Appendix B

Revised Traffic and Transport Impact Assessment

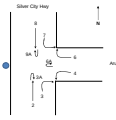
Part 3 (Revised TTIA, App. B to C)

umwelt

Appendix B – Intersection Count Data

austraffic

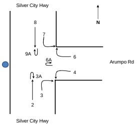
Client	: Access Traffic
Job	: Silver City Hwy & Arumpo Rd
Day/Date	: Monday, 22 July 2024
Survey Location	: Silver City Hwy & Arumpo Rd
Weather	: Fine



Time	Movement 2				Movement 3				Movement 3A				Movement 4				Movement 8				Movement 8A				Movement 7				Movement 9				Movement 9A					
Period	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Total of all Movements	Peak Hour Volume Determination
0:00 - 0:15	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	0:00 - 1:00 13
0:15 - 0:30	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	5	0:15 - 1:15 9
0:30 - 0:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0:30 - 1:30 5
0:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0:45 - 1:45 4
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1:00 - 2:00 2
1:15 - 1:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1:15 - 2:15 3
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1:30 - 2:30 3
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1:45 - 2:45 4
2:00 - 2:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2:00 - 3:00 10
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2:15 - 3:15 9
2:30 - 2:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	4	2:30 - 3:30 10
2:45 - 3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	4	2:45 - 3:45 6
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3:00 - 4:00 10
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	3:15 - 4:15 12
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3:30 - 4:30 20
3:45 - 4:00	1	1	0	2	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	8	3:45 - 4:45 30
4:00 - 4:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	4:00 - 5:00 35
4:15 - 4:30	1	2	0	3	3	1	0	4	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4:15 - 5:15 62
4:30 - 4:45	1	0	0	1	4	1	0	5	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	10	4:30 - 5:30 101
4:45 - 5:00	5	2	0	7	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	4:45 - 5:45 162
5:00 - 5:15	4	1	0	5	14	2	1	17	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	29	5:00 - 6:00 222
5:15 - 5:30	7	1	0	8	31	0	0	31	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	0	0	0	0	49	5:15 - 6:15 276
5:30 - 5:45	8	5	0	13	45	3	1	49	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	4	1	0	5	0	0	0	0	72	5:30 - 6:30 291
5:45 - 6:00	18	0	0	18	39	1	0	40	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	12	0	0	0	0	72	5:45 - 6:45 293
6:00 - 6:15	35	1	0	36	29	2	0	31	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	14	2	0	16	0	0	0	0	85	6:00 - 7:00 286
6:15 - 6:30	33	3	0	36	9	2	0	11	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	1	1	0	2	7	0	0	7	0	0	0	0	62	6:15 - 7:15 276
6:30 - 6:45	31	5	0	36	5	0	0	5	0	0	0	0	3	4	0	7	4	0	0	4	0	0	0	0	0	0	2	2	19	1	0	20	0	0	0	0	74	6:30 - 7:30 299
6:45 - 7:00	21	2	1	24	7	4	0	11	0	0	0	0	7	4	0	11	1	2	0	3	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	65	6:45 - 7:45 294
7:00 - 7:15	26	3	0	29	8	3	0	11	0	0	0	0	2	2	0	4	1	2	0	3	0	0	0	0	1	0	0	1	21	6	0	27	0	0	0	0	75	7:00 - 8:00 306
7:15 - 7:30	50	0	0	50	4	3	0	7	0	0	0	0	9	4	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	15	0	0	0	0	85	7:15 - 8:15 308
7:30 - 7:45	33	1	0	34	5	2	0	7	0	0	0	0	3	5	1	9	2	0	0	2	0	0	0	0	1	1	0	2	10	5	0	15	0	0	0	0	69	7:30 - 8:30 275
7:45 - 8:00	31	0	0	31	8	2	0	10	0	0	0	0	11	5	0	16	0	0	0	0	0	0	0	0	0	2	0	2	16	0	2	18	0	0	0	0	77	7:45 - 8:45 248

EST. 1993
austraffic
TRAFFIC & TRANSPORT DATA SPECIALISTS

Client : Access Traffic
Job : Silver City Hwy & Arumpo Rd
Day/Date : Monday, 22 July 2024
Survey Location : Silver City Hwy & Arumpo Rd
Weather : Fine



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8:15 - 8:30	20	3	0	23	2	2	1	5	0	0	0	0	3	5	0	8	0	0	0	0	0	0	0	0	0	1	0	1	13	2	0	15	0	0	0	0	52	8:15 - 9:15	199
8:30 - 8:45	11	2	1	14	9	3	0	12	0	0	0	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	42	8:30 - 9:30	196
8:45 - 9:00	12	6	0	18	4	1	0	5	0	0	0	0	7	6	0	13	1	0	0	1	0	0	0	0	1	0	0	1	12	3	0	15	0	0	0	0	53	8:45 - 9:45	222
9:00 - 9:15	13	7	0	20	8	2	0	10	0	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	15	0	0	0	0	52	9:00 - 10:00	229
9:15 - 9:30	15	3	0	18	6	4	0	10	0	0	0	0	4	1	0	5	1	0	0	1	0	0	0	0	0	0	0	0	11	4	0	15	0	0	0	0	49	9:15 - 10:15	226
9:30 - 9:45	19	3	0	22	7	1	0	8	0	0	0	0	8	7	0	15	0	0	0	0	0	0	0	0	0	0	0	0	19	4	0	23	0	0	0	0	68	9:30 - 10:30	229
9:45 - 10:00	23	3	0	26	3	3	0	6	0	0	0	0	8	6	0	14	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	14	0	0	0	0	60	9:45 - 10:45	220
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10:30 - 10:45	13	2	1	16	6	6	1	13	0	0	0	0	7	2	0	9	2	0	0	2	0	0	0	0	0	0	0	0	17	2	0	19	0	0	0	0	59	10:30 - 11:30	221
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11:45 - 12:00	16	2	0	18	6	3	0	9	0	0	0	0	10	1	1	12	0	1	0	1	0	0	0	0	0	0	0	0	18	2	0	20	0	0	0	0	60	11:45 - 12:45	208
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12:15 - 12:30	13	3	1	17	4	4	0	8	0	0	0	0	4	0	0	4	0	1	0	1	0	0	0	0	0	1	0	1	15	4	0	19	0	0	0	0	50	12:15 - 13:15	229
12:30 - 12:45	20	2	0	22	11	0	0	11	0	0	0	0	2	2	0	4	0	2	0	2	0	0	0	0	0	0	0	0	13	5	0	18	0	0	0	0	57	12:30 - 13:30	235
12:45 - 13:00	19	5	0	24	8	2	0	10	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	0	2	0	0	2	14	4	0	18	0	0	0	0	63	12:45 - 13:45	262
13:00 - 13:15	15	2	0	17	13	1	0	14	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	1	1	0	2	17	1	1	19	0	0	0	0	59	13:00 - 14:00	259
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13:30 - 13:45	25	2	0	27	6	5	0	11	0	0	0	0	17	3	0	20	0	0	0	0	0	0	0	0	0	0	0	0	21	5	0	26	0	0	0	0	84	13:30 - 14:30	283
13:45 - 14:00	20	0	1	21	8	5	1	14	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	19	2	0	21	0	0	0	0	60	13:45 - 14:45	274
14:00 - 14:15	21	3	0	24	6	2	0	8	0	0	0	0	14	4	0	18	0	0	0	0	0	0	0	0	0	1	0	1	13	5	1	19	0	0	0	0	70	14:00 - 15:00	285
14:15 - 14:30	21	3	2	26	10	0	0	10	0	0	0	0	5	5	0	10	1	0	0	1	0	0	0	0	1	1	0	2	18	2	0	20	0	0	0	0	69	14:15 - 15:15	296
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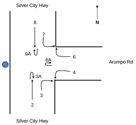
14:45 - 15:00	8	3	0	11	7	2	0	9	0	0	0	0	8	3	0	11	0	0	0	0	0	0	0	0	0	1	0	1	35	3	1	39	0	0	0	0	71	14:45 - 15:45	295
15:00 - 15:15	14	2	0	16	7	3	1	11	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	1	1	0	2	36	5	0	41	0	0	0	0	81	15:00 - 16:00	297
15:15 - 15:30	14	3	0	17	7	2	0	9	0	0	0	0	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	0	0	0	0	58	15:15 - 16:15	299
15:30 - 15:45	22	4	2	28	4	2	0	6	0	0	0	0	5	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	38	5	0	43	0	0	0	0	85	15:30 - 16:30	347
15:45 - 16:00	11	1	0	12	4	4	0	8	0	0	0	0	10	4	0	14	1	1	0	2	0	0	0	0	1	0	0	1	32	3	1	36	0	0	0	0	73	15:45 - 16:45	358
16:00 - 16:15	16	1	0	17	8	0	0	8	0	0	0	0	13	3	0	16	1	2	0	3	0	0	0	0	0	0	0	0	37	2	0	39	0	0	0	0	83	16:00 - 17:00	355
16:15 - 16:30	19	1	0	20	3	3	0	6	0	0	0	0	39	1	0	40	2	0	0	2	0	0	0	0	0	0	0	0	37	1	0	38	0	0	0	0	106	16:15 - 17:15	352

Client : Access Traffic
Job : Silver City Hwy & Arumpo Rd
Day/Date : Monday, 22 July 2024
Survey Location : Silver City Hwy & Arumpo Rd
Weather : Fine



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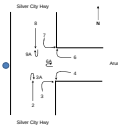
16:45 - 17:00	14	1	2	17	9	2	0	11	0	0	0	0	22	2	0	24	0	0	0	0	0	0	0	0	2	1	0	3	12	2	1	15	0	0	0	0	70	16:45 - 17:45	252
17:00 - 17:15	14	1	0	15	11	0	0	11	0	0	0	0	29	0	0	29	0	0	0	0	0	0	0	0	3	0	0	3	20	2	0	22	0	0	0	0	80	17:00 - 18:00	212
17:15 - 17:30	6	2	1	9	4	0	0	4	0	0	0	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	0	0	0	0	56	17:15 - 18:15	161
17:30 - 17:45	9	1	0	10	6	0	1	7	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	21	0	0	0	0	46	17:30 - 18:30	125
17:45 - 18:00	12	0	0	12	5	1	0	6	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	30	17:45 - 18:45	102
18:00 - 18:15	6	2	0	8	4	0	0	4	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	8	0	0	0	0	29	18:00 - 19:00	89
18:15 - 18:30	3	1	0	4	5	0	0	5	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	20	18:15 - 19:15	73
18:30 - 18:45	6	0	0	6	7	0	0	7	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	23	18:30 - 19:30	65
18:45 - 19:00	3	2	0	5	2	0	0	2	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	17	18:45 - 19:45	68
19:00 - 19:15	4	1	0	5	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	13	19:00 - 20:00	61
19:15 - 19:30	3	1	0	4	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	12	19:15 - 20:15	67
19:30 - 19:45	10	0	0	10	7	0	0	7	0	0	0	0	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	26	19:30 - 20:30	65
19:45 - 20:00	1	1	0	2	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	10	19:45 - 20:45	51
20:00 - 20:15	7	0	0	7	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	19	20:00 - 21:00	46
20:15 - 20:30	6	0	0	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	10	20:15 - 21:15	38
20:30 - 20:45	6	0	0	6	1	0	1	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	12	20:30 - 21:30	47
20:45 - 21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	5	20:45 - 21:45	40
21:00 - 21:15	5	1	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	11	21:00 - 22:00	39
21:15 - 21:30	3	0	0	3	0	0	1	1	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	7	0	0	0	0	19	21:15 - 22:15	38
21:30 - 21:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	5	21:30 - 22:30	27
21:45 - 22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	21:45 - 22:45	39
22:00 - 22:15	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	10	22:00 - 23:00	39
22:15 - 22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	8	22:15 - 23:15	33
22:30 - 22:45	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	17	22:30 - 23:30	27
22:45 - 23:00	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	4	22:45 - 23:45	16
23:00 - 23:15	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23:00 - 0:00	14
23:15 - 23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	AM Peak	308
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	6	PM Peak	358
23:45 - 0:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2		
Total	1028	132	14	1174	529	126	9	664	0	0	0	0	467	130	10	607	22	15	0	37	0	0	0	0	25	19	0	44	1000	155	9	1164	0	0	0	0	3690		
AM Peak	147	5	1	153	23	13	0	36	0	0	0	0	28	16	3	47	2	1	0	3	0	0	0	0	1	5	0	6	51	10	2	63	0	0	0	0	308		
PM Peak	64	3	0	67	27	11	0	38	0	0	0	0	93	9	0	102	4	3	0	7	0	0	0	0	3	0	0	3	133	7	1	141	0	0	0	0	358		

austraffic

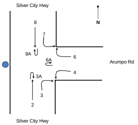
Client	: Access Traffic
Job	: Silver City Hwy & Arumpo Rd
Day/Date	: Monday, 22 July 2024
Survey Location	: Silver City Hwy & Arumpo Rd
Weather	: Fine



HOURLY FLOW

TIME PERIOD	Movement 2				Movement 3				Movement 3A				Movement 4				Movement 4				Movement 4A				Movement 7				Movement 8				Movement 8A				Grand Total			
	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total	Light	Heavy	Bus	Total
0:00 - 1:00	4	0	0	**4**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	0	0	**6**	0	0	0	**0**	13	0	0	**13**
0:15 - 1:15	3	0	0	**3**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	5	0	0	**5**	0	0	0	**0**	9	0	0	**9**
0:30 - 1:30	2	1	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	4	1	0	**5**
0:45 - 1:45	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	3	1	0	**4**
1:00 - 2:00	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	1	0	**2**
1:15 - 2:15	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	2	0	**3**
1:30 - 2:30	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	2	1	0	**3**
1:45 - 2:45	1	1	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	5	1	0	**6**
2:00 - 3:00	2	1	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	5	1	0	**6**	0	0	0	**0**	8	2	0	**10**
2:15 - 3:15	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	5	1	0	**6**	0	0	0	**0**	8	1	0	**9**
2:30 - 3:30	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	4	3	0	**7**	0	0	0	**0**	7	3	0	**10**
2:45 - 3:45	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	2	3	0	**5**	0	0	0	**0**	3	3	0	**6**
3:00 - 4:00	1	1	0	**2**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	2	0	**5**	0	0	0	**0**	7	3	0	**10**
3:15 - 4:15	1	1	0	**2**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	2	3	0	**5**	0	0	0	**0**	8	4	0	**12**
3:30 - 4:30	2	3	0	**5**	5	1	0	**6**	0	0	0	**0**	2	0	2	**4**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	3	1	0	**4**	0	0	0	**0**	13	5	2	**20**
3:45 - 4:45	3	3	0	**6**	9	2	0	**11**	0	0	0	**0**	3	0	2	**5**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	4	2	0	**6**	0	0	0	**0**	21	7	2	**30**
4:00 - 5:00	7	4	0	**11**	14	2	0	**16**	0	0	0	**0**	2	0	2	**4**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	1	2	0	**3**	0	0	0	**0**	25	8	2	**35**
4:15 - 5:15	11	5	0	**16**	27	4	1	**32**	0	0	0	**0**	2	1	2	**5**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	7	1	0	**8**	0	0	0	**0**	49	11	3	**63**
4:30 - 5:30	17	4	0	**21**	55	3	1	**59**	0	0	0	**0**	3	1	0	**4**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	13	3	0	**16**	0	0	0	**0**	89	11	1	**101**
4:45 - 5:45	24	9	0	**33**	96	5	2	**103**	0	0	0	**0**	4	1	0	**5**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	16	3	0	**19**	0	0	0	**0**	143	18	2	**163**
5:00 - 6:00	37	7	0	**44**	129	6	2	**137**	0	0	0	**0**	6	1	0	**7**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	23	8	0	**31**	0	0	0	**0**	198	22	2	**222**
5:15 - 6:15	68	7	0	**75**	144	6	1	**151**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	3	1	0	**4**	31	10	0	**41**	0	0	0	**0**	253	24	1	**278**
5:30 - 6:30	94	9	0	**103**	122	9	1	**131**	0	0	0	**0**	10	1	0	**11**	0	0	0	**0**	0	0	0	**0**	4	2	0	**6**	32	8	0	**40**	0	0	0	**0**	262	29	1	**291**
5:45 - 6:45	117	9	0	**126**	92	5	0	**97**	0	0	0	**0**	11	5	0	**16**	4	0	0	**4**	0	0	0	**0**	1	4	0	**5**	47	8	0	**55**	0	0	0	**0**	262	31	0	**293**
6:00 - 7:00	120	11	1	**132**	50	8	0	**58**	0	0	0	**0**	16	9	0	**25**	5	2	0	**7**	0	0	0	**0**	1	4	0	**5**	56	3	0	**59**	0	0	0	**0**	248	37	1	**286**
6:15 - 7:15	111	13	1	**125**	29	9	0	**38**	0	0	0	**0**	17	11	0	**28**	6	4	0	**10**	0	0	0	**0**	2	3	0	**5**	63	7	0	**70**	0	0	0	**0**	228	47	1	**276**
6:30 - 7:30	138	10	1	**149**	24	10	0	**34**	0	0	0	**0**	21	14	0	**35**	6	4	0	**10**	0	0	0	**0**	1	2	0	**3**	69	9	0	**78**	0	0	0	**0**	249	49	1	**299**
6:45 - 7:45	130	6	1	**137**	24	12	0	**36**	0	0	0	**0**	21	16	1	**37**	4	4	0	**8**	0	0	0	**0**	2	1	0	**3**	60	13	0	**73**	0	0	0	**0**	241	51	2	**294**
7:00 - 8:00	143	4	0	**144**	21	10	0	**31**	0	0	0	**0**	21	16	1	**42**	3	2	0	**5**	0	0	0	**0**	2	3	0	**5**	60	13	2	**75**	0	0	0	**0**	255	48	3	**306**
7:15 - 8:15	147	5	1	**153**	23	13	0	**36**	0	0	0	**0**	28	16	3	**47**	2	1	0	**3**	0	0	0	**0**	1	5	0	**6**	51	10	2	**63**	0	0	0	**0**	252	60	6	**318**
7:30 - 8:30	117	8	1	**126**	21	12	1	**34**	0	0	0	**0**	22	17	3	**42**	2	1	0	**3**	0	0	0	**0**	1	6	0	**7**	51	10	2	**63**	0	0	0	**0**	214	64	7	**285**
7:45 - 8:45	95	9	2	**106**	25	13	1	**39**	0	0	0	**0**	23	14	2	**39**	0	1	0	**1**	0	0	0	**0**	0	5	0	**5**	50	6	2	**58**	0	0	0	**0**	193	68	7	**268**

Client	: Access Traffic
Job	: Silver City Hwy & Arumpo Rd
Day/Date	: Monday, 22 July 2024
Survey Location	: Silver City Hwy & Arumpo Rd
Weather	: Fine



8:00 - 9:00	76	15	2	93	21	12	1	34	0	0	0	0	19	15	2	36	1	1	0	2	0	0	0	0	1	3	0	4	46	9	0	55	0	0	0	0	164	55	5	224
8:15 - 9:15	56	18	1	75	23	8	1	32	0	0	0	0	19	15	0	34	1	0	0	1	0	0	0	0	1	1	0	2	45	10	0	55	0	0	0	0	145	52	2	199
8:30 - 9:30	51	18	1	70	27	10	0	37	0	0	0	0	20	11	0	31	2	0	0	2	0	0	0	0	1	0	0	1	43	12	0	55	0	0	0	0	144	51	1	196
8:45 - 9:45	59	19	0	78	25	8	0	33	0	0	0	0	24	16	0	40	2	0	0	2	0	0	0	0	1	0	0	1	53	15	0	68	0	0	0	0	164	58	0	222
9:00 - 10:00	70	16	0	86	24	10	0	34	0	0	0	0	25	16	0	41	1	0	0	1	0	0	0	0	0	0	0	0	52	15	0	67	0	0	0	0	172	57	0	229
9:15 - 10:15	63	10	0	73	23	11	0	34	0	0	0	0	26	17	0	43	1	0	0	1	0	0	0	0	0	0	0	0	58	17	0	75	0	0	0	0	171	55	0	226
9:30 - 10:30	68	11	0	79	25	8	0	33	0	0	0	0	27	17	0	44	1	0	0	1	0	0	0	0	0	0	0	0	57	15	0	72	0	0	0	0	178	51	0	229
9:45 - 10:45	62	10	1	73	24	13	1	38	0	0	0	0	26	12	0	38	3	0	0	3	0	0	0	0	0	0	0	0	55	13	0	68	0	0	0	0	170	48	2	220
10:00 - 11:00	50	10	1	61	26	16	1	43	0	0	0	0	23	10	0	33	3	0	0	3	0	0	0	0	0	0	0	0	56	18	0	74	0	0	0	0	158	54	2	214
10:15 - 11:15	53	11	2	66	22	15	1	38	0	0	0	0	25	13	0	38	3	1	0	4	0	0	0	0	0	0	0	0	51	16	0	67	0	0	0	0	154	56	3	213
10:30 - 11:30	52	9	2	63	18	16	1	35	0	0	0	0	24	15	0	39	2	1	0	3	0	0	0	0	1	1	0	2	60	19	0	79	0	0	0	0	157	61	3	221
10:45 - 11:45	62	9	1	72	20	16	0	36	0	0	0	0	23	17	0	40	0	1	0	1	0	0	0	0	2	1	0	3	54	20	0	74	0	0	0	0	161	64	1	226
11:00 - 12:00	67	8	1	76	21	13	0	34	0	0	0	0	28	14	1	43	0	2	0	2	0	0	0	0	2	1	0	3	60	14	0	74	0	0	0	0	178	52	2	232
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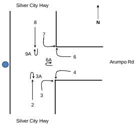
11:30 - 12:30	64	7	1	72	21	15	0	36	0	0	0	0	24	9	1	34	0	3	0	3	0	0	0	0	2	1	0	3	57	10	0	67	0	0	0	0	168	45	2	215
11:45 - 12:45	61	7	1	69	24	9	0	33	0	0	0	0	20	7	1	28	0	5	0	5	0	0	0	0	1	1	0	2	59	12	0	71	0	0	0	0	165	41	2	208
12:00 - 13:00	64	10	1	75	26	8	0	34	0	0	0	0	18	7	0	25	0	4	0	4	0	0	0	0	3	1	0	4	55	14	0	69	0	0	0	0	166	44	1	211
12:15 - 13:15	67	12	1	80	36	7	0	43	0	0	0	0	20	4	0	24	0	3	0	3	0	0	0	0	3	2	0	5	59	14	1	74	0	0	0	0	185	42	2	229
12:30 - 13:30	67	10	0	77	45	5	0	50	0	0	0	0	20	8	0	28	0	2	0	2	0	0	0	0	3	1	0	4	60	13	1	74	0	0	0	0	195	39	1	235
12:45 - 13:45	72	10	0	82	40	10	0	50	0	0	0	0	35	9	0	44	0	0	0	0	0	0	0	0	3	1	0	4	68	13	1	82	0	0	0	0	218	43	1	262
13:00 - 14:00	73	5	1	79	40	13	1	54	0	0	0	0	29	9	0	38	0	0	0	0	0	0	0	0	2	1	0	3	73	11	1	85	0	0	0	0	217	39	3	259
13:15 - 14:15	79	6	1	86	33	14	1	48	0	0	0	0	37	12	0	49	0	0	0	0	0	0	0	0	1	1	0	2	69	15	1	85	0	0	0	0	219	48	3	270
13:30 - 14:30	87	8	3	98	30	12	1	43	0	0	0	0	38	13	0	51	1	0	0	1	0	0	0	0	2	2	0	4	71	14	1	86	0	0	0	0	229	49	5	283
13:45 - 14:45	72	8	3	83	30	10	1	41	0	0	0	0	34	15	0	49	2	1	0	3	0	0	0	0	2	2	0	4	81	11	2	94	0	0	0	0	221	47	6	274
14:00 - 15:00	60	11	2	73	29	7	0	36	0	0	0	0	40	17	0	57	2	1	0	3	0	0	0	0	1	3	0	4	97	12	3	112	0	0	0	0	229	51	5	285
14:15 - 15:15	53	10	2	65	30	8	1	39	0	0	0	0	36	14	0	50	2	1	0	3	0	0	0	0	2	3	0	5	120	12	2	134	0	0	0	0	243	48	5	296
14:30 - 15:30	46	10	0	56	27	10	1	38	0	0	0	0	37	10	1	48	1	1	0	2	0	0	0	0	1	2	0	3	125	11	2	138	0	0	0	0	237	44	4	285
14:45 - 15:45	58	12	2	72	25	9	1	35	0	0	0	0	29	7	2	38	0	0	0	0	0	0	0	0	1	2	0	3	132	14	1	147	0	0	0	0	245	44	6	295
15:00 - 16:00	61	10	2	73	22	11	1	34	0	0	0	0	31	8	2	41	1	1	0	2	0	0	0	0	2	1	0	3	129	14	1	144	0	0	0	0	246	45	6	297
15:15 - 16:15	63	9	2	74	23	8	0	31	0	0	0	0	34	10	2	46	2	3	0	5	0	0	0	0	1	0	0	1	130	11	1	142	0	0	0	0	253	41	5	299
15:30 - 16:30	68	7	2	77	19	9	0	28	0	0	0	0	67	10	1	78	4	3	0	7	0	0	0	0	1	0	0	1	144	11	1	156	0	0	0	0	303	40	4	347
15:45 - 16:45	64	3	0	67	27	11	0	38	0	0	0	0	93	9	0	102	4	3	0	7	0	0	0	0	3	0	0	3	133	7	1	141	0	0	0	0	324	33	1	358
16:00 - 17:00	67	3	2	72	32	9	0	41	0	0	0	0	105	7	0	112	3	2	0	5	0	0	0	0	4	1	0	5	113	6	1	120	0	0	0	0	324	28	3	355
16:15 - 17:15	65	3	2	70	35	9	0	44	0	0	0	0	121	4	0	125	2	0	0	2	0	0	0	0	7	1	0	8	96	6	1	103	0	0	0	0	326	23	3	352
16:30 - 17:30	52	4	3	59	36	6	0	42	0	0	0	0	99	4	0	103	0	0	0	0	0	0	0	0	7	1	0	8	83	6	1	90	0	0	0	0	277	21	4	302



Client : **Access Traffic**
Job : **Silver City Hwy & Arumpo Rd**
Day/Date : **Monday, 22 July 2024**
Survey Location : **Silver City Hwy & Arumpo Rd**
Weather : **Fine**

16:45 - 17:45	43	5	3	**51**	30	2	1	**33**	0	0	0	**0**	76	3	0	**79**	0	0	0	**0**	0	0	0	**0**	5	1	0	**6**	75	7	1	**83**	0	0	0	**0**	229	18	5	**252**
17:00 - 18:00	41	4	1	**46**	26	1	1	**28**	0	0	0	**0**	60	1	0	**61**	0	0	0	**0**	0	0	0	**0**	3	0	0	**3**	69	5	0	**74**	0	0	0	**0**	199	11	2	**212**
17:15 - 18:15	33	5	1	**39**	19	1	1	**21**	0	0	0	**0**	40	1	0	**41**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	56	3	1	**60**	0	0	0	**0**	148	10	3	**161**
17:30 - 18:30	30	4	0	**34**	20	1	1	**22**	0	0	0	**0**	27	0	0	**27**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	39	2	1	**42**	0	0	0	**0**	116	7	2	**125**
17:45 - 18:45	27	3	0	**30**	21	1	0	**22**	0	0	0	**0**	21	0	1	**22**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	26	1	1	**28**	0	0	0	**0**	95	5	2	**102**
18:00 - 19:00	18	5	0	**23**	18	0	0	**18**	0	0	0	**0**	17	0	2	**19**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	27	1	1	**29**	0	0	0	**0**	80	6	3	**89**
18:15 - 19:15	16	4	0	**20**	16	0	0	**16**	0	0	0	**0**	9	0	2	**11**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	25	1	0	**26**	0	0	0	**0**	66	5	2	**73**
18:30 - 19:30	16	4	0	**20**	13	0	0	**13**	0	0	0	**0**	10	0	2	**12**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	19	1	0	**20**	0	0	0	**0**	58	5	2	**65**
18:45 - 19:45	20	4	0	**24**	13	0	0	**13**	0	0	0	**0**	10	0	1	**11**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	19	0	0	**19**	0	0	0	**0**	63	4	1	**68**
19:00 - 20:00	18	3	0	**21**	13	0	0	**13**	0	0	0	**0**	9	0	0	**9**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	16	1	0	**17**	0	0	0	**0**	57	4	0	**61**
19:15 - 20:15	21	2	0	**23**	15	0	0	**15**	0	0	0	**0**	9	0	0	**9**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	18	1	0	**19**	0	0	0	**0**	64	3	0	**67**
19:30 - 20:30	24	1	0	**25**	15	0	0	**15**	0	0	0	**0**	4	0	0	**4**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	18	2	0	**20**	0	0	0	**0**	62	3	0	**65**
19:45 - 20:45	20	1	0	**21**	9	0	1	**10**	0	0	0	**0**	4	0	0	**4**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	13	3	0	**16**	0	0	0	**0**	46	4	1	**51**
20:00 - 21:00	21	0	0	**21**	7	0	1	**8**	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	12	2	0	**14**	0	0	0	**0**	43	2	1	**46**
20:15 - 21:15	19	1	0	**20**	4	0	1	**5**	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	9	2	0	**11**	0	0	0	**0**	34	3	1	**38**
20:30 - 21:30	16	1	0	**17**	2	0	2	**4**	0	0	0	**0**	9	0	0	**9**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	14	2	0	**16**	0	0	0	**0**	41	4	2	**47**
20:45 - 21:45	13	1	0	**14**	1	0	1	**2**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	15	1	0	**16**	0	0	0	**0**	36	3	1	**40**
21:00 - 22:00	14	1	0	**15**	1	0	1	**2**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	13	1	0	**14**	0	0	0	**0**	35	3	1	**39**
21:15 - 22:15	18	0	0	**18**	0	0	1	**1**	0	0	0	**0**	7	0	0	**7**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	10	1	0	**11**	0	0	0	**0**	35	2	1	**38**
21:30 - 22:30	18	0	0	**18**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	8	1	0	**9**	0	0	0	**0**	26	1	0	**27**
21:45 - 22:45	15	1	0	**16**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	21	1	0	**22**	0	0	0	**0**	37	2	0	**39**
22:00 - 23:00	12	2	0	**14**	2	0	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	22	1	0	**23**	0	0	0	**0**	36	3	0	**39**
22:15 - 23:15	6	2	0	**8**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	21	1	0	**22**	0	0	0	**0**	30	3	0	**33**
22:30 - 23:30	4	2	0	**6**	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	17	1	0	**18**	0	0	0	**0**	24	3	0	**27**
22:45 - 23:45	4	1	0	**5**	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	7	2	0	**9**	0	0	0	**0**	13	3	0	**16**
23:00 - 0:00	5	0	0	**5**	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	6	2	0	**8**	0	0	0	**0**	12	2	0	**14**

Appendix C – SIDRA Results Silver City Highway / Arumpo Road

MOVEMENT SUMMARY

Site: 1 [DECOMM 2060 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	137	4.4	137	4.4	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	88	33.0	88	33.0	0.104	10.5	LOS A	0.4	3.6	0.43	0.70	0.43	60.9
Approach			225	15.6	225	15.6	0.104	4.1	NA	0.4	3.6	0.17	0.27	0.17	79.9
NorthEast: Arumpo Road															
4	L2	All MCs	218	11.5	218	11.5	0.277	10.0	LOS A	1.1	8.9	0.46	0.71	0.46	66.6
6	R2	All MCs	14	42.9	14	42.9	0.277	19.4	LOS B	1.1	8.9	0.46	0.71	0.46	58.6
Approach			232	13.4	232	13.4	0.277	10.5	LOS A	1.1	8.9	0.46	0.71	0.46	66.1
NorthWest: Silver City Highway															
7	L2	All MCs	6	0.0	6	0.0	0.003	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	287	5.6	287	5.6	0.151	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
Approach			293	5.5	293	5.5	0.151	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.2
All Vehicles			750	10.9	750	10.9	0.277	4.6	NA	1.1	8.9	0.19	0.31	0.19	80.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [EXIST 2026 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Existing Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	137	8.8	137	8.8	0.061	0.1	LOS A	0.3	2.1	0.03	0.08	0.03	97.0
3	R2	All MCs	60	13.3	60	13.3	0.061	8.3	LOS A	0.3	2.1	0.17	0.45	0.17	71.3
Approach			197	10.2	197	10.2	0.061	2.6	NA	0.3	2.1	0.08	0.20	0.08	87.4
NorthEast: Arumpo Road															
4	L2	All MCs	26	34.6	26	34.6	0.035	9.1	LOS A	0.1	1.2	0.19	0.61	0.19	61.9
6	R2	All MCs	7	28.6	7	28.6	0.035	11.2	LOS A	0.1	1.2	0.19	0.61	0.19	63.5
Approach			33	33.3	33	33.3	0.035	9.5	LOS A	0.1	1.2	0.19	0.61	0.19	62.2
NorthWest: Silver City Highway															
7	L2	All MCs	5	80.0	5	80.0	0.004	9.9	LOS A	0.0	0.0	0.00	0.67	0.00	52.5
8	T1	All MCs	61	4.9	61	4.9	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			66	10.6	66	10.6	0.032	0.8	NA	0.0	0.0	0.00	0.05	0.00	93.6
All Vehicles			296	12.8	296	12.8	0.061	3.0	NA	0.3	2.1	0.07	0.21	0.07	84.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [EXIST 2026 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Existing Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	24	20.8	24	20.8	0.014	0.0	LOS A	0.1	0.4	0.00	0.02	0.00	99.3
3	R2	All MCs	19	0.0	19	0.0	0.014	7.7	LOS A	0.1	0.4	0.10	0.60	0.10	73.7
Approach			43	11.6	43	11.6	0.014	3.4	NA	0.1	0.4	0.05	0.28	0.05	86.1
NorthEast: Arumpo Road															
4	L2	All MCs	20	10.0	20	10.0	0.017	8.2	LOS A	0.1	0.5	0.10	0.62	0.10	69.6
6	R2	All MCs	1	0.0	1	0.0	0.017	8.2	LOS A	0.1	0.5	0.10	0.62	0.10	73.1
Approach			21	9.5	21	9.5	0.017	8.2	LOS A	0.1	0.5	0.10	0.62	0.10	69.7
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	30	6.7	30	6.7	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			31	6.5	31	6.5	0.016	0.3	NA	0.0	0.0	0.00	0.02	0.00	98.9
All Vehicles			95	9.5	95	9.5	0.017	3.4	NA	0.1	0.5	0.04	0.27	0.04	85.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [EXIST 2026 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Existing Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	159	3.8	159	3.8	0.060	0.2	LOS A	0.3	2.1	0.05	0.09	0.05	97.3
3	R2	All MCs	38	36.8	38	36.8	0.060	9.1	LOS A	0.3	2.1	0.18	0.32	0.18	66.6
Approach			197	10.2	197	10.2	0.060	1.9	NA	0.3	2.1	0.08	0.14	0.08	89.3
NorthEast: Arumpo Road															
4	L2	All MCs	49	40.8	49	40.8	0.053	9.3	LOS A	0.2	1.8	0.19	0.62	0.19	60.3
6	R2	All MCs	3	33.3	3	33.3	0.053	11.6	LOS A	0.2	1.8	0.19	0.62	0.19	62.2
Approach			52	40.4	52	40.4	0.053	9.4	LOS A	0.2	1.8	0.19	0.62	0.19	60.4
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	65	18.5	65	18.5	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			71	23.9	71	23.9	0.037	0.8	NA	0.0	0.0	0.00	0.06	0.00	92.7
All Vehicles			320	18.1	320	18.1	0.060	2.9	NA	0.3	2.1	0.08	0.20	0.08	83.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [EXIST 2026 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Existing Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	70	4.3	70	4.3	0.037	0.0	LOS A	0.1	1.3	0.01	0.01	0.01	99.5
3	R2	All MCs	39	28.2	39	28.2	0.037	9.2	LOS A	0.1	1.3	0.28	0.61	0.28	63.6
Approach			109	12.8	109	12.8	0.037	3.3	NA	0.1	1.3	0.10	0.23	0.10	82.8
NorthEast: Arumpo Road															
4	L2	All MCs	106	8.5	106	8.5	0.108	8.7	LOS A	0.4	3.1	0.27	0.64	0.27	69.1
6	R2	All MCs	7	42.9	7	42.9	0.108	12.2	LOS A	0.4	3.1	0.27	0.64	0.27	59.4
Approach			113	10.6	113	10.6	0.108	9.0	LOS A	0.4	3.1	0.27	0.64	0.27	68.4
NorthWest: Silver City Highway															
7	L2	All MCs	3	0.0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	146	5.5	146	5.5	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			149	5.4	149	5.4	0.077	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			371	9.2	371	9.2	0.108	3.8	NA	0.4	3.1	0.11	0.27	0.11	83.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PRE-CONST MW 2027 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	140	9.3	140	9.3	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	161	8.1	161	8.1	0.125	8.2	LOS A	0.5	4.0	0.19	0.62	0.19	69.9
Approach			301	8.6	301	8.6	0.125	4.4	NA	0.5	4.0	0.10	0.33	0.10	81.3
NorthEast: Arumpo Road															
4	L2	All MCs	32	46.9	32	46.9	0.045	9.4	LOS A	0.2	1.6	0.20	0.61	0.20	58.5
6	R2	All MCs	7	28.6	7	28.6	0.045	12.9	LOS A	0.2	1.6	0.20	0.61	0.20	63.4
Approach			39	43.6	39	43.6	0.045	10.0	LOS A	0.2	1.6	0.20	0.61	0.20	59.4
NorthWest: Silver City Highway															
7	L2	All MCs	10	40.0	10	40.0	0.007	8.9	LOS A	0.0	0.0	0.00	0.66	0.00	61.3
8	T1	All MCs	62	4.8	62	4.8	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			72	9.7	72	9.7	0.032	1.2	NA	0.0	0.0	0.00	0.09	0.00	91.9
All Vehicles			412	12.1	412	12.1	0.125	4.4	NA	0.5	4.0	0.09	0.32	0.09	80.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PRE-CONST MW 2027 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	24	20.8	24	20.8	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	24	20.8	24	20.8	0.019	8.3	LOS A	0.1	0.6	0.11	0.62	0.11	66.1
Approach			48	20.8	48	20.8	0.019	4.2	NA	0.1	0.6	0.05	0.31	0.05	79.6
NorthEast: Arumpo Road															
4	L2	All MCs	120	5.8	120	5.8	0.100	8.1	LOS A	0.4	2.8	0.11	0.62	0.11	70.9
6	R2	All MCs	5	0.0	5	0.0	0.100	8.6	LOS A	0.4	2.8	0.11	0.62	0.11	73.0
Approach			125	5.6	125	5.6	0.100	8.1	LOS A	0.4	2.8	0.11	0.62	0.11	71.0
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	31	6.5	31	6.5	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			32	6.3	32	6.3	0.016	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
All Vehicles			205	9.3	205	9.3	0.100	6.0	NA	0.4	2.8	0.08	0.45	0.08	76.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PRE-CONST MW 2027 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	162	3.7	162	3.7	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	48	39.6	48	39.6	0.044	9.1	LOS A	0.2	1.6	0.20	0.62	0.20	60.5
Approach			210	11.9	210	11.9	0.084	2.1	NA	0.2	1.6	0.05	0.14	0.05	87.0
NorthEast: Arumpo Road															
4	L2	All MCs	60	41.7	60	41.7	0.064	9.3	LOS A	0.2	2.2	0.19	0.62	0.19	60.1
6	R2	All MCs	3	33.3	3	33.3	0.064	12.1	LOS A	0.2	2.2	0.19	0.62	0.19	62.5
Approach			63	41.3	63	41.3	0.064	9.5	LOS A	0.2	2.2	0.19	0.62	0.19	60.2
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	67	19.4	67	19.4	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			73	24.7	73	24.7	0.038	0.8	NA	0.0	0.0	0.00	0.05	0.00	92.9
All Vehicles			346	19.9	346	19.9	0.084	3.2	NA	0.2	2.2	0.06	0.21	0.06	81.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PRE-CONST MW 2027 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	71	4.2	71	4.2	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	51	33.3	51	33.3	0.050	9.4	LOS A	0.2	1.8	0.29	0.63	0.29	61.8
Approach			122	16.4	122	16.4	0.050	3.9	NA	0.2	1.8	0.12	0.26	0.12	79.4
NorthEast: Arumpo Road															
4	L2	All MCs	119	12.6	119	12.6	0.123	8.9	LOS A	0.5	3.7	0.28	0.64	0.28	67.8
6	R2	All MCs	7	42.9	7	42.9	0.123	12.7	LOS A	0.5	3.7	0.28	0.64	0.28	59.7
Approach			126	14.3	126	14.3	0.123	9.1	LOS A	0.5	3.7	0.28	0.64	0.28	67.3
NorthWest: Silver City Highway															
7	L2	All MCs	3	0.0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	149	5.4	149	5.4	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			152	5.3	152	5.3	0.078	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			400	11.5	400	11.5	0.123	4.1	NA	0.5	3.7	0.13	0.29	0.13	81.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PRE-CONST MW 2027 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	140	9.3	140	9.3	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	332	9.0	332	9.0	0.262	8.3	LOS A	1.3	9.7	0.23	0.62	0.23	69.4
Approach			472	9.1	472	9.1	0.262	5.9	NA	1.3	9.7	0.16	0.43	0.16	76.3
NorthEast: Arumpo Road															
4	L2	All MCs	48	64.6	48	64.6	0.070	9.9	LOS A	0.3	2.7	0.22	0.61	0.22	54.4
6	R2	All MCs	7	28.6	7	28.6	0.070	16.8	LOS B	0.3	2.7	0.22	0.61	0.22	63.0
Approach			55	60.0	55	60.0	0.070	10.8	LOS A	0.3	2.7	0.22	0.61	0.22	55.3
NorthWest: Silver City Highway															
7	L2	All MCs	18	22.2	18	22.2	0.011	8.4	LOS A	0.0	0.0	0.00	0.66	0.00	66.2
8	T1	All MCs	62	4.8	62	4.8	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			80	8.8	80	8.8	0.032	1.9	NA	0.0	0.0	0.00	0.15	0.00	89.7
All Vehicles			607	13.7	607	13.7	0.262	5.8	NA	1.3	9.7	0.14	0.41	0.14	75.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PRE-CONST MW 2027 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	24	20.8	24	20.8	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	40	52.5	40	52.5	0.036	9.2	LOS A	0.1	1.5	0.12	0.63	0.12	57.6
Approach			64	40.6	64	40.6	0.036	5.8	NA	0.1	1.5	0.07	0.39	0.07	68.5
NorthEast: Arumpo Road															
4	L2	All MCs	290	7.9	290	7.9	0.247	8.2	LOS A	1.1	8.2	0.12	0.62	0.12	70.1
6	R2	All MCs	13	0.0	13	0.0	0.247	8.9	LOS A	1.1	8.2	0.12	0.62	0.12	72.9
Approach			303	7.6	303	7.6	0.247	8.2	LOS A	1.1	8.2	0.12	0.62	0.12	70.2
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	31	6.5	31	6.5	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			32	6.3	32	6.3	0.016	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
All Vehicles			399	12.8	399	12.8	0.247	7.2	NA	1.1	8.2	0.11	0.53	0.11	71.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PRE-CONST MW 2027 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	162	3.7	162	3.7	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	73	47.9	73	47.9	0.069	9.4	LOS A	0.3	2.8	0.21	0.62	0.21	58.3
Approach			235	17.4	235	17.4	0.084	2.9	NA	0.3	2.8	0.06	0.19	0.06	81.8
NorthEast: Arumpo Road															
4	L2	All MCs	84	48.8	84	48.8	0.091	9.6	LOS A	0.3	3.4	0.20	0.62	0.20	58.3
6	R2	All MCs	3	33.3	3	33.3	0.091	12.7	LOS A	0.3	3.4	0.20	0.62	0.20	62.5
Approach			87	48.3	87	48.3	0.091	9.7	LOS A	0.3	3.4	0.20	0.62	0.20	58.5
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	67	19.4	67	19.4	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			73	24.7	73	24.7	0.038	0.8	NA	0.0	0.0	0.00	0.05	0.00	92.9
All Vehicles			395	25.6	395	25.6	0.091	4.0	NA	0.3	3.4	0.08	0.26	0.08	76.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PRE-CONST MW 2027 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	71	4.2	71	4.2	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	75	44.0	75	44.0	0.077	9.8	LOS A	0.3	3.0	0.30	0.64	0.30	59.0
Approach			146	24.7	146	24.7	0.077	5.0	NA	0.3	3.0	0.15	0.33	0.15	73.7
NorthEast: Arumpo Road															
4	L2	All MCs	143	21.7	143	21.7	0.153	9.3	LOS A	0.6	5.0	0.30	0.64	0.30	65.0
6	R2	All MCs	7	42.9	7	42.9	0.153	13.4	LOS A	0.6	5.0	0.30	0.64	0.30	59.7
Approach			150	22.7	150	22.7	0.153	9.4	LOS A	0.6	5.0	0.30	0.64	0.30	64.7
NorthWest: Silver City Highway															
7	L2	All MCs	3	0.0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	149	5.4	149	5.4	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			152	5.3	152	5.3	0.078	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			448	17.4	448	17.4	0.153	4.9	NA	0.6	5.0	0.15	0.33	0.15	76.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PEAK CONST 2028 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	143	9.1	143	9.1	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	168	11.3	168	11.3	0.133	8.3	LOS A	0.6	4.4	0.19	0.62	0.19	68.8
Approach			311	10.3	311	10.3	0.133	4.5	NA	0.6	4.4	0.10	0.34	0.10	80.3
NorthEast: Arumpo Road															
4	L2	All MCs	37	54.1	37	54.1	0.052	9.6	LOS A	0.2	1.9	0.21	0.61	0.21	56.9
6	R2	All MCs	7	28.6	7	28.6	0.052	13.2	LOS A	0.2	1.9	0.21	0.61	0.21	63.4
Approach			44	50.0	44	50.0	0.052	10.2	LOS A	0.2	1.9	0.21	0.61	0.21	57.9
NorthWest: Silver City Highway															
7	L2	All MCs	10	40.0	10	40.0	0.007	8.9	LOS A	0.0	0.0	0.00	0.66	0.00	61.3
8	T1	All MCs	64	4.7	64	4.7	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			74	9.5	74	9.5	0.033	1.2	NA	0.0	0.0	0.00	0.09	0.00	92.1
All Vehicles			429	14.2	429	14.2	0.133	4.5	NA	0.6	4.4	0.10	0.32	0.10	78.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PEAK CONST 2028 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	24	20.8	24	20.8	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	29	34.5	29	34.5	0.024	8.7	LOS A	0.1	0.9	0.11	0.63	0.11	62.1
Approach			53	28.3	53	28.3	0.024	4.8	NA	0.1	0.9	0.06	0.34	0.06	75.0
NorthEast: Arumpo Road															
4	L2	All MCs	125	9.6	125	9.6	0.106	8.2	LOS A	0.4	3.1	0.11	0.62	0.11	69.7
6	R2	All MCs	5	0.0	5	0.0	0.106	8.7	LOS A	0.4	3.1	0.11	0.62	0.11	73.0
Approach			130	9.2	130	9.2	0.106	8.2	LOS A	0.4	3.1	0.11	0.62	0.11	69.8
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	31	6.5	31	6.5	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			32	6.3	32	6.3	0.016	0.2	NA	0.0	0.0	0.00	0.02	0.00	98.9
All Vehicles			215	13.5	215	13.5	0.106	6.2	NA	0.4	3.1	0.08	0.46	0.08	74.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PEAK CONST 2028 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	165	3.6	165	3.6	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	54	44.4	54	44.4	0.051	9.3	LOS A	0.2	2.0	0.20	0.62	0.20	59.2
Approach			219	13.7	219	13.7	0.086	2.3	NA	0.2	2.0	0.05	0.15	0.05	85.5
NorthEast: Arumpo Road															
4	L2	All MCs	66	47.0	66	47.0	0.072	9.5	LOS A	0.3	2.6	0.19	0.62	0.19	58.8
6	R2	All MCs	3	33.3	3	33.3	0.072	12.4	LOS A	0.3	2.6	0.19	0.62	0.19	62.5
Approach			69	46.4	69	46.4	0.072	9.6	LOS A	0.3	2.6	0.19	0.62	0.19	58.9
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	68	19.1	68	19.1	0.039	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			74	24.3	74	24.3	0.039	0.8	NA	0.0	0.0	0.00	0.05	0.00	93.0
All Vehicles			362	22.1	362	22.1	0.086	3.4	NA	0.3	2.6	0.07	0.22	0.07	79.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [PEAK CONST 2028 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	72	4.2	72	4.2	0.038	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	56	39.3	56	39.3	0.056	9.6	LOS A	0.2	2.1	0.30	0.64	0.30	60.2
Approach			128	19.5	128	19.5	0.056	4.2	NA	0.2	2.1	0.13	0.28	0.13	77.5
NorthEast: Arumpo Road															
4	L2	All MCs	126	15.9	126	15.9	0.133	9.1	LOS A	0.5	4.1	0.29	0.64	0.29	66.7
6	R2	All MCs	7	42.9	7	42.9	0.133	13.0	LOS A	0.5	4.1	0.29	0.64	0.29	59.7
Approach			133	17.3	133	17.3	0.133	9.3	LOS A	0.5	4.1	0.29	0.64	0.29	66.3
NorthWest: Silver City Highway															
7	L2	All MCs	3	0.0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	153	5.9	153	5.9	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			156	5.8	156	5.8	0.081	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			417	13.7	417	13.7	0.133	4.3	NA	0.5	4.1	0.13	0.30	0.13	79.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PEAK CONST 2028 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	218	6.0	218	6.0	0.115	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	All MCs	364	10.2	364	10.2	0.290	8.4	LOS A	1.5	11.1	0.24	0.62	0.24	68.9
Approach			582	8.6	582	8.6	0.290	5.3	NA	1.5	11.1	0.15	0.39	0.15	78.0
NorthEast: Arumpo Road															
4	L2	All MCs	55	69.1	55	69.1	0.084	10.1	LOS A	0.3	3.3	0.23	0.62	0.23	53.3
6	R2	All MCs	7	28.6	7	28.6	0.084	20.1	LOS B	0.3	3.3	0.23	0.62	0.23	62.7
Approach			62	64.5	62	64.5	0.084	11.2	LOS A	0.3	3.3	0.23	0.62	0.23	54.2
NorthWest: Silver City Highway															
7	L2	All MCs	19	21.1	19	21.1	0.012	8.4	LOS A	0.0	0.0	0.00	0.66	0.00	66.6
8	T1	All MCs	64	4.7	64	4.7	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			83	8.4	83	8.4	0.033	1.9	NA	0.0	0.0	0.00	0.15	0.00	89.7
All Vehicles			727	13.3	727	13.3	0.290	5.4	NA	1.5	11.1	0.14	0.38	0.14	76.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PEAK CONST 2028 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	24	20.8	24	20.8	0.014	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	48	60.4	48	60.4	0.050	10.0	LOS A	0.2	2.1	0.25	0.63	0.25	55.4
Approach			72	47.2	72	47.2	0.050	6.6	NA	0.2	2.1	0.16	0.42	0.16	65.0
NorthEast: Arumpo Road															
4	L2	All MCs	323	9.6	323	9.6	0.298	8.7	LOS A	1.4	10.3	0.26	0.62	0.26	68.8
6	R2	All MCs	14	0.0	14	0.0	0.298	9.8	LOS A	1.4	10.3	0.26	0.62	0.26	72.1
Approach			337	9.2	337	9.2	0.298	8.7	LOS A	1.4	10.3	0.26	0.62	0.26	68.9
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	106	1.9	106	1.9	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			107	1.9	107	1.9	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.7
All Vehicles			516	13.0	516	13.0	0.298	6.7	NA	1.4	10.3	0.20	0.47	0.20	73.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PEAK CONST 2028 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	170	3.5	170	3.5	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	93	53.8	93	53.8	0.091	9.6	LOS A	0.4	3.9	0.22	0.63	0.22	56.9
Approach			263	21.3	263	21.3	0.091	3.4	NA	0.4	3.9	0.08	0.22	0.08	78.9
NorthEast: Arumpo Road															
4	L2	All MCs	105	54.3	105	54.3	0.116	9.8	LOS A	0.4	4.5	0.21	0.62	0.21	57.0
6	R2	All MCs	3	33.3	3	33.3	0.116	13.5	LOS A	0.4	4.5	0.21	0.62	0.21	62.4
Approach			108	53.7	108	53.7	0.116	9.9	LOS A	0.4	4.5	0.21	0.62	0.21	57.2
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	73	17.8	73	17.8	0.041	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			79	22.8	79	22.8	0.041	0.8	NA	0.0	0.0	0.00	0.05	0.00	93.4
All Vehicles			450	29.3	450	29.3	0.116	4.5	NA	0.4	4.5	0.10	0.29	0.10	74.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [CUMUL PEAK CONST 2028 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	77	3.9	77	3.9	0.040	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	95	50.5	95	50.5	0.102	10.1	LOS A	0.4	4.2	0.32	0.65	0.32	57.3
Approach			172	29.7	172	29.7	0.102	5.6	NA	0.4	4.2	0.18	0.36	0.18	70.9
NorthEast: Arumpo Road															
4	L2	All MCs	165	27.9	165	27.9	0.183	9.6	LOS A	0.7	6.3	0.32	0.65	0.32	63.1
6	R2	All MCs	7	42.9	7	42.9	0.183	14.3	LOS A	0.7	6.3	0.32	0.65	0.32	59.6
Approach			172	28.5	172	28.5	0.183	9.8	LOS A	0.7	6.3	0.32	0.65	0.32	63.0
NorthWest: Silver City Highway															
7	L2	All MCs	3	0.0	3	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	158	5.7	158	5.7	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			161	5.6	161	5.6	0.083	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			505	21.6	505	21.6	0.183	5.3	NA	0.7	6.3	0.17	0.35	0.17	74.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [OPS 2040 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	181	8.8	181	8.8	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	111	10.8	111	10.8	0.089	8.3	LOS A	0.4	2.8	0.20	0.62	0.20	68.9
Approach			292	9.6	292	9.6	0.097	3.2	NA	0.4	2.8	0.08	0.24	0.08	85.3
NorthEast: Arumpo Road															
4	L2	All MCs	35	37.1	35	37.1	0.054	9.2	LOS A	0.2	1.8	0.25	0.61	0.25	60.6
6	R2	All MCs	10	30.0	10	30.0	0.054	13.2	LOS A	0.2	1.8	0.25	0.61	0.25	62.7
Approach			45	35.6	45	35.6	0.054	10.1	LOS A	0.2	1.8	0.25	0.61	0.25	61.1
NorthWest: Silver City Highway															
7	L2	All MCs	6	83.3	6	83.3	0.005	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.9
8	T1	All MCs	81	4.9	81	4.9	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			87	10.3	87	10.3	0.042	0.7	NA	0.0	0.0	0.00	0.05	0.00	94.0
All Vehicles			424	12.5	424	12.5	0.097	3.4	NA	0.4	2.8	0.08	0.24	0.08	83.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [OPS 2040 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	32	21.9	32	21.9	0.019	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	26	3.8	26	3.8	0.019	7.9	LOS A	0.1	0.5	0.12	0.62	0.12	71.8
Approach			58	13.8	58	13.8	0.019	3.5	NA	0.1	0.5	0.05	0.28	0.05	85.0
NorthEast: Arumpo Road															
4	L2	All MCs	57	7.0	57	7.0	0.047	8.2	LOS A	0.2	1.3	0.12	0.62	0.12	70.5
6	R2	All MCs	1	0.0	1	0.0	0.047	8.7	LOS A	0.2	1.3	0.12	0.62	0.12	73.0
Approach			58	6.9	58	6.9	0.047	8.2	LOS A	0.2	1.3	0.12	0.62	0.12	70.5
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	40	7.5	40	7.5	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			41	7.3	41	7.3	0.021	0.2	NA	0.0	0.0	0.00	0.02	0.00	99.2
All Vehicles			157	9.6	157	9.6	0.047	4.4	NA	0.2	1.3	0.06	0.33	0.06	81.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [OPS 2040 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	210	3.8	210	3.8	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	56	33.9	56	33.9	0.051	9.1	LOS A	0.2	1.8	0.23	0.62	0.23	61.8
Approach			266	10.2	266	10.2	0.109	1.9	NA	0.2	1.8	0.05	0.13	0.05	88.5
NorthEast: Arumpo Road															
4	L2	All MCs	70	38.6	70	38.6	0.077	9.4	LOS A	0.3	2.6	0.22	0.62	0.22	60.7
6	R2	All MCs	4	25.0	4	25.0	0.077	12.8	LOS A	0.3	2.6	0.22	0.62	0.22	64.6
Approach			74	37.8	74	37.8	0.077	9.6	LOS A	0.3	2.6	0.22	0.62	0.22	60.9
NorthWest: Silver City Highway															
7	L2	All MCs	8	87.5	8	87.5	0.007	10.1	LOS A	0.0	0.0	0.00	0.67	0.00	51.1
8	T1	All MCs	86	18.6	86	18.6	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			94	24.5	94	24.5	0.049	0.9	NA	0.0	0.0	0.00	0.06	0.00	92.4
All Vehicles			434	18.0	434	18.0	0.109	3.0	NA	0.3	2.6	0.07	0.20	0.07	82.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [OPS 2040 PM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	92	4.3	92	4.3	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	58	27.6	58	27.6	0.058	9.5	LOS A	0.2	2.0	0.33	0.65	0.33	63.2
Approach			150	13.3	150	13.3	0.058	3.7	NA	0.2	2.0	0.13	0.25	0.13	81.6
NorthEast: Arumpo Road															
4	L2	All MCs	146	8.9	146	8.9	0.158	9.1	LOS A	0.6	4.7	0.34	0.66	0.34	68.7
6	R2	All MCs	9	44.4	9	44.4	0.158	14.3	LOS A	0.6	4.7	0.34	0.66	0.34	59.1
Approach			155	11.0	155	11.0	0.158	9.4	LOS A	0.6	4.7	0.34	0.66	0.34	68.0
NorthWest: Silver City Highway															
7	L2	All MCs	4	0.0	4	0.0	0.002	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	194	5.7	194	5.7	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			198	5.6	198	5.6	0.102	0.2	NA	0.0	0.0	0.00	0.01	0.00	99.3
All Vehicles			503	9.5	503	9.5	0.158	4.0	NA	0.6	4.7	0.14	0.28	0.14	82.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [DECOMM 2060 AM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	269	8.9	269	8.9	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	All MCs	191	12.0	191	12.0	0.163	8.7	LOS A	0.7	5.5	0.28	0.63	0.28	68.1
Approach			460	10.2	460	10.2	0.163	3.6	NA	0.7	5.5	0.12	0.26	0.12	83.7
NorthEast: Arumpo Road															
4	L2	All MCs	58	43.1	58	43.1	0.101	9.7	LOS A	0.4	3.5	0.33	0.64	0.33	58.2
6	R2	All MCs	14	28.6	14	28.6	0.101	17.9	LOS B	0.4	3.5	0.33	0.64	0.33	62.0
Approach			72	40.3	72	40.3	0.101	11.3	LOS A	0.4	3.5	0.33	0.64	0.33	58.9
NorthWest: Silver City Highway															
7	L2	All MCs	14	57.1	14	57.1	0.011	9.3	LOS A	0.0	0.0	0.00	0.66	0.00	57.2
8	T1	All MCs	120	5.0	120	5.0	0.063	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			134	10.4	134	10.4	0.063	1.0	NA	0.0	0.0	0.00	0.07	0.00	92.7
All Vehicles			666	13.5	666	13.5	0.163	3.9	NA	0.7	5.5	0.12	0.26	0.12	81.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [DECOMM 2060 PM Peak (Project) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	47	21.3	47	21.3	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	44	15.9	44	15.9	0.035	8.3	LOS A	0.1	1.1	0.16	0.62	0.16	67.5
Approach			91	18.7	91	18.7	0.035	4.0	NA	0.1	1.1	0.08	0.30	0.08	81.1
NorthEast: Arumpo Road															
4	L2	All MCs	112	9.8	112	9.8	0.098	8.4	LOS A	0.4	2.8	0.16	0.62	0.16	69.3
6	R2	All MCs	4	0.0	4	0.0	0.098	9.1	LOS A	0.4	2.8	0.16	0.62	0.16	72.7
Approach			116	9.5	116	9.5	0.098	8.4	LOS A	0.4	2.8	0.16	0.62	0.16	69.4
NorthWest: Silver City Highway															
7	L2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.00	0.66	0.00	74.4
8	T1	All MCs	59	6.8	59	6.8	0.031	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			60	6.7	60	6.7	0.031	0.1	NA	0.0	0.0	0.00	0.01	0.00	99.4
All Vehicles			267	12.0	267	12.0	0.098	5.0	NA	0.4	2.8	0.09	0.37	0.09	78.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [DECOMM 2060 AM Peak (Network) (Site Folder: 1. Silver City Highway - Arumpo Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Silver City Highway / Arumpo Road
Proposed Upgraded (CHR) Intersection Configuration
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Silver City Highway															
2	T1	All MCs	312	3.8	312	3.8	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.9
3	R2	All MCs	84	40.5	84	40.5	0.085	9.7	LOS A	0.3	3.2	0.30	0.64	0.30	59.8
Approach			396	11.6	396	11.6	0.162	2.1	NA	0.3	3.2	0.06	0.14	0.06	87.5
NorthEast: Arumpo Road															
4	L2	All MCs	107	43.0	107	43.0	0.132	9.9	LOS A	0.5	4.8	0.30	0.64	0.30	59.2
6	R2	All MCs	6	33.3	6	33.3	0.132	17.9	LOS B	0.5	4.8	0.30	0.64	0.30	61.9
Approach			113	42.5	113	42.5	0.132	10.3	LOS A	0.5	4.8	0.30	0.64	0.30	59.3
NorthWest: Silver City Highway															
7	L2	All MCs	12	83.3	12	83.3	0.010	10.0	LOS A	0.0	0.0	0.00	0.67	0.00	51.8
8	T1	All MCs	128	18.8	128	18.8	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			140	24.3	140	24.3	0.073	0.9	NA	0.0	0.0	0.00	0.06	0.00	92.6
All Vehicles			649	19.7	649	19.7	0.162	3.2	NA	0.5	4.8	0.09	0.21	0.09	81.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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