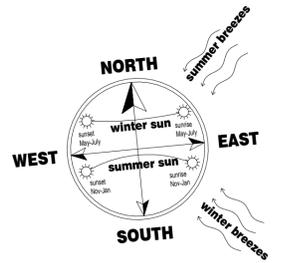
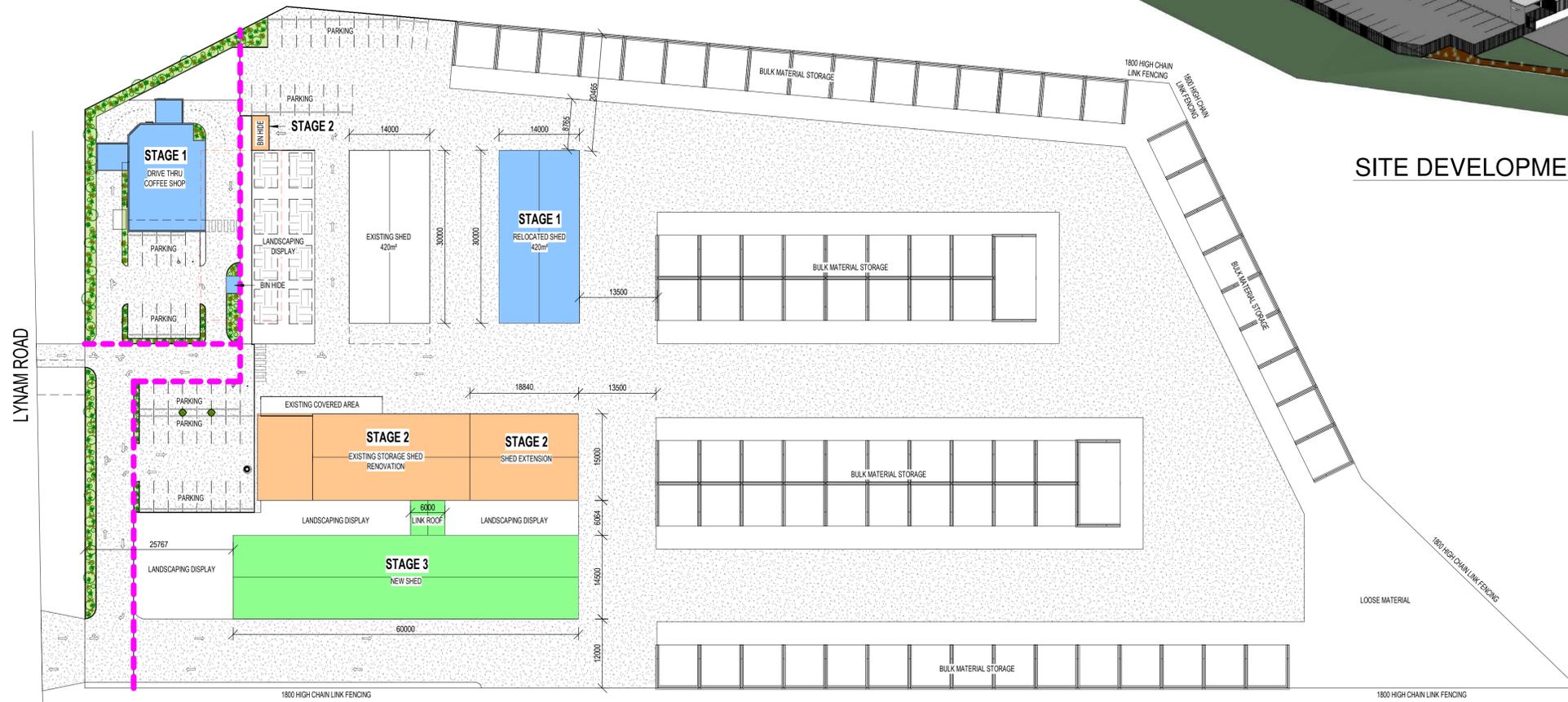


SITE DEVELOPMENT 3D



1 PROPOSED SITE PLAN - OVERALL
1 : 500 AT A1 SHEET SIZE

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

PRELIMINARY

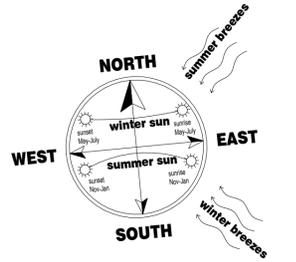
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CB
DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 827 297
Licence No: 5722298
66 Baywater Road, Hyde Park QLD 4812
PO Box 4527, Vincent QLD 4814
Tel: (07) 4778 4199

PROJECT:
COFFEE SHOP
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

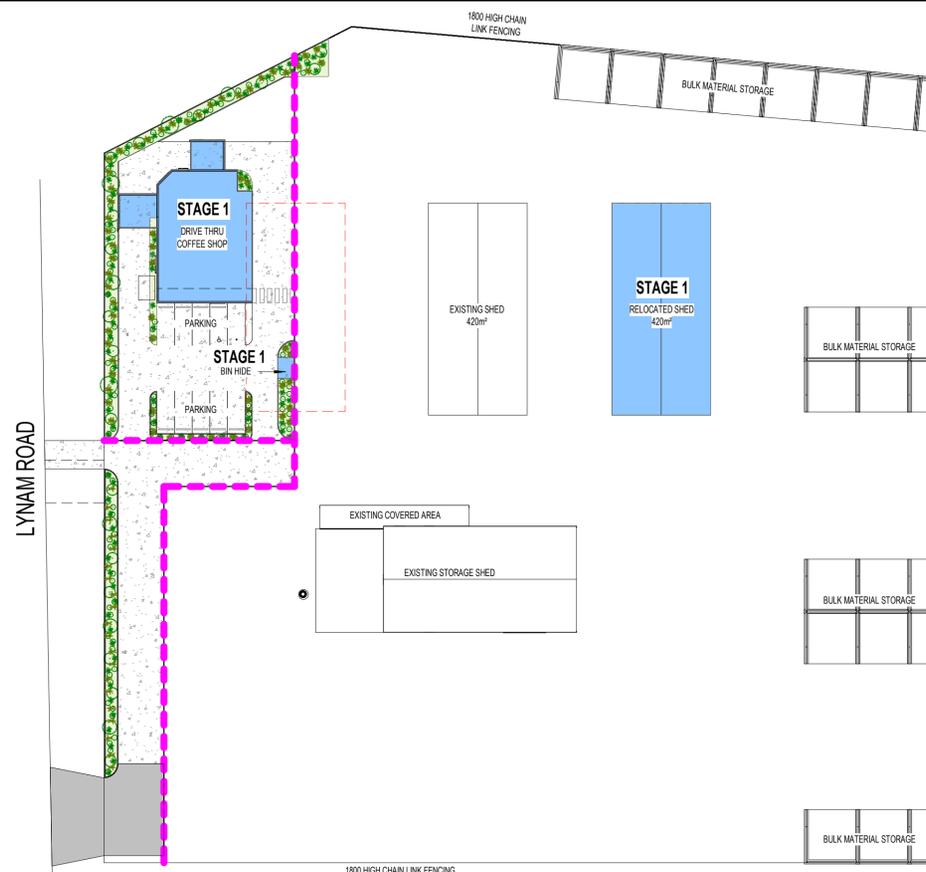
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	DRAWN:	B.W.		
	SCALE:	As indicated		
	SHEET No.:	3	CLIENT JOB NO.:	

LYNAM ROAD



1 PROPOSED SITE PLAN - PART
1 : 250 AT A1 SHEET SIZE

<p>PROJECT ISSUE & DESCRIPTION P5 - PRELIMINARY ISSUE - 30-04-2025</p>	<p>PRELIMINARY</p> <p>NOTES: THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT. COMPLY WITH ALL RELEVANT AUTHORITY REGS. & S.A. FIGURED DIMENSIONS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON-SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.</p>	<p>CB DESIGNS BUILDING DESIGN & DRAFTING ABN: 112 837 297 Licence No.: 5722288 66 Baywater Road, Hyde Park QLD 4812 PO Box 4527, Inwood QLD 4814 Tel: (07) 4778 4199</p>	<p>PROJECT: COFFEE SHOP</p> <p>CLIENT: P. FORTINI</p> <p>SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE</p>	<p>BUILDER:</p>
<p>DATE: 30/04/2025 1:09:10 PM DRAWN: B.W. SCALE: As indicated SHEET No: 4</p>	<p>JOB NO: 24-389 CLIENT JOB NO:</p>			



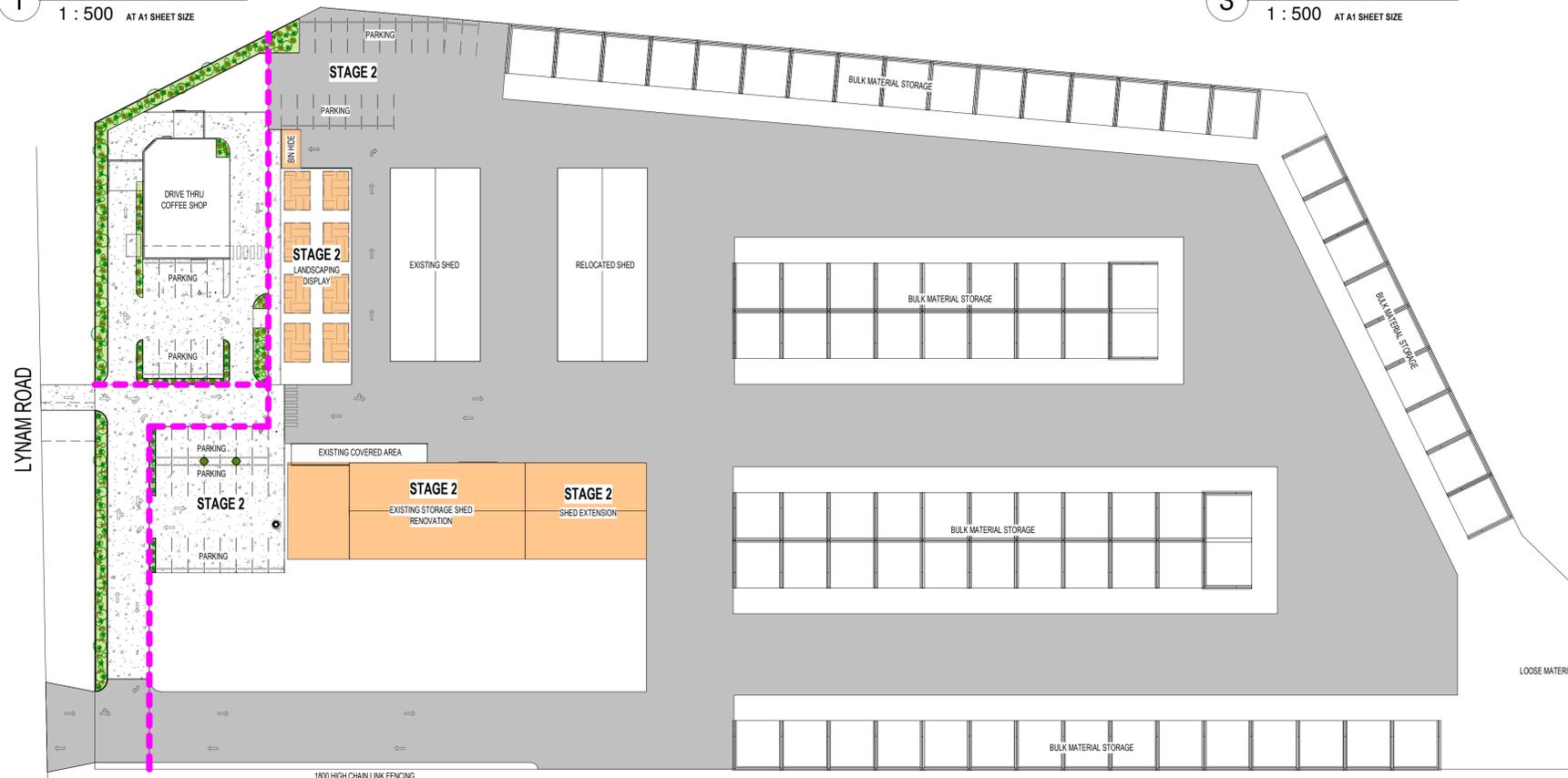
1 STAGE 1 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY



3 STAGE 3 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY



2 STAGE 2 PLAN
1 : 500 AT A1 SHEET SIZE

■ DENOTES ASPHALT DRIVEWAY □ DENOTES CONCRETE DRIVEWAY

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

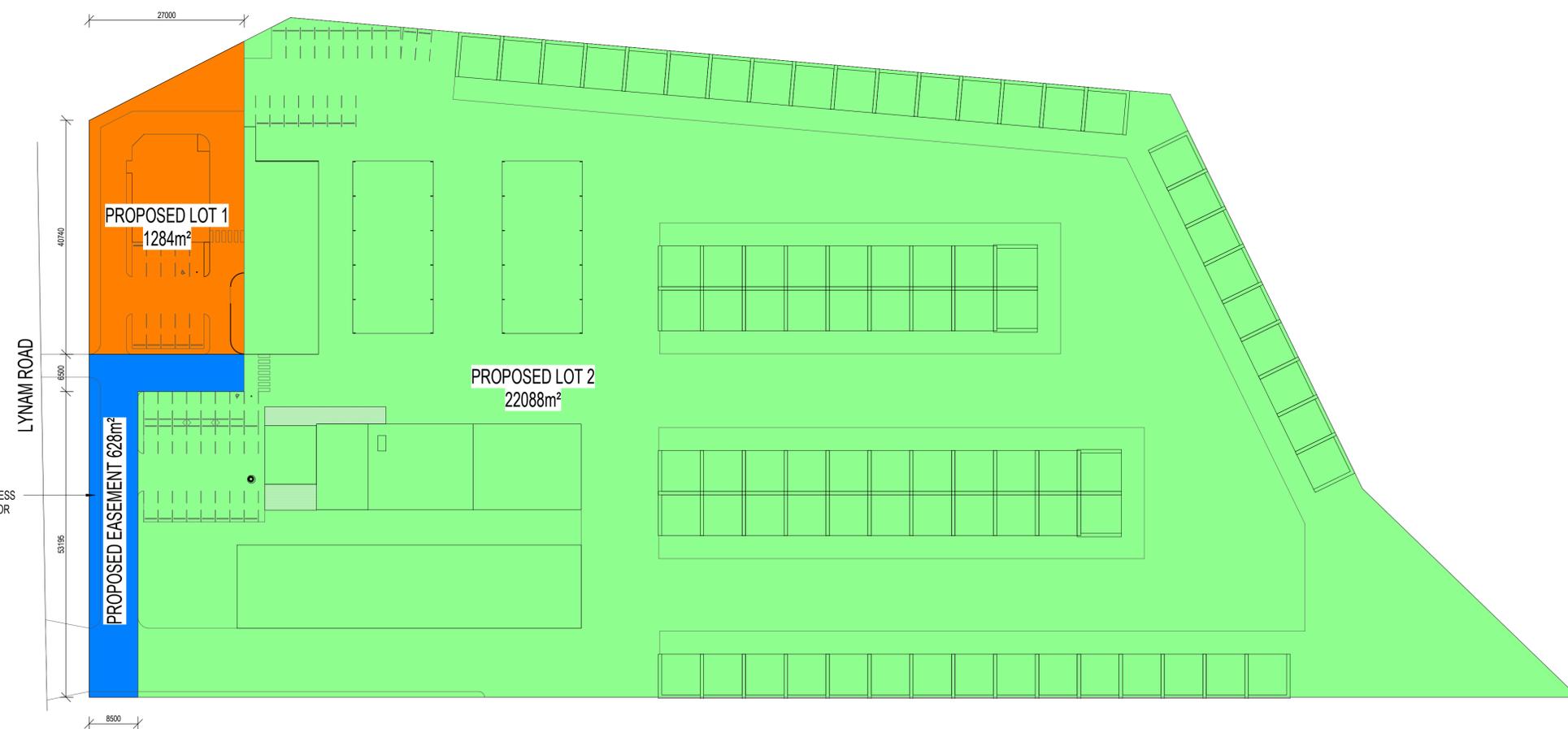
PRELIMINARY

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PROJECT:
COFFEE SHOP
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

DATE:	30/04/2025 1:09:35 PM	JOB NO.:	24-389
DRAWN:	Author		
SCALE:	1 : 500		
SHEET No.:	5	CLIENT JOB NO.:	



1 PROPOSED SUB-DIVISION
1 : 500 AT A1 SHEET SIZE

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

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DESIGNS
BUILDING DESIGN & DRAFTING
ABN: 112 837 297
Licence No: 572298
66 Baywater Road, Hyde Park QLD 4812
PO Box 4327, Ingham QLD 4814
Tel: (07) 4779 4199

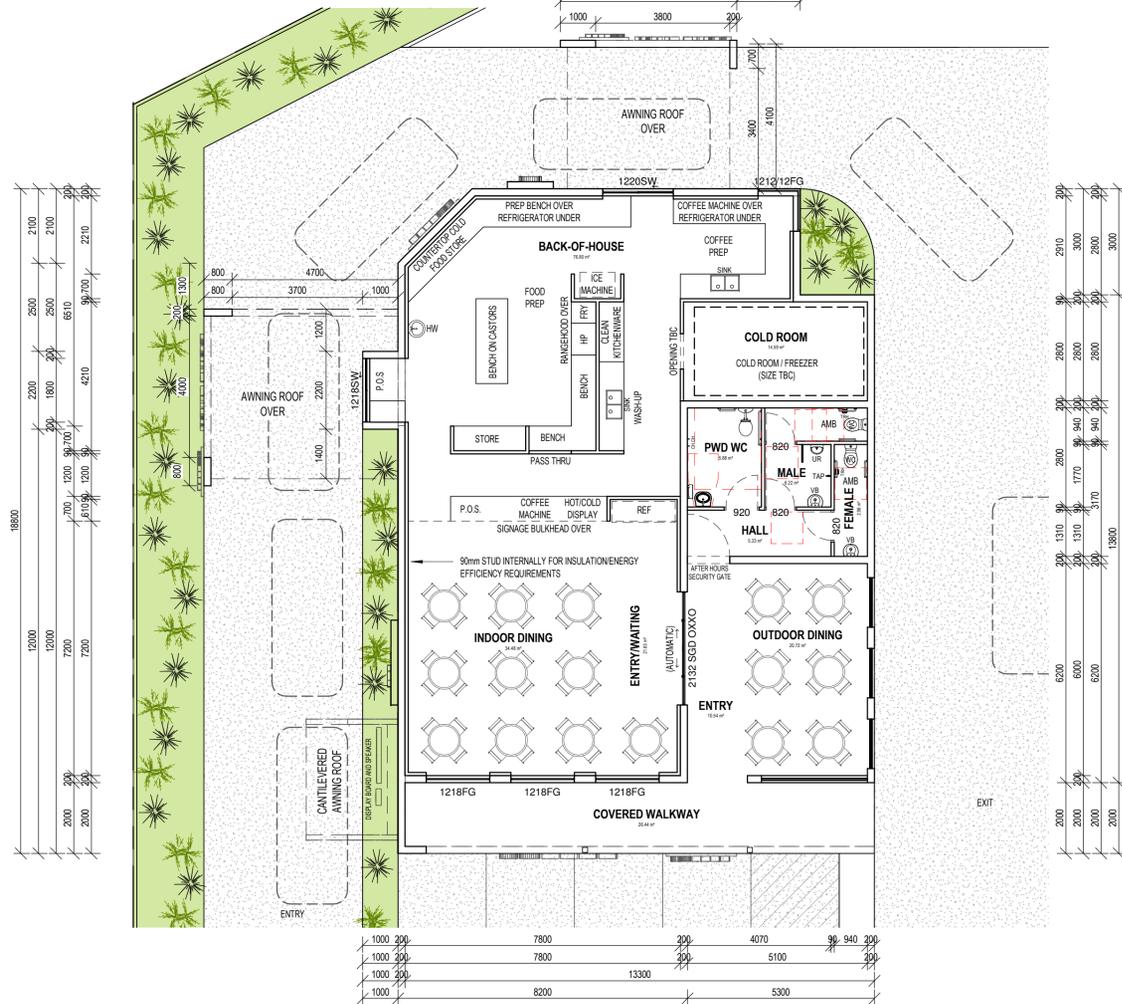
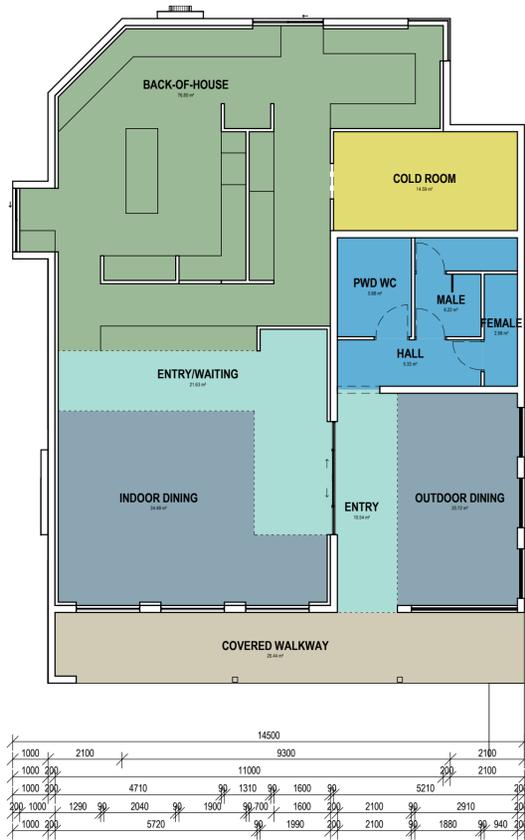
PROJECT:
COFFEE SHOP
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:

DATE:	29/05/2025 3:44:39 PM	JOB NO.:	
DRAWN:	Author		24-389
SCALE:	1 : 500		
SHEET No.:	6	CLIENT JOB NO.:	

- AMENITIES
- COVERED WALKWAY
- DINING
- ENTRY
- FOOD PREP
- STORE

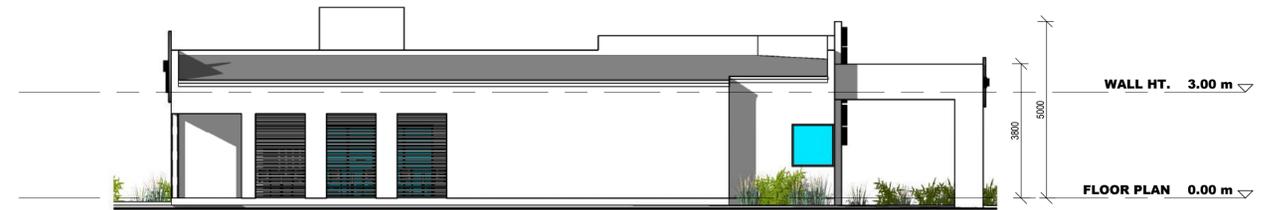
AREA USAGE PLAN
1 : 100



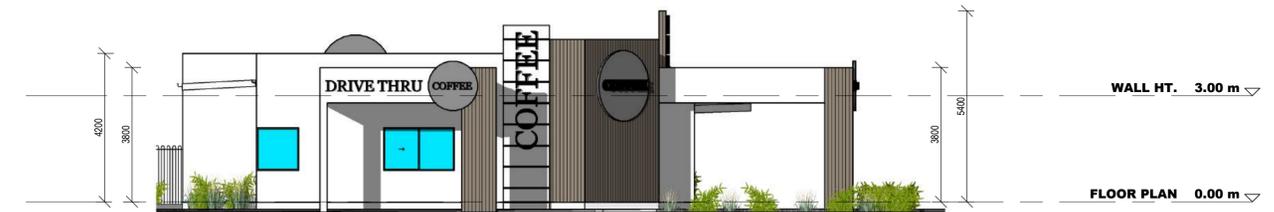
FLOOR PLAN - COFFEE SHOP
1 : 100



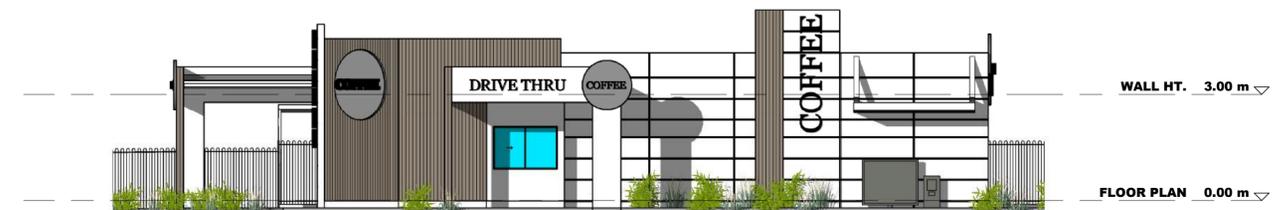
1 ELEVATION 1 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



2 ELEVATION 2 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



3 ELEVATION 3 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



4 ELEVATION 4 - COFFEE SHOP
1 : 100 AT A1 SHEET SIZE



AREAS	AREA
BACK OF HOUSE	87.01 m ²
INDOOR DINING	60.62 m ²
OUTDOOR DINING	32.74 m ²
COVERED WALKWAY	27.07 m ²
AMENITIES	24.32 m ²
COLD STORE	15.53 m ²
TOTAL	247.27 m ²

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30/04/2025

PRELIMINARY

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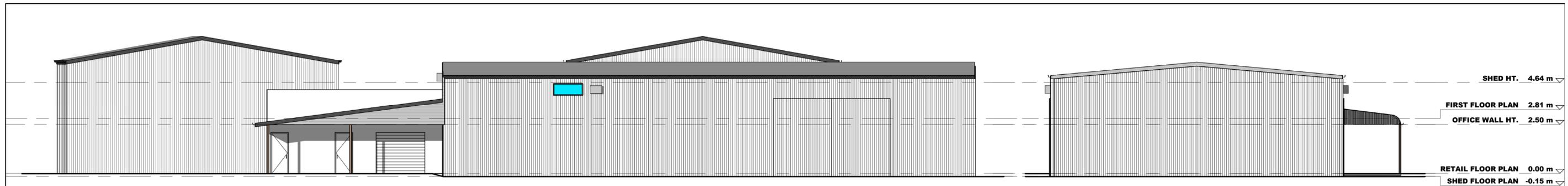


PROJECT:
COFFEE SHOP

CLIENT:
P. FORTINI

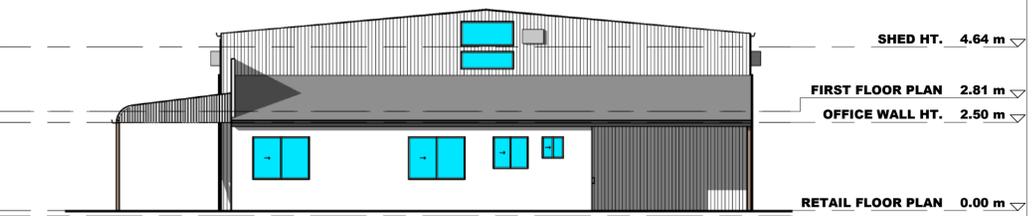
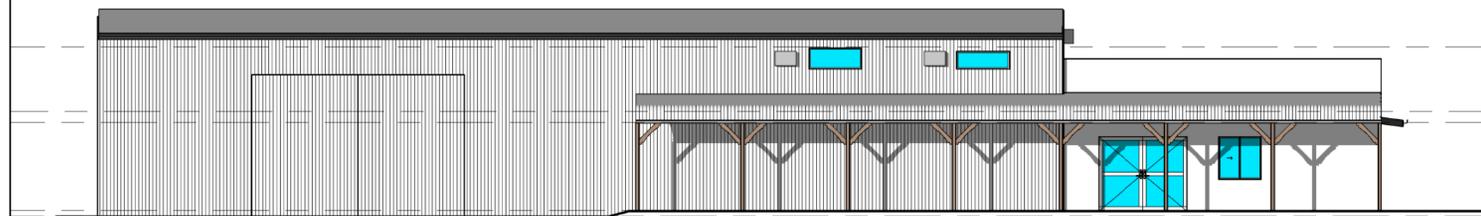
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:	
DATE:	30/04/2025 1:10:29 PM
DRAWN:	B.W.
SCALE:	1 : 100
SHEET No:	7
JOB NO.:	24-389
CLIENT JOB NO.:	



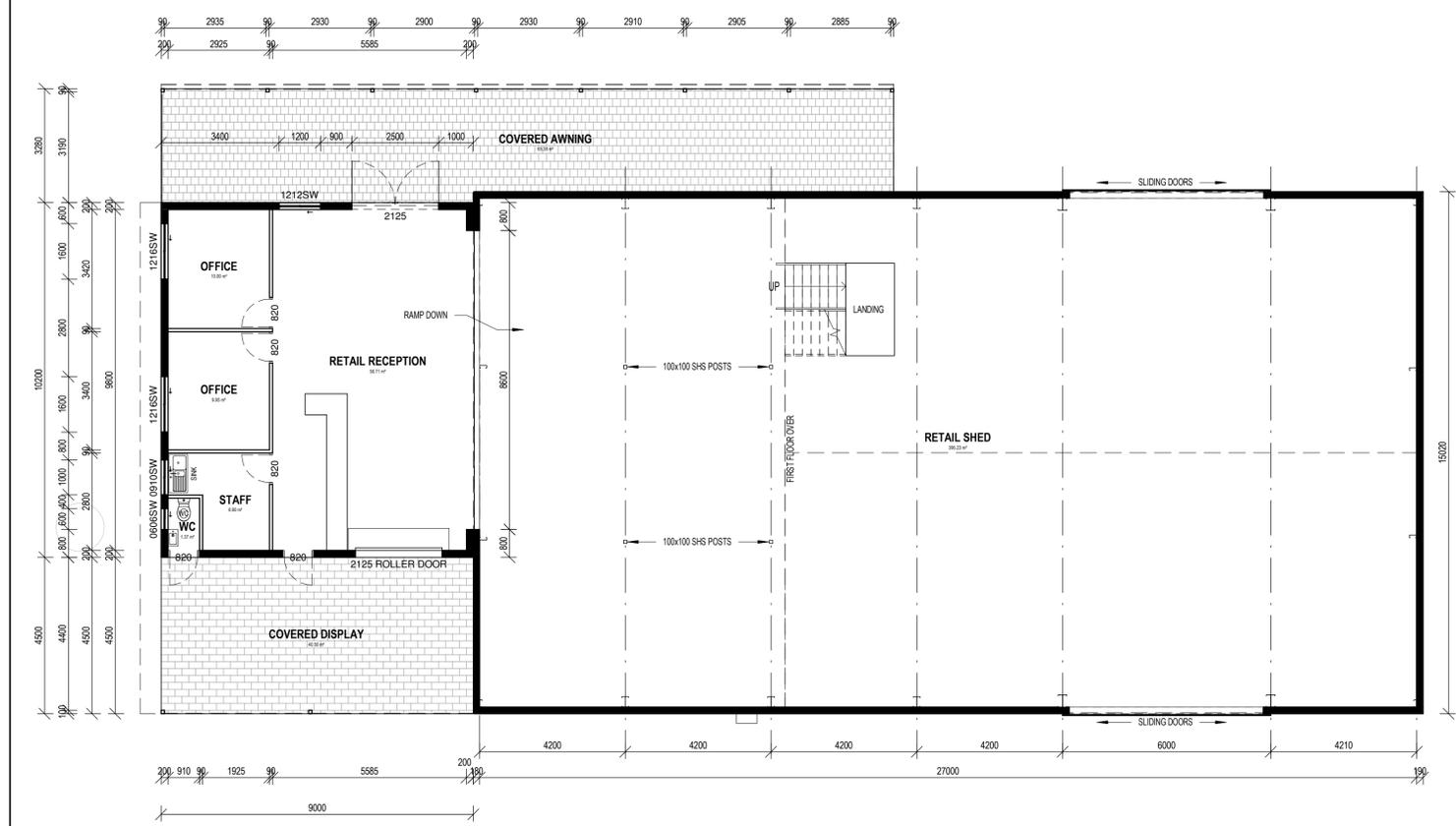
1 EXISTING ELEVATION 1
1 : 100 AT A3 SHEET SIZE

2 EXISTING ELEVATION 2
1 : 100 AT A3 SHEET SIZE

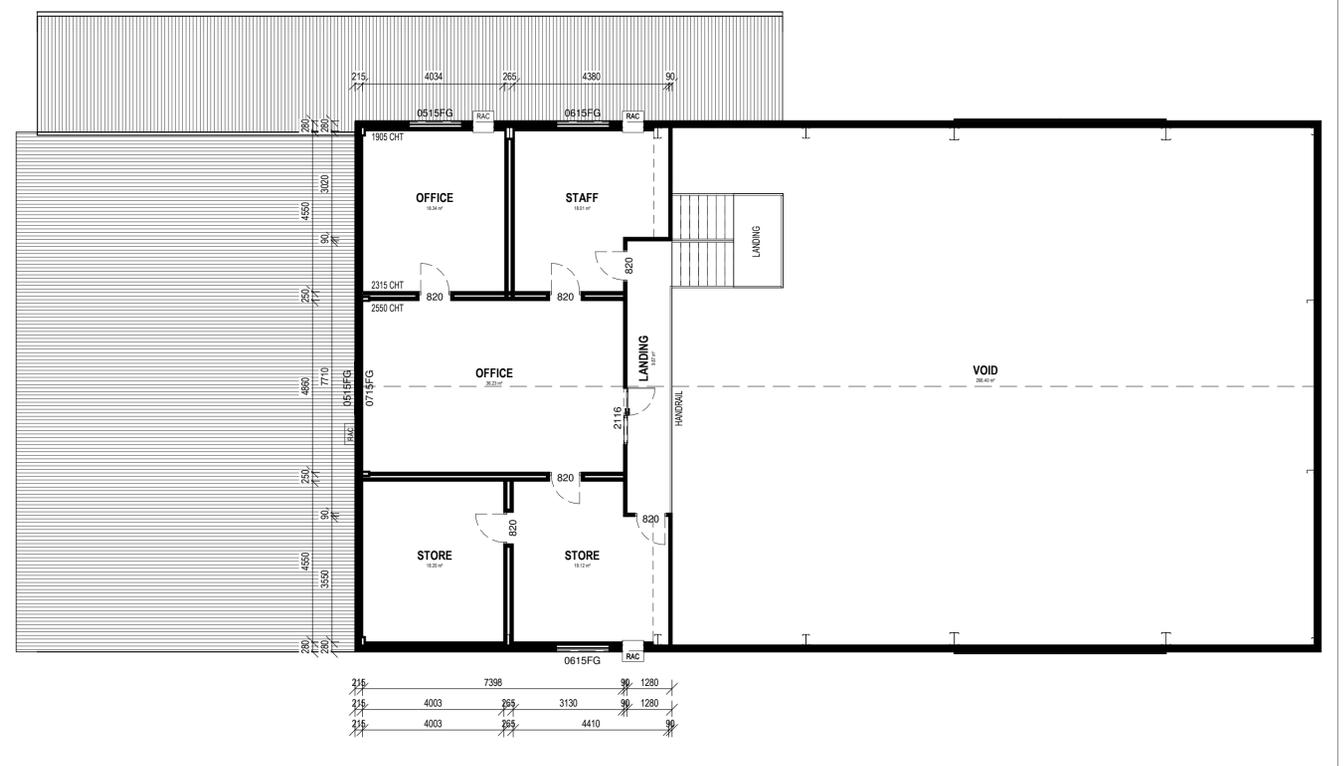


3 EXISTING ELEVATION 3
1 : 100 AT A3 SHEET SIZE

4 EXISTING ELEVATION 4
1 : 100 AT A3 SHEET SIZE



EXISTING FLOOR PLAN - RETAIL/SHED
1 : 100



EXISTING FIRST FLOOR PLAN
1 : 100

EXISTING AREAS	
GROUND FLOOR	
RETAIL OFFICE	91.80 m ²
RETAIL SHED	411.10 m ²
COVERED AWNING	65.38 m ²
COVERED DISPLAY	40.50 m ²
G.F. TOTAL	608.78 m²
FIRST FLOOR	
OFFICE	124.79 m ²
LANDING	9.87 m ²
F.F. TOTAL	134.66 m²
TOTAL BUILDING	743.44 m²

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

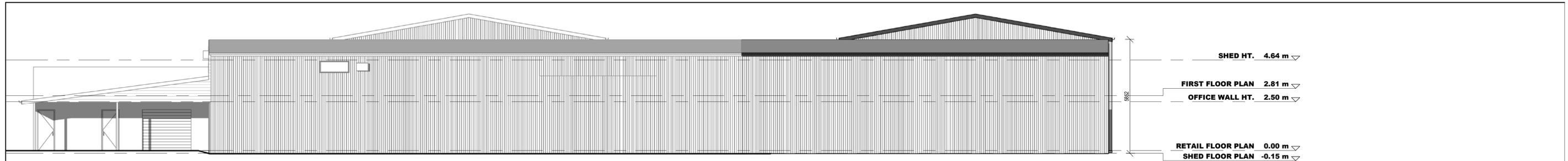
PRELIMINARY

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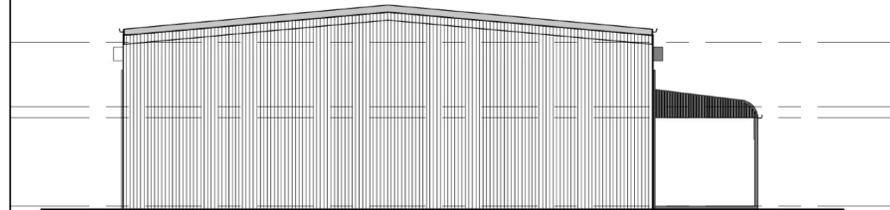


PROJECT: EXTENSION/RENOVATION
CLIENT: P. FORTINI
SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE

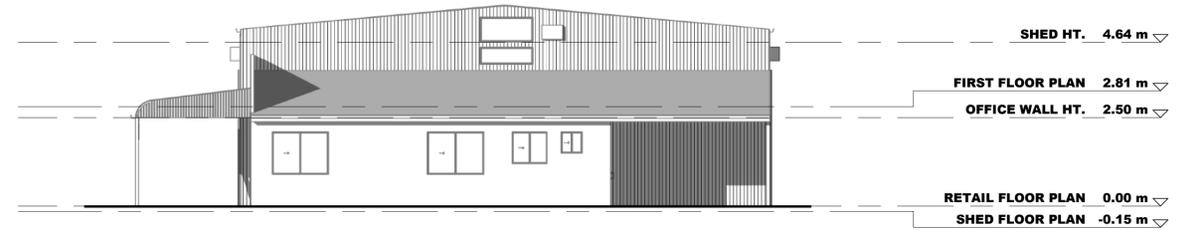
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SCALE:	1 : 100
SHEET No.:	8
JOB No.:	24-450
CLIENT JOB No.:	



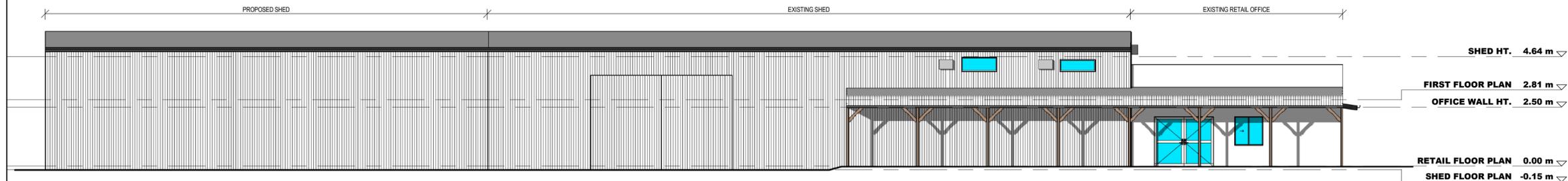
1 PROPOSED ELEVATION 1
1 : 100 AT A3 SHEET SIZE



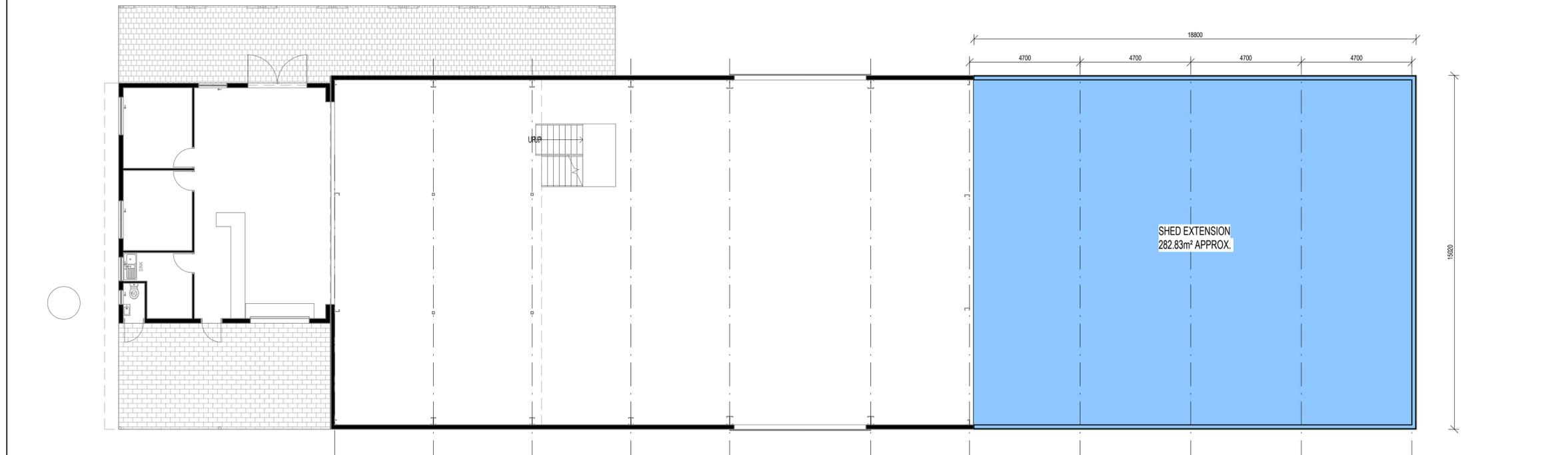
2 PROPOSED ELEVATION 2
1 : 100 AT A3 SHEET SIZE



4 PROPOSED ELEVATION 4
1 : 100 AT A3 SHEET SIZE

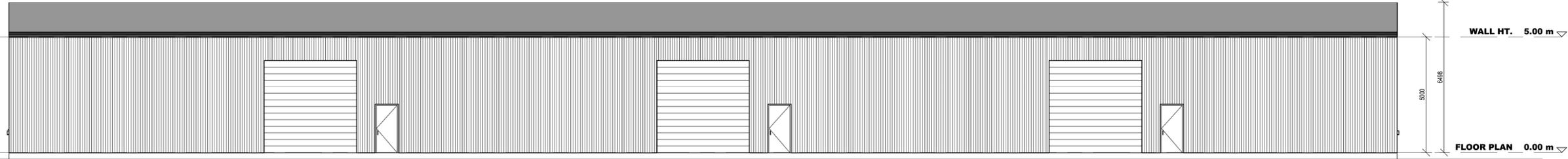


3 PROPOSED ELEVATION 3
1 : 100 AT A3 SHEET SIZE

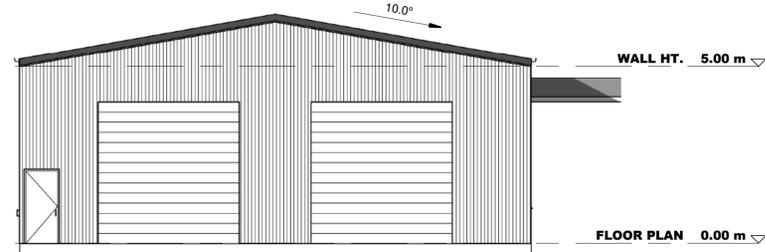


PROPOSED FLOOR PLAN - RETAIL/SHED
1 : 100

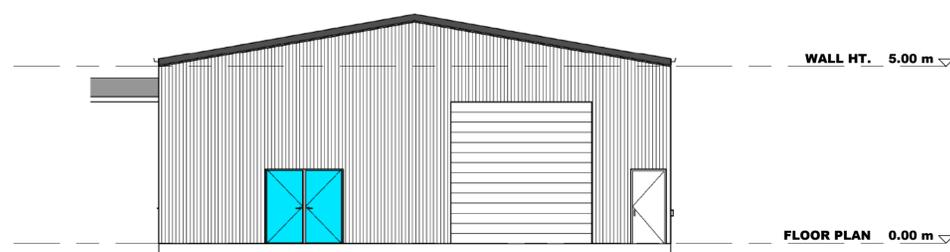
<p>PROJECT ISSUE & DESCRIPTION P5 - PRELIMINARY ISSUE - 30-04-2025</p>	<p>PRELIMINARY</p> <p>NOTES: THIS DRAWING IS ONLY INTENDED TO OBTAIN A LOCAL AUTHORITY BUILDING PERMIT. COMPLY WITH ALL RELEVANT AUTHORITY REGS. & S.A. FIGURED MEASUREMENTS TO TAKE PRECEDENCE OVER SCALED MEASUREMENTS. VERIFY ALL ON-SITE DIMENSIONS & LEVELS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.</p>	<p>CB DESIGNS BUILDING DESIGN & DRAFTING</p> <p>ABN: 112 827 297 Licence No: 572298 66 Baywater Road, Hyde Park QLD 4812 PO Box 4527, Townsville QLD 4814 Tel: (07) 4778 4199</p>	<p>PROJECT: EXTENSION/RENOVATION</p> <p>CLIENT: P. FORTINI</p> <p>SITE: 13 LYNAM ROAD BOHLE PLAINS TOWNSVILLE</p>	<p>BUILDER:</p>
<p>DATE: 30/04/2025 1:16:03 PM</p> <p>DRAWN: B.W.</p> <p>SCALE: 1 : 100</p> <p>SHEET No: 9</p>	<p>JOB NO: 24-450</p> <p>CLIENT JOB NO:</p>			



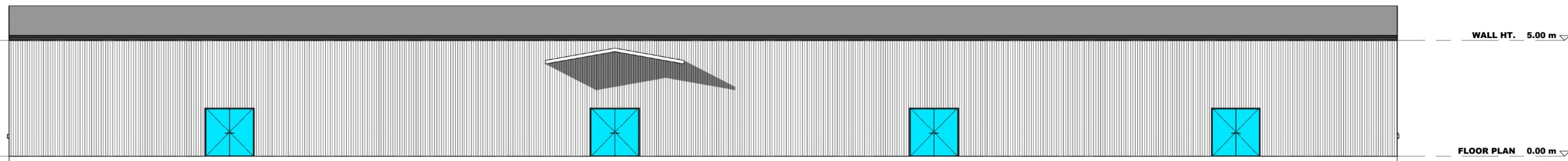
1 ELEVATION 1
1 : 100 AT A3 SHEET SIZE



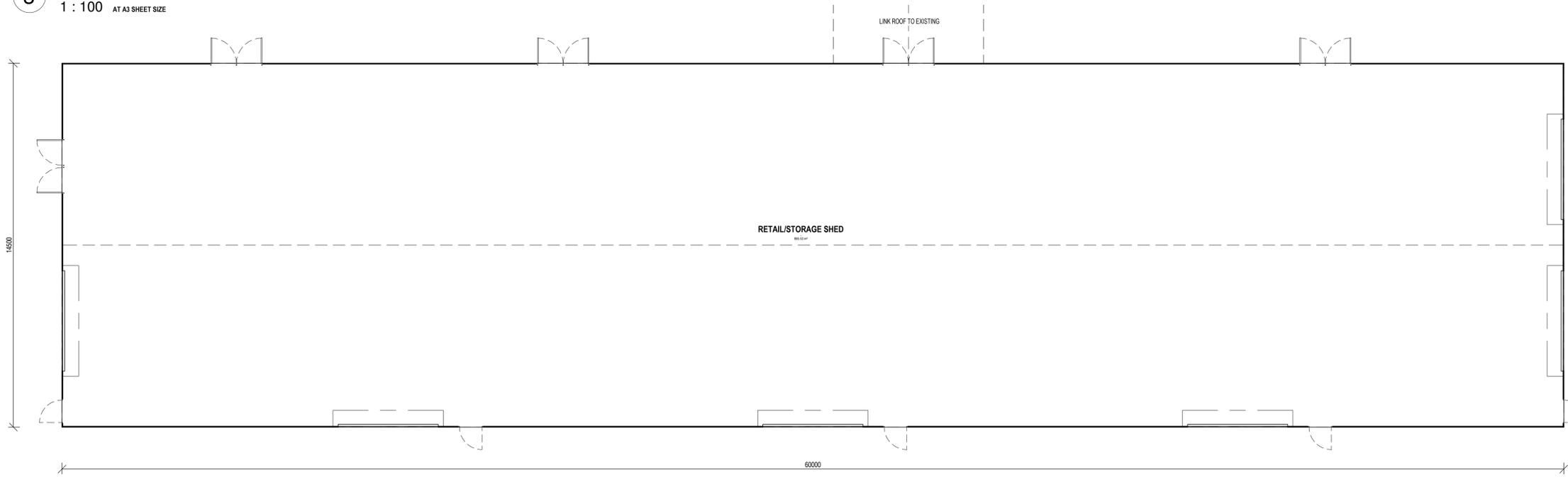
2 ELEVATION 2
1 : 100 AT A3 SHEET SIZE



4 ELEVATION 4
1 : 100 AT A3 SHEET SIZE



3 ELEVATION 3
1 : 100 AT A3 SHEET SIZE



FLOOR PLAN
1 : 100

AREAS	
RETAIL/STORAGE SHED	870.00 m ²
TOTAL	870.00 m ²

PROJECT ISSUE & DESCRIPTION
P5 - PRELIMINARY ISSUE - 30-04-2025

PRELIMINARY

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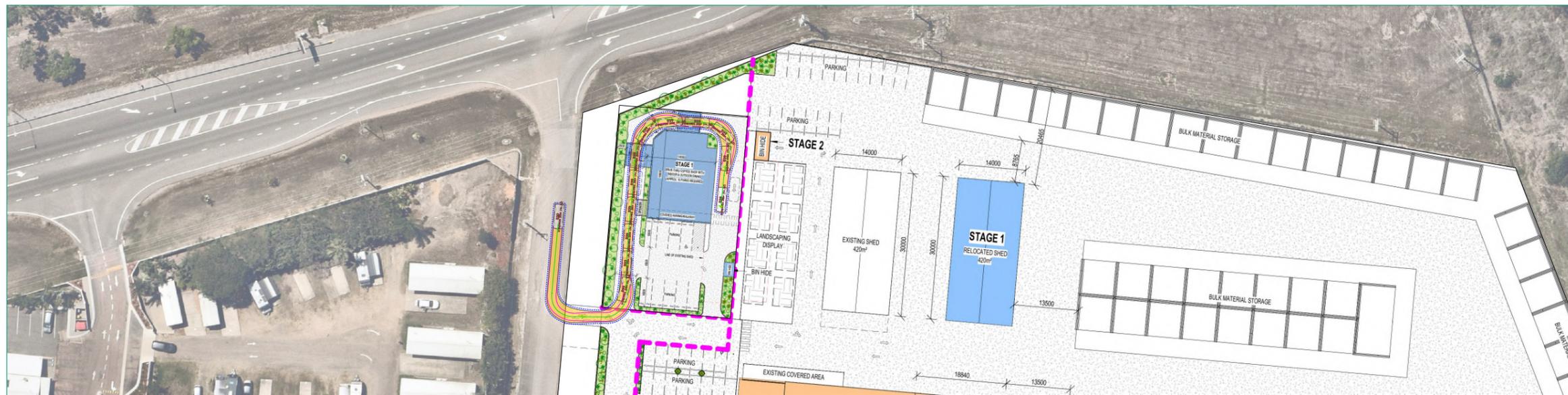
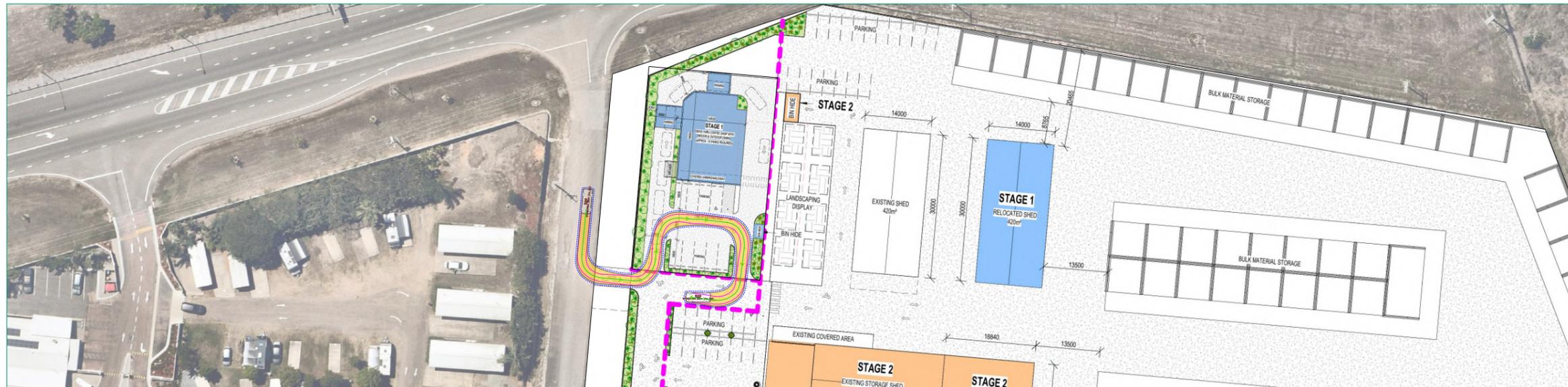
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Licence No: 572228
66 Baywater Road, Hyde Park QLD 4812
PO Box 4252, Vincent QLD 4814
Tel: (07) 4779 4199

PROJECT:
NEW RETAIL/STORAGE SHED
CLIENT:
P. FORTINI
SITE:
13 LYNAM ROAD
BOHLE PLAINS
TOWNSVILLE

BUILDER:	
DATE:	30/04/2025 1:14:03 PM
DRAWN:	B.W.
SCALE:	1 : 100
SHEET No:	10
CLIENT JOB NO:	
JOB NO:	25-051

APPENDIX B

Swept Path Assessment



DESIGN VEHICLE ADOPTED

		<p>B99</p> <p>Meters</p> <p>Width : 1.94</p> <p>Track : 1.84</p> <p>Lock to Lock Time : 6.0</p> <p>Steering Angle : 33.5</p> <p>Turning Radius (Kerb to Kerb) : 6.30</p>
--	--	---

SWEPT PATH LEGEND

	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	VEHICLE
	5KM/H DESIGN SPEED



PROJECT

13 LYNAM ROAD, BOHLE PLAINS

CLIENT

BEDROCK LANDSCAPE SUPPLIES

DRAWING TITLE

B99 SWEPT PATH ASSESSMENT

DRAWING NUMBER

MOD25056QLD - SK01

DATE

27 02 2026

REVISION

A

REV	DATE	DESIGNER	APPROVED BY
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

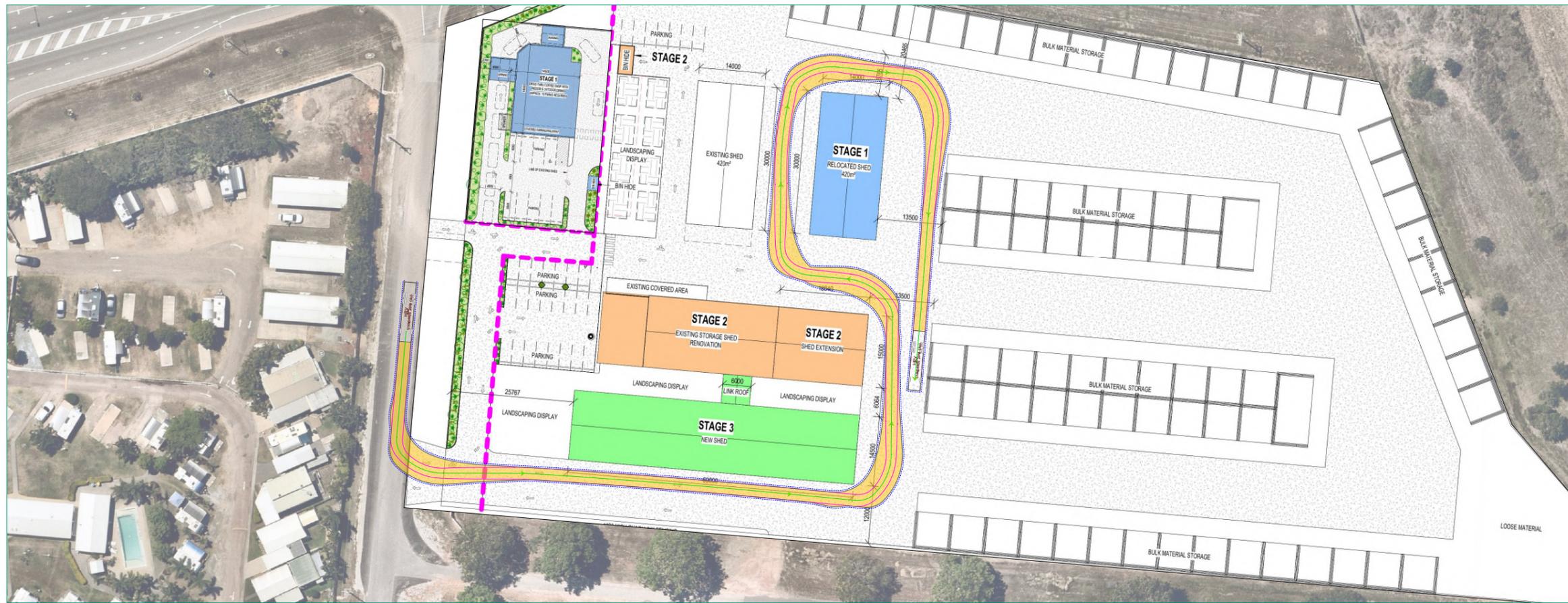
MODUS
Transport and Traffic Engineering

ABN 49 668 863 269
310 Edward Street, BRISBANE CITY QLD 4000

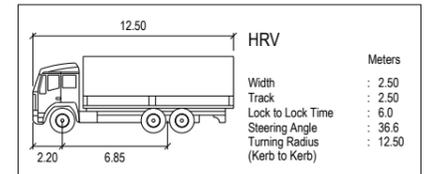
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REPEQ CERTIFICATION

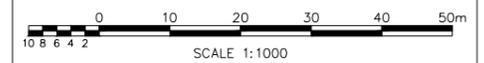


DESIGN VEHICLE ADOPTED



SWEPT PATH LEGEND

- VEHICLE BODY
- FRONT TIRES
- VEHICLE PATH
- VEHICLE CLEARANCE (300mm)
- VEHICLE CLEARANCE (600mm)
- VEHICLE
- 5KM/H DESIGN SPEED



PROJECT

13 LYNAM ROAD, BOHLE PLAINS

CLIENT

BEDROCK LANDSCAPE SUPPLIES

DRAWING TITLE

HRV SWEPT PATH ASSESSMENT

DRAWING NUMBER

MOD25056QLD - SK02

DATE

23 02 2026

REVISION

A

REV	DATE	DESIGNER	APPROVED BY
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-



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310 Edward Street, BRISBANE CITY QLD 4000

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REPEATED CERTIFICATION

APPENDIX C

Background Traffic Volumes Surveys

TURNING MOVEMENT SURVEY

Intersection of Hervey Range Rd and Lynam Rd, Bohle P

GPS: 19.377852, 146.892298

Date: Thu 05/02/20
 Weather: Overcast
 Stationary: Traffic Police
 Customer: N/A

North: N/A
 East: Hervey Range Rd
 South: Lynam Rd
 West: Hervey Range Rd

Survey AM: 6:00 AM-8:00 AM
 PM: 3:00 PM-6:00 PM
 Traffic PM: 17:00 PM-19:00 PM
 Peak PM: 3:15 PM-4:15 PM

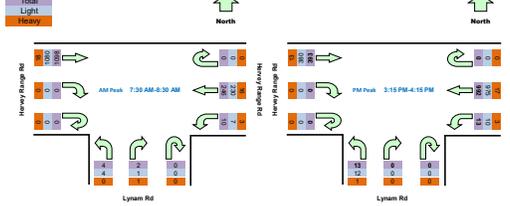
All Vehicles

Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range			Hourly Total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Peak
6:00	6:15	0	33	2	0	0	1	0	0	0	115
6:15	6:30	0	23	0	0	0	2	0	0	150	862
6:30	6:45	0	40	1	0	0	2	0	0	175	983
6:45	7:00	0	47	2	0	0	0	0	0	157	1056
7:00	7:15	0	54	3	0	0	1	0	0	205	1202
7:15	7:30	0	52	4	0	0	0	0	0	220	1320
7:30	7:45	0	31	3	0	0	0	0	0	277	1360
7:45	8:00	0	56	2	0	2	2	0	0	290	1332
8:00	8:15	0	73	3	0	0	1	0	0	304	1214
8:15	8:30	0	86	2	0	0	1	0	0	227	
8:30	8:45	0	104	3	0	0	3	0	0	173	
8:45	9:00	0	103	3	0	0	2	0	0	126	
15:00	15:15	0	231	5	0	0	1	0	0	78	1391
15:15	15:30	0	287	3	0	0	5	0	0	88	1411
15:30	15:45	0	240	4	0	0	3	0	0	110	1328
15:45	16:00	0	232	3	0	0	2	0	0	99	1304
16:00	16:15	0	233	3	0	0	3	0	0	96	1305
16:15	16:30	0	206	1	0	0	1	0	0	92	1289
16:30	16:45	0	217	2	0	0	3	0	0	111	1279
16:45	17:00	0	218	3	0	0	1	0	0	115	1228
17:00	17:15	0	201	2	0	0	6	0	0	110	1176
17:15	17:30	0	191	0	0	0	0	0	0	99	
17:30	17:45	0	177	0	0	0	1	0	0	104	
17:45	18:00	0	173	1	0	0	1	0	0	110	

Peak Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	248	10	0	2	4	0	0	1028	1360
15:15	16:15	0	592	13	0	13	0	0	0	393	1411

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic



Light Vehicles

Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	32	2	0	0	0	0	0	110
6:15	6:30	0	20	0	0	0	2	0	0	149
6:30	6:45	0	34	1	0	0	0	0	0	173
6:45	7:00	0	42	2	0	0	0	0	0	153
7:00	7:15	0	49	3	0	0	1	0	0	200
7:15	7:30	0	49	4	0	0	0	0	0	217
7:30	7:45	0	27	2	0	0	0	0	0	274
7:45	8:00	0	52	1	0	1	2	0	0	287
8:00	8:15	0	66	3	0	0	1	0	0	297
8:15	8:30	0	85	1	0	0	1	0	0	222
8:30	8:45	0	98	3	0	0	3	0	0	168
8:45	9:00	0	97	2	0	0	2	0	0	124
15:00	15:15	0	229	4	0	0	1	0	0	75
15:15	15:30	0	284	3	0	0	4	0	0	84
15:30	15:45	0	232	3	0	0	3	0	0	105
15:45	16:00	0	228	1	0	0	2	0	0	97
16:00	16:15	0	231	3	0	0	3	0	0	94
16:15	16:30	0	206	1	0	0	1	0	0	86
16:30	16:45	0	216	2	0	0	3	0	0	107
16:45	17:00	0	216	3	0	0	1	0	0	114
17:00	17:15	0	200	2	0	0	6	0	0	109
17:15	17:30	0	189	0	0	0	0	0	0	98
17:30	17:45	0	177	0	0	0	1	0	0	101
17:45	18:00	0	172	1	0	0	1	0	0	109

Peak Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	230	7	0	1	4	0	0	930	1352
15:15	16:15	0	575	10	0	0	12	0	0	380	1377

Heavy Vehicles

Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	1	0	0	0	1	0	0	5
6:15	6:30	0	3	0	0	0	0	0	0	1
6:30	6:45	0	6	0	0	0	2	0	0	2
6:45	7:00	0	5	0	0	0	0	0	0	4
7:00	7:15	0	5	0	0	0	0	0	0	5
7:15	7:30	0	3	0	0	0	0	0	0	3
7:30	7:45	0	4	1	0	0	0	0	0	3
7:45	8:00	0	4	1	0	1	0	0	0	3
8:00	8:15	0	7	0	0	0	0	0	0	7
8:15	8:30	0	1	1	0	0	0	0	0	5
8:30	8:45	0	6	0	0	0	0	0	0	5
8:45	9:00	0	6	1	0	0	0	0	0	2
15:00	15:15	0	2	1	0	0	0	0	0	3
15:15	15:30	0	3	0	0	0	1	0	0	4
15:30	15:45	0	8	1	0	0	0	0	0	5
15:45	16:00	0	4	2	0	0	0	0	0	2
16:00	16:15	0	2	0	0	0	0	0	0	2
16:15	16:30	0	0	0	0	0	0	0	0	6
16:30	16:45	0	1	0	0	0	0	0	0	4
16:45	17:00	0	2	0	0	0	0	0	0	1
17:00	17:15	0	1	0	0	0	0	0	0	1
17:15	17:30	0	2	0	0	0	0	0	0	1
17:30	17:45	0	0	0	0	0	0	0	0	3
17:45	18:00	0	1	0	0	0	0	0	0	1

Peak Time		St Approach Hervey Range			South Approach Lynam Rd			East Approach Hervey Range			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	16	3	0	1	0	0	0	19	38
15:15	16:15	0	17	3	0	0	1	0	0	13	34

TURNING MOVEMENT SURVEY
Intersection of Hervey Range Rd and The Ring Rd On-ramp, Bohle Pt

GPS	19 217381 66.684713
Date	Thu 05/02/2026
Weather	Overcast
Suburban	Hervey Plains
Customer	N/A

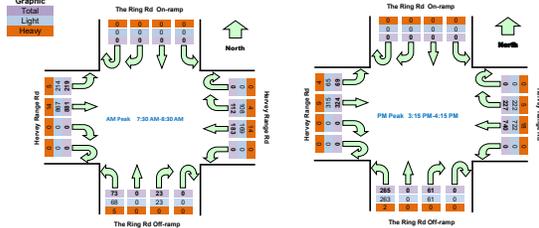
North	The Ring Rd On-ramp
East	Hervey Range Rd
South	The Ring Rd Off-ramp
West	Hervey Range Rd

Survey	AM	8:00 AM-9:00 AM
Period	PM	13:00 PM-6:00 PM
Traffic	AM	9:30 AM-10:30 AM
Peak	PM	13:15 PM-4:15 PM

Time		North Approach The Ring Rd On-ramp				East Approach Hervey Range Rd				South Approach The Ring Rd Off-ramp				West Approach Hervey Range Rd				Hourly Total		
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak	
6:00	6:15	0	0	0	0	0	0	20	27	0	0	1	0	6	0	0	0	76	39	834
6:15	6:30	0	0	0	0	0	0	13	17	0	0	4	0	6	0	0	0	104	46	948
6:30	6:45	0	0	0	0	0	0	19	23	0	0	6	0	18	0	0	0	123	52	1053
6:45	7:00	0	0	0	0	0	0	21	32	0	0	5	0	17	0	0	0	109	48	1149
7:00	7:15	0	0	0	0	0	0	21	40	0	0	2	0	17	0	0	0	146	59	1295
7:15	7:30	0	0	0	0	0	0	17	42	0	0	2	0	14	0	0	0	167	53	1430
7:30	7:45	0	0	0	0	0	0	20	21	0	0	6	0	13	0	0	0	218	59	1491
7:45	8:00	0	0	0	0	0	0	26	43	0	0	2	0	15	0	0	0	236	56	1463
8:00	8:15	0	0	0	0	0	0	32	57	0	0	8	0	19	0	0	0	249	55	1369
8:15	8:30	0	0	0	0	0	0	34	62	0	0	7	0	26	0	0	0	178	49	
8:30	8:45	0	0	0	0	0	0	28	88	0	0	1	0	19	0	0	0	138	35	
8:45	9:00	0	0	0	0	0	0	45	84	0	0	7	0	22	0	0	0	97	29	
15:00	15:15	0	0	0	0	0	0	59	186	0	0	3	0	50	0	0	0	64	14	1659
15:15	15:30	0	0	0	0	0	0	59	219	0	0	14	0	71	0	0	0	67	21	1688
15:30	15:45	0	0	0	0	0	0	70	178	0	0	21	0	66	0	0	0	93	17	1588
15:45	16:00	0	0	0	0	0	0	42	174	0	0	11	0	61	0	0	0	88	11	1524
16:00	16:15	0	0	0	0	0	0	56	169	0	0	15	0	67	0	0	0	76	20	1517
16:15	16:30	0	0	0	0	0	0	48	153	0	0	4	0	54	0	0	0	71	21	1487
16:30	16:45	0	0	0	0	0	0	47	168	0	0	6	0	51	0	0	0	83	28	1473
16:45	17:00	0	0	0	0	0	0	38	170	0	0	6	0	51	0	0	0	96	19	1417
17:00	17:15	0	0	0	0	0	0	54	145	0	0	6	0	58	0	0	0	87	23	1361
17:15	17:30	0	0	0	0	0	0	41	134	0	0	6	0	57	0	0	0	82	17	
17:30	17:45	0	0	0	0	0	0	34	126	0	0	12	0	51	0	0	0	86	18	
17:45	18:00	0	0	0	0	0	0	34	134	0	0	6	0	40	0	0	0	86	24	

Peak Time	North Approach The Ring Rd On-ramp	East Approach Hervey Range Rd	South Approach The Ring Rd Off-ramp	West Approach Hervey Range Rd	Peak total											
7:30	8:30	0	0	0	0	112	183	0	0	23	0	73	0	881	219	1481
15:15	16:15	0	0	0	0	222	720	0	0	61	0	293	0	324	69	1682

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Time		North Approach The Ring Rd On-ramp				East Approach Hervey Range Rd				South Approach The Ring Rd Off-ramp				West Approach Hervey Range Rd				Hourly Total		
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak	
6:00	6:15	0	0	0	0	0	0	18	26	0	0	1	0	8	0	0	0	73	37	
6:15	6:30	0	0	0	0	0	0	11	14	0	0	4	0	6	0	0	0	104	45	
6:30	6:45	0	0	0	0	0	0	19	20	0	0	6	0	15	0	0	0	122	51	
6:45	7:00	0	0	0	0	0	0	20	30	0	0	5	0	14	0	0	0	106	47	
7:00	7:15	0	0	0	0	0	0	21	36	0	0	2	0	16	0	0	0	144	56	
7:15	7:30	0	0	0	0	0	0	13	39	0	0	2	0	14	0	0	0	165	52	
7:30	7:45	0	0	0	0	0	0	19	19	0	0	6	0	10	0	0	0	215	59	
7:45	8:00	0	0	0	0	0	0	25	39	0	0	2	0	14	0	0	0	233	55	
8:00	8:15	0	0	0	0	0	0	30	50	0	0	8	0	19	0	0	0	244	53	
8:15	8:30	0	0	0	0	0	0	34	61	0	0	7	0	25	0	0	0	175	47	
8:30	8:45	0	0	0	0	0	0	27	82	0	0	1	0	19	0	0	0	133	35	
8:45	9:00	0	0	0	0	0	0	44	77	0	0	7	0	22	0	0	0	98	28	
15:00	15:15	0	0	0	0	0	0	58	183	0	0	3	0	50	0	0	0	62	13	
15:15	15:30	0	0	0	0	0	0	58	216	0	0	14	0	71	0	0	0	65	19	
15:30	15:45	0	0	0	0	0	0	69	170	0	0	21	0	65	0	0	0	90	15	
15:45	16:00	0	0	0	0	0	0	39	168	0	0	11	0	61	0	0	0	86	11	
16:00	16:15	0	0	0	0	0	0	56	168	0	0	15	0	66	0	0	0	74	20	
16:15	16:30	0	0	0	0	0	0	47	153	0	0	4	0	54	0	0	0	67	19	
16:30	16:45	0	0	0	0	0	0	47	167	0	0	6	0	51	0	0	0	82	25	
16:45	17:00	0	0	0	0	0	0	38	169	0	0	6	0	50	0	0	0	96	18	
17:00	17:15	0	0	0	0	0	0	53	144	0	0	6	0	58	0	0	0	87	22	
17:15	17:30	0	0	0	0	0	0	41	132	0	0	6	0	57	0	0	0	81	17	
17:30	17:45	0	0	0	0	0	0	34	126	0	0	11	0	51	0	0	0	84	17	
17:45	18:00	0	0	0	0	0	0	34	134	0	0	6	0	39	0	0	0	86	23	

Peak Time	North Approach The Ring Rd On-ramp	East Approach Hervey Range Rd	South Approach The Ring Rd Off-ramp	West Approach Hervey Range Rd	Peak total											
7:30	8:30	0	0	0	0	108	169	0	0	23	0	68	0	807	214	1449
15:15	16:15	0	0	0	0	222	722	0	0	61	0	293	0	315	65	1648

Time		North Approach The Ring Rd On-ramp				East Approach Hervey Range Rd				South Approach The Ring Rd Off-ramp				West Approach Hervey Range Rd				Hourly Total		
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak	
6:00	6:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	2	
6:15	6:30	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	
6:30	6:45	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	1	1	
6:45	7:00	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	3	1	
7:00	7:15	0	0	0	0	0	0	4	4	0	0	0	0	1	0	0	0	2	3	
7:15	7:30	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	2	1	
7:30	7:45	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	3	0	
7:45	8:00	0	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	3	1	
8:00	8:15	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	5	2	
8:15	8:30	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	2	
8:30	8:45	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	5	0	
8:45	9:00	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	1	1	
15:00	15:15	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	2	1	
15:15	15:30	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	2	2	
15:30	15:45	0	0	0	0	0	0	1	8	0	0	0	0	1	0	0	0	3	2	
15:45	16:00	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	2	0	
16:00	16:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	
16:15	16:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	2	
16:30	16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	
16:45	17:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	
17:00	17:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	
17:15	17:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	
17:30	17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	
17:45	18:00																			

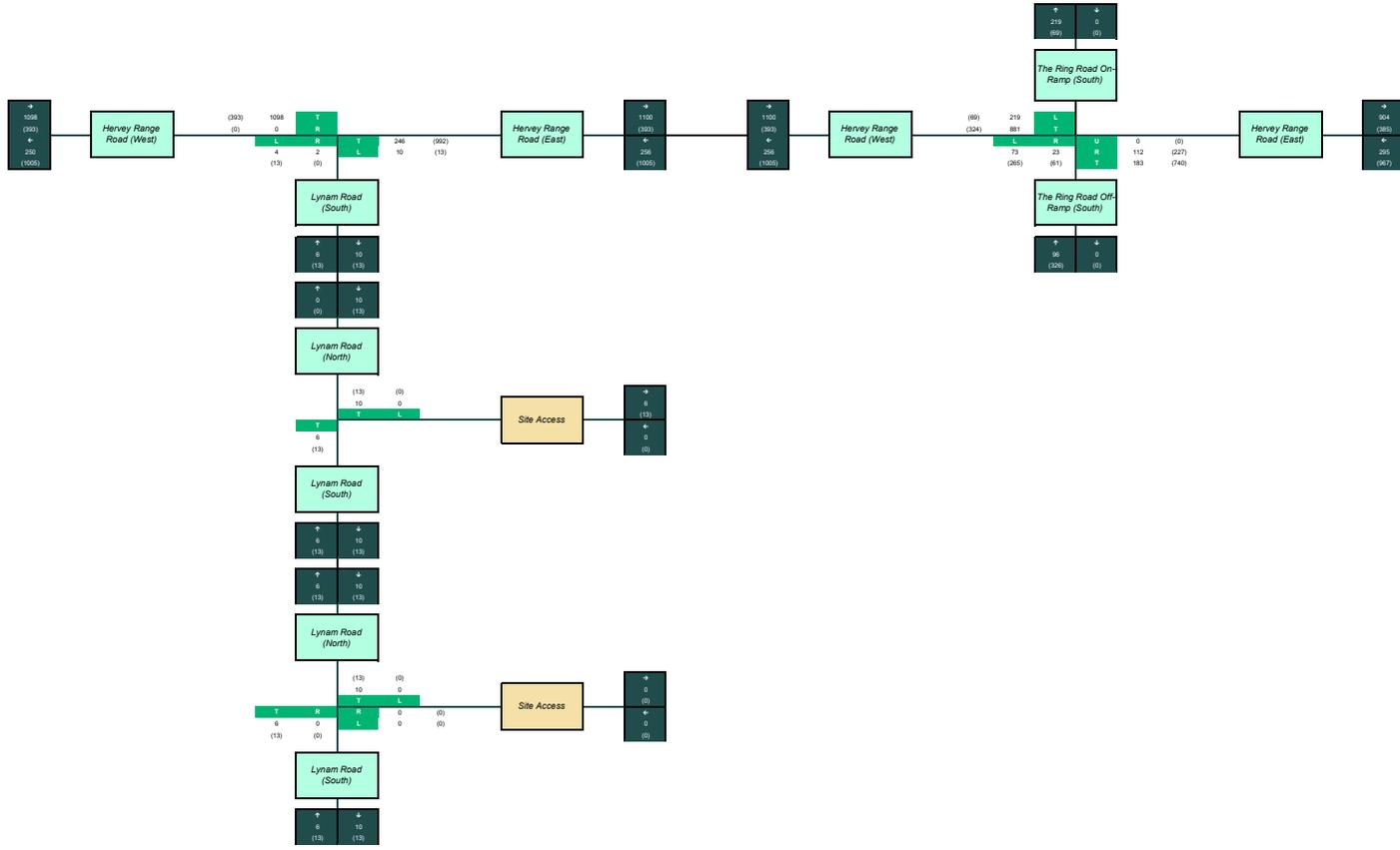
APPENDIX D

Traffic Network Flow Diagrams

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

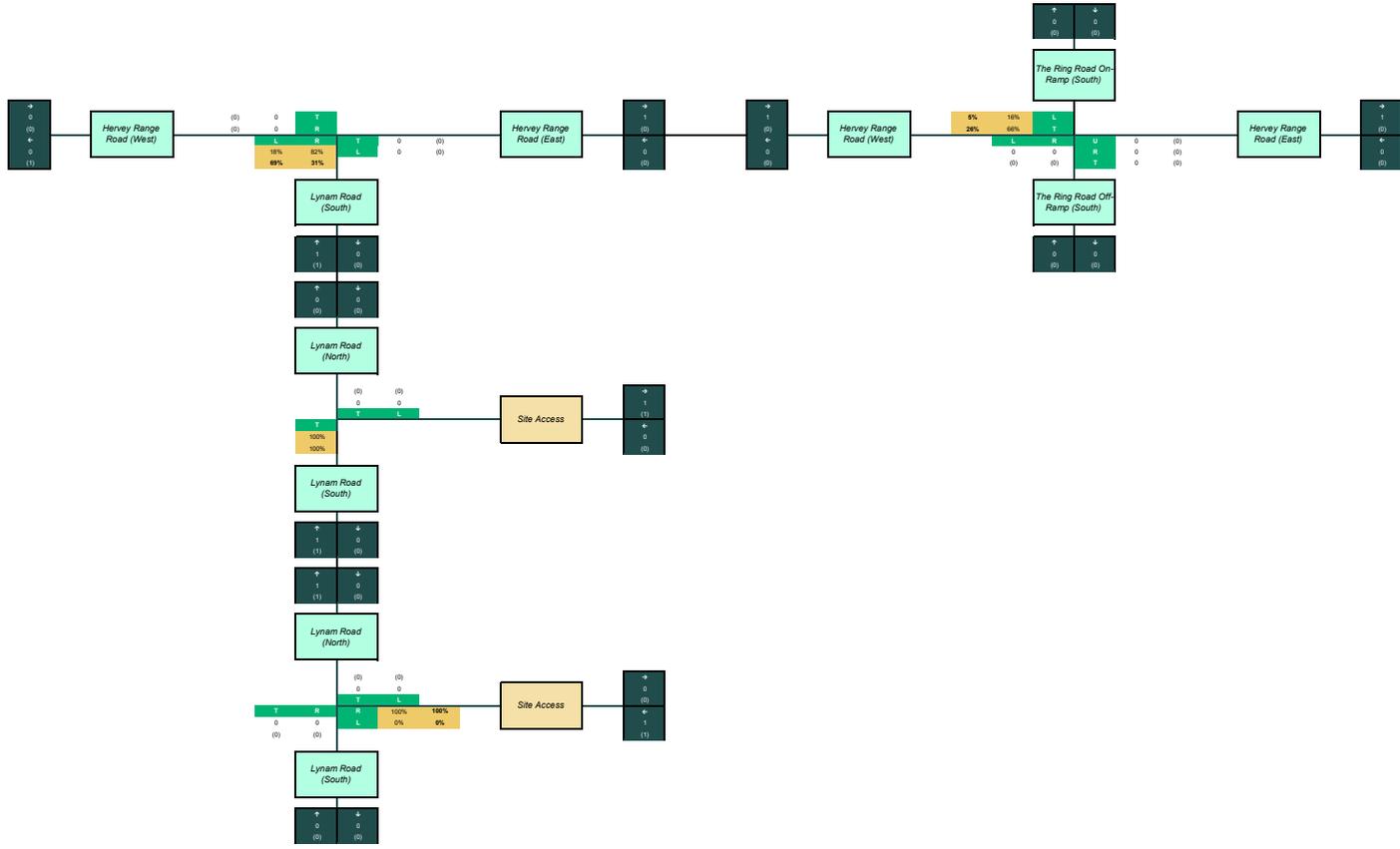
AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- AD (00) Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



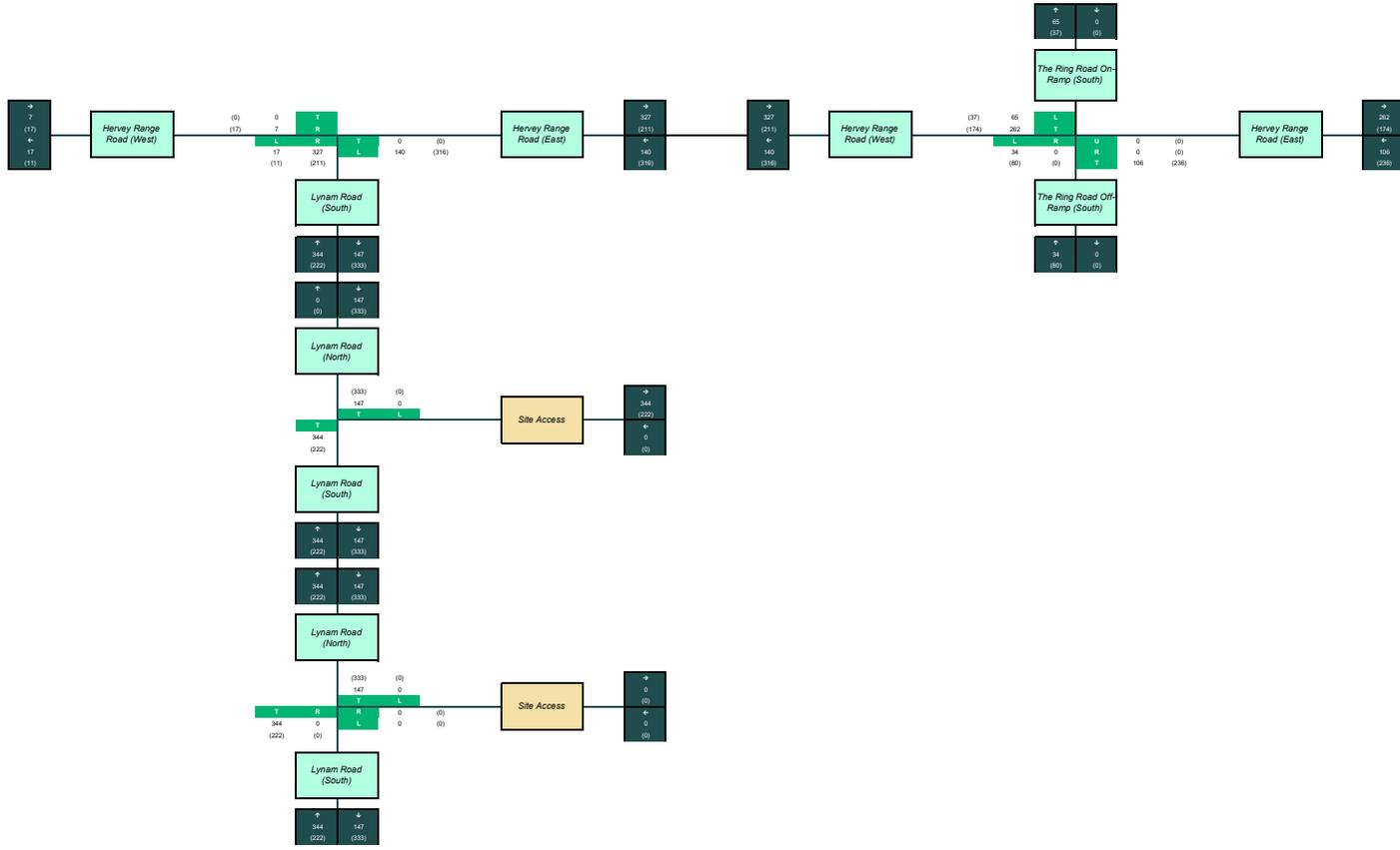
MODUS
Transport and Traffic Engineering

Outbound Distribution %

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



MODUS

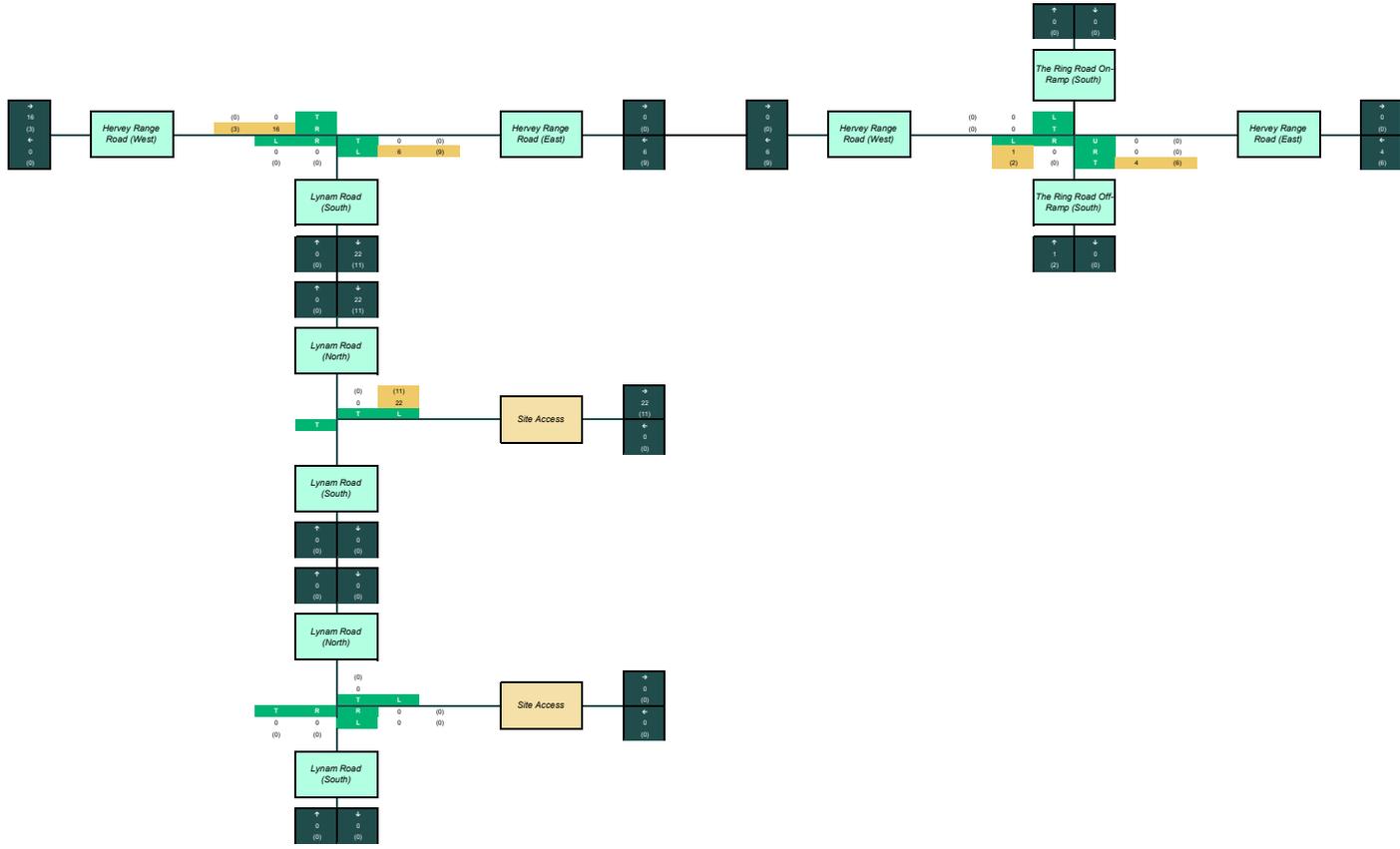
Transport and Traffic Engineering

Adjacent Development Volumes

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



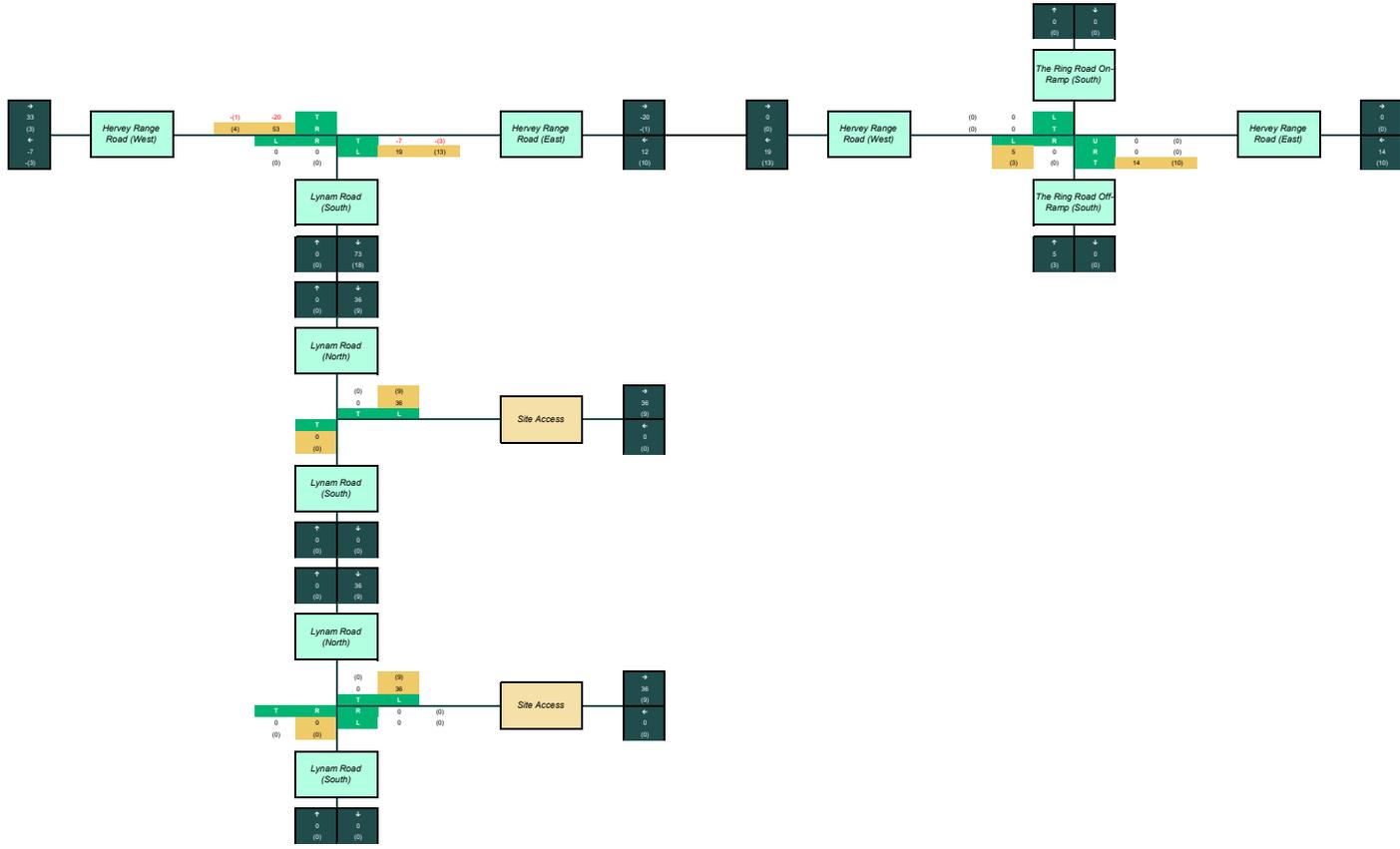
MODUS
Transport and Traffic Engineering

Existing Site Volumes - Inbound

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- (00) PM Peak Hour Volumes
- Development Area

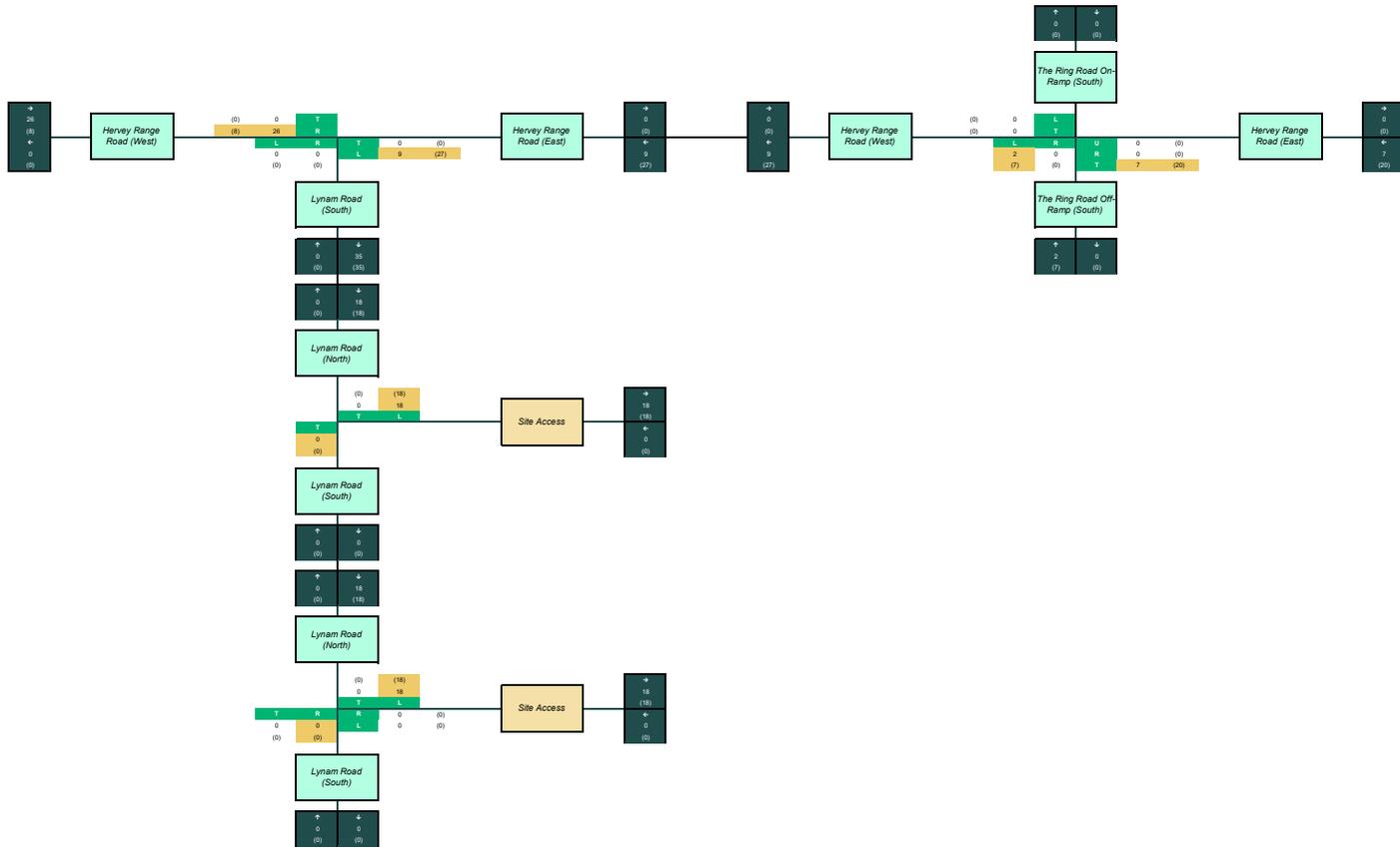
AM Peak Hour End 9:00 AM
 PM Peak Hour End 5:00 PM



Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

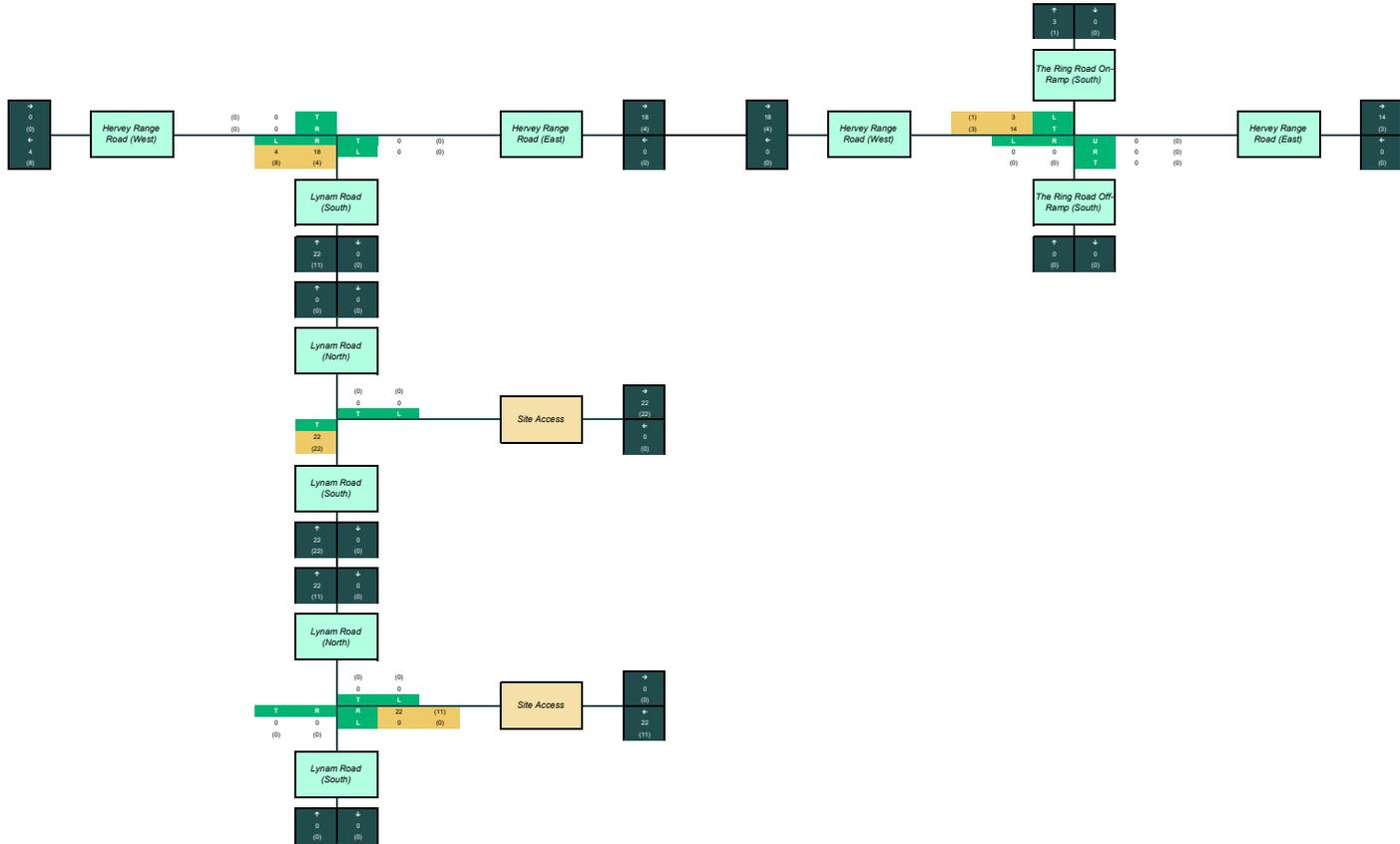
AM Peak Hour End 9:00 AM
 PM Peak Hour End 5:00 PM



Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



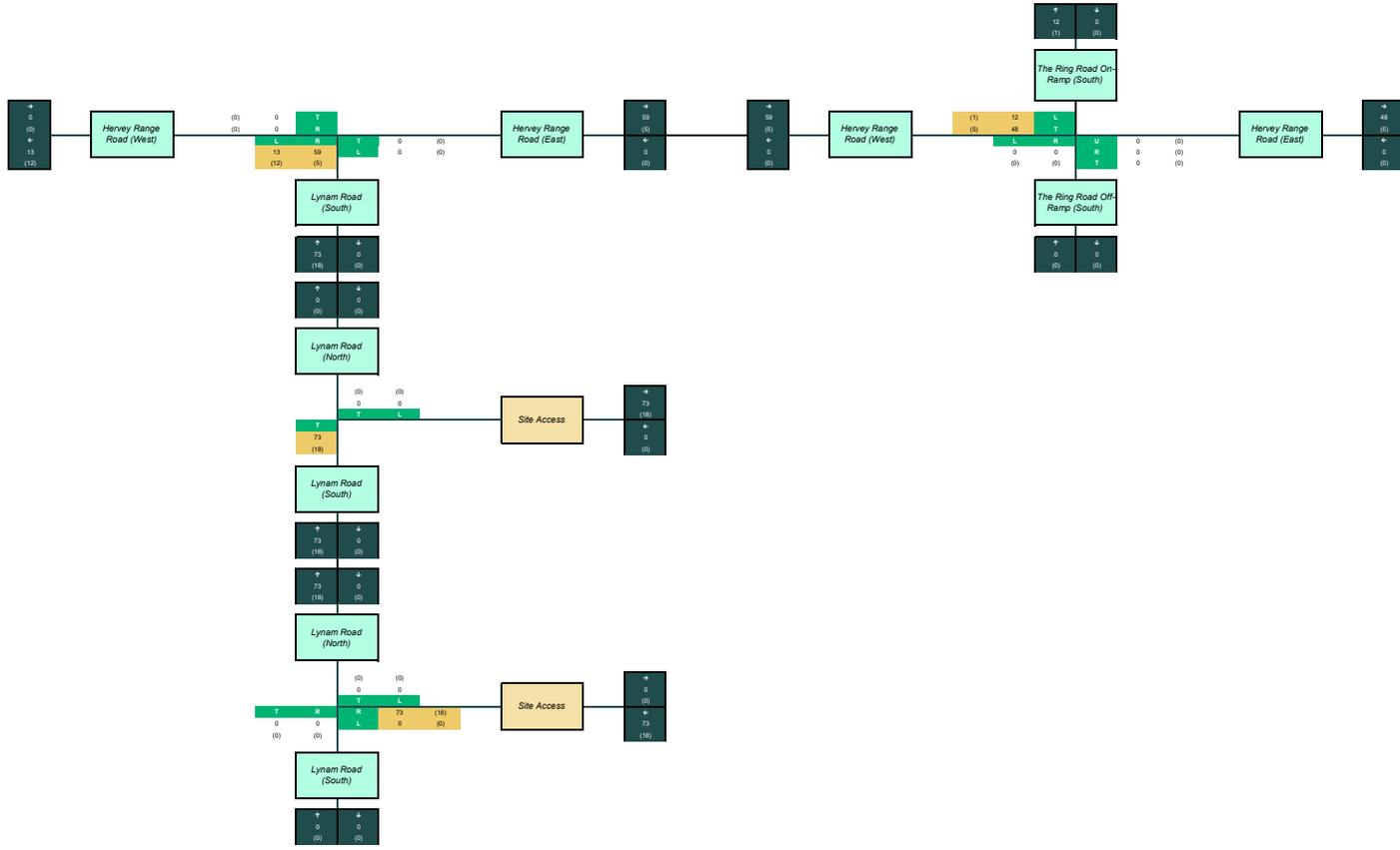
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Existing Site Volumes - Outbound

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



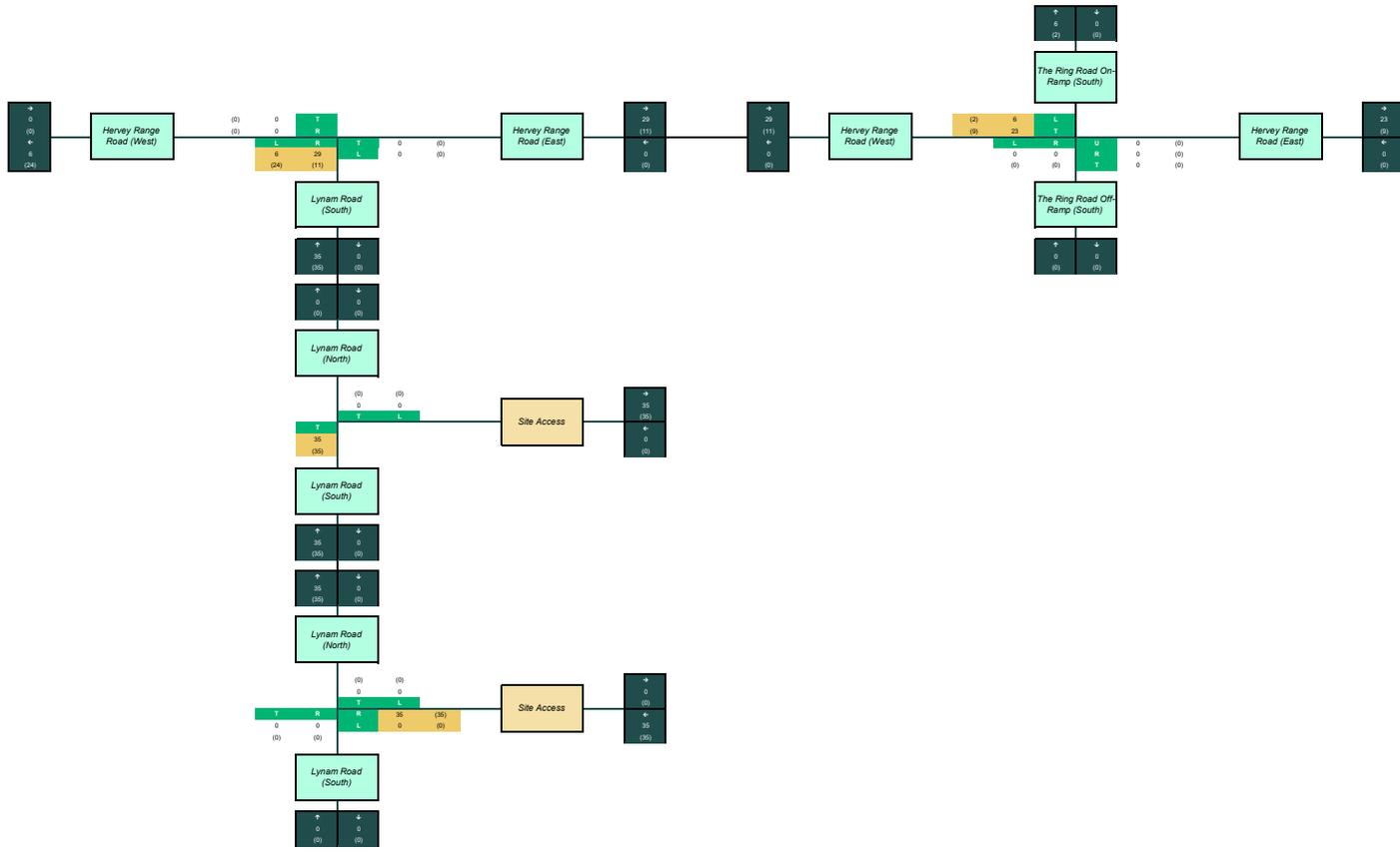
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Transport and Traffic Engineering

Proposed Operational Dev Volumes -
Outbound

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

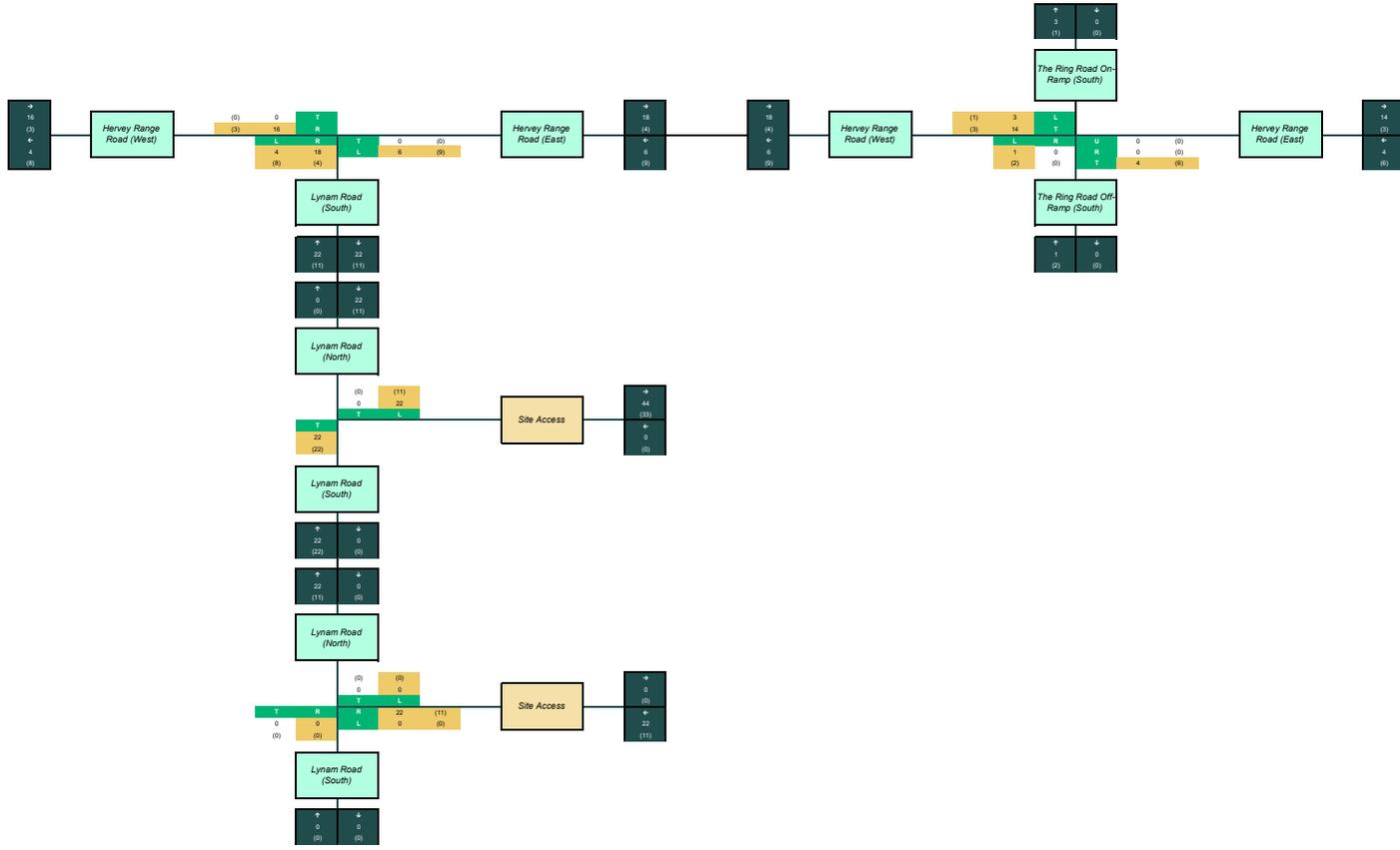
AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
 PM Peak Hour End 5:00 PM



MODUS

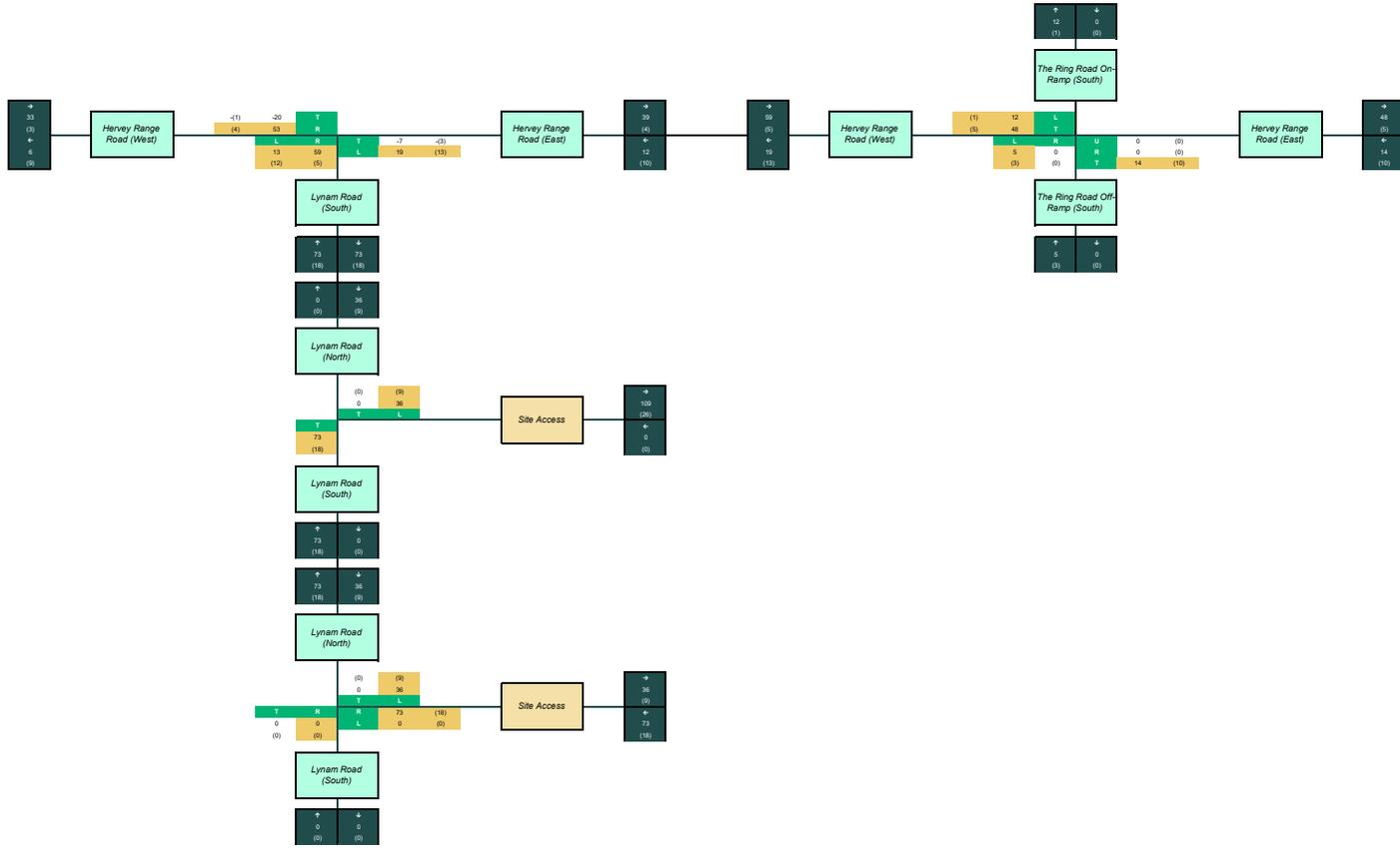
Transport and Traffic Engineering

Existing Volumes Total

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



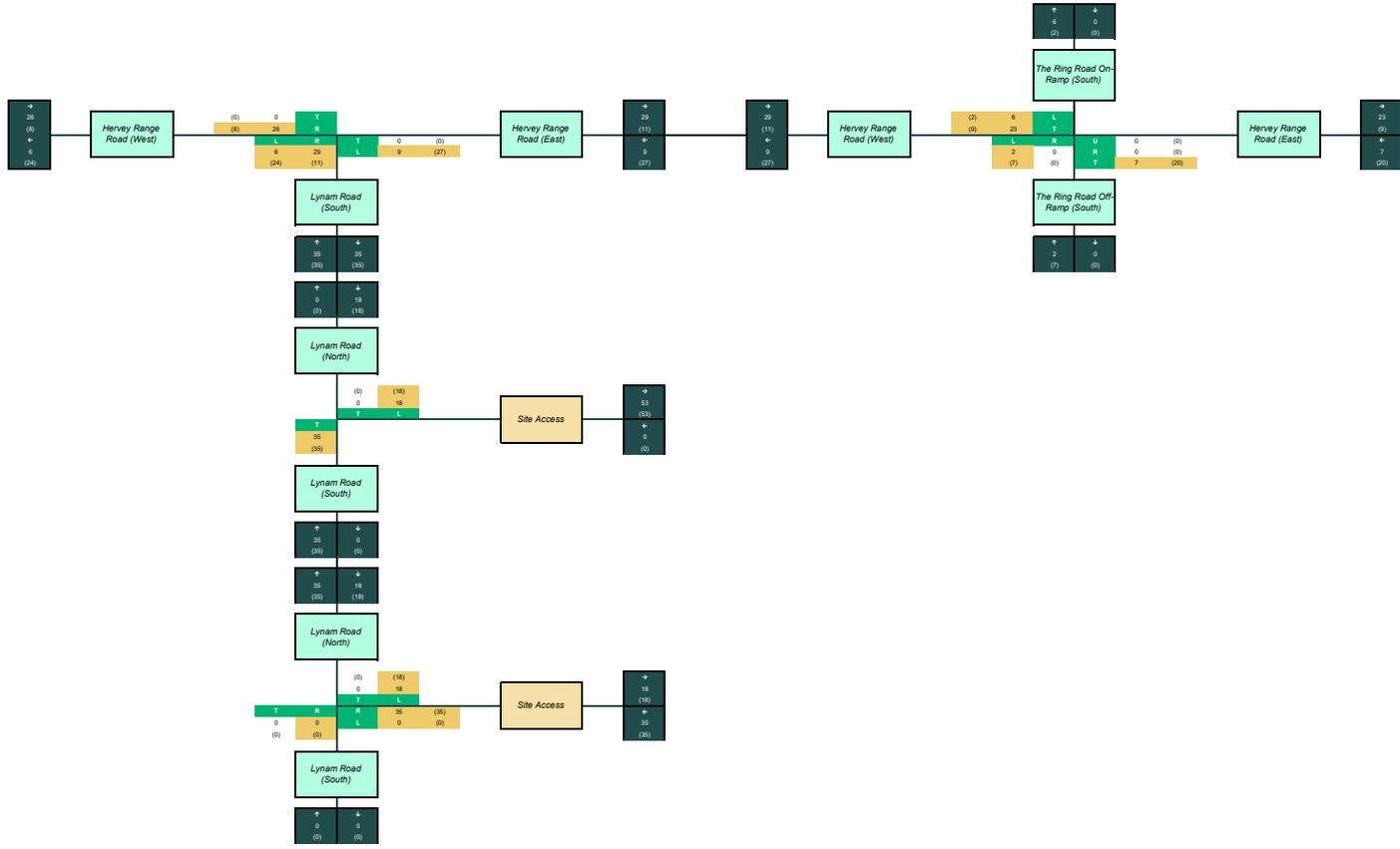
MODUS
Transport and Traffic Engineering

Proposed Operational Volumes Total

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

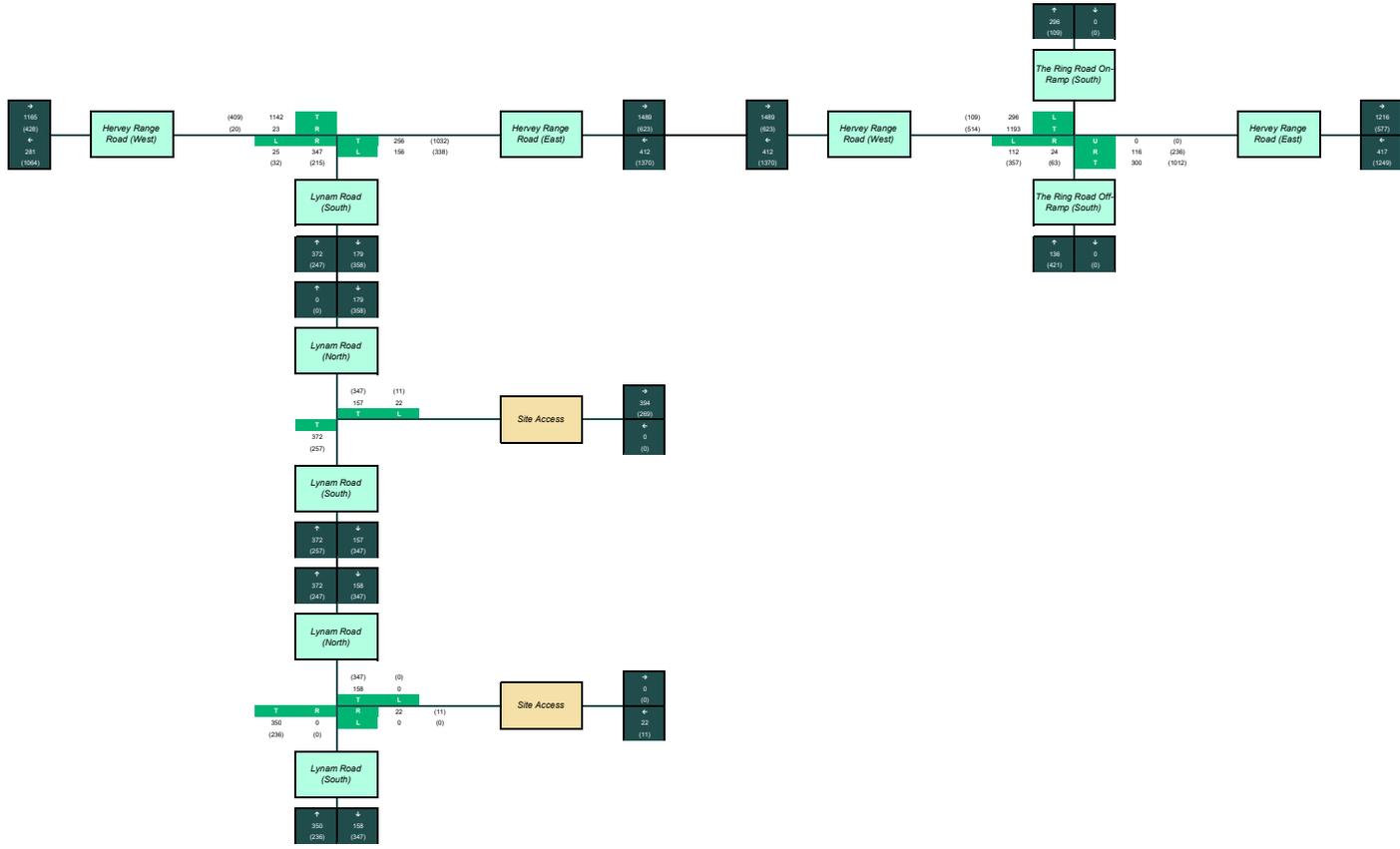
AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



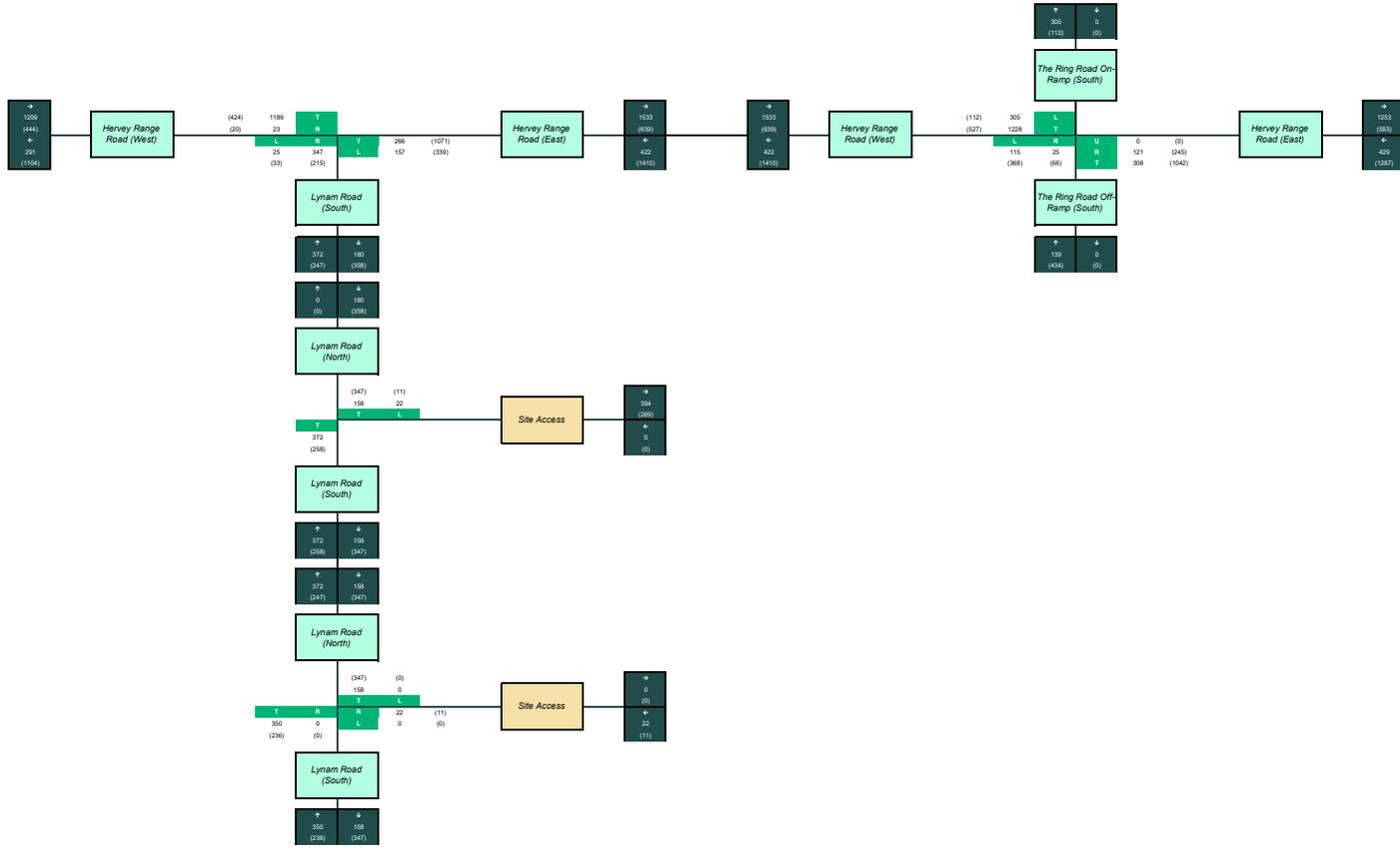
MODUS
Transport and Traffic Engineering

Year 2028 + Adjacent Volumes + Existing Volumes

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 6:00 PM



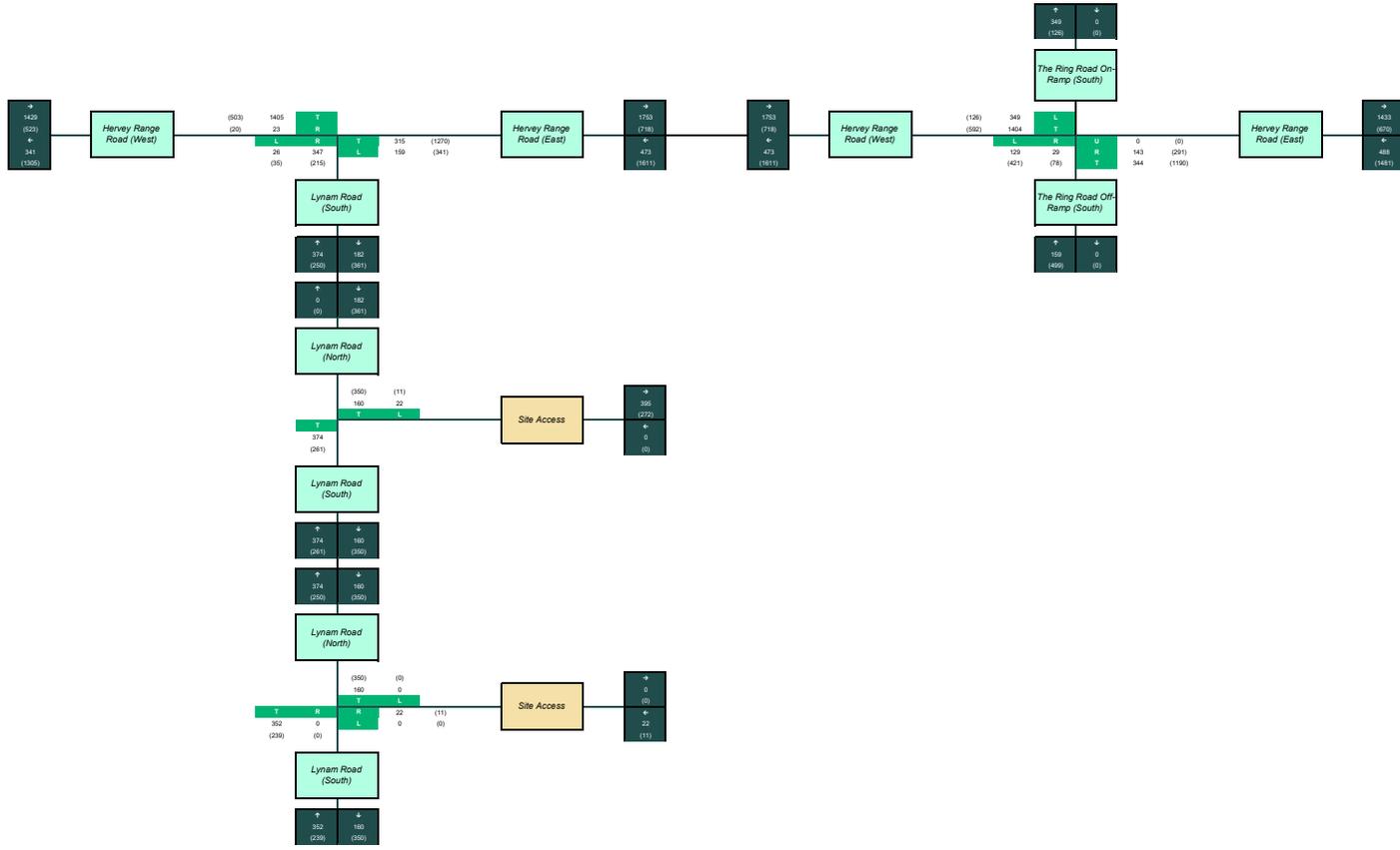
MODUS
Transport and Traffic Engineering

Year 2030 + Adjacent Volumes + Existing Volumes

Legend

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- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD00 PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 6:00 PM



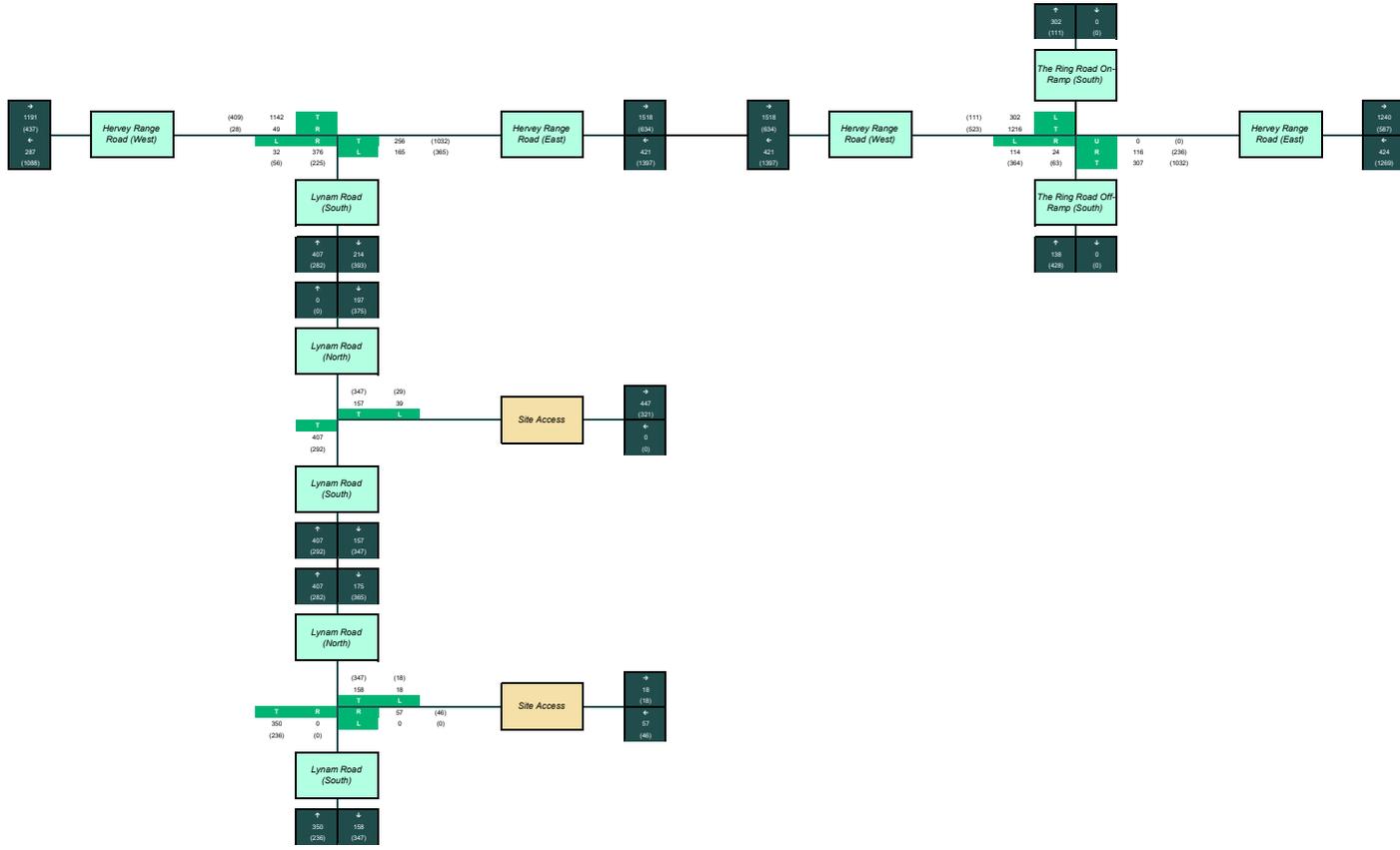
MODUS
Transport and Traffic Engineering

Year 2040 + Adjacent Volumes + Existing Volumes

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- AD (00) PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



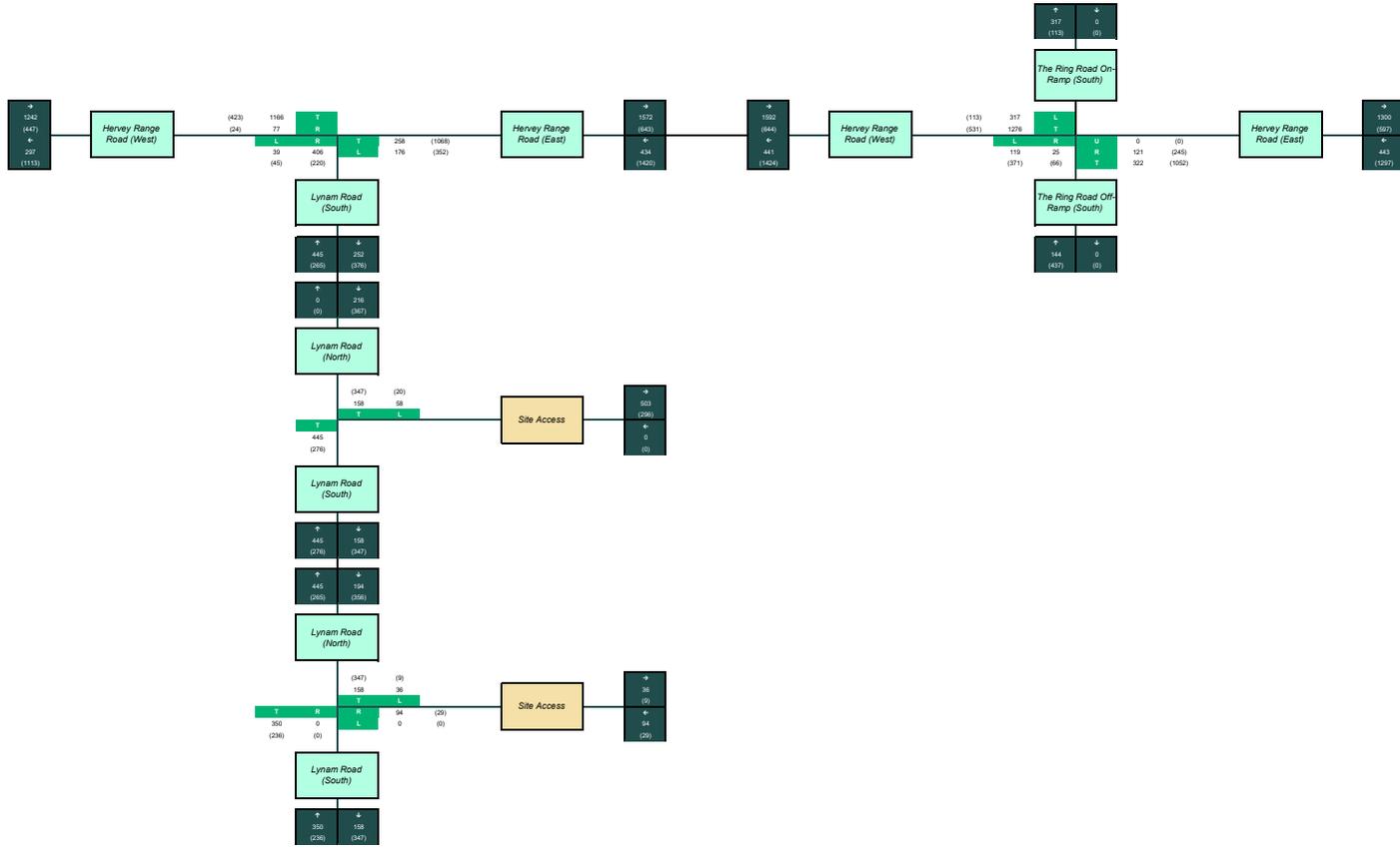
MODUS
Transport and Traffic Engineering

Year 2028 + Adjacent Volumes + Existing
Volumes + Construction Volumes

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- OP PM Peak Hour Volumes
- Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



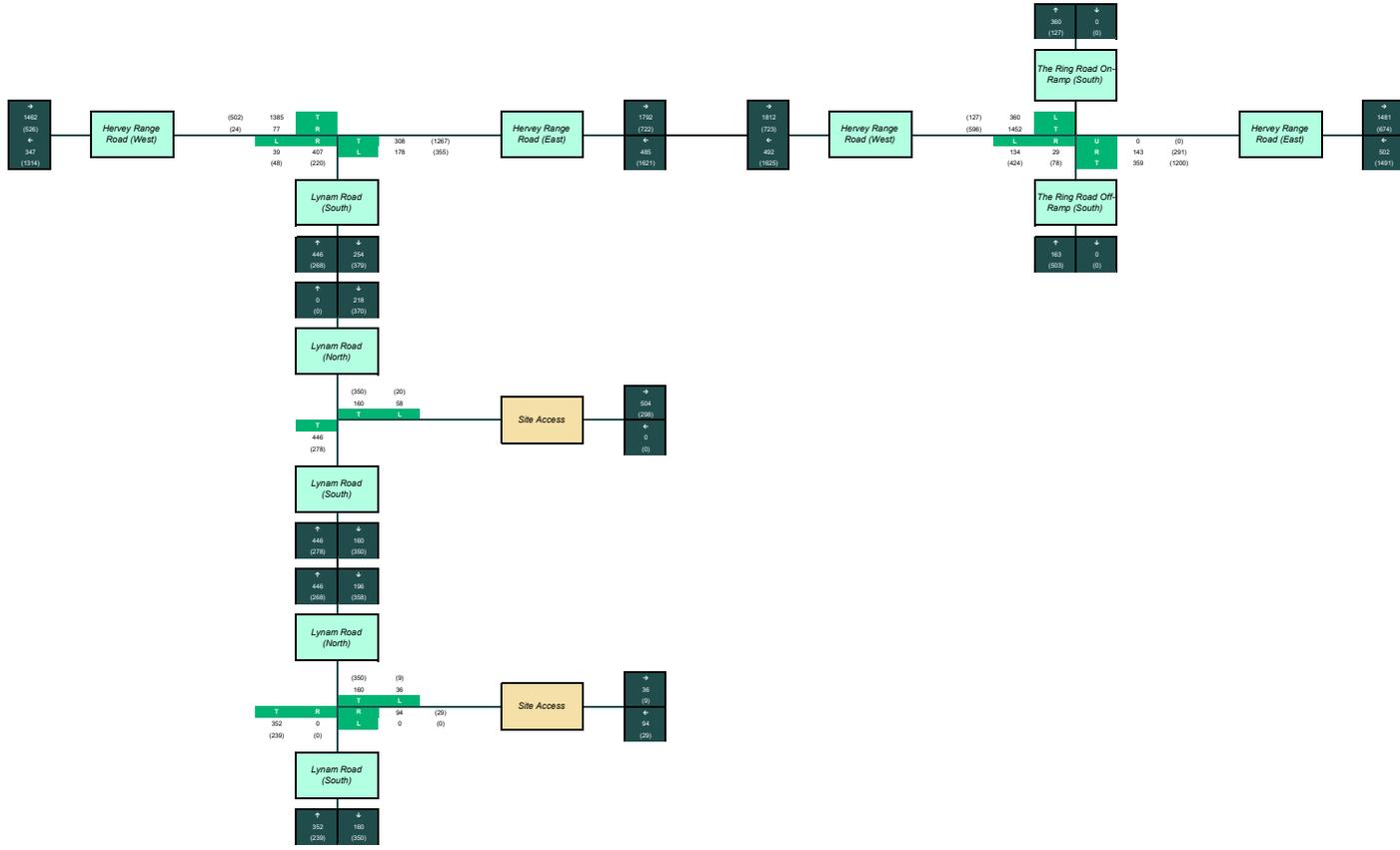
MODUS
Transport and Traffic Engineering

Year 2030 + Adjacent Volumes + Existing Volumes + Operational Volumes

Legend

- L Left turn
- T Through
- R Right turn
- U U-turn
- AD Add Peak Hour Volumes
- OP PM Peak Hour Volumes
- DA Development Area

AM Peak Hour End 9:00 AM
PM Peak Hour End 5:00 PM



MODUS
Transport and Traffic Engineering

Year 2040 + Adjacent Volumes + Existing Volumes + Operational Volumes

APPENDIX E

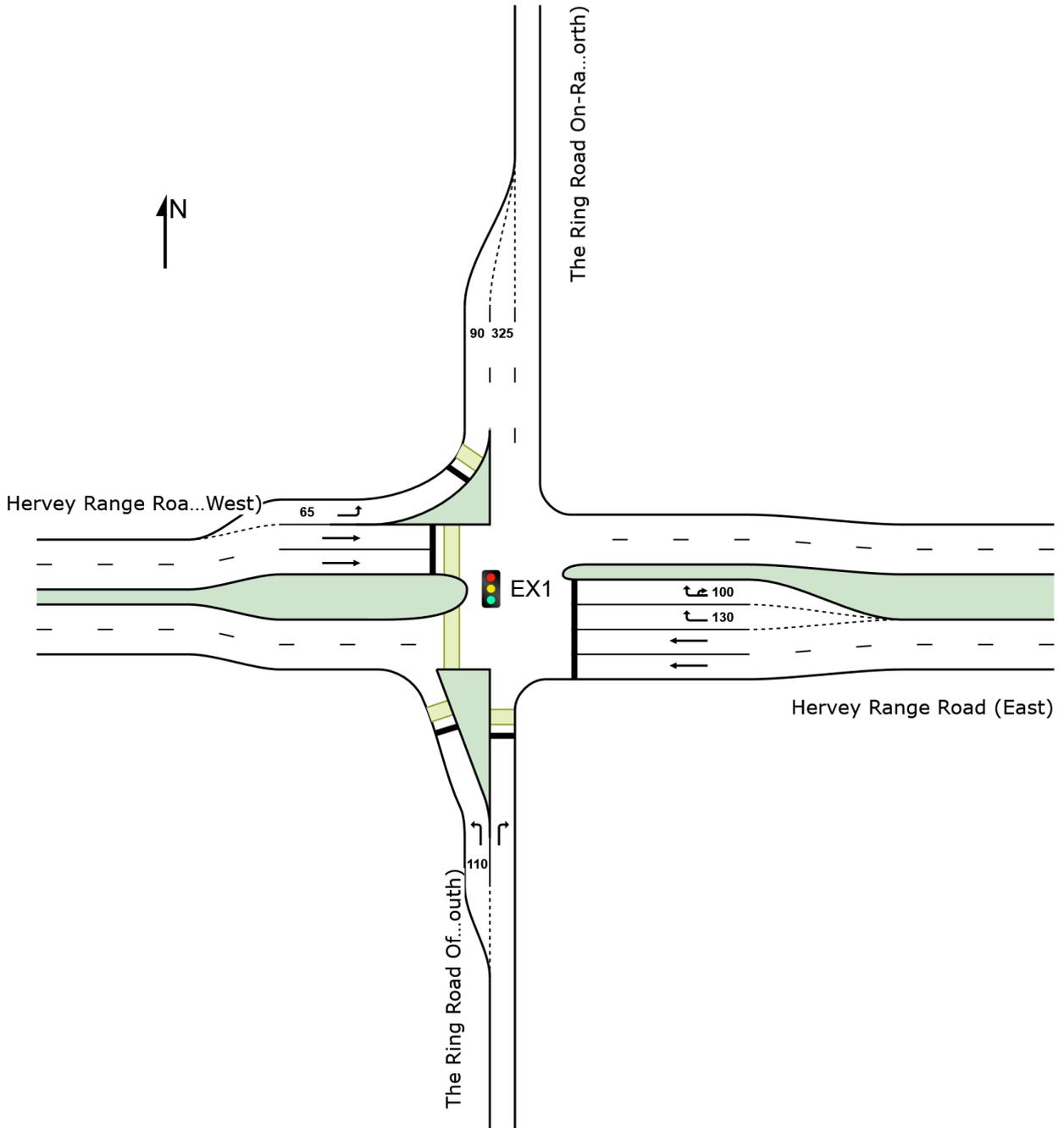
SIDRA Results and Layouts

SITE LAYOUT

**Site: EX1 [The Ring Road / Hervey Range Road 2028 BG CON
(Site Folder: 2028 CONSTRUCTION AM)]**

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



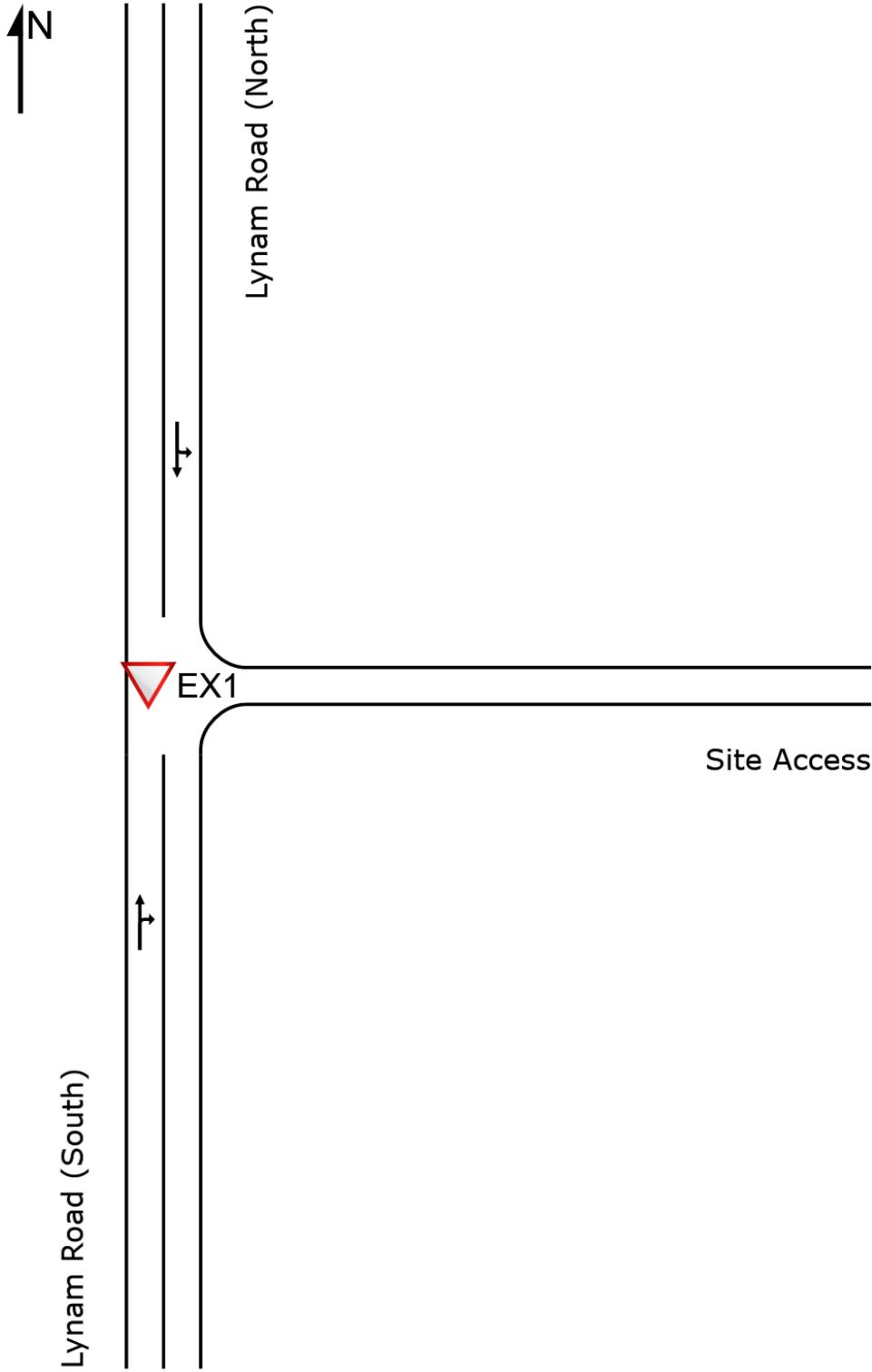
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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

SITE LAYOUT

▽ Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

New Site
Site Category: (None)
Give-Way (Two-Way)

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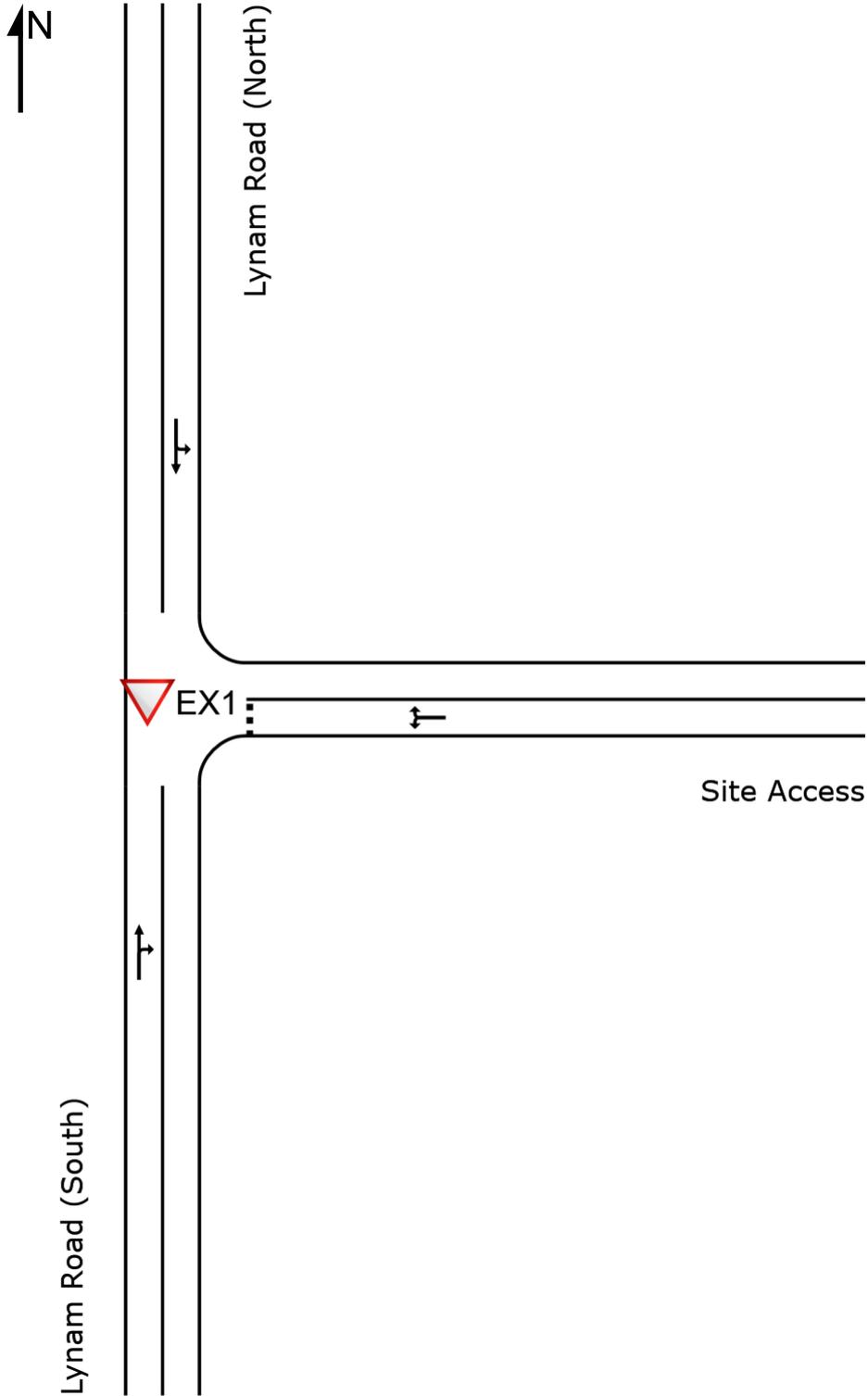
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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

SITE LAYOUT

▽ Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

New Site
Site Category: (None)
Give-Way (Two-Way)

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SITE LAYOUT

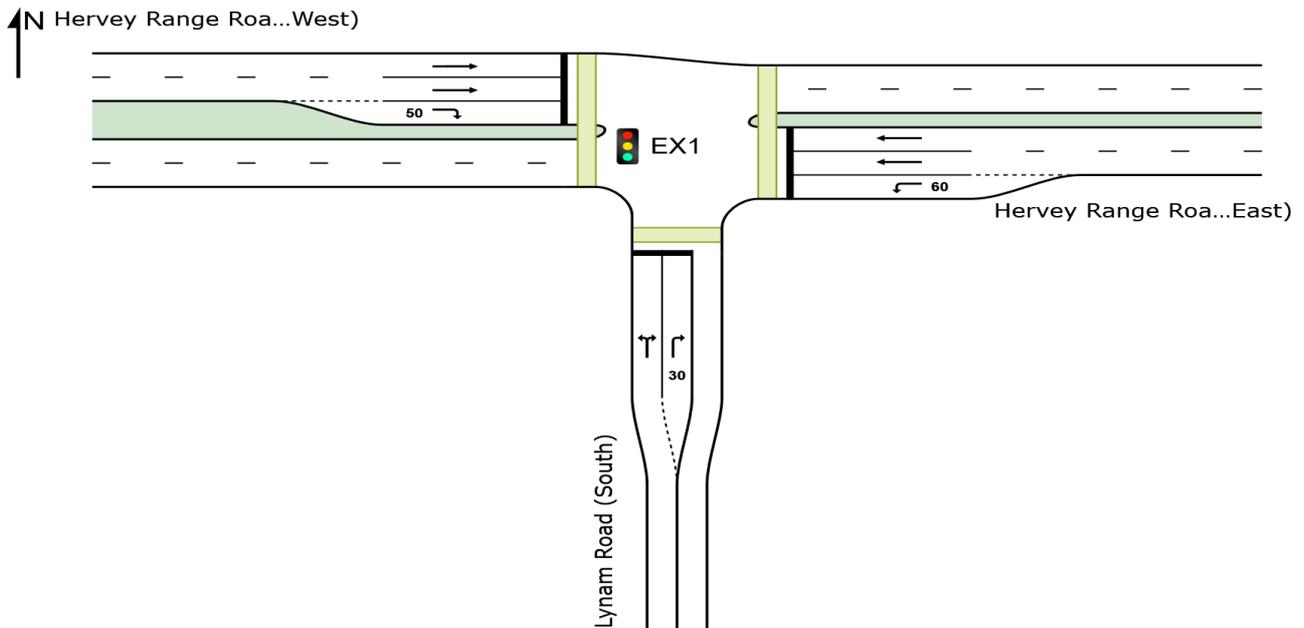
 Site: EX1 [Hervey Range Road / Lynam Road 2028 BG CON
(Site Folder: 2028 CONSTRUCTION AM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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PHASING SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

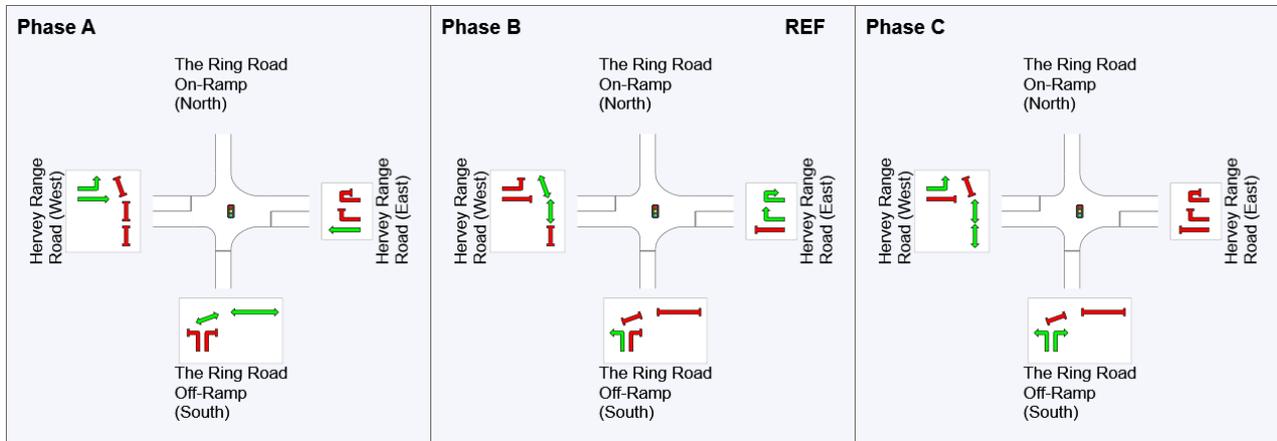
Reference Phase: Phase B

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	29	0	14
Green Time (sec)	55	8	9
Phase Time (sec)	61	14	15
Phase Split	68%	16%	17%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



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PHASING SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

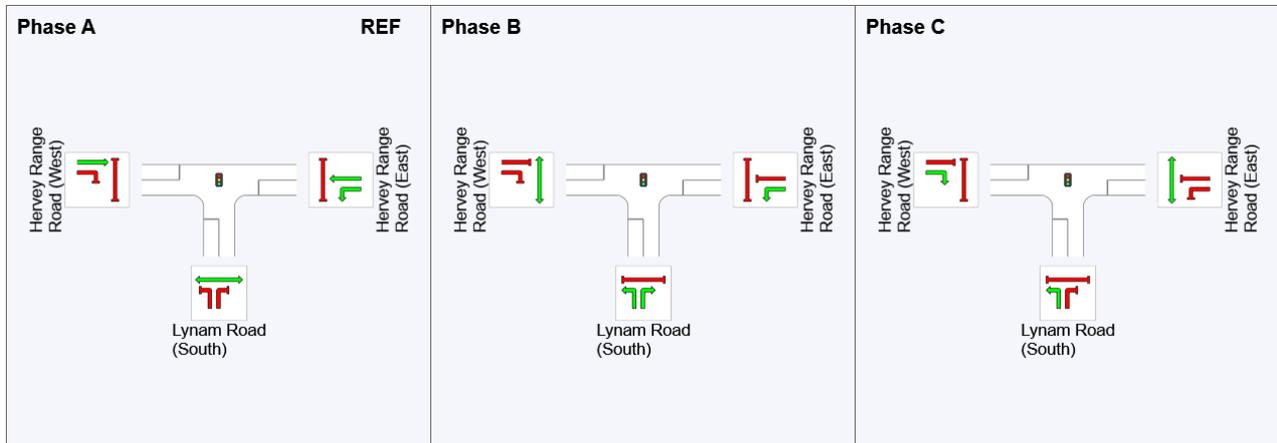
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	44	67
Green Time (sec)	38	17	17
Phase Time (sec)	44	23	23
Phase Split	49%	26%	26%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



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MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	120	5.0	120	5.0	0.262	34.8	LOS C	4.3	31.1	0.84	0.76	0.84	33.5
3	R2	All MCs	25	5.0	25	5.0	*0.141	47.2	LOS D	1.1	7.7	0.94	0.71	0.94	31.2
Approach			145	5.0	145	5.0	0.262	37.0	LOS D	4.3	31.1	0.86	0.75	0.86	33.0
East: Hervey Range Road (East)															
5	T1	All MCs	323	5.0	323	5.0	0.140	7.9	LOS A	3.0	21.7	0.45	0.37	0.45	48.7
6	R2	All MCs	122	5.0	122	5.0	*0.387	49.9	LOS D	2.7	19.8	0.98	0.75	0.98	33.8
6u	U	All MCs	1	5.0	1	5.0	0.387	51.2	LOS D	2.7	19.7	0.98	0.75	0.98	25.9
Approach			446	5.0	446	5.0	0.387	19.5	LOS B	3.0	21.7	0.60	0.48	0.60	40.8
West: Hervey Range Road (West)															
10	L2	All MCs	318	5.0	318	5.0	0.228	9.1	LOS A	3.7	27.0	0.29	0.63	0.29	51.3
11	T1	All MCs	1280	5.0	1280	5.0	*0.563	11.2	LOS B	16.8	122.3	0.64	0.58	0.64	45.2
Approach			1598	5.0	1598	5.0	0.563	10.8	LOS B	16.8	122.3	0.57	0.59	0.57	46.8
All Vehicles			2189	5.0	2189	5.0	0.563	14.3	LOS B	16.8	122.3	0.59	0.58	0.59	44.0

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	428	5.0	428	5.0	0.228	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	All MCs	1	5.0	1	5.0	0.228	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	55.8
Approach			429	5.0	429	5.0	0.228	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	41	5.0	41	5.0	0.110	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	12.9
8	T1	All MCs	165	5.0	165	5.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	57.8
Approach			206	5.0	206	5.0	0.110	1.1	NA	0.0	0.0	0.00	0.12	0.00	48.3
All Vehicles			636	5.0	636	5.0	0.228	0.4	NA	0.0	0.1	0.00	0.04	0.00	56.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	368	5.0	368	5.0	0.196	0.0	LOSA	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.196	5.5	LOSA	0.0	0.1	0.00	0.00	0.00	56.1
Approach			369	5.0	369	5.0	0.196	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.082	3.3	LOSA	0.3	2.0	0.46	0.68	0.46	45.8
6	R2	All MCs	60	5.0	60	5.0	0.082	5.1	LOSA	0.3	2.0	0.46	0.68	0.46	19.2
Approach			61	5.0	61	5.0	0.082	5.1	LOSA	0.3	2.0	0.46	0.68	0.46	19.9
North: Lynam Road (North)															
7	L2	All MCs	19	5.0	19	5.0	0.099	5.5	LOSA	0.0	0.0	0.00	0.06	0.00	13.0
8	T1	All MCs	166	5.0	166	5.0	0.099	0.0	LOSA	0.0	0.0	0.00	0.06	0.00	58.8
Approach			185	5.0	185	5.0	0.099	0.6	NA	0.0	0.0	0.00	0.06	0.00	53.8
All Vehicles			616	5.0	616	5.0	0.196	0.7	NA	0.3	2.0	0.05	0.09	0.05	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

**Site: EX1 [Hervey Range Road / Lynam Road 2028 BG CON
(Site Folder: 2028 CONSTRUCTION AM)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	34	5.0	34	5.0	0.750	34.8	LOS C	9.7	71.0	1.00	0.89	1.13	25.6
3	R2	All MCs	396	5.0	396	5.0	* 0.750	53.5	LOS D	9.7	71.0	1.00	0.89	1.14	17.1
Approach			429	5.0	429	5.0	0.750	52.1	LOS D	9.7	71.0	1.00	0.89	1.14	16.5
East: Hervey Range Road (East)															
4	L2	All MCs	174	5.0	174	5.0	0.148	11.9	LOS B	2.9	20.9	0.40	0.68	0.40	34.3
5	T1	All MCs	269	5.0	269	5.0	0.169	17.3	LOS B	3.7	26.7	0.66	0.54	0.66	43.1
Approach			443	5.0	443	5.0	0.169	15.2	LOS B	3.7	26.7	0.56	0.59	0.56	40.8
West: Hervey Range Road (West)															
11	T1	All MCs	1202	5.0	1202	5.0	* 0.769	30.3	LOS C	23.8	174.0	0.92	0.85	0.95	38.0
12	R2	All MCs	52	5.0	52	5.0	* 0.152	49.0	LOS D	1.9	14.1	0.87	0.73	0.87	28.0
Approach			1254	5.0	1254	5.0	0.769	31.0	LOS C	23.8	174.0	0.92	0.84	0.95	35.0
All Vehicles			2126	5.0	2126	5.0	0.769	32.0	LOS C	23.8	174.0	0.86	0.80	0.91	31.8

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec		[Ped]			sec	m	m/sec	
						ped	Dist]					
							m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2028 BG CON (Site Folder: 2028 CONSTRUCTION PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	383	5.0	383	5.0	0.583	30.6	LOS C	13.7	99.7	0.86	0.82	0.86	35.3
3	R2	All MCs	66	5.0	66	5.0	*0.370	48.6	LOS D	2.9	21.0	0.97	0.76	0.97	30.8
Approach			449	5.0	449	5.0	0.583	33.2	LOS C	13.7	99.7	0.88	0.81	0.88	34.4
East: Hervey Range Road (East)															
5	T1	All MCs	1086	5.0	1086	5.0	*0.575	16.9	LOS B	16.7	121.8	0.75	0.67	0.75	40.0
6	R2	All MCs	248	5.0	248	5.0	*0.348	39.8	LOS D	4.8	35.3	0.90	0.78	0.90	36.9
6u	U	All MCs	1	5.0	1	5.0	0.348	41.1	LOS D	4.8	35.2	0.90	0.78	0.90	29.1
Approach			1336	5.0	1336	5.0	0.575	21.2	LOS C	16.7	121.8	0.78	0.69	0.78	38.9
West: Hervey Range Road (West)															
10	L2	All MCs	118	5.0	118	5.0	0.099	11.8	LOS B	1.8	13.2	0.38	0.64	0.38	49.4
11	T1	All MCs	551	5.0	551	5.0	0.291	14.1	LOS B	7.0	51.2	0.62	0.53	0.62	42.4
Approach			668	5.0	668	5.0	0.291	13.7	LOS B	7.0	51.2	0.58	0.55	0.58	44.1
All Vehicles			2454	5.0	2454	5.0	0.583	21.4	LOS C	16.7	121.8	0.74	0.68	0.74	39.0

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	307	5.0	307	5.0	0.164	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.164	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	55.8
Approach			308	5.0	308	5.0	0.164	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	31	5.0	31	5.0	0.210	5.5	LOS A	0.0	0.0	0.00	0.05	0.00	13.1
8	T1	All MCs	365	5.0	365	5.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.1
Approach			396	5.0	396	5.0	0.210	0.4	NA	0.0	0.0	0.00	0.05	0.00	55.2
All Vehicles			704	5.0	704	5.0	0.210	0.3	NA	0.0	0.1	0.00	0.03	0.00	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2028 BG CON (Site Folder: 2028 CONSTRUCTION PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	248	5.0	248	5.0	0.132	0.0	LOSA	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.132	5.8	LOSA	0.0	0.1	0.01	0.00	0.01	56.1
Approach			249	5.0	249	5.0	0.132	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.070	4.1	LOSA	0.2	1.7	0.49	0.69	0.49	45.4
6	R2	All MCs	48	5.0	48	5.0	0.070	5.4	LOSA	0.2	1.7	0.49	0.69	0.49	18.9
Approach			49	5.0	49	5.0	0.070	5.4	LOSA	0.2	1.7	0.49	0.69	0.49	19.8
North: Lynam Road (North)															
7	L2	All MCs	19	5.0	19	5.0	0.204	5.5	LOSA	0.0	0.0	0.00	0.03	0.00	13.1
8	T1	All MCs	365	5.0	365	5.0	0.204	0.0	LOSA	0.0	0.0	0.00	0.03	0.00	59.4
Approach			384	5.0	384	5.0	0.204	0.3	NA	0.0	0.0	0.00	0.03	0.00	56.9
All Vehicles			683	5.0	683	5.0	0.204	0.6	NA	0.2	1.7	0.04	0.07	0.04	55.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

**Site: EX1 [Hervey Range Road / Lynam Road 2028 BG CON
(Site Folder: 2028 CONSTRUCTION PM)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	59	5.0	59	5.0	0.430	27.0	LOS C	5.9	42.9	0.91	0.79	0.91	27.7
3	R2	All MCs	237	5.0	237	5.0	*0.430	43.8	LOS D	5.9	42.9	0.92	0.79	0.92	18.6
Approach			296	5.0	296	5.0	0.430	40.4	LOS D	5.9	42.9	0.92	0.79	0.92	20.8
East: Hervey Range Road (East)															
4	L2	All MCs	384	5.0	384	5.0	0.327	15.8	LOS B	7.3	53.3	0.47	0.72	0.47	33.4
5	T1	All MCs	1086	5.0	1086	5.0	*0.749	26.0	LOS C	22.5	164.6	0.91	0.82	0.93	38.4
Approach			1471	5.0	1471	5.0	0.749	23.4	LOS C	22.5	164.6	0.79	0.80	0.81	36.6
West: Hervey Range Road (West)															
11	T1	All MCs	431	5.0	431	5.0	0.270	18.2	LOS B	6.1	44.8	0.69	0.58	0.69	42.5
12	R2	All MCs	29	5.0	29	5.0	*0.087	38.5	LOS D	1.1	7.9	0.86	0.71	0.86	28.2
Approach			460	5.0	460	5.0	0.270	19.5	LOS B	6.1	44.8	0.70	0.59	0.70	41.3
All Vehicles			2226	5.0	2226	5.0	0.749	24.8	LOS C	22.5	164.6	0.79	0.75	0.80	35.3

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

**Site: EX1 [The Ring Road / Hervey Range Road 2030 BG PM
(Site Folder: 2030 BG PM)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	387	5.0	387	5.0	0.589	30.6	LOS C	13.8	101.1	0.86	0.82	0.86	35.2
3	R2	All MCs	69	5.0	69	5.0	*0.387	48.7	LOS D	3.0	22.0	0.98	0.76	0.98	30.8
Approach			457	5.0	457	5.0	0.589	33.4	LOS C	13.8	101.1	0.88	0.81	0.88	34.4
East: Hervey Range Road (East)															
5	T1	All MCs	1097	5.0	1097	5.0	*0.581	17.0	LOS B	16.9	123.5	0.76	0.67	0.76	39.9
6	R2	All MCs	258	5.0	258	5.0	*0.361	39.9	LOS D	5.0	36.7	0.91	0.78	0.91	36.8
6u	U	All MCs	1	5.0	1	5.0	0.361	41.2	LOS D	5.0	36.6	0.91	0.78	0.91	29.0
Approach			1356	5.0	1356	5.0	0.581	21.4	LOS C	16.9	123.5	0.79	0.69	0.79	38.9
West: Hervey Range Road (West)															
10	L2	All MCs	118	5.0	118	5.0	0.099	11.8	LOS B	1.8	13.2	0.38	0.64	0.38	49.4
11	T1	All MCs	555	5.0	555	5.0	0.294	14.1	LOS B	7.1	51.7	0.62	0.53	0.62	42.4
Approach			673	5.0	673	5.0	0.294	13.7	LOS B	7.1	51.7	0.58	0.55	0.58	44.1
All Vehicles			2485	5.0	2485	5.0	0.589	21.5	LOS C	16.9	123.5	0.75	0.68	0.75	38.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG PM (Site Folder: 2030 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	272	5.0	272	5.0	0.145	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.145	6.0	LOS A	0.0	0.1	0.01	0.00	0.01	55.8
Approach			273	5.0	273	5.0	0.145	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
North: Lynam Road (North)															
7	L2	All MCs	12	5.0	12	5.0	0.200	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	13.1
8	T1	All MCs	365	5.0	365	5.0	0.200	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			377	5.0	377	5.0	0.200	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.0
All Vehicles			649	5.0	649	5.0	0.200	0.1	NA	0.0	0.1	0.00	0.01	0.00	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG PM (Site Folder: 2030 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	248	5.0	248	5.0	0.132	0.0	LOSA	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.132	5.8	LOSA	0.0	0.1	0.01	0.00	0.01	56.1
Approach			249	5.0	249	5.0	0.132	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.017	4.0	LOSA	0.1	0.4	0.47	0.62	0.47	45.9
6	R2	All MCs	12	5.0	12	5.0	0.017	5.1	LOSA	0.1	0.4	0.47	0.62	0.47	19.2
Approach			13	5.0	13	5.0	0.017	5.1	LOSA	0.1	0.4	0.47	0.62	0.47	22.4
North: Lynam Road (North)															
7	L2	All MCs	1	5.0	1	5.0	0.194	5.5	LOSA	0.0	0.0	0.00	0.00	0.00	13.2
8	T1	All MCs	365	5.0	365	5.0	0.194	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach			366	5.0	366	5.0	0.194	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			628	5.0	628	5.0	0.194	0.1	NA	0.1	0.4	0.01	0.01	0.01	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2030 BG PM (Site Folder: 2030 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	35	5.0	35	5.0	0.383	25.7	LOS C	5.1	37.5	0.91	0.78	0.91	27.5
3	R2	All MCs	226	5.0	226	5.0	*0.383	42.7	LOS D	5.1	37.5	0.92	0.78	0.92	18.6
Approach			261	5.0	261	5.0	0.383	40.4	LOS D	5.1	37.5	0.92	0.78	0.92	20.1
East: Hervey Range Road (East)															
4	L2	All MCs	357	5.0	357	5.0	0.304	16.5	LOS B	6.7	48.6	0.46	0.71	0.46	33.5
5	T1	All MCs	1127	5.0	1127	5.0	*0.780	28.2	LOS C	24.6	179.6	0.92	0.86	0.98	37.5
Approach			1484	5.0	1484	5.0	0.780	25.4	LOS C	24.6	179.6	0.81	0.83	0.85	35.7
West: Hervey Range Road (West)															
11	T1	All MCs	446	5.0	446	5.0	0.280	18.3	LOS B	6.4	46.7	0.70	0.58	0.70	42.4
12	R2	All MCs	21	5.0	21	5.0	*0.062	38.2	LOS D	0.8	5.6	0.85	0.70	0.85	28.3
Approach			467	5.0	467	5.0	0.280	19.2	LOS B	6.4	46.7	0.70	0.59	0.70	41.6
All Vehicles			2213	5.0	2213	5.0	0.780	25.8	LOS C	24.6	179.6	0.80	0.77	0.83	35.0

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

**Site: EX1 [The Ring Road / Hervey Range Road 2040 BG AM
(Site Folder: 2040 BG AM)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	136	5.0	136	5.0	0.296	35.1	LOS D	4.9	35.5	0.85	0.77	0.85	33.4
3	R2	All MCs	31	5.0	31	5.0	*0.170	47.4	LOS D	1.3	9.4	0.95	0.72	0.95	31.2
Approach			166	5.0	166	5.0	0.296	37.4	LOS D	4.9	35.5	0.87	0.76	0.87	32.9
East: Hervey Range Road (East)															
5	T1	All MCs	362	5.0	362	5.0	0.157	8.0	LOS A	3.4	24.6	0.46	0.38	0.46	48.5
6	R2	All MCs	151	5.0	151	5.0	*0.477	50.4	LOS D	3.4	24.7	0.99	0.76	0.99	33.6
6u	U	All MCs	1	5.0	1	5.0	0.477	51.7	LOS D	3.4	24.6	0.99	0.76	0.99	25.8
Approach			514	5.0	514	5.0	0.477	20.5	LOS C	3.4	24.7	0.61	0.49	0.61	40.4
West: Hervey Range Road (West)															
10	L2	All MCs	367	5.0	367	5.0	0.263	10.8	LOS B	4.4	32.3	0.30	0.63	0.30	51.2
11	T1	All MCs	1478	5.0	1478	5.0	*0.683	13.3	LOS B	23.0	167.5	0.72	0.66	0.72	43.8
Approach			1845	5.0	1845	5.0	0.683	12.8	LOS B	23.0	167.5	0.64	0.65	0.64	45.0
All Vehicles			2525	5.0	2525	5.0	0.683	16.0	LOS B	23.0	167.5	0.65	0.63	0.65	42.7

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG AM (Site Folder: 2040 BG AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	394	5.0	394	5.0	0.209	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.209	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	55.8
Approach			395	5.0	395	5.0	0.209	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	23	5.0	23	5.0	0.102	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	13.0
8	T1	All MCs	168	5.0	168	5.0	0.102	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	58.6
Approach			192	5.0	192	5.0	0.102	0.7	NA	0.0	0.0	0.00	0.07	0.00	52.7
All Vehicles			586	5.0	586	5.0	0.209	0.2	NA	0.0	0.1	0.00	0.02	0.00	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG AM (Site Folder: 2040 BG AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	371	5.0	371	5.0	0.197	0.0	LOSA	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.197	5.5	LOSA	0.0	0.1	0.00	0.00	0.00	56.1
Approach			372	5.0	372	5.0	0.197	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.032	3.2	LOSA	0.1	0.8	0.44	0.63	0.44	46.1
6	R2	All MCs	23	5.0	23	5.0	0.032	4.9	LOSA	0.1	0.8	0.44	0.63	0.44	19.4
Approach			24	5.0	24	5.0	0.032	4.8	LOSA	0.1	0.8	0.44	0.63	0.44	21.1
North: Lynam Road (North)															
7	L2	All MCs	1	5.0	1	5.0	0.090	5.5	LOSA	0.0	0.0	0.00	0.00	0.00	13.2
8	T1	All MCs	168	5.0	168	5.0	0.090	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach			169	5.0	169	5.0	0.090	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			565	5.0	565	5.0	0.197	0.2	NA	0.1	0.8	0.02	0.03	0.02	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2040 BG AM (Site Folder: 2040 BG AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	27	5.0	27	5.0	0.628	28.5	LOS C	8.2	60.1	0.97	0.82	0.98	26.8
3	R2	All MCs	365	5.0	365	5.0	*0.628	46.7	LOS D	8.2	60.1	0.97	0.82	0.99	18.0
Approach			393	5.0	393	5.0	0.628	45.5	LOS D	8.2	60.1	0.97	0.82	0.99	18.0
East: Hervey Range Road (East)															
4	L2	All MCs	167	5.0	167	5.0	0.142	11.8	LOS B	2.7	20.0	0.40	0.68	0.40	34.4
5	T1	All MCs	332	5.0	332	5.0	0.208	17.6	LOS B	4.6	33.5	0.67	0.55	0.67	42.8
Approach			499	5.0	499	5.0	0.208	15.7	LOS B	4.6	33.5	0.58	0.60	0.58	41.0
West: Hervey Range Road (West)															
11	T1	All MCs	1479	5.0	1479	5.0	*0.937	54.7	LOS D	41.5	303.1	1.00	1.18	1.32	28.9
12	R2	All MCs	24	5.0	24	5.0	*0.071	53.3	LOS D	0.9	6.5	0.85	0.70	0.85	28.2
Approach			1503	5.0	1503	5.0	0.937	54.7	LOS D	41.5	303.1	1.00	1.17	1.31	26.7
All Vehicles			2395	5.0	2395	5.0	0.937	45.0	LOS D	41.5	303.1	0.91	1.00	1.10	27.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

**Site: EX1 [The Ring Road / Hervey Range Road 2040 BG PM
(Site Folder: 2040 BG PM)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	443	5.0	443	5.0	*0.674	31.7	LOS C	16.5	120.6	0.90	0.84	0.90	34.8
3	R2	All MCs	82	5.0	82	5.0	0.458	49.1	LOS D	3.6	26.3	0.98	0.77	0.98	30.7
Approach			525	5.0	525	5.0	0.674	34.4	LOS C	16.5	120.6	0.91	0.83	0.91	34.0
East: Hervey Range Road (East)															
5	T1	All MCs	1253	5.0	1253	5.0	*0.663	18.1	LOS B	20.5	149.8	0.81	0.72	0.81	39.1
6	R2	All MCs	306	5.0	306	5.0	0.429	40.5	LOS D	6.1	44.3	0.92	0.79	0.92	36.6
6u	U	All MCs	1	5.0	1	5.0	0.429	41.8	LOS D	6.1	44.2	0.92	0.79	0.92	28.8
Approach			1560	5.0	1560	5.0	0.663	22.5	LOS C	20.5	149.8	0.83	0.74	0.83	38.2
West: Hervey Range Road (West)															
10	L2	All MCs	133	5.0	133	5.0	0.111	12.0	LOS B	2.1	15.0	0.38	0.64	0.38	49.3
11	T1	All MCs	623	5.0	623	5.0	0.330	14.4	LOS B	8.1	59.4	0.64	0.55	0.64	42.1
Approach			756	5.0	756	5.0	0.330	14.0	LOS B	8.1	59.4	0.59	0.57	0.59	43.9
All Vehicles			2841	5.0	2841	5.0	0.674	22.4	LOS C	20.5	149.8	0.78	0.71	0.78	38.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG (Site Folder: 2040 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	275	5.0	275	5.0	0.146	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.146	6.0	LOS A	0.0	0.1	0.01	0.00	0.01	55.8
Approach			276	5.0	276	5.0	0.146	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
North: Lynam Road (North)															
7	L2	All MCs	12	5.0	12	5.0	0.202	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	13.1
8	T1	All MCs	368	5.0	368	5.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
Approach			380	5.0	380	5.0	0.202	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.0
All Vehicles			656	5.0	656	5.0	0.202	0.1	NA	0.0	0.1	0.00	0.01	0.00	58.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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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 Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG PM (Site Folder: 2040 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	252	5.0	252	5.0	0.134	0.0	LOSA	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.134	5.8	LOSA	0.0	0.1	0.01	0.00	0.01	56.1
Approach			253	5.0	253	5.0	0.134	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.017	4.0	LOSA	0.1	0.4	0.47	0.62	0.47	45.8
6	R2	All MCs	12	5.0	12	5.0	0.017	5.2	LOSA	0.1	0.4	0.47	0.62	0.47	19.2
Approach			13	5.0	13	5.0	0.017	5.1	LOSA	0.1	0.4	0.47	0.62	0.47	22.4
North: Lynam Road (North)															
7	L2	All MCs	1	5.0	1	5.0	0.196	5.5	LOSA	0.0	0.0	0.00	0.00	0.00	13.2
8	T1	All MCs	368	5.0	368	5.0	0.196	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	59.9
Approach			369	5.0	369	5.0	0.196	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			635	5.0	635	5.0	0.196	0.1	NA	0.1	0.4	0.01	0.01	0.01	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2040 BG PM (Site Folder: 2040 BG PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	37	5.0	37	5.0	0.386	25.8	LOS C	5.2	37.8	0.91	0.78	0.91	27.5
3	R2	All MCs	226	5.0	226	5.0	*0.386	42.8	LOS D	5.2	37.8	0.92	0.78	0.92	18.6
Approach			263	5.0	263	5.0	0.386	40.5	LOS D	5.2	37.8	0.92	0.78	0.92	20.1
East: Hervey Range Road (East)															
4	L2	All MCs	359	5.0	359	5.0	0.305	20.8	LOS C	6.7	48.9	0.46	0.71	0.46	33.5
5	T1	All MCs	1337	5.0	1337	5.0	*0.948	55.8	LOS E	43.5	317.5	1.00	1.22	1.38	27.4
Approach			1696	5.0	1696	5.0	0.948	48.4	LOS D	43.5	317.5	0.89	1.12	1.19	26.5
West: Hervey Range Road (West)															
11	T1	All MCs	529	5.0	529	5.0	0.332	18.8	LOS B	7.8	56.9	0.71	0.61	0.71	42.1
12	R2	All MCs	21	5.0	21	5.0	*0.062	38.2	LOS D	0.8	5.6	0.85	0.70	0.85	28.3
Approach			551	5.0	551	5.0	0.332	19.5	LOS B	7.8	56.9	0.72	0.61	0.72	41.4
All Vehicles			2509	5.0	2509	5.0	0.948	41.2	LOS D	43.5	317.5	0.85	0.97	1.06	28.6

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec
						ped	m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2030 BG AM + DEV (Site Folder: 2030 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	125	5.0	125	5.0	0.273	34.9	LOS C	4.5	32.6	0.84	0.76	0.84	33.5
3	R2	All MCs	26	5.0	26	5.0	*0.147	47.2	LOS D	1.1	8.0	0.95	0.71	0.95	31.2
Approach			152	5.0	152	5.0	0.273	37.0	LOS D	4.5	32.6	0.86	0.76	0.86	33.0
East: Hervey Range Road (East)															
5	T1	All MCs	339	5.0	339	5.0	0.147	7.9	LOS A	3.1	22.8	0.45	0.38	0.45	48.6
6	R2	All MCs	127	5.0	127	5.0	*0.404	50.0	LOS D	2.8	20.7	0.98	0.76	0.98	33.8
6u	U	All MCs	1	5.0	1	5.0	0.404	51.3	LOS D	2.8	20.6	0.98	0.75	0.98	25.9
Approach			467	5.0	467	5.0	0.404	19.5	LOS B	3.1	22.8	0.60	0.48	0.60	40.8
West: Hervey Range Road (West)															
10	L2	All MCs	334	5.0	334	5.0	0.239	9.6	LOS A	3.9	28.7	0.29	0.63	0.29	51.2
11	T1	All MCs	1343	5.0	1343	5.0	*0.601	11.8	LOS B	18.6	135.5	0.66	0.60	0.66	44.8
Approach			1677	5.0	1677	5.0	0.601	11.4	LOS B	18.6	135.5	0.59	0.61	0.59	46.2
All Vehicles			2296	5.0	2296	5.0	0.601	14.7	LOS B	18.6	135.5	0.61	0.59	0.61	43.6

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG AM +DEV (Site Folder: 2030 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	468	5.0	468	5.0	0.249	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	All MCs	1	5.0	1	5.0	0.249	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	55.9
Approach			469	5.0	469	5.0	0.249	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	61	5.0	61	5.0	0.122	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	12.8
8	T1	All MCs	166	5.0	166	5.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	57.1
Approach			227	5.0	227	5.0	0.122	1.5	NA	0.0	0.0	0.00	0.16	0.00	44.5
All Vehicles			697	5.0	697	5.0	0.249	0.5	NA	0.0	0.1	0.00	0.05	0.00	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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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 Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG AM +DEV (Site Folder: 2030 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	368	5.0	368	5.0	0.196	0.0	LOSA	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.196	5.6	LOSA	0.0	0.1	0.00	0.00	0.00	56.1
Approach			369	5.0	369	5.0	0.196	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.136	3.3	LOSA	0.5	3.4	0.48	0.71	0.48	45.6
6	R2	All MCs	99	5.0	99	5.0	0.136	5.3	LOSA	0.5	3.4	0.48	0.71	0.48	19.0
Approach			100	5.0	100	5.0	0.136	5.3	LOSA	0.5	3.4	0.48	0.71	0.48	19.4
North: Lynam Road (North)															
7	L2	All MCs	38	5.0	38	5.0	0.109	5.5	LOSA	0.0	0.0	0.00	0.11	0.00	12.9
8	T1	All MCs	166	5.0	166	5.0	0.109	0.0	LOSA	0.0	0.0	0.00	0.11	0.00	58.0
Approach			204	5.0	204	5.0	0.109	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.0
All Vehicles			674	5.0	674	5.0	0.196	1.1	NA	0.5	3.4	0.07	0.14	0.07	51.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

**Site: EX1 [Hervey Range Road / Lynam Road 2030 BG AM
+DEV (Site Folder: 2030 BG AM + DEV)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	41	5.0	41	5.0	0.823	40.7	LOS D	11.3	82.7	1.00	0.95	1.25	24.6
3	R2	All MCs	427	5.0	427	5.0	* 0.823	59.6	LOS E	11.3	82.7	1.00	0.95	1.25	16.3
Approach			468	5.0	468	5.0	0.823	57.9	LOS E	11.3	82.7	1.00	0.95	1.25	15.4
East: Hervey Range Road (East)															
4	L2	All MCs	185	5.0	185	5.0	0.158	11.9	LOS B	3.1	22.4	0.41	0.68	0.41	34.3
5	T1	All MCs	272	5.0	272	5.0	0.175	18.0	LOS B	3.8	27.5	0.67	0.55	0.67	42.6
Approach			457	5.0	457	5.0	0.175	15.5	LOS B	3.8	27.5	0.56	0.60	0.56	40.3
West: Hervey Range Road (West)															
11	T1	All MCs	1227	5.0	1227	5.0	* 0.816	34.6	LOS C	26.7	195.2	0.95	0.92	1.04	36.0
12	R2	All MCs	81	5.0	81	5.0	* 0.239	50.6	LOS D	3.1	22.6	0.89	0.76	0.89	27.7
Approach			1308	5.0	1308	5.0	0.816	35.6	LOS D	26.7	195.2	0.95	0.91	1.03	33.0
All Vehicles			2234	5.0	2234	5.0	0.823	36.1	LOS D	26.7	195.2	0.88	0.85	0.98	29.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec		[Ped]			sec	m	m/sec	
						ped	Dist]					
							m					
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2030 BG PM + DEV (Site Folder: 2030 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	389	5.0	389	5.0	0.592	30.7	LOS C	13.9	101.8	0.86	0.82	0.86	35.2
3	R2	All MCs	69	5.0	69	5.0	*0.387	48.7	LOS D	3.0	22.0	0.98	0.76	0.98	30.8
Approach			459	5.0	459	5.0	0.592	33.4	LOS C	13.9	101.8	0.88	0.81	0.88	34.4
East: Hervey Range Road (East)															
5	T1	All MCs	1107	5.0	1107	5.0	*0.586	17.1	LOS B	17.1	125.1	0.76	0.68	0.76	39.9
6	R2	All MCs	258	5.0	258	5.0	*0.361	39.9	LOS D	5.0	36.7	0.91	0.78	0.91	36.8
6u	U	All MCs	1	5.0	1	5.0	0.361	41.2	LOS D	5.0	36.6	0.91	0.78	0.91	29.0
Approach			1366	5.0	1366	5.0	0.586	21.4	LOS C	17.1	125.1	0.79	0.70	0.79	38.8
West: Hervey Range Road (West)															
10	L2	All MCs	119	5.0	119	5.0	0.099	11.8	LOS B	1.8	13.4	0.38	0.64	0.38	49.4
11	T1	All MCs	558	5.0	558	5.0	0.295	14.1	LOS B	7.1	52.1	0.63	0.53	0.63	42.3
Approach			677	5.0	677	5.0	0.295	13.7	LOS B	7.1	52.1	0.58	0.55	0.58	44.1
All Vehicles			2502	5.0	2502	5.0	0.592	21.5	LOS C	17.1	125.1	0.75	0.68	0.75	38.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG PM + DEV (Site Folder: 2030 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	291	5.0	291	5.0	0.155	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.155	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	55.8
Approach			292	5.0	292	5.0	0.155	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	21	5.0	21	5.0	0.205	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	13.1
8	T1	All MCs	365	5.0	365	5.0	0.205	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach			386	5.0	386	5.0	0.205	0.3	NA	0.0	0.0	0.00	0.03	0.00	56.6
All Vehicles			678	5.0	678	5.0	0.205	0.2	NA	0.0	0.1	0.00	0.02	0.00	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2030 BG PM + DEV (Site Folder: 2030 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	248	5.0	248	5.0	0.132	0.0	LOSA	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.132	5.8	LOSA	0.0	0.1	0.01	0.00	0.01	56.1
Approach			249	5.0	249	5.0	0.132	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.044	4.1	LOSA	0.1	1.1	0.48	0.67	0.48	45.6
6	R2	All MCs	31	5.0	31	5.0	0.044	5.3	LOSA	0.1	1.1	0.48	0.67	0.48	19.0
Approach			32	5.0	32	5.0	0.044	5.2	LOSA	0.1	1.1	0.48	0.67	0.48	20.3
North: Lynam Road (North)															
7	L2	All MCs	9	5.0	9	5.0	0.199	5.5	LOSA	0.0	0.0	0.00	0.02	0.00	13.1
8	T1	All MCs	365	5.0	365	5.0	0.199	0.0	LOSA	0.0	0.0	0.00	0.02	0.00	59.6
Approach			375	5.0	375	5.0	0.199	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.3
All Vehicles			656	5.0	656	5.0	0.199	0.3	NA	0.1	1.1	0.03	0.04	0.03	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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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 Project: C:\Users\BradleyFuller\Modus Engineering\Projects 2025 - 2026 - Documents\Projects 2025 - 2026\TA\QLD\MOD25056QLD - 13 Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2030 BG PM + DEV (Site Folder: 2030 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
1	L2	All MCs	47	5.0	47	5.0	0.408	26.2	LOS C	5.5	40.1	0.91	0.79	0.91	27.7
3	R2	All MCs	232	5.0	232	5.0	*0.408	43.1	LOS D	5.5	40.1	0.92	0.79	0.92	18.7
Approach			279	5.0	279	5.0	0.408	40.2	LOS D	5.5	40.1	0.92	0.79	0.92	20.5
East: Hervey Range Road (East)															
4	L2	All MCs	371	5.0	371	5.0	0.315	16.4	LOS B	7.0	50.9	0.47	0.72	0.47	33.5
5	T1	All MCs	1124	5.0	1124	5.0	*0.780	28.1	LOS C	24.6	179.6	0.92	0.86	0.98	37.5
Approach			1495	5.0	1495	5.0	0.780	25.2	LOS C	24.6	179.6	0.81	0.83	0.85	35.7
West: Hervey Range Road (West)															
11	T1	All MCs	445	5.0	445	5.0	0.279	18.3	LOS B	6.4	46.6	0.70	0.58	0.70	42.4
12	R2	All MCs	25	5.0	25	5.0	*0.075	38.3	LOS D	0.9	6.7	0.85	0.70	0.85	28.2
Approach			471	5.0	471	5.0	0.279	19.3	LOS B	6.4	46.6	0.70	0.59	0.70	41.5
All Vehicles			2244	5.0	2244	5.0	0.780	25.8	LOS C	24.6	179.6	0.80	0.77	0.83	34.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance													
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed		
	ped/h	ped/h	sec		[Ped]	[Dist]			sec	m	m/sec		
					ped	m							
South: Lynam Road (South)													
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04	
East: Hervey Range Road (East)													
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04	
West: Hervey Range Road (West)													
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04	
All Pedestrians			150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: C:\Users\BradleyFuller\Modus Engineering\Projects 2025 - 2026 - Documents\Projects 2025 - 2026\TA\QLD\MOD25056QLD - 13
Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2040 BG AM + DEV (Site Folder: 2040 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	141	5.0	141	5.0	0.308	35.2	LOS D	5.1	37.1	0.85	0.77	0.85	33.3
3	R2	All MCs	31	5.0	31	5.0	*0.170	47.4	LOS D	1.3	9.4	0.95	0.72	0.95	31.2
Approach			172	5.0	172	5.0	0.308	37.4	LOS D	5.1	37.1	0.87	0.76	0.87	32.9
East: Hervey Range Road (East)															
5	T1	All MCs	378	5.0	378	5.0	0.164	8.0	LOS A	3.5	25.8	0.46	0.38	0.46	48.5
6	R2	All MCs	151	5.0	151	5.0	*0.477	50.4	LOS D	3.4	24.7	0.99	0.76	0.99	33.6
6u	U	All MCs	1	5.0	1	5.0	0.477	51.7	LOS D	3.4	24.6	0.99	0.76	0.99	25.8
Approach			529	5.0	529	5.0	0.477	20.1	LOS C	3.5	25.8	0.61	0.49	0.61	40.5
West: Hervey Range Road (West)															
10	L2	All MCs	379	5.0	379	5.0	0.272	11.2	LOS B	4.6	33.6	0.30	0.63	0.30	51.2
11	T1	All MCs	1528	5.0	1528	5.0	*0.714	13.9	LOS B	24.8	181.1	0.75	0.68	0.75	43.4
Approach			1907	5.0	1907	5.0	0.714	13.4	LOS B	24.8	181.1	0.66	0.67	0.66	44.5
All Vehicles			2608	5.0	2608	5.0	0.714	16.3	LOS B	24.8	181.1	0.66	0.64	0.66	42.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec	[Ped]	[Dist]			sec	m	m/sec	
					ped	m						
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG AM +DEV (Site Folder: 2040 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	469	5.0	469	5.0	0.249	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
3	R2	All MCs	1	5.0	1	5.0	0.249	5.8	LOS A	0.0	0.1	0.00	0.00	0.00	55.9
Approach			471	5.0	471	5.0	0.249	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	61	5.0	61	5.0	0.123	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	12.8
8	T1	All MCs	168	5.0	168	5.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	57.1
Approach			229	5.0	229	5.0	0.123	1.5	NA	0.0	0.0	0.00	0.16	0.00	44.6
All Vehicles			700	5.0	700	5.0	0.249	0.5	NA	0.0	0.1	0.00	0.05	0.00	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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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 Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG AM +DEV (Site Folder: 2040 BG AM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	371	5.0	371	5.0	0.197	0.0	LOSA	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.197	5.6	LOSA	0.0	0.1	0.00	0.00	0.00	56.1
Approach			372	5.0	372	5.0	0.197	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.137	3.3	LOSA	0.5	3.4	0.48	0.71	0.48	45.5
6	R2	All MCs	99	5.0	99	5.0	0.137	5.3	LOSA	0.5	3.4	0.48	0.71	0.48	19.0
Approach			100	5.0	100	5.0	0.137	5.3	LOSA	0.5	3.4	0.48	0.71	0.48	19.4
North: Lynam Road (North)															
7	L2	All MCs	38	5.0	38	5.0	0.110	5.5	LOSA	0.0	0.0	0.00	0.11	0.00	12.9
8	T1	All MCs	168	5.0	168	5.0	0.110	0.0	LOSA	0.0	0.0	0.00	0.11	0.00	58.0
Approach			206	5.0	206	5.0	0.110	1.0	NA	0.0	0.0	0.00	0.11	0.00	49.1
All Vehicles			678	5.0	678	5.0	0.197	1.1	NA	0.5	3.4	0.07	0.14	0.07	51.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

**Site: EX1 [Hervey Range Road / Lynam Road 2040 BG AM
+DEV (Site Folder: 2040 BG AM + DEV)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]	Arrival Flows [Total HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]	Dist [m]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed		
			veh/h	%	veh/h	%	v/c	sec					km/h		
South: Lynam Road (South)															
1	L2	All MCs	41	5.0	41	5.0	0.883	47.9	LOS D	12.3	90.0	1.00	1.02	1.39	22.9
3	R2	All MCs	428	5.0	428	5.0	*0.883	67.0	LOS E	12.3	90.0	1.00	1.02	1.39	14.9
Approach			469	5.0	469	5.0	0.883	65.3	LOS E	12.3	90.0	1.00	1.02	1.39	14.2
East: Hervey Range Road (East)															
4	L2	All MCs	187	5.0	187	5.0	0.159	11.9	LOS B	3.1	22.7	0.41	0.68	0.41	34.3
5	T1	All MCs	332	5.0	332	5.0	0.208	17.6	LOS B	4.6	33.5	0.67	0.55	0.67	42.8
Approach			519	5.0	519	5.0	0.208	15.6	LOS B	4.6	33.5	0.58	0.60	0.58	40.8
West: Hervey Range Road (West)															
11	T1	All MCs	1479	5.0	1479	5.0	*0.959	62.0	LOS E	45.6	333.1	1.00	1.26	1.40	26.7
12	R2	All MCs	81	5.0	81	5.0	*0.239	54.6	LOS D	3.1	22.6	0.89	0.76	0.89	27.7
Approach			1560	5.0	1560	5.0	0.959	61.6	LOS E	45.6	333.1	0.99	1.24	1.37	24.8
All Vehicles			2548	5.0	2548	5.0	0.959	52.9	LOS D	45.6	333.1	0.91	1.07	1.21	24.7

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist]		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Lynam Road, Bohle Plains\3 ANALYSIS\SIDRA\MOD25056QLD - 13 Lynam Road, Bohle Plains 2.sip9

MOVEMENT SUMMARY

Site: EX1 [The Ring Road / Hervey Range Road 2040 BG PM + DEV (Site Folder: 2040 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: The Ring Road Off-Ramp (South)															
1	L2	All MCs	446	5.0	446	5.0	*0.679	31.8	LOS C	16.7	121.7	0.90	0.84	0.90	34.7
3	R2	All MCs	82	5.0	82	5.0	0.458	49.1	LOS D	3.6	26.3	0.98	0.77	0.98	30.7
Approach			528	5.0	528	5.0	0.679	34.5	LOS C	16.7	121.7	0.92	0.83	0.92	34.0
East: Hervey Range Road (East)															
5	T1	All MCs	1263	5.0	1263	5.0	*0.669	18.1	LOS B	20.8	151.7	0.81	0.73	0.81	39.0
6	R2	All MCs	306	5.0	306	5.0	0.429	40.5	LOS D	6.1	44.3	0.92	0.79	0.92	36.6
6u	U	All MCs	1	5.0	1	5.0	0.429	41.8	LOS D	6.1	44.2	0.92	0.79	0.92	28.8
Approach			1571	5.0	1571	5.0	0.669	22.5	LOS C	20.8	151.7	0.83	0.74	0.83	38.2
West: Hervey Range Road (West)															
10	L2	All MCs	134	5.0	134	5.0	0.112	12.0	LOS B	2.1	15.2	0.38	0.64	0.38	49.3
11	T1	All MCs	627	5.0	627	5.0	0.332	14.4	LOS B	8.2	59.9	0.64	0.55	0.64	42.1
Approach			761	5.0	761	5.0	0.332	14.0	LOS B	8.2	59.9	0.59	0.57	0.59	43.9
All Vehicles			2860	5.0	2860	5.0	0.679	22.5	LOS C	20.8	151.7	0.78	0.71	0.78	38.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	ped/h	sec		[Ped]			sec	m	m/sec	
						ped	[Dist]					
							m					
South: The Ring Road Off-Ramp (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P1B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P41	Stage 1	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P42	Stage 2	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
P4B	Slip/Bypass	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		250	263	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG PM + DEV (Site Folder: 2040 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
2	T1	All MCs	293	5.0	293	5.0	0.156	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
3	R2	All MCs	1	5.0	1	5.0	0.156	6.0	LOS A	0.0	0.1	0.00	0.00	0.00	55.8
Approach			294	5.0	294	5.0	0.156	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lynam Road (North)															
7	L2	All MCs	21	5.0	21	5.0	0.207	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	13.1
8	T1	All MCs	368	5.0	368	5.0	0.207	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach			389	5.0	389	5.0	0.207	0.3	NA	0.0	0.0	0.00	0.03	0.00	56.6
All Vehicles			683	5.0	683	5.0	0.207	0.2	NA	0.0	0.1	0.00	0.02	0.00	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Lynam Road / Site Access 2040 BG PM + DEV (Site Folder: 2040 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h		veh/h					veh	m				
South: Lynam Road (South)															
2	T1	All MCs	252	5.0	252	5.0	0.134	0.0	LOSA	0.0	0.1	0.01	0.00	0.01	59.9
3	R2	All MCs	1	5.0	1	5.0	0.134	5.8	LOSA	0.0	0.1	0.01	0.00	0.01	56.1
Approach			253	5.0	253	5.0	0.134	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Site Access															
4	L2	All MCs	1	5.0	1	5.0	0.044	4.1	LOSA	0.1	1.1	0.48	0.67	0.48	45.5
6	R2	All MCs	31	5.0	31	5.0	0.044	5.3	LOSA	0.1	1.1	0.48	0.67	0.48	19.0
Approach			32	5.0	32	5.0	0.044	5.3	LOSA	0.1	1.1	0.48	0.67	0.48	20.3
North: Lynam Road (North)															
7	L2	All MCs	9	5.0	9	5.0	0.200	5.5	LOSA	0.0	0.0	0.00	0.01	0.00	13.1
8	T1	All MCs	368	5.0	368	5.0	0.200	0.0	LOSA	0.0	0.0	0.00	0.01	0.00	59.6
Approach			378	5.0	378	5.0	0.200	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.4
All Vehicles			662	5.0	662	5.0	0.200	0.3	NA	0.1	1.1	0.02	0.04	0.02	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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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MOVEMENT SUMMARY

Site: EX1 [Hervey Range Road / Lynam Road 2040 BG PM + DEV (Site Folder: 2040 BG PM + DEV)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Lynam Road (South)															
1	L2	All MCs	51	5.0	51	5.0	0.412	26.4	LOS C	5.6	40.6	0.91	0.79	0.91	27.7
3	R2	All MCs	232	5.0	232	5.0	*0.412	43.3	LOS D	5.6	40.6	0.92	0.79	0.92	18.7
Approach			282	5.0	282	5.0	0.412	40.3	LOS D	5.6	40.6	0.92	0.79	0.92	20.6
East: Hervey Range Road (East)															
4	L2	All MCs	374	5.0	374	5.0	0.318	20.7	LOS C	7.1	51.5	0.47	0.72	0.47	33.5
5	T1	All MCs	1337	5.0	1337	5.0	*0.951	56.9	LOS E	44.1	322.1	1.00	1.24	1.39	27.1
Approach			1711	5.0	1711	5.0	0.951	49.0	LOS D	44.1	322.1	0.88	1.12	1.19	26.3
West: Hervey Range Road (West)															
11	T1	All MCs	529	5.0	529	5.0	0.332	18.8	LOS B	7.8	56.9	0.71	0.61	0.71	42.1
12	R2	All MCs	25	5.0	25	5.0	*0.075	38.3	LOS D	0.9	6.7	0.85	0.70	0.85	28.2
Approach			555	5.0	555	5.0	0.332	19.6	LOS B	7.8	56.9	0.72	0.61	0.72	41.3
All Vehicles			2547	5.0	2547	5.0	0.951	41.6	LOS D	44.1	322.1	0.85	0.97	1.06	28.3

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Lynam Road (South)												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
East: Hervey Range Road (East)												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
West: Hervey Range Road (West)												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04
All Pedestrians		150	158	39.3	LOS D	0.1	0.1	0.94	0.94	193.1	200.0	1.04

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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