

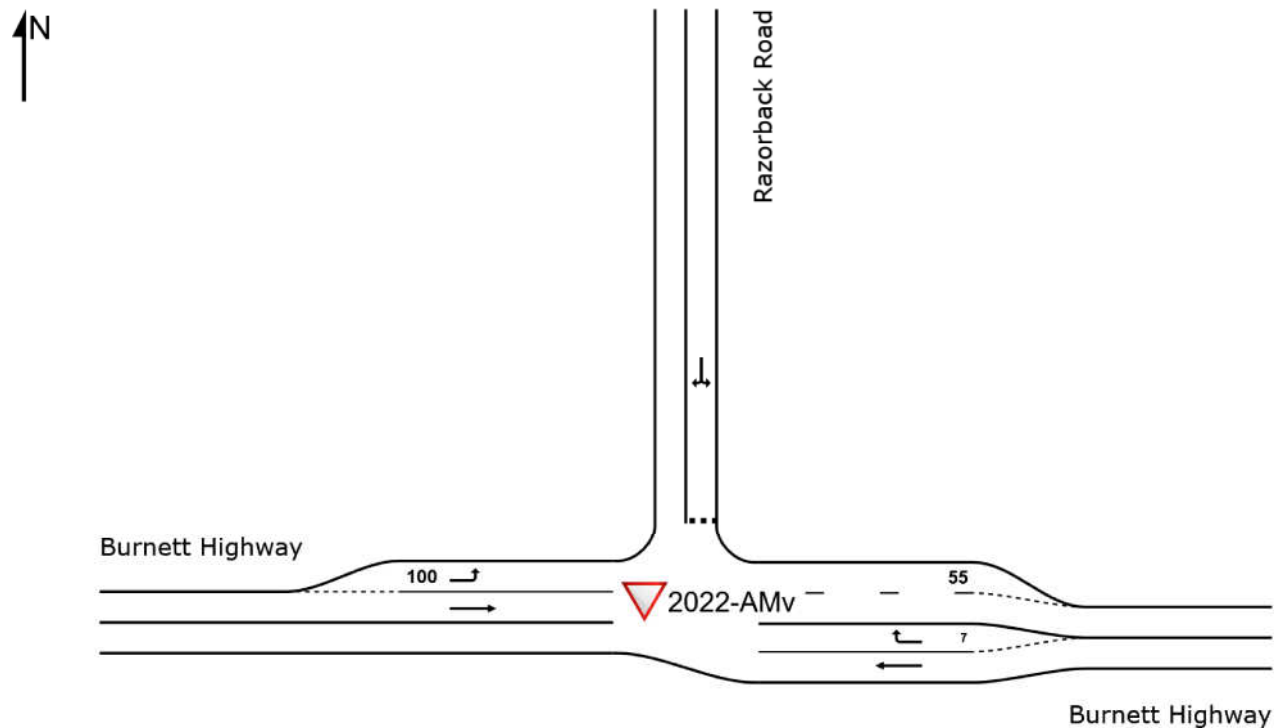
SITE LAYOUT

▽ Site: 2022-AMv [2022 AM Peak - Background Traffic (1% p.a.)]
(Site Folder: Burnett Highway / Razorback Road Intersection)]

2022 AM Peak - Background Traffic Estimate
Burnett Highway / Razorback Road Intersection

Site Category: Base Year
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Organisation: ZEKACORP | Licence: PLUS / 1PC | Created: Wednesday, 28 April 2021 10:43:35 PM

Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2022-AMv [2022 AM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Razorback Road Intersection)]

2022 AM Peak - Background Traffic Estimate
Burnett Highway / Razorback Road Intersection

Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
East: Burnett Highway														
4	T1	40	10.0	42	10.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.8	LOS A	0.0	0.0	0.32	0.56	0.32	57.3
Approach		41	10.0	43	10.0	0.023	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.2
North: Razorback Road														
2	L2	1	10.0	1	10.0	0.136	5.9	LOS A	0.6	4.2	0.35	0.61	0.35	54.9
1	R2	105	10.0	111	10.0	0.136	7.1	LOS A	0.6	4.2	0.35	0.61	0.35	54.7
Approach		106	10.0	112	10.0	0.136	7.1	LOS A	0.6	4.2	0.35	0.61	0.35	54.7
West: Burnett Highway														
6	L2	140	10.0	147	10.0	0.085	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	60	10.0	63	10.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		200	10.0	211	10.0	0.085	5.0	NA	0.0	0.0	0.00	0.44	0.00	66.5
All Vehicles		347	10.0	365	10.0	0.136	5.1	NA	0.6	4.2	0.11	0.44	0.11	63.5

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2022-PMv [2022 PM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Razorback Road Intersection)]

2022 PM Peak - Background Traffic Estimate
Burnett Highway / Razorback Road Intersection
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist m				km/h
East: Burnett Highway														
4	T1	43	10.0	45	10.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.6	LOS A	0.0	0.0	0.27	0.56	0.27	57.4
Approach		44	10.0	46	10.0	0.025	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	4	10.0	4	10.0	0.145	5.8	LOS A	0.6	4.6	0.30	0.59	0.30	55.1
1	R2	115	10.0	121	10.0	0.145	6.8	LOS A	0.6	4.6	0.30	0.59	0.30	54.9
Approach		119	10.0	125	10.0	0.145	6.8	LOS A	0.6	4.6	0.30	0.59	0.30	54.9
West: Burnett Highway														
6	L2	113	10.0	119	10.0	0.069	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	39	10.0	41	10.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		152	10.0	160	10.0	0.069	5.3	NA	0.0	0.0	0.00	0.47	0.00	65.9
All Vehicles		315	10.0	332	10.0	0.145	5.2	NA	0.6	4.6	0.12	0.45	0.12	62.6

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2027-AMv [2027 AM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Razorback Road Intersection)]

2027 AM Peak - Background Traffic Estimate
Burnett Highway / Razorback Road Intersection

Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
East: Burnett Highway														
4	T1	43	10.0	45	10.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.9	LOS A	0.0	0.0	0.32	0.56	0.32	57.3
Approach		44	10.0	46	10.0	0.025	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	1	10.0	1	10.0	0.146	6.0	LOS A	0.6	4.6	0.36	0.62	0.36	54.8
1	R2	112	10.0	118	10.0	0.146	7.2	LOS A	0.6	4.6	0.36	0.62	0.36	54.6
Approach		113	10.0	119	10.0	0.146	7.2	LOS A	0.6	4.6	0.36	0.62	0.36	54.6
West: Burnett Highway														
6	L2	142	10.0	149	10.0	0.086	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	63	10.0	66	10.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		205	10.0	216	10.0	0.086	4.9	NA	0.0	0.0	0.00	0.44	0.00	66.7
All Vehicles		362	10.0	381	10.0	0.146	5.1	NA	0.6	4.6	0.11	0.44	0.11	63.5

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2027-PMv [2027 PM Peak - Background Traffic (1% p.a.)]
(Site Folder: Burnett Highway / Razorback Road Intersection)]

2027 PM Peak - Background Traffic Estimate
Burnett Highway / Razorback Road Intersection
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist m				km/h
East: Burnett Highway														
4	T1	46	10.0	48	10.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.6	LOS A	0.0	0.0	0.27	0.56	0.27	57.4
Approach		47	10.0	49	10.0	0.026	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	4	10.0	4	10.0	0.155	5.9	LOS A	0.7	4.9	0.32	0.60	0.32	55.1
1	R2	122	10.0	128	10.0	0.155	6.9	LOS A	0.7	4.9	0.32	0.60	0.32	54.9
Approach		126	10.0	133	10.0	0.155	6.9	LOS A	0.7	4.9	0.32	0.60	0.32	54.9
West: Burnett Highway														
6	L2	114	10.0	120	10.0	0.069	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	42	10.0	44	10.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		156	10.0	164	10.0	0.069	5.2	NA	0.0	0.0	0.00	0.46	0.00	66.1
All Vehicles		329	10.0	346	10.0	0.155	5.1	NA	0.7	4.9	0.12	0.45	0.12	62.7

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2022-AMv [2022 AM Peak - Design Volumes (Background + Construction) (Site Folder: Burnett Highway / Razorback Road Intersection)]

2022 AM Peak - Design Traffic (Background + Construction)
Burnett Highway / Razorback Road Intersection

Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
East: Burnett Highway														
4	T1	45	10.0	47	10.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.9	LOS A	0.0	0.0	0.32	0.56	0.32	57.2
Approach		46	10.0	48	10.0	0.026	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	1	10.0	1	10.0	0.145	6.0	LOS A	0.6	4.5	0.37	0.62	0.37	54.8
1	R2	110	10.0	116	10.0	0.145	7.2	LOS A	0.6	4.5	0.37	0.62	0.37	54.6
Approach		111	10.0	117	10.0	0.145	7.2	LOS A	0.6	4.5	0.37	0.62	0.37	54.6
West: Burnett Highway														
6	L2	145	10.0	153	10.0	0.088	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	65	10.0	68	10.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		210	10.0	221	10.0	0.088	4.9	NA	0.0	0.0	0.00	0.43	0.00	66.7
All Vehicles		367	10.0	386	10.0	0.145	5.0	NA	0.6	4.5	0.11	0.44	0.11	63.7

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2022-PMv [2022 PM Peak - Design Volumes (Background + Construction) (Site Folder: Burnett Highway / Razorback Road Intersection)]

2022 PM Peak - Design Traffic (Background + Construction)
Burnett Highway / Razorback Road Intersection
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
East: Burnett Highway														
4	T1	48	10.0	51	10.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.7	LOS A	0.0	0.0	0.28	0.56	0.28	57.4
Approach		49	10.0	52	10.0	0.028	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	4	10.0	4	10.0	0.154	5.9	LOS A	0.6	4.9	0.32	0.60	0.32	55.0
1	R2	120	10.0	126	10.0	0.154	7.0	LOS A	0.6	4.9	0.32	0.60	0.32	54.8
Approach		124	10.0	131	10.0	0.154	6.9	LOS A	0.6	4.9	0.32	0.60	0.32	54.8
West: Burnett Highway														
6	L2	118	10.0	124	10.0	0.072	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	44	10.0	46	10.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		162	10.0	171	10.0	0.072	5.2	NA	0.0	0.0	0.00	0.46	0.00	66.1
All Vehicles		335	10.0	353	10.0	0.154	5.1	NA	0.6	4.9	0.12	0.45	0.12	62.8

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2027-AMv [2027 AM Peak - Design Volumes (Background + Operations) (Site Folder: Burnett Highway / Razorback Road Intersection)]

2027 AM Peak - Design Traffic (Background + Operations)
Burnett Highway / Razorback Road Intersection

Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
East: Burnett Highway														
4	T1	47	10.0	49	10.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.9	LOS A	0.0	0.0	0.33	0.56	0.33	57.2
Approach		48	10.0	51	10.0	0.027	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.3
North: Razorback Road														
2	L2	1	10.0	1	10.0	0.154	6.0	LOS A	0.6	4.9	0.38	0.63	0.38	54.7
1	R2	116	10.0	122	10.0	0.154	7.3	LOS A	0.6	4.9	0.38	0.63	0.38	54.5
Approach		117	10.0	123	10.0	0.154	7.3	LOS A	0.6	4.9	0.38	0.63	0.38	54.5
West: Burnett Highway														
6	L2	146	10.0	154	10.0	0.089	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	67	10.0	71	10.0	0.039	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		213	10.0	224	10.0	0.089	4.9	NA	0.0	0.0	0.00	0.43	0.00	66.8
All Vehicles		378	10.0	398	10.0	0.154	5.0	NA	0.6	4.9	0.12	0.44	0.12	63.6

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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Project: E:\ZEKACORP\21038 Mt Morgan Mine (SIDRA)\SIDRA\0742021 BURNETT HIGHWAY INTERSECTIONS - MODIFIED.sip9

MOVEMENT SUMMARY

▽ Site: 2027-PMv [2027 PM Peak - Design Volumes (Background + Operations) (Site Folder: Burnett Highway / Razorback Road Intersection)]

2027 PM Peak - Design Traffic (Background + Operations)
Burnett Highway / Razorback Road Intersection
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
East: Burnett Highway														
4	T1	50	10.0	53	10.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
3	R2	1	10.0	1	10.0	0.001	7.7	LOS A	0.0	0.0	0.28	0.56	0.28	57.4
Approach		51	10.0	54	10.0	0.029	0.2	NA	0.0	0.0	0.01	0.01	0.01	79.4
North: Razorback Road														
2	L2	4	10.0	4	10.0	0.162	5.9	LOS A	0.7	5.2	0.33	0.61	0.33	55.0
1	R2	126	10.0	133	10.0	0.162	7.0	LOS A	0.7	5.2	0.33	0.61	0.33	54.8
Approach		130	10.0	137	10.0	0.162	7.0	LOS A	0.7	5.2	0.33	0.61	0.33	54.8
West: Burnett Highway														
6	L2	118	10.0	124	10.0	0.072	7.1	LOS A	0.0	0.0	0.00	0.63	0.00	62.1
5	T1	46	10.0	48	10.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach		164	10.0	173	10.0	0.072	5.1	NA	0.0	0.0	0.00	0.45	0.00	66.2
All Vehicles		345	10.0	363	10.0	0.162	5.1	NA	0.7	5.2	0.13	0.45	0.13	62.8

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

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

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

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

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

Queue Model: SIDRA Standard.

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

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

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