

ITP Power (Australia) Pty Ltd

Wahroonga Solar Farm

Traffic Impact Assessment Report

July 2019



WAHROONGA SOLAR FARM

TRAFFIC IMPACT ASSESSMENT REPORT

PREPARED FOR: IT POWER (AUSTRALIA) PTY LTD

JULY 2019



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Report Title:	Wahroonga Solar Farm
Project:	Traffic Impact Assessment Report
Client:	IT Power (Australia) Pty Ltd
Report Ref.:	219256_REO_001B.docx
Status:	Final
Issued:	05/07/2019

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The preparation of this report has been in accordance with the project brief provided by the client and has relied upon the information, data and results provided or collected from the sources and under the conditions outlined in the report.

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Introduction

1.1 BACKGROUND

IT Power (Australia) Pty Ltd have proposed a solar farm for construction across Lot 41 and Lot 46 DP752581, 6 Euromedah Road, Narromine. As part of initial investigations for the project, a traffic study is required to determine the impact to local traffic as a result of the development.

In the course of preparing for this report, the subject property, it's surroundings and traffic data has been inspected through desktop study and plans of the development have been examined.

1.2 LOCATION AND LAND USE

The subject site is within the Primary Production (RU1) land zoning of Narromine and is accessible via a private access road that comes off Euromedah Road, close to the intersection with Euromegrie Road. All public roads surrounding the property are sealed with all roads on the site consisting of unsealed gravel roads. The private access road passes a residence, with the location of the road and proposed solar farm shown in **Figure 1**. Staff parking/drop off will be located near the northern boundary of the subject site.



Figure 1: Location of subject site



1.3 TRAFFIC STUDY METHODOLOGY

In carrying out the Traffic Study, three broad issues were addressed as outlined below:

- (a) Existing site and traffic conditions
 - Solar farm location;
 - Road network hierarchy surrounding the development;
 - Existing site access;
 - Existing roadway capacity; and
 - Existing traffic flow
- (b) Proposed solar farm
 - Internal and external traffic design principles; and
 - Connectivity to the surrounding road network.
- (c) Traffic impact of the proposed solar farm
 - Traffic generation from the proposed solar farm construction phase;

Traffic distribution within and external to the site and the connection to Euromedah Road; Impact of the traffic generated from the solar farm construction phase on existing traffic parameters; and

• Local area traffic management.

In order to satisfactorily address all the relevant traffic issues for the proposed solar farm, this Traffic Study assessed the existing traffic movements on the road network surrounding the development site, the expected traffic volumes generated by the construction of the solar farm, the effect of the generated traffic on the surrounding road network and the determination of a safe and efficient means of providing access to the site to cater for the additional traffic volume.



Existing Traffic Conditions

2.1 EXISTING ROADWAY CONDITIONS

Eumungerie Road is a sub-arterial road connecting Narromine and Eumungerie and has an approximate south-west to north-east direction. The road is a bitumen sealed, two lane, two way road with two 3.5m wide lanes in each direction (refer **Plate 2**). It has bitumen sealed shoulders approximately 0.5 m wide along both sides in the vicinity of the site. Speed limits in the area are 100 km/hr. At the intersection with Euromedah Road, an auxiliary lane is provided to allow northbound vehicles to pass a vehicle waiting to turn right into Euromedah Road.

Euromedah Road is a collector road and heads approximately east from Eumungerie Road and is sealed for just over 3 km before reaching unsealed rural roads. The road in the vicinity of the site is a bitumen sealed, two lane, two way road with two 3m wide lanes in each direction. Euromedah Road is a rural road and has a default speed limit of 100 km/hr (refer **Plate 4**).

The private access road comes off Euromedah Road approximately 30m from the intersection with Euromedian Road (refer **Plate 1**, **Plate 3** and **Plate 4**). The access road is a single lane road with a length of approximately 2.2 km from Euromedah Road to the site. The road consists of gravel and has a width of 3 to 4m. One residential property uses the access road and is located between the subject site and Euromedah Road.

2.2 EXISTING TRAFFIC

Narromine Shire Council provided daily traffic count data for Eumungerie Road based on counts from 2018 measured along the road close to the intersection with Warren Road. No traffic count data was available for Euromedah Road or the private access road. Euromedah Road daily traffic was an estimate based on the road hierarchy as determined by Narromine Shire Council. Traffic on the private access road is based on the Roads and Traffic Authority's (RTA) (2002) *Guide to Traffic Generating Developments*.

2.2.1 EXISTING DAILY TRAFFIC

Eumungerie Road

The traffic count data from Narromine Shire Council provided daily traffic averages for Eumungerie Road of 861 vehicles per day.

Euromedah Road

Narromine Shire Council have classed Euromedah Road as a hierarchy three road, which has daily traffic volumes of between 70-150 vehicles per day. The more conservative volume of 150 vehicles per day was applied in this traffic impact assessment.

Private Access Road

The *Guide to Traffic Generating Developments* (2002) provides a rate of vehicle trips for residential dwellings of 9 vehicles per day.



Summary

Table 2.1 – Existing Daily Traffic Volumes

Road	Both Directions (vehicles/day)	% Heavy Vehicles
Eumungerie Road	861	32
Euromedah Road	150	20
Private Road	9	-

2.2.2 EXISTING PEAK HOUR TRAFFIC

Eumungerie Road

In the absence of site specific traffic counts, an accepted RTA procedure used to determine an estimate peak hour traffic volume is to multiply an AADT traffic volume by 15%. This factor is for general use on urban roads and thus an estimated peak hour traffic volume along Eumungerie Road is 129 vehicles per hour.

Northbound and southbound traffic along Eumungerie was split 25:75 for AM peak hour and the reverse for PM, under the assumption majority of traffic travels to Narromine for the day.

The percentage of heavy vehicles were based on the traffic count data for Eumungerie Road, equalling approximately 32% of all traffic.

Euromedah Road

Using the daily traffic of 150 vehicles per day and the same RTA factor as above, the peak hour traffic along Euromedah Road is 23 vehicles per hour.

Euromedah was assumed the same 25:75 ratio for eastbound and westbound traffic respectively during the AM peak hour and the reverse for the PM.

The percentage of heavy vehicles was estimated to be a maximum of 20%.

Private Access Road

The *Guide to Traffic Generating Developments* provides a rate for peak hour vehicle trips of 0.85, which has been rounded up to 1 vehicle per hour for the purpose of this assessment.

Summary

Based on the above assumptions, a summary of existing peak hour traffic for all roads surrounding the site are shown below in **Table 2.2**:

Road	AM Peak Volume (vehicles/hour)	PM Peak Volume (vehicles/hour)
Eumungerie Road Northbound	32	97
Eumungerie Road Southbound	97	32
Euromedah Road Westbound	17	6
Euromedah Road Eastbound	6	17
Private Road	1 (northbound)	1 (southbound)

Table 2.2 – Existing Peak Hour Traffic Volumes



Assuming 75% of traffic on Eumungerie Road is from/to the south the final split of existing traffic on the roads surrounding the site and used in this traffic report is shown in **Figure 2** and **Figure 3**.



Figure 3: Existing PM Peak Traffic Volumes



Traffic Impact of the Proposed Development

3.1 PROPOSED DEVELOPMENT

ITP Renewables propose to construct a solar farm with a DC array capacity of 6 MWp and an AC output of 5MW on a 20 ha site north-east of Narromine. The site is currently zoned RU1 (Primary Production) and is used for agriculture.

The proposed Wahroonga Solar Farm is located south of the intersection between Euromedah and Eumungerie Roads and is accessed from Euromedah Road.

There are approximately 16,800 solar modules installed in 200 rows (each row being ~88 m long and ~2 m wide) running north to south. Each row of PV modules will rotate to track the sun across the sky from east to west each day. There is approximately 6 m spacing between each row. The hub height of each tracker is 1.5 m with the peak of the modules reaching a height of 2.5 m when the array is fully tilted to 60 degrees from horizontal.

The solar farm will also consist of one 5 MW inverter stations. The inverter is located within the array and mounted on a 40 ft skid. This inverter station incorporates the High/Medium voltage switchgear and transformers. The mounting system is constructed on piles that are driven into the ground.

During the construction stage, several heavy vehicles will be required to access the site for delivery of material. The construction is expected to commence late 2019/early 2020 and will take approximately 12 weeks. On completion of construction, it is expected that traffic associated with the site will reduce to quarterly maintenance vehicles with a crew of 2 to 3 people.

The expected staff associated with the construction phase is as follows:

- Approximately 50 staff on site during construction phases between the site hours of 7 am and 4 pm Monday to Friday;
- Parking for up to 40 staff vehicles; and
- Potentially a bus service for collection of staff from Narromine area.

The expected traffic generation associated with the construction phase is as follows:

- Total site delivery of 63 semi-articulated trucks during 12-week construction phase, consisting of:
 - o 30 x 19 m semi-articulated trucks for delivery of PV Modules;
 - o 1 x semi-articulated truck for delivery of the invertor;
 - 15 x semi-articulated trucks for delivery of mounting system;
 - o 7 x semi-articulated trucks for balance of system; and
 - 10 x semi-articulated truck for delivery and collection (i.e. 5 at delivery and 5 at collection) of 10 x telehandlers and an excavator.
- Arrival and departure of up to 40 staff vehicles (average rate of 1.25 persons/vehicle); and
- Arrival and departure of a potential bus service for staff in the Narromine area.



3.2 CAR PARKING CONSIDERATIONS

It is intended for the duration of the construction phase to provide a bus service from Narromine to the site for construction staff to reduce traffic disturbance. There is, however, ample space near the subject site for 40 construction staff to park vehicles i.e. a parking ratio of 0.8 per staff member.

3.3 TRAFFIC GENERATION

During the 12-week construction period up to 63 semi-articulated trucks will access the site with up to a maximum of 6 construction vehicles accessing the site daily during peak construction periods. The impact on the AM and PM peak periods of the surrounding road network will be associated with the arrival and departure of staff only as material deliveries will occur outside of these times.

The arrival and departure of staff in peak hours involves the arrival and departure of up to 40 Class 1 vehicles to and from the site.

Assumptions made were as follows:

- The bus service did not run, and all 40 vehicles travelled to and from the site during peak hour traffic with a person per vehicle rate of 1.25; and
- 75% of the 40 staff vehicles for the site are travelling from Narromine direction, and the remainder from north Eumungerie Road.

Figure 4 and Figure 5 describe the peak hour traffic generation from the construction of the solar farm.

Figure 6 and **Figure 7** describe the combined peak hour volumes for AM and PM peaks assuming the peak hour traffic movement to and from the site occur during the existing peak hour traffic movements.



Figure 4: Expected site traffic generation in AM peak



Figure 5: Expected site traffic generation in PM peak



Figure 6: Traffic volumes post development in AM peak



Figure 7: Traffic volumes post development in PM peak



3.4 IMPACT OF THE GENERATED TRAFFIC

The impact of the additional traffic generated during the construction of the Wahroonga Solar Farm on the surrounding road network has been assessed in terms of:

- Traffic volume;
- Site access; and
- Intersection capacity.

3.4.1 TRAFFIC VOLUME

The estimated peak hour traffic generation from the Wahroonga Solar Farm is 40 vehicle trips per hour during peak hours.

The increase in peak hour traffic volume on Eumungerie Road is approximately 23%.

The increase in peak hour traffic volume on Euromedah Road is approximately 174%. Although this may be considered a significant increase, the existing traffic is very low and the post development peak hour traffic is only 63 vehicles per hour and will be easily accommodated by the existing road.

The impact of the additional traffic movements generated by the development of the Wahroonga Solar Farm on the surrounding public roads is minor and the functional classification of the surrounding road network would not change during or following the development of the solar farm.

3.4.2 SITE ACCESS

Access to the site will be via Eumungerie Road then Euromedah Road and onto the access road. The intersection of Eumungerie and Euromedah Roads comprises an AUR (auxiliary right turn) configuration for northbound traffic on the road turning right onto Euromedah Road. The existing intersection provides good access to the solar farm allowing northbound traffic on Eumungerie Road to pass a vehicle turning right onto Euromedah Road.

The intersection between the private access road including its intersection with Euromedah Road is not developed for frequent traffic or for long vehicles. As a result, it is proposed to upgrade the private access road including its intersection with Euromedah Road.

The upgrades would include:

- Widening of the northern shoulder of Euromedah Road opposite the intersection to allow for vehicles to pass a vehicle turning right on to the private access road;
- Widening of the existing private access at its intersection with Euromedah Road to provide two lanes on the private access road and to accommodate the swept path of a 19m semiarticulated truck entering/leaving the road;
- Bitumen sealing of the intersection; and
- Upgrading of the private access road along its length to accommodate the predicted traffic volumes and loads. This would include the provision of regularly spaced passing lanes to allow for two-way traffic.



3.4.3 INTERSECTION OPERATIONS ANALYSIS

The intersection performance of the intersections of Eumungerie and Euromedah roads and Euromedah and the Site Access roads has been analysed through SIDRA, applying the peak hour traffic movements generated by the site in both AM and PM to the existing peak hour traffic movement on the roads. SIDRA modelling indicates no decrease in the operational level of the intersections, which already display a LOS A for both intersections during the peak period. Refer to **Appendix B** for SIDRA Movement Summary reports.



Conclusion

4.1 CONCLUSIONS & RECOMMENDATIONS

Based on the considerations presented in this report, the implementation of the recommendations of this Traffic Study during the approval and development of the Wahroonga Solar Farm will see the construction phase of the solar farm with minimal impact on the surrounding road network.

- The proposed traffic generation of the subject site resulting from up to 50 staff being present on site at any one time can be readily accommodated for at the intersection of Eumungerie and Euromedah Roads (refer **Appendix B**).
- The area within the site along the northern boundary will be utilised as a laydown and parking area for staff.
- Construction vehicles, of which a maximum of 6 will attend site in any one day, will arrive and depart from site outside of the AM and PM peak traffic periods.
- The intersection layout of Eumungerie Road and Euromedah Road can accommodate the turning movements of a 19 m semi-articulated truck (refer **Drawing 219256_02A**).
- It is recommended that the intersection of the private access road and Euromedah Road be upgraded to accommodate the turning movements of a 19 m semi-articulated truck (refer **Drawing 219256_02A**).
- It is recommended the private access road is upgraded along its length to accommodate the predicted traffic volumes and loads. This would include the provision of regularly spaced passing lanes to allow for two-way traffic.
- The traffic impacts associated with the proposal can be accommodated by the surrounding roads and intersections.



References

Austroads (2017) Guide to Road Design Part 4: Intersections and Crossing - General

Austroads (2017) Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Roads and Traffic Authority (2002) Guide to Traffic Generating Developments

Drawings

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Plates

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Plate 1: View of site entry from western side of Eumungerie Road



Plate 2: Eumungerie Road and Euromedah Road intersection facing south west



Plate 4: Euromedah Road facing east from the entry point

Appendix A EUMUNGERIE ROAD TRAFFIC DATA

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MetroCount Traffic Executive Daily Classes by Direction

DayClassSplit-9 -- English (ENA)

<u>Datasets:</u> Site: Attribute:	[EUMUNGERIE] T junction 250m from Warren Road
Direction:	1 - North bound, A trigger first. Lane: 0
Survey Duration: Zone:	12:30 Thursday, 22 February 2018 => 16:13 Thursday, 12 April 2018,
File:	EUMUNGERIE 0 2018-04-12 1512.EC0 (Plus)
Identifier:	NY92WR50 MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)
Profile:	
Filter time:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757)
Filter time: Included classes:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Filter time: Included classes: Speed range:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h.
Filter time: Included classes: Speed range: Direction:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h. North, East, South, West (bound), P = <u>North</u> , Lane = 0-16
Filter time: Included classes: Speed range: Direction: Separation:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h. North, East, South, West (bound), P = <u>North</u> , Lane = 0-16 Headway > 0 sec, Span 0 - 100 metre
Filter time: Included classes: Speed range: Direction: Separation: Name: Scheme:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h. North, East, South, West (bound), P = <u>North</u> , Lane = 0-16 Headway > 0 sec, Span 0 - 100 metre Default Profile Vehicle elegisition (AustBoodp04)
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Filter time: Included classes: Speed range: Direction: Separation: Name: Scheme: Units: In profile:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018 (31.1757) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 10 - 160 km/h. North, East, South, West (bound), P = <u>North</u> , Lane = 0-16 Headway > 0 sec, Span 0 - 100 metre Default Profile Vehicle classification (AustRoads94) Metric (metre, kilometre, m/s, km/h, kg, tonne) Vehicles = 27002 / 27113 (99 59%)

DayClassSplit-9

Site: Description: Filter time: Scheme: Filter: EUMUNGERIE.0.0N **T junction 250m from Warren Road 12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018** Vehicle classification (AustRoads94) Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Monday, 12 March 2018 11 12 Total Mon 286 17 39 8 0 5 5 22 67 14.7 6 456 1.8 0.0 0.2 1.1 1.1 4.8 1.3 0.0 (%) 62.7 3.7 8.6 AB AB% 8 36.4 124 6 13 3 0 4 41 4 0 205 1 1 37.5 0.0 100.0 20.0 66.7 35.3 33.3 80.0 61.2 0.0 43.4 45.0 26.0 38.8 BA 162.0 11.0 26.0 5.0 0.0 0.0 4.0 1.0 14.0 2.0 0.0 251.0 80.0 33.3 BA% 64.7 62.5 0.0 20.0 63.6 56.6 66.7 0.0 0.0 55.0 Tue 638 15 100 163 982 8 1 2 6 10 34 4 1 65.0 1.5 10.2 0.8 0.1 0.2 0.6 1.0 3.5 16.6 0.4 0.1 (%) AB AB% 227 9 50 3 0 3 б 13 75 2 0 389 1 35.6 50.0 37.5 0.0 60.0 50.0 50.0 60.0 38.2 46.0 50.0 0.0 39.6 BА 411.0 6.0 50.0 5.0 1.0 1.0 3 0 4 0 21.0 88 0 2.0 1.0 593.0 BA% 40.0 62.5 100.0 50.0 50.0 40.0 61.8 54.0 50.0 100.0 64.4 50.0 60.4 995 Wed 603 26 98 20 50 178 0 6 (%) AB 2.6 14 9.8 51 0.6 17.9 60.6 2.0 0.1 0.0 0.5 5.0 0.8 0.0 486 247 10 36 0 0 2 2 4 0 52.0 0.0 0.0 40.0 33.3 72.0 AB% 41.0 53.8 50.0 67.4 50.0 0.0 48.8 BA BA% 4.0 66.7 356.0 12.0 47 0 10.0 1.0 0 0 3.0 14 0 58 0 4 0 0 0 509 0 59.0 46.2 48.0 50.0 100.0 0.0 60.0 28.0 32.6 50.0 0.0 51.2 Thu 547 27 97 17 173 0 939 2 6 10 46 (%) AB 58.3 2.9 10.3 1.8 0.2 0.6 1.1 0.7 4.9 18.4 0.7 0.0 450 225 14 46 11 4 66.7 4 3 22 116 4 0 1 47.8 57.1 47.4 AB% 41.1 51.9 64.7 50.0 40.0 42.9 67.1 0.0 47.9 BA 322.0 13.0 51.0 6.0 1.0 2.0 6.0 4.0 24.0 57.0 3.0 0.0 489.0 57.1 BA% 58.9 48.1 52.6 35.3 50.0 33.3 60.0 52.2 32.9 42.9 0.0 52.1 Fri 548 29 90 122 859 13 34 (%) AB 63.8 3.4 15 10.5 1.5 5 0.0 0.2 0.8 0.7 4.0 14.2 0.9 0.0 205 45 0 65 363 0 4 19 0 2 3 57.1 3.0 AB% 37.4 51.7 50.0 38.5 0.0 0.0 33.3 55.9 53.3 37.5 0.0 42.3 BA 343.0 14.0 45.0 8.0 0.0 2.0 4.0 15.0 57.0 5.0 0.0 496.0 BA% 62.6 48.3 50.0 61.5 0.0 100.0 42.9 66.7 44.1 46.7 62.5 0.0 57.7 <u>Sat</u> (%) 472 32 40 5 0.7 26 108 8 708 5.6 20 66.7 4.5 13 0.3 0.6 0.3 0.0 1.3 3.7 15.3 1.1 AB 2 13 67 184 0 2 5 5 0 312 1 0.0 55.6 0.0 40.6 19.0 50.0 20.0 40.0 50.0 62.5 44.1 396.0 AB% 39.0 50.0 50.0 62.0 0.0 288.0 3.0 13.0 3.0 BA 2.0 4.0 1.0 41.0 BA% 61.0 59.4 50.0 60.0 100.0 50.0 44.4 50.0 50.0 38.0 37.5 0.0 55.9 <u>Sun</u> (%) 400 29 56 3 15 135 7 0 653 0 2 3 0.0 0.5 0.5 61.3 4.4 8.6 0.5 0.3 2.3 20.7 1.1 0.0 AB 170 15 28 0 8 90 0 318 0 0 4 0.0 0.0 100.0 66.7 57.1 AB% 42.5 51.7 50.0 33.3 0.0 53.3 0.0 48.7 14.0 0.0 45.0 335.0 230.0 28.0 3.0 0.0 2.0 7.0 3.0 0.0 BA 3.0 BA% 57.5 48.3 50.0 100.0 0.0 0.0 66.7 100.0 46.7 33.3 42.9 0.0 51.3 Average daily volume Entire week 1 0.1 535 26 80 11 6 0.7 34 147 0 0.0 856 (응) 3.1 13 1.3 5 0.3 0.8 4.0 0.8 62.5 9.4 17.1 0 16.7 0.8 AB 210 40 2 3 2 19 89 4 0 386 47.5 3.5 0.0 AB% 50.6 13.0 49.9 40.2 47.0 56.2 41.2 3.3 54.1 15.7 60.6 57.7 39.2 325.0 52 4 45.1 469.7 5.8 1.2 0.2 BA 3.3 BA% 60.8 49.4 50.1 53.0 83.3 43.8 52.5 58.8 45.9 39.4 47.6 100.0 54.9 Weekdays 944 584 24 96 15 41 159 0 1 (%) AB 61.9 2.6 10.2 1.5 0.1 0.3 0.7 0.8 4.3 16.8 0.7 0.0 226 94 422 48 23 13 7 0 3 3 3 0 1 49.9 . 59.1 AB% 38.7 53.6 50.0 25.0 50.0 46.4 44.8 54.9 48.1 0.0 44.7 11.3 46.4 1.3 50.0 3.8 53.6 18.5 45.1 BA 358 0 48.3 73 0.8 4.0 65 0 35 03 521 8 50.0 75.0 55.2 51.9 100.0 BA% 61.3 50.1 40.9 55.3 Weekend 436 31 48 21 122 0 681 4 1 6 8 4.5 14 45.9 (왕) 7.1 0.1 0.4 0.9 0.4 17.9 79 0.6 3.0 1.1 0.0 64.1 AB 177 24 1 0 2 3 1 11 5 0 315 50.0 25.0 0.0 66.7 50.0 20.0 51.2 64.6 60.0 0.0 AB% 40.6 46.3 16.5 24.0 3.0 1.0 1.0 3.0 2.0 10.0 43.0 0.0 365.5 BА 259.0 3.0

* - Incomplete

59.4

54.1

50.0

BA%

75.0 100.0

33.3

50.0

80.0

48.8

35.4

40.0

0.0

53.7

DayClassSplit-9	
Site:	EUMUNGERIE.0.0N
Description:	T junction 250m from Warren Road
Filter time:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018
Scheme:	Vehicle classification (AustRoads94)
Filter:	Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Mond	ay, 19	March	2018		-		-	•	•	10		10	mat a 1
Mon	534	16	98	4 8	3	1	8	11	40	89	11	0	819
(%)	65.2	2.0	12.0	1.0	0.4	0.1	1.0	1.3	4.9	10.9	1.3	0.0	
AB	223	6	45	5	2	1	6	3	22	61	3	0	377
AB%	41.8	37.5	45.9	62.5	66.7	100.0	75.0	27.3	55.0	68.5	27.3	0.0	46.0
BA	311.0	10.0	53.0	3.0	1.0	0.0	2.0	8.0	18.0	28.0	8.0	0.0	442.0
DA-9	50.2	02.5	54.1	57.5	55.5	0.0	25.0	12.1	45.0	51.5	12.1	0.0	54.0
Tue	702	27	85	15	7	2	3	3	55	215	13	0	1127
(%)	62.3	2.4	7.5	1.3	0.6	0.2	0.3	0.3	4.9	19.1	1.2	0.0	
AB	256	13	45	7	3	1	3	2	35	137	6	0	508
AB%	36.5	48.1	52.9	46.7	42.9	50.0	100.0	66.7	63.6	63.7	46.2	0.0	45.1
BA%	63 5	51 9	40.0	533	4.0 57 1	50 0	0.0	1.U 33 3	20.0 36.4	76.0	53.8	0.0	54 9
2	00.0	52.5	17.11	55.5	57.1	50.0	0.0	55.5	50.1	50.5	55.0	0.0	5115
Wed	624	18	90	10	2	5	5	4	61	180	16	0	1015
(응)	61.5	1.8	8.9	1.0	0.2	0.5	0.5	0.4	6.0	17.7	1.6	0.0	
AB AB%	269 43 1	33 3 P	40 44 4	40 0	50 0	60 0	60 0	50 0	63 9	117 65 0	£2 5	0 0	494
BA	355.0	12.0	50.0	6.0	1.0	2.0	2.0	2.0	22.0	63.0	6.0	0.0	521.0
BA%	56.9	66.7	55.6	60.0	50.0	40.0	40.0	50.0	36.1	35.0	37.5	0.0	51.3
Thu	555	12	91	13	4	2	6	8	53	199	16	0	959
(종) 자료	57.9	1.3	9.5	1.4	0.4	0.2	0.6	0.8	5.5	20.8	1.7	0.0	474
AB%	43.8	75.0	52.7	46.2	50.0	50.0	83.3	37.5	47.2	62.8	43.8	0.0	49.4
BA	312.0	3.0	43.0	7.0	2.0	1.0	1.0	5.0	28.0	74.0	9.0	0.0	485.0
BA%	56.2	25.0	47.3	53.8	50.0	50.0	16.7	62.5	52.8	37.2	56.3	0.0	50.6
Fri	E 2 7	10	0.5	F	1	6	0	E	FO	110	10	0	017
(%)	63 4	2 2	11 2	06	0 1	07	1 1	06	5 9	13 0	1 2	0 0	04/
AB	235	11	41	2	1	2	6	2	30	65	6	0.0	401
AB%	43.8	57.9	43.2	40.0	100.0	33.3	66.7	40.0	60.0	59.1	60.0	0.0	47.3
BA	302.0	8.0	54.0	3.0	0.0	4.0	3.0	3.0	20.0	45.0	4.0	0.0	446.0
BA%	56.2	42.1	56.8	60.0	0.0	66.7	33.3	60.0	40.0	40.9	40.0	0.0	52.7
Sat	599	24	49	11	0	4	4	5	27	132	9	0	864
(8)	69.3	2.8	5.7	1.3	0.0	0.5	0.5	0.6	3.1	15.3	1.0	0.0	001
AB	207	13	25	5	0	1	2	4	15	85	3	0	360
AB%	34.6	54.2	51.0	45.5	0.0	25.0	50.0	80.0	55.6	64.4	33.3	0.0	41.7
BA	392.0	11.0	24.0	6.0	0.0	3.0	2.0	1.0	12.0	47.0	6.0	0.0	504.0
BA%	65.4	45.8	49.0	54.5	0.0	75.0	50.0	20.0	44.4	35.6	66.7	0.0	58.3
Sun	371	27	34	6	5	2	9	2	23	122	3	0	604
(%)	61.4	4.5	5.6	1.0	0.8	0.3	1.5	0.3	3.8	20.2	0.5	0.0	
AB	132	12	13	0	3	0	4	2	11	82	1	0	260
AB%	35.6	44.4	38.2	0.0	60.0	0.0	44.4	100.0	4/.8	67.2	33.3	0.0	43.0
BA%	64.4	55.6	61.8	100.0	40.0	100.0	55.6	0.0	52.2	32.8	66.7	0.0	57.0
Aver	age da:	11y vo.	Lume										
Enti	re weel	c											
	560	20	77	10	3	3	6	5	44	150	11	0	891
(%)	62.9	2.3	8.7	1.1	0.4	0.4	0.7	0.6	5.0	16.8	1.3	0.0	
AB ∧D≎	224	10 0	37	4	2 E4 E	10 0	65 0	47 4	25	96 64 0	46.2	0	411
RA BA	336 7	10 4	40 7	5 6	1 4	1 9	2 1	2 9	18 9	53 6	40.2	0.0	480 1
BA%	60.1	51.0	52.6	57.4	45.5	59.1	34.1	52.6	42.7	35.8	53.8	0.0	53.9
-	_												
Week	days	10	0.0	1.0	,	n	e	6	E 2	1 5 0	1 0	0	052
(%)	61.9	1.9	9.6	1.1	0.4	0.3	0.7	0.7	⊃∠ 5.4	16.6	1.4	0.0	200
AB	245	9	44		2	2	5.7	2	30	101	6	0	451
AB%	41.5	48.9	47.7	47.1	52.9	50.0	74.2	38.7	58.3	63.7	48.5	0.0	47.3
BA	345.2	9.4	48.0	5.4	1.6	1.6	1.6	3.8	21.6	57.6	6.8	0.0	502.6
BA%	58.5	51.1	52.3	52.9	4/.1	50.0	25.8	61.3	41.7	36.3	51.5	0.0	52.7
Week	end												
	485	26	42	9	3	3	7	4	25	127	6	0	734
(응)	66.1	3.5	5.7	1.2	0.3	0.4	0.9	0.5	3.4	17.3	0.8	0.0	
AB	170	13	19	3	2	16 7	3	3	13	84	2	0	310
AB% BA	34.9	49.0 13 0	45.8 22 5	29.4 6 ∩	1 0	10.7	40.2	85.7 0 5	5⊿.U 12 0	05.7 43 5	33.3 4 N	0.0	42.2 424 N
BA%	65.1	51.0	54.2	70.6	40.0	83.3	53.8	14.3	48.0	34.3	66.7	0.0	57.8

* - Incomplete

DayClassSplit-9 Site: Description: Filter time:	EUMUNGERIE.0.0N T junction 250m from Warren Road 12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018
Scheme: Filter:	Vehicle classification (AustRoads94) Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)
Monday, 26 March 2018	

Monu	ay, 20 1	2	2010	4	5	6	7	8	٩	10	11	12	Total
Mon (%) AB	510 64.6 218	18 2.3 10	81 10.3 37	11 1.4 5	2 0.3 1	4 0.5 1	8 1.0 4	11 1.4 6	35 4.4 21	103 13.1 64	0.8 4	0.0	789 371
AB% BA BA%	42.7 292.0 57.3	55.6 8.0 44.4	45.7 44.0 54.3	45.5 6.0 54.5	50.0 1.0 50.0	25.0 3.0 75.0	50.0 4.0 50.0	54.5 5.0 45.5	60.0 14.0 40.0	62.1 39.0 37.9	66.7 2.0 33.3	0.0 0.0 0.0	47.0 418.0 53.0
Tue (%) AB AB% BA	674 60.3 252 37.4 422.0	21 1.9 11 52.4 10.0	100 9.0 47 47.0 53.0	25 2.2 13 52.0 12.0	3 0.3 1 33.3 2.0	6 0.5 3 50.0 3.0	4 0.4 3 75.0 1.0	7 0.6 6 85.7 1.0	53 4.7 31 58.5 22.0	211 18.9 127 60.2 84.0	13 1.2 9 69.2 4.0	0 0.0 0.0 0.0	1117 503 45.0 614.0
BA% Wed (%) AB AB% BA BA%	62.6 646 63.5 228 35.3 418.0 64.7	47.6 27 2.7 18 66.7 9.0 33.3	53.0 83 8.2 40 48.2 43.0 51.8	48.0 13 1.3 6 46.2 7.0 53.8	66.7 1 0.1 1 100.0 0.0 0.0	50.0 5 0.5 3 60.0 2.0 40.0	25.0 9 0.9 5 55.6 4.0 44.4	14.3 9 0.9 6 66.7 3.0 33.3	41.5 56 5.5 36 64.3 20.0 35.7	39.8 164 16.1 107 65.2 57.0 34.8	30.8 4 0.4 100.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	55.0 1017 454 44.6 563.0 55.4
Thu (%) AB AB% BA BA%	668 69.2 278 41.6 390.0 58.4	36 3.7 22 61.1 14.0 38.9	101 10.5 44 43.6 57.0 56.4	8 0.8 2 25.0 6.0 75.0	2 0.2 1 50.0 1.0 50.0	6 0.6 4 66.7 2.0 33.3	7 0.7 4 57.1 3.0 42.9	3 0.3 3 100.0 0.0 0.0	21 2.2 10 47.6 11.0 52.4	106 11.0 70 66.0 36.0 34.0	7 0.7 3 42.9 4.0 57.1	0 0 0 0 0 0 0 0	965 441 45.7 524.0 54.3
Fri (%) AB AB% BA BA%	482 68.8 199 41.3 283.0 58.7	40 5.7 24 60.0 16.0 40.0	33 4.7 15 45.5 18.0 54.5	7 1.0 2 28.6 5.0 71.4	0 0.0 0.0 0.0 0.0	2 0.3 0.0 2.0 100.0	5 0.7 1 20.0 4.0 80.0	1 0.1 1 100.0 0.0 0.0	17 2.4 13 76.5 4.0 23.5	113 16.1 71 62.8 42.0 37.2	1 0.1 0.0 1.0 100.0	0 0.0 0.0 0.0 0.0	701 326 46.5 375.0 53.5
Sat (%) AB AB% BA BA%	453 78.9 221 48.8 232.0 51.2	30 5.2 16 53.3 14.0 46.7	36 6.3 11 30.6 25.0 69.4	5 0.9 1 20.0 4.0 80.0	0 0.0 0.0 0.0 0.0	3 0.5 1 33.3 2.0 66.7	3 0.5 2 66.7 1.0 33.3	1 0.2 1 100.0 0.0 0.0	9 1.6 7 77.8 2.0 22.2	32 5.6 21 65.6 11.0 34.4	2 0.3 2 100.0 0.0 0.0	0 0.0 0.0 0.0 0.0	574 283 49.3 291.0 50.7
<u>Sun</u> (%) AB AB% BA BA%	363 76.1 168 46.3 195.0 53.7	28 5.9 13 46.4 15.0 53.6	34 7.1 15 44.1 19.0 55.9	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	3 0.6 2 66.7 1.0 33.3	3 0.6 2 66.7 1.0 33.3	1 0.2 0.0 1.0 100.0	6 1.3 5 83.3 1.0 16.7	38 8.0 24 63.2 14.0 36.8	1 0.2 0.0 1.0 100.0	0 0.0 0.0 0.0 0.0 0.0	477 229 48.0 248.0 52.0
Aver	age da:	ily vol	ume										
Enti (%) AB AB% BA BA	re week 542 67.3 223 41.2 318.9 58.8	29 3.5 16 57.0 12.3 43.0	67 8.3 30 44.7 37.0 55.3	10 1.2 4 42.0 5.7 58.0	1 0.1 1 50.0 0.6 50.0	4 0.5 2 48.3 2.1 51.7	6 0.7 3 53.8 2.6 46.2	5 0.6 3 69.7 1.4 30.3	28 3.5 18 62.4 10.6 37.6	110 13.6 69 63.1 40.4 36.9	5 0.6 3 64.7 1.7 35.3	0 0.0 0.0 0.0 0.0	806 372 46.2 433.3 53.8
Week (%) AB AB% BA BA	days 596 64.9 235 39.4 361.0 60 6	28 3.1 17 59.9 11.4 40 1	80 8.7 37 46.0 43.0 54.0	13 1.4 6 43.7 7.2 56 3	2 0.2 1 50.0 0.8	5 0.5 2 47.8 2.4 52 2	7 0.7 3 51.5 3.2 48 5	6 0.7 4 71.0 1.8 29 0	36 4.0 22 61.0 14.2 39.0	139 15.2 88 63.0 51.6 37 0	6 0.7 4 64.5 2.2 35 5	0 0.0 0.0 0.0 0.0	918 419 45.7 498.8 54 3

 $\begin{smallmatrix} 0 & 3 & 3 & 1 & 8 & 35 \\ 0.0 & 0.6 & 0.6 & 0.2 & 1.4 & 6.7 \\ 0 & 2 & 2 & 1 & 6 & 23 \\ 0.0 & 50.0 & 66.7 & 50.0 & 80.0 & 64.3 \\ 0.0 & 1.5 & 1.0 & 0.5 & 1.5 & 12.5 \\ 0.0 & 50.0 & 33.3 & 50.0 & 20.0 & 35.7 \\ \end{smallmatrix}$

2 0.3 1 66.7 0.5 33.3

0 0.0 0.0 0.0 0.0

526

256 48.7 269.5 51.3

Weekend									
	408								
(%)	77.6								
AB	195								
AB%	47.7								
BA	213.5								
BA%	52.3								

(%) AB AB% BA BA% * - Incomplete

DayClassSplit-9	
Site:	EUMUNGERIE.0.0N
Description:	T junction 250m from Warren Road
Filter time:	12:00 Monday, 12 March 2018 => 16:13 Thursday, 12 April 2018
Scheme:	Vehicle classification (AustRoads94)
Filter:	Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Mond	ay, 2 A 1	pril 2	018	4	5	6	7	8	٩	10	11	12	Total
Mon	458	40	53	6	0	3	5	2	17	95	5	0	684
(%)	67.0	5.8	7.7	0.9	0.0	0.4	0.7	0.3	2.5	13.9	0.7	0.0	200
AB AB%	39.7	37.5	50.9	50.0	0.0	0.0	60.0	50.0	8 47.1	54 56.8	5 60.0	0.0	43.3
BA	276.0	25.0	26.0	3.0	0.0	3.0	2.0	1.0	9.0	41.0	2.0	0.0	388.0
BA%	60.3	62.5	49.1	50.0	0.0	100.0	40.0	50.0	52.9	43.2	40.0	0.0	56.7
Tue	534	29	105	10	2	3	10	4	23	68	6	0	794
(종) AB	233	3.7	13.2	1.3	0.3	0.4	1.3	0.5	2.9	8.6 39	0.8	0.0	366
AB%	43.6	58.6	44.8	40.0	0.0	66.7	50.0	50.0	56.5	57.4	66.7	0.0	46.1
BA	301.0	12.0	58.0	6.0	2.0	1.0	5.0	2.0	10.0	29.0	2.0	0.0	428.0
BA%	56.4	41.4	55.2	60.0	100.0	33.3	50.0	50.0	43.5	42.6	33.3	0.0	53.9
Wed	644	41	83	11	0	3	16	8	48	207	15	0	1076
(종) AB	239	3.8	34	1.0	0.0	0.3	1.5	0.7	4.5	19.2	1.4	0.0	494
AB%	37.1	48.8	41.0	18.2	0.0	33.3	62.5	50.0	62.5	71.0	46.7	0.0	45.9
BA	405.0	21.0	49.0	9.0	0.0	2.0	6.0	4.0	18.0	60.0	8.0	0.0	582.0
BA%	62.9	51.2	59.0	81.8	0.0	66.7	37.5	50.0	37.5	29.0	53.3	0.0	54.1
Thu	650	42	109	10	3	1	6	5	44	174 16 6	7	0	1051
AB	253	22	51	2	2	1	3	3	30	113	4	0.0	484
AB%	38.9	52.4	46.8	20.0	66.7	100.0	50.0	60.0	68.2	64.9	57.1	0.0	46.1
BA	397.0	20.0	58.0	8.0	1.0	0.0	3.0	2.0	14.0	61.0	3.0	0.0	567.0
BA%	01.1	4/.0	53.2	80.0	33.3	0.0	50.0	40.0	31.8	35.1	42.9	0.0	53.9
Fri (%)	654	46	76	10	0	11	13	7	50	113	12	0	992
AB	267	25	34	1.0	0.0	1.1	1.3	4	29	67	1.2	0.0	453
AB%	40.8	54.3	44.7	30.0	0.0	54.5	69.2	57.1	58.0	59.3	75.0	0.0	45.7
BA	387.0	21.0	42.0	7.0	0.0	5.0	4.0	3.0	21.0	46.0	3.0	0.0	539.0
BA%	59.2	45.7	55.3	70.0	0.0	45.5	30.8	42.9	42.0	40.7	25.0	0.0	54.3
Sat (%)	484 65 2	27	41 5 5	7	0	0 5	8	03	36 49	126 17 0	7	0	742
AB	204	18	14	0.0	0.0	2	5	2	22	80	5	0.0	352
AB%	42.1	66.7	34.1	0.0	0.0	50.0	62.5	100.0	61.1	63.5	71.4	0.0	47.4
BA Da≎	280.0	9.0	27.0	7.0	0.0	2.0	3.0	0.0	14.0	46.0	2.0	0.0	390.0
DA-0	57.5		05.5	100.0	0.0	50.0	57.5	0.0	50.5	110	20.0	0.0	52.0
<u>sun</u> (%)	442 64 5	4 2	50 73	16	0 0	1 0	06	0 0	35	16 4	09	0 0	685
AB	175	18	22	3	0	2.0	2	0	20	77	5	0	324
AB%	39.6	62.1	44.0	27.3	0.0	28.6	50.0	0.0	83.3	68.8	83.3	0.0	47.3
BA	267.0	11.0	28.0	8.0	0.0	5.0	2.0	0.0	4.0	35.0	1.0	0.0	361.0
DA®	00.4	57.5	50.0	12.1	0.0	/1.4	50.0	0.0	10.7	51.5	10.7	0.0	52.7
Aver	age dai	ly vol	ume										
Enti	re week		_		-	_					_	_	
()	552 64 2	36 4 2	74 8 6	9	1	5	1 0	4	35	128 14 9	1 0	0	861
AB	222	19	33	2	0.1	2	1.0	2	22	82	5	0.0	396
AB%	40.2	53.1	44.3	26.2	40.0	43.8	59.7	57.1	62.8	64.5	63.8	0.0	46.0
BA BA%	330.4 59.8	17.0 46 9	41.1	6.9 73.8	0.4 60.0	2.6	3.6	1.7 42 9	12.9	45.4	3.0	0.0	465.0 54 0
Wook	dovra	1019	55.7	/510	00.0	50.5	10.5	12.0	5712	55.5	50.2	0.0	5110
neek	588	40	85	9	1	4	10	5	36	131	9	0	919
(%)	64.0	4.3	9.3	1.0	0.1	0.5	1.1	0.6	4.0	14.3	1.0	0.0	
AB	235	20	39	3	0	2	6	3	22	84	5	0	419
AB% BA	39.9 352 2	50.0 19 8	45.3 46 6	29.8	40.0 0 6	47.6	6U.U 4 N	53.8 24	60.4 14 4	63.9 47 4	ьU.U З б	0.0	45.5 500 8
BA%	60.1	50.0	54.7	70.2	60.0	52.4	40.0	46.2	39.6	36.1	40.0	0.0	54.5
Week	end												
(0)	463	28	46	9	0	6	6	1	30	119	7	0	714
(*) AR	64.9 190	3.9 18	6.4 18	1.3	0.0	U.8 2	U.8 ⊿	U.1 1	4.2 21	⊥6.7 79	U.9 5	U.U 0	228
AB%	40.9	64.3	39.6	16.7	0.0	36.4	- 58.3	100.0	70.0	66.0	76.9	0.0	47.4
BA	273.5	10.0	27.5	7.5	0.0	3.5	2.5	0.0	9.0	40.5	1.5	0.0	375.5
BA%	59.1	35.7	60.4	83.3	0.0	63.6	41.7	0.0	30.0	34.0	23.1	0.0	52.6

* - Incomplete

DayClassSplit-9	
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Description:	T junction 250m from Warren Road
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Filter:	Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)
Monday, 9 April 2018	

Mona	ay, 5 A 1	2	3 3	4	5	6	7	8	9	10	11	12	Total
Mon (%) AB AB% BA BA	503 66.8 220 43.7 283.0 56 3	28 3.7 13 46.4 15.0 53.6	87 11.6 41 47.1 46.0 52.9	13 1.7 3 23.1 10.0 76 9	2 0.3 1 50.0 1.0 50 0	3 0.4 2 66.7 1.0 33 3	15 2.0 10 66.7 5.0 33 3	5 0.7 4 80.0 1.0 20.0	14 1.9 8 57.1 6.0 42.9	74 9.8 46 62.2 28.0 37.8	9 1.2 5 55.6 4.0 44 4	0.0 0.0 0.0 0.0 0.0	753 353 46.9 400.0 53 1
Tue (%) AB AB% BA BA	620 58.7 222 35.8 398.0 64.2	33 3.1 20 60.6 13.0 39.4	105 9.9 48 45.7 57.0 54.3	5 0.5 3 60.0 2.0 40.0	1 0.1 0.0 1.0 100.0	3 0.3 2 66.7 1.0 33.3	12 1.1 7 58.3 5.0 41.7	2 0.2 1 50.0 1.0 50.0	57 5.4 34 59.6 23.0 40.4	203 19.2 142 70.0 61.0 30.0	15 1.4 7 46.7 8.0 53.3	0 0.0 0.0 0.0 0.0 0.0	1056 486 46.0 570.0 54.0
Wed (%) AB AB% BA BA%	591 59.3 231 39.1 360.0 60.9	31 3.1 15 48.4 16.0 51.6	94 9.4 39 41.5 55.0 58.5	8 0.8 3 37.5 5.0 62.5	0 0.0 0.0 0.0 0.0	10 1.0 50.0 5.0 50.0	5 0.5 2 40.0 3.0 60.0	7 0.7 4 57.1 3.0 42.9	65 6.5 36 55.4 29.0 44.6	171 17.2 112 65.5 59.0 34.5	15 1.5 8 53.3 7.0 46.7	0 0.0 0.0 0.0 0.0	997 455 45.6 542.0 54.4
Thu* (%) AB AB% BA BA%	405 57.4 162 40.0 243.0 60.0	24 3.4 15 62.5 9.0 37.5	50 7.1 25 50.0 25.0 50.0	8 1.1 6 75.0 2.0 25.0	2 0.3 1 50.0 1.0 50.0	1 0.1 1 100.0 0.0 0.0	2 0.3 1 50.0 1.0 50.0	6 0.9 3 50.0 3.0 50.0	42 6.0 28 66.7 14.0 33.3	153 21.7 103 67.3 50.0 32.7	12 1.7 8 66.7 4.0 33.3	0 0.0 0.0 0.0 0.0	705 353 50.1 352.0 49.9
Fri* (%) AB AB% BA BA%	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0
<u>Sat</u> * (%) AB AB% BA BA%	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0
Sun (%) AB AB% BA BA% BA%	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0 0.0 0.0	0 0.0 0.0 0.0
Aver	age dai	ly vol	ume										
Enti (%) AB AB% BA BA	re week 571 61.1 224 39.3 347.0 60.7	31 3.3 16 52.2 14.7 47.8	95 10.2 43 44.8 52.7 55.2	9 0.9 3 34.6 5.7 65.4	1 0.1 33.3 0.7 66.7	5 0.6 3 56.2 2.3 43.8	11 1.1 6 59.4 4.3 40.6	5 0.5 3 64.3 1.7 35.7	45 4.8 26 57.4 19.3 42.6	149 16.0 100 67.0 49.3 33.0	13 1.4 7 51.3 6.3 48.7	0 0.0 0.0 0.0 0.0	935 431 46.1 504.0 53.9
Week (%) AB AB% BA BA	days 571 61.1 224 39.3 347.0 60.7	31 3.3 16 52.2 14.7 47.8	95 10.2 43 44.8 52.7 55.2	9 0.9 34.6 5.7 65.4	1 0.1 0 33.3 0.7 66.7	5 0.6 3 56.2 2.3 43.8	11 1.1 6 59.4 4.3 40.6	5 0.5 3 64.3 1.7 35.7	45 4.8 26 57.4 19.3 42.6	149 16.0 100 67.0 49.3 33.0	13 1.4 7 51.3 6.3 48.7	0 0.0 0.0 0.0 0.0	935 431 46.1 504.0 53.9

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Adjusted Flow

AADT-8 -- English (ENA)

<u>Datasets:</u> Site: Attribute:	[EUMUNGERIE] T junction 250m from Warren Road
Direction:	1 - North bound, A trigger first. Lane: 0
Survey Duration: Zone:	12:30 Thursday, 22 February 2018 => 16:13 Thursday, 12 April 2018,
File:	EUMUNGERIE 0 2018-04-12 1512.EC0 (Plus)
Identifier:	NY92WR50 MC5900-X13 (c)MetroCount 09Nov16
Algorithm:	Factory default axle (v5.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)
Profile:	12:00 Manday 12 March 2019 -> 16:13 Thursday 12 April 2019 (21 1757)
Included classes	12.00 monually, 12 march 2010 => 10.13 mursually, 12 April 2010 (31.1757) 1.2.3.4.5.6.7.8.9.10.11.12
Speed range:	10 - 160 km/h
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 100 metre
Name:	Default Profile
Scheme:	Vehicle classification (AustRoads94)
Units:	Metric (metre, kilometre, m/s, km/h, kg, tonne)
	(

						AADT-8 Page 2
Day	Hits	RawVol	DayFac	MonFac	AdjVol	- Date
0	1	982 000	1 000	1 000	982 000	- Monday, 12 March 2018 - Tuesday, 13 March 2018
2	1	995.000	1.000	1.000	995.000	- Wednesday, 14 March 2018
3	1	939.000	1.000	1.000	939.000	- Thursday, 15 March 2018
4	1	859.000	1.000	1.000	859.000	- Friday, 16 March 2018
5	1	708.000	1.000	1.000	708.000	- Saturday, 17 March 2018
6 7	1	819 000	1 000	1 000	819 000	· Sunday, 18 March 2018 - Monday, 19 March 2018
8	1	1127.000	1.000	1.000	1127.000	- Tuesday, 20 March 2018
9	1	1015.000	1.000	1.000	1015.000	- Wednesday, 21 March 2018
10	1	959.000	1.000	1.000	959.000	- Thursday, 22 March 2018
11	1	847.000	1.000	1.000	847.000	- Friday, 23 March 2018
12	1	864.000	1.000	1.000	864.000	- Saturday, 24 March 2018 Sunday, 25 March 2018
14	1	789.000	1.000	1.000	789,000	- Monday, 26 March 2018
15	1	1117.000	1.000	1.000	1117.000	- Tuesday, 27 March 2018
16	1	1017.000	1.000	1.000	1017.000	- Wednesday, 28 March 2018
17	1	965.000	1.000	1.000	965.000	- Thursday, 29 March 2018
18	1	701.000	1.000	1.000	701.000	- Friday, 30 March 2018
20	1	574.000 477 000	1 000	1 000	574.000	- Sunday, 31 March 2018
21	1	684.000	1.000	1,000	684.000	- Monday, 2 April 2018
22	1	794.000	1.000	1.000	794.000	- Tuesday, 3 April 2018
23	1	1076.000	1.000	1.000	1076.000	- Wednesday, 4 April 2018
24	1	1051.000	1.000	1.000	1051.000	- Thursday, 5 April 2018
25	1	992.000	1.000	1.000	992.000	- Friday, 6 April 2018 - Saturday, 7 April 2018
20	1	685.000	1 000	1 000	685,000	- Sunday, 7 April 2016
28	1	753.000	1.000	1.000	753.000	- Monday, 9 April 2018
29	1	1056.000	1.000	1.000	1056.000	- Tuesday, 10 April 2018
30	1	997.000	1.000	1.000	997.000	- Wednesday, 11 April 2018
ADT = AADT Weekd AWDT AAWDT	<pre>861.3 = 861. ays = 933. = 933</pre>	67, SD = 1 367, SD = 22, Covera 364, SD = .364, SD =	174.926 174.920 age = 6 131.74 = 131.74	6 • 03% 3 43		
Weeke AWET AAWET	end day = 663. 2 = 663	s = 8, Cov 375, SD = .375, SD =	verage = 116.64 = 116.64	= 2.19% 8 48		
ADT a	nd adj	ustment fa	actor by	y month		
Jan Feb						
Mar - Apr - May	Vol = Vol =	16534.00 9307.00)0, Day:)0, Day:	s = 19, s = 11,	ADT = 8 ADT = 8	70.211, Adjust = 0.98984, 1/Adjust = 1.01027 46.091, Adjust = 1.01805, 1/Adjust = 0.98227
Jun						
Jui						
Sep						
Oct						
Nov						
Dec						
ADT a	nd adi	ustment f:	actor b	v dav of	week	
Mon -	· Vol =	3045.00)0, Dav	s = 4	ADT = 7	51.250, Adjust = 1.13152, 1/Adjust = 0.88377
Tue -	Vol =	5076.00)0, Day	s = 5,	ADT = 10	15.200, Adjust = 0.84847, 1/Adjust = 1.17859
Wed -	Vol =	5100.00	00, Day	s= 5,	ADT = 10	20.000, Adjust = 0.84448, 1/Adjust = 1.18416
Thu -	Vol =	3914.00	00, Days	s = 4,	ADT = 9	/8.500, Adjust = 0.88029, 1/Adjust = 1.13599
Fri -	· Vol =	3399.00	00, Day:	s = 4,	ADT = 8	49.750, Adjust = 1.01367, 1/Adjust = 0.98651
Sat -	\cdot VOL =	2888.00	JU, Day: 10 Day:	s = 4, s = 1	ADT = 7	(2.000, Adjust = 1.19303, 1/Adjust = 0.83820
Dan -	v01 =	2719.00	JU, Day	J – 4,	ADI - 0	11,130, AUJUSC - 1.12131, 1/AUJUSC - 0./0200



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✓ Site: [Narromine Solar Farm Existing AM Peak]

Narromine Solar Farm Existing AM Peak Site Category: -Giveway / Yield (Two-Way)

Move	Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h		
South	East: Eur	omedah R	oad											
21	L2	13	20.0	0.014	4.1	LOS A	0.1	0.4	0.21	0.54	0.21	59.9		
23	R2	4	20.0	0.014	4.1	LOS A	0.1	0.4	0.21	0.54	0.21	59.0		
Approa	ach	17	20.0	0.014	4.1	LOS A	0.1	0.4	0.21	0.54	0.21	59.7		
NorthEast: Eumu		nungerie R	load											
24	L2	1	32.0	0.053	8.7	LOS A	0.0	0.0	0.00	0.01	0.00	81.0		
25	T1	84	32.0	0.053	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	99.7		
Approa	ach	85	32.0	0.053	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.6		
South\	Nest: Eu	mungerie I	Road											
31	T1	27	32.0	0.017	0.1	LOS A	0.0	0.3	0.07	0.10	0.07	96.1		
32	R2	5	32.0	0.017	8.6	LOS A	0.0	0.3	0.09	0.13	0.09	74.5		
Approa	ach	32	32.0	0.017	1.4	NA	0.0	0.3	0.07	0.10	0.07	93.6		
All Veh	nicles	134	30.5	0.053	0.9	NA	0.1	0.4	0.04	0.10	0.04	93.3		

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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✓ Site: [Narromine Solar Farm Existing PM Peak]

Narromine Solar Farm Existing PM Peak Site Category: -Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
SouthEast: Euron		omedah R	load										
21	L2	5	20.0	0.005	3.8	LOS A	0.0	0.1	0.09	0.55	0.09	60.4	
23	R2	1	20.0	0.005	4.2	LOS A	0.0	0.1	0.09	0.55	0.09	59.5	
Approa	ach	6	20.0	0.005	3.9	LOS A	0.0	0.1	0.09	0.55	0.09	60.2	
NorthEast: Eumu		nungerie R	Road										
24	L2	4	32.0	0.019	8.7	LOS A	0.0	0.0	0.00	0.09	0.00	78.2	
25	T1	27	32.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	97.3	
Approa	ach	31	32.0	0.019	1.1	NA	0.0	0.0	0.00	0.09	0.00	95.5	
South	Nest: Eu	mungerie I	Road										
31	T1	84	32.0	0.051	0.0	LOS A	0.1	0.8	0.03	0.09	0.03	97.0	
32	R2	13	32.0	0.051	8.4	LOS A	0.1	0.8	0.04	0.11	0.04	75.6	
Approa	ach	97	32.0	0.051	1.1	NA	0.1	0.8	0.04	0.09	0.04	94.8	
All Veh	nicles	134	31.5	0.051	1.3	NA	0.1	0.8	0.03	0.11	0.03	93.5	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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∇ Site: [Site Entry AM Existing]

Site Entry Site Category: (None) Giveway / Yield (Two-Way)

Move	Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h		
South	East: Eu	romedah												
21	L2	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	87.4		
22	T1	16	20.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	97.2		
Appro	ach	17	18.8	0.010	0.5	NA	0.0	0.0	0.00	0.04	0.00	96.0		
NorthWest: Euror		romedah												
28	T1	6	20.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	97.7		
29	R2	1	0.0	0.004	2.6	LOS A	0.0	0.0	0.02	0.08	0.02	49.4		
Appro	ach	7	17.1	0.004	0.4	NA	0.0	0.0	0.02	0.08	0.02	85.7		
South	West: Sit	te Entry												
30	L2	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.07	0.52	0.07	36.7		
32	R2	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.07	0.52	0.07	56.8		
Appro	ach	2	0.0	0.001	4.6	LOS A	0.0	0.0	0.07	0.52	0.07	47.7		
All Vel	nicles	26	16.9	0.010	0.8	NA	0.0	0.0	0.01	0.09	0.01	84.6		

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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∇ Site: [Site Entry PM Existing]

Site Entry Site Category: (None) Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South	East: Eui	romedah											
21	L2	1	0.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.65	0.00	76.0	
22	T1	6	20.0	0.004	7.1	LOS A	0.0	0.0	0.00	0.65	0.00	67.9	
Appro	ach	7	17.1	0.004	7.2	NA	0.0	0.0	0.00	0.65	0.00	69.7	
NorthWest: Euro		romedah											
28	T1	16	20.0	0.010	1.8	LOS A	0.0	0.0	0.00	0.53	0.00	63.4	
29	R2	1	0.0	0.010	2.5	LOS A	0.0	0.0	0.00	0.53	0.00	74.2	
Appro	ach	17	18.8	0.010	1.9	NA	0.0	0.0	0.00	0.53	0.00	63.9	
South	West: Sit	e Entry											
30	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.04	0.53	0.04	36.8	
32	R2	1	0.0	0.002	4.7	LOS A	0.0	0.0	0.04	0.53	0.04	56.9	
Appro	ach	2	0.0	0.002	4.6	LOS A	0.0	0.0	0.04	0.53	0.04	47.8	
All Vel	nicles	26	16.9	0.010	3.5	NA	0.0	0.0	0.00	0.56	0.00	63.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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$abla ext{Site: 1} ext{ [Narromine Solar Farm Proposed AM Peak]}}$

Site Category: -Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
SouthEast: Euron		omedah R	oad										
21	L2	13	20.0	0.014	3.3	LOS A	0.1	0.4	0.21	0.52	0.21	60.0	
23	R2	4	20.0	0.014	3.6	LOS A	0.1	0.4	0.21	0.52	0.21	59.1	
Approa	ach	17	20.0	0.014	3.4	LOS A	0.1	0.4	0.21	0.52	0.21	59.8	
NorthEast: Eumu		nungerie R	load										
24	L2	11	2.9	0.058	7.9	LOS A	0.0	0.0	0.00	0.08	0.00	83.5	
25	T1	84	32.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	96.7	
Approa	ach	95	28.6	0.058	0.9	NA	0.0	0.0	0.00	0.08	0.00	95.7	
South\	Nest: Eu	mungerie l	Road										
31	T1	27	32.0	0.032	0.2	LOS A	0.1	1.1	0.13	0.27	0.13	90.2	
32	R2	35	4.6	0.032	7.8	LOS A	0.1	1.1	0.21	0.43	0.21	67.8	
Approa	ach	62	16.5	0.032	4.5	NA	0.1	1.1	0.17	0.36	0.17	79.5	
All Veh	nicles	174	23.5	0.058	2.4	NA	0.1	1.1	0.08	0.22	0.08	86.8	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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abla Site: 1 [Narromine Solar Farm Proposed PM Peak]

Site Category: -Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
SouthEast: Euron		omedah R	oad										
21	L2	35	4.6	0.033	3.1	LOS A	0.1	1.0	0.09	0.53	0.09	68.7	
23	R2	11	2.9	0.033	3.3	LOS A	0.1	1.0	0.09	0.53	0.09	69.1	
Approa	ach	46	4.2	0.033	3.1	LOS A	0.1	1.0	0.09	0.53	0.09	68.8	
NorthEast: Eumu		nungerie R	load										
24	L2	4	32.0	0.019	8.7	LOS A	0.0	0.0	0.00	0.09	0.00	83.2	
25	T1	27	32.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	97.3	
Approa	ach	31	32.0	0.019	1.1	NA	0.0	0.0	0.00	0.09	0.00	96.1	
South\	Nest: Eu	mungerie I	Road										
31	T1	84	32.0	0.051	0.0	LOS A	0.1	0.8	0.03	0.09	0.03	97.0	
32	R2	13	32.0	0.051	8.4	LOS A	0.1	0.8	0.04	0.11	0.04	80.5	
Approa	ach	97	32.0	0.051	1.1	NA	0.1	0.8	0.04	0.09	0.04	95.5	
All Veh	nicles	174	24.6	0.051	1.7	NA	0.1	1.0	0.04	0.21	0.04	89.6	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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∇ Site: [Site Entry AM Proposed]

Site Entry Site Category: (None) Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South	East: Eui	romedah											
21	L2	1	0.0	0.010	7.8	LOS A	0.0	0.0	0.00	0.65	0.00	76.1	
22	T1	16	20.0	0.010	7.1	LOS A	0.0	0.0	0.00	0.65	0.00	68.2	
Appro	ach	17	18.8	0.010	7.1	NA	0.0	0.0	0.00	0.65	0.00	69.0	
NorthWest: Euro		romedah											
28	T1	6	20.0	0.025	1.8	LOS A	0.0	0.0	0.00	0.55	0.00	62.2	
29	R2	40	0.0	0.025	2.5	LOS A	0.0	0.0	0.00	0.55	0.00	72.6	
Appro	ach	46	2.6	0.025	2.4	NA	0.0	0.0	0.00	0.55	0.00	71.0	
South	West: Sit	e Entry											
30	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.52	0.07	36.7	
32	R2	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.07	0.52	0.07	56.8	
Appro	ach	2	0.0	0.002	4.7	LOS A	0.0	0.0	0.07	0.52	0.07	47.7	
All Vel	nicles	65	6.8	0.025	3.7	NA	0.0	0.0	0.00	0.58	0.00	69.0	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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∇ Site: 101 [Site Entry PM Proposed]

New Site Site Category: (None) Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
SouthE	East: Eur	omedah											
21	L2	1	0.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.65	0.00	76.0	
22	T1	6	20.0	0.004	7.1	LOS A	0.0	0.0	0.00	0.65	0.00	67.9	
Approa	ach	7	17.1	0.004	7.2	NA	0.0	0.0	0.00	0.65	0.00	69.7	
NorthWest: Euror		romedah											
28	T1	16	20.0	0.010	1.8	LOS A	0.0	0.0	0.00	0.53	0.00	63.4	
29	R2	1	0.0	0.010	2.5	LOS A	0.0	0.0	0.00	0.53	0.00	74.2	
Approa	ach	17	18.8	0.010	1.9	NA	0.0	0.0	0.00	0.53	0.00	63.9	
South\	Nest: Site	e Entry											
30	L2	40	0.0	0.025	4.6	LOS A	0.1	0.7	0.04	0.51	0.04	36.9	
32	R2	1	0.0	0.025	4.7	LOS A	0.1	0.7	0.04	0.51	0.04	56.8	
Approa	ach	41	0.0	0.025	4.6	LOS A	0.1	0.7	0.04	0.51	0.04	37.4	
All Veh	nicles	65	6.8	0.025	4.2	NA	0.1	0.7	0.02	0.53	0.02	44.5	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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