

## Appendix C

### Concept Designs – Loddon Valley Highway Intersections





Design

Lot Boundary

Fence

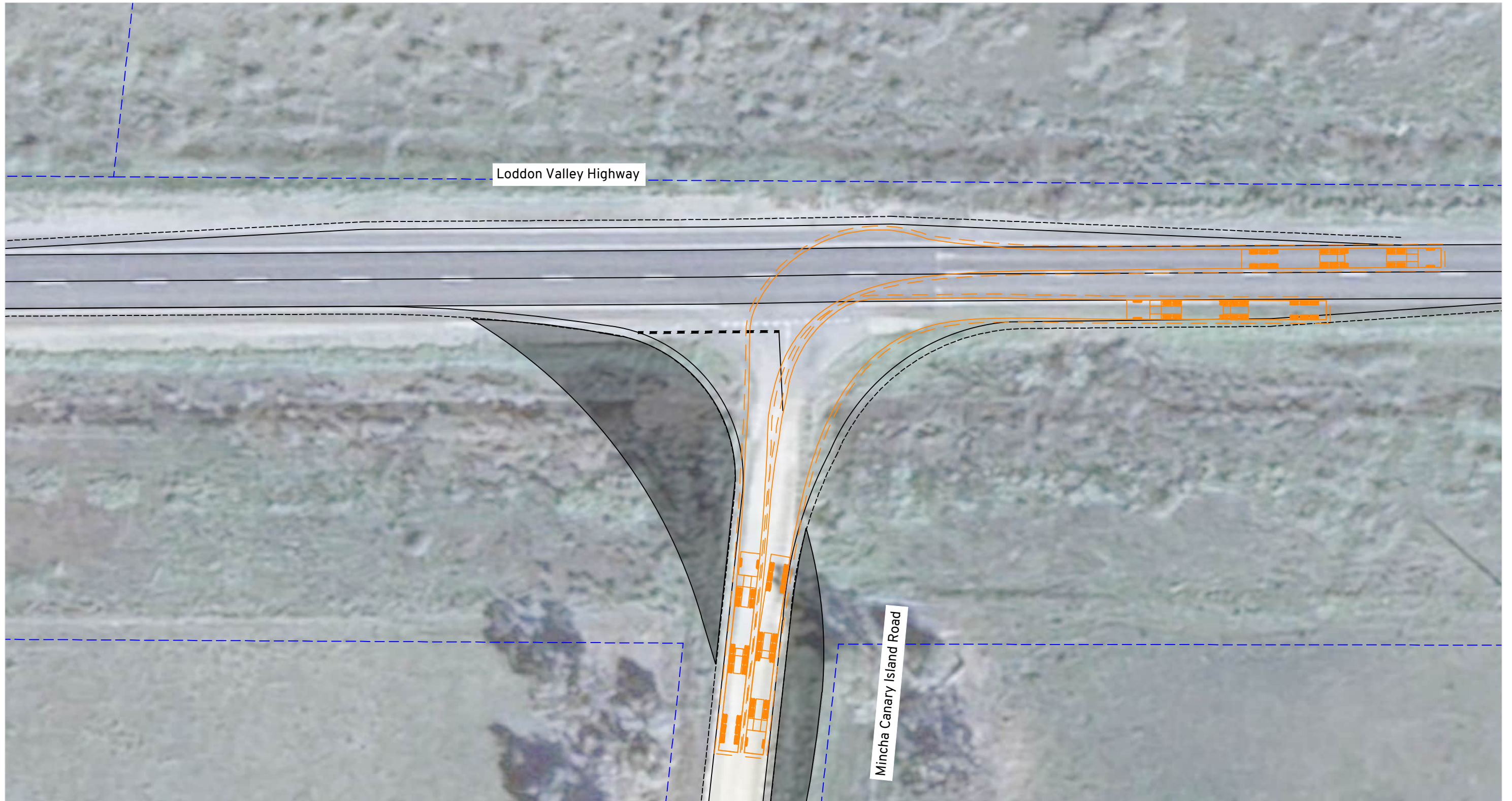


## Macorna Wind Farm

Concept Intersection Designs

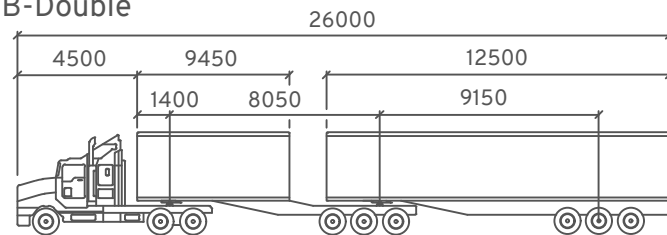
Loddon Valley Highway / Mincha Canary Island Road

DRAWN: EY  
DATE: 02/02/2026  
DWG NO: 1306 S03A  
SCALE at A3: 1:1



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double

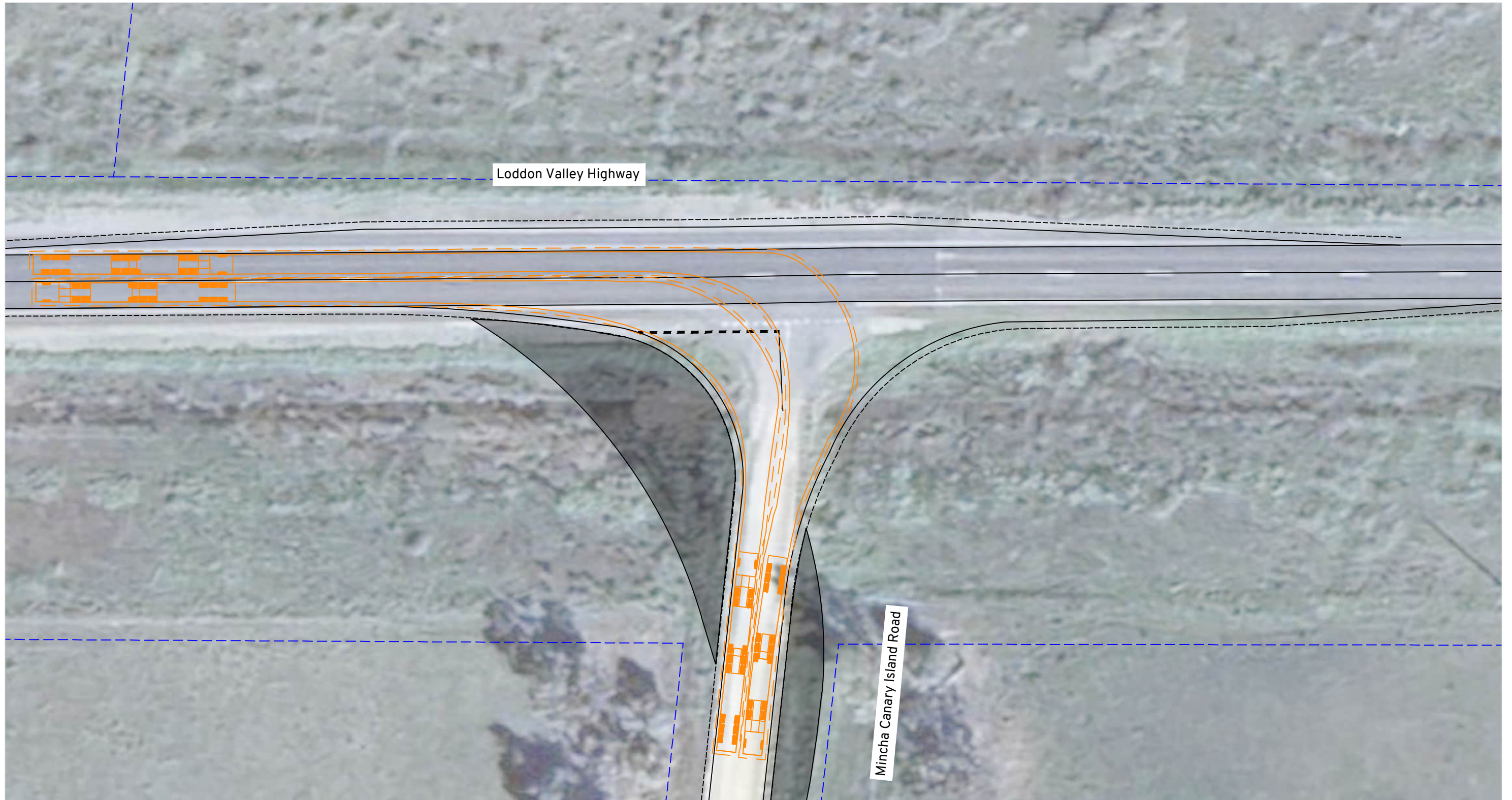


Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0



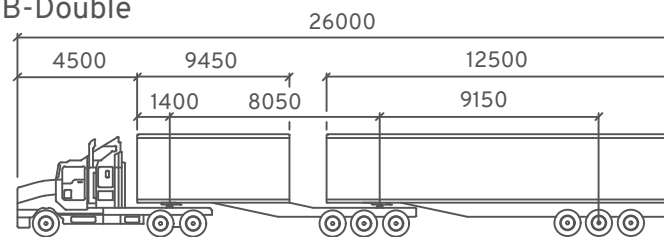
Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0

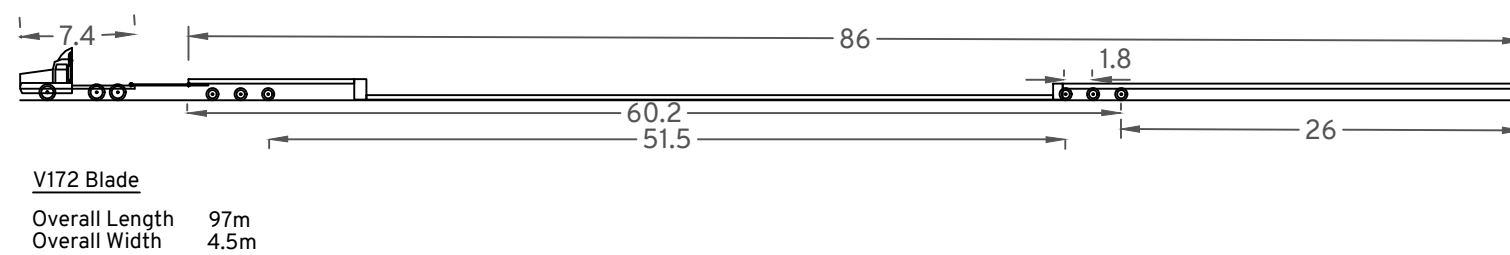


Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

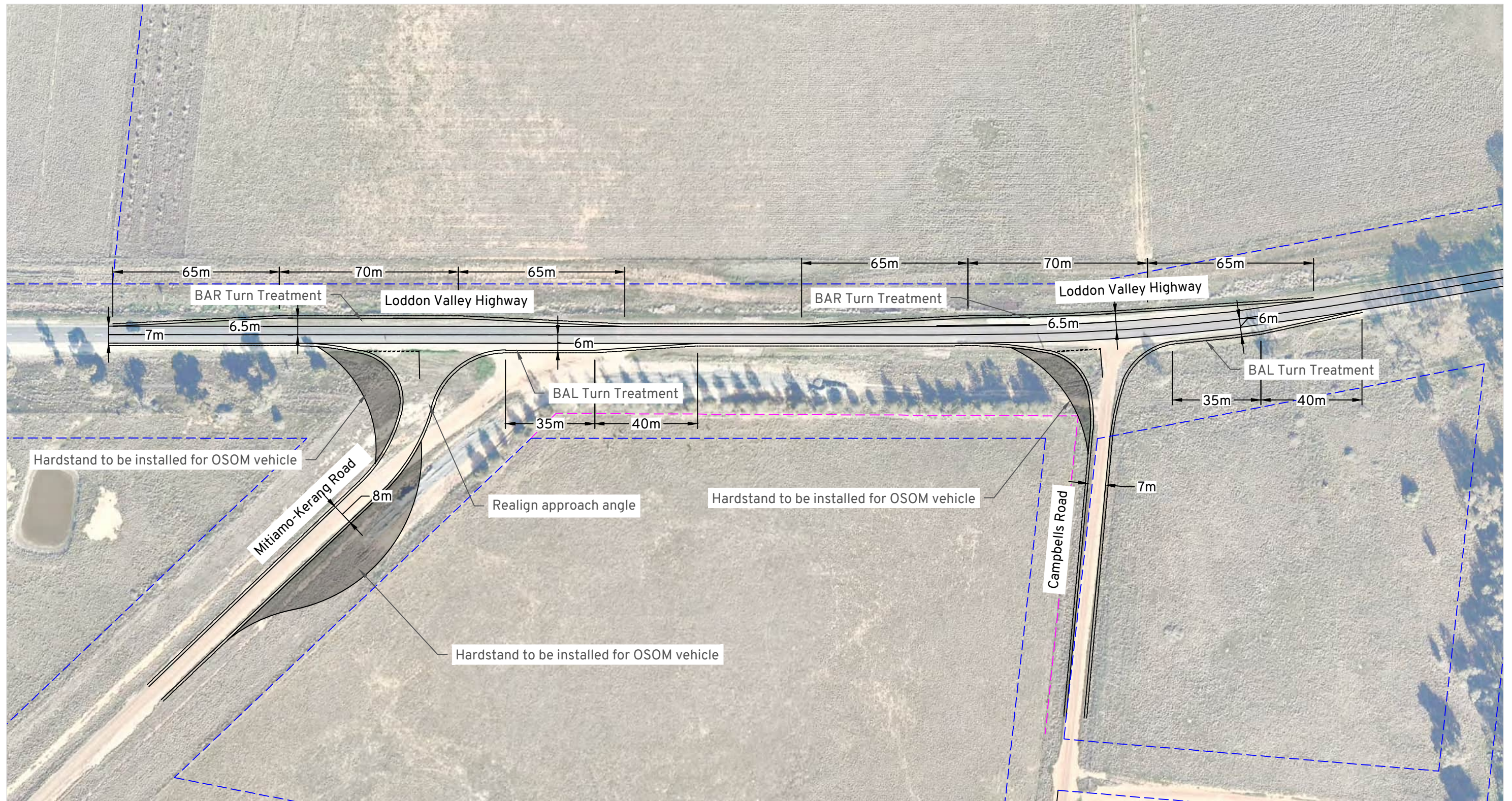


## Macorna Wind Farm

### Concept Intersection Designs

### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1



Design

Lot Boundary

Fence



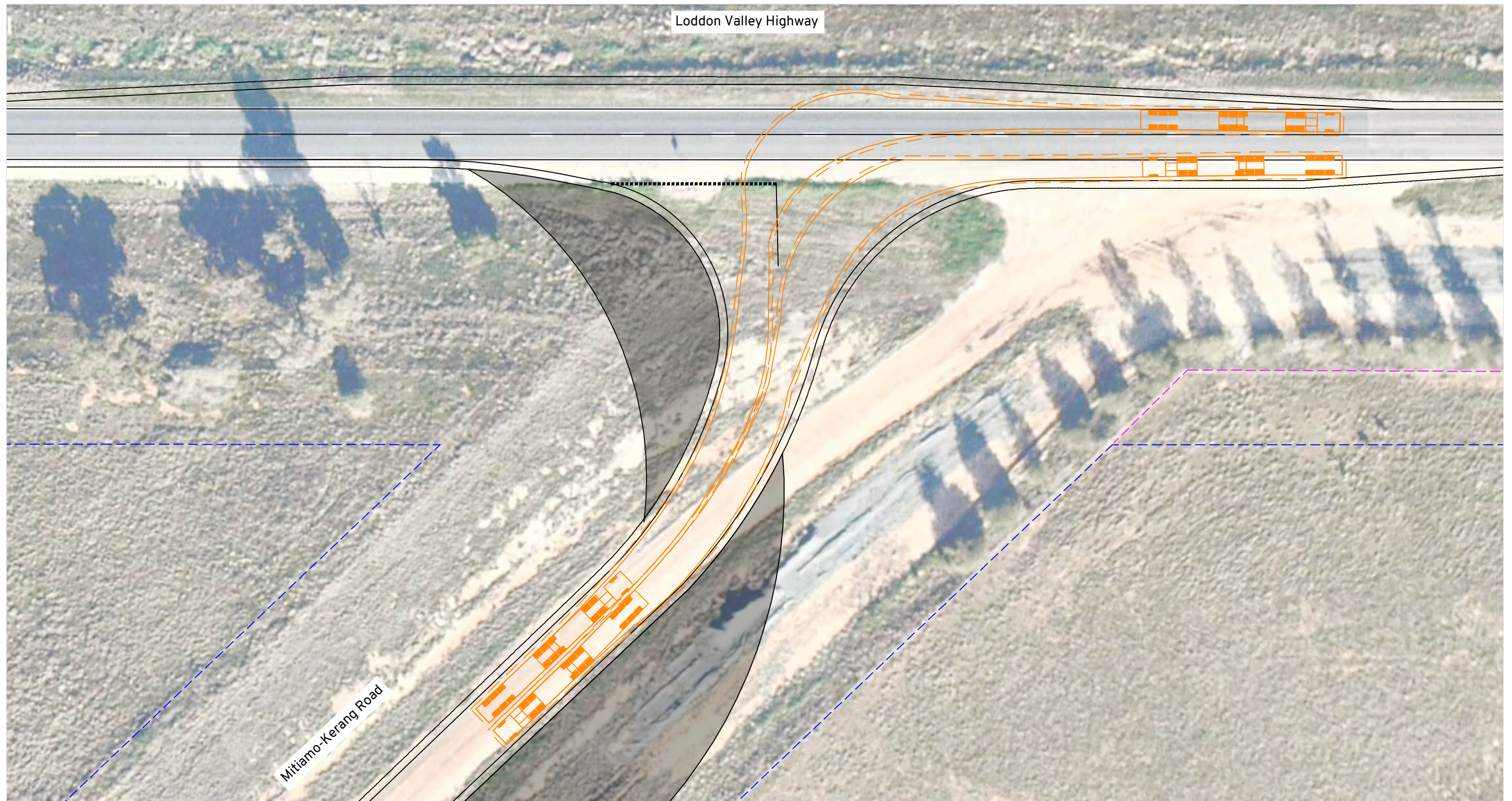
## Macorna Wind Farm

Concept Intersection Designs

Loddon Valley Highway / Mitiamo Kerang Road and Campbells Road

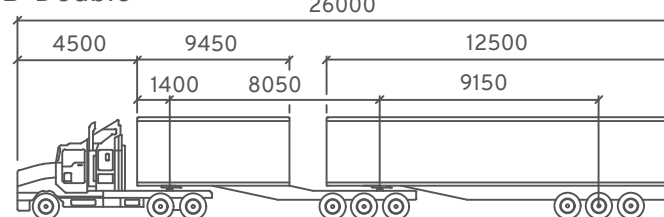
DRAWN: EY  
DATE: 02/02/2026  
DWG NO: 1306 S03A  
SCALE at A3: 1:1500m

**Amber** 05



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0

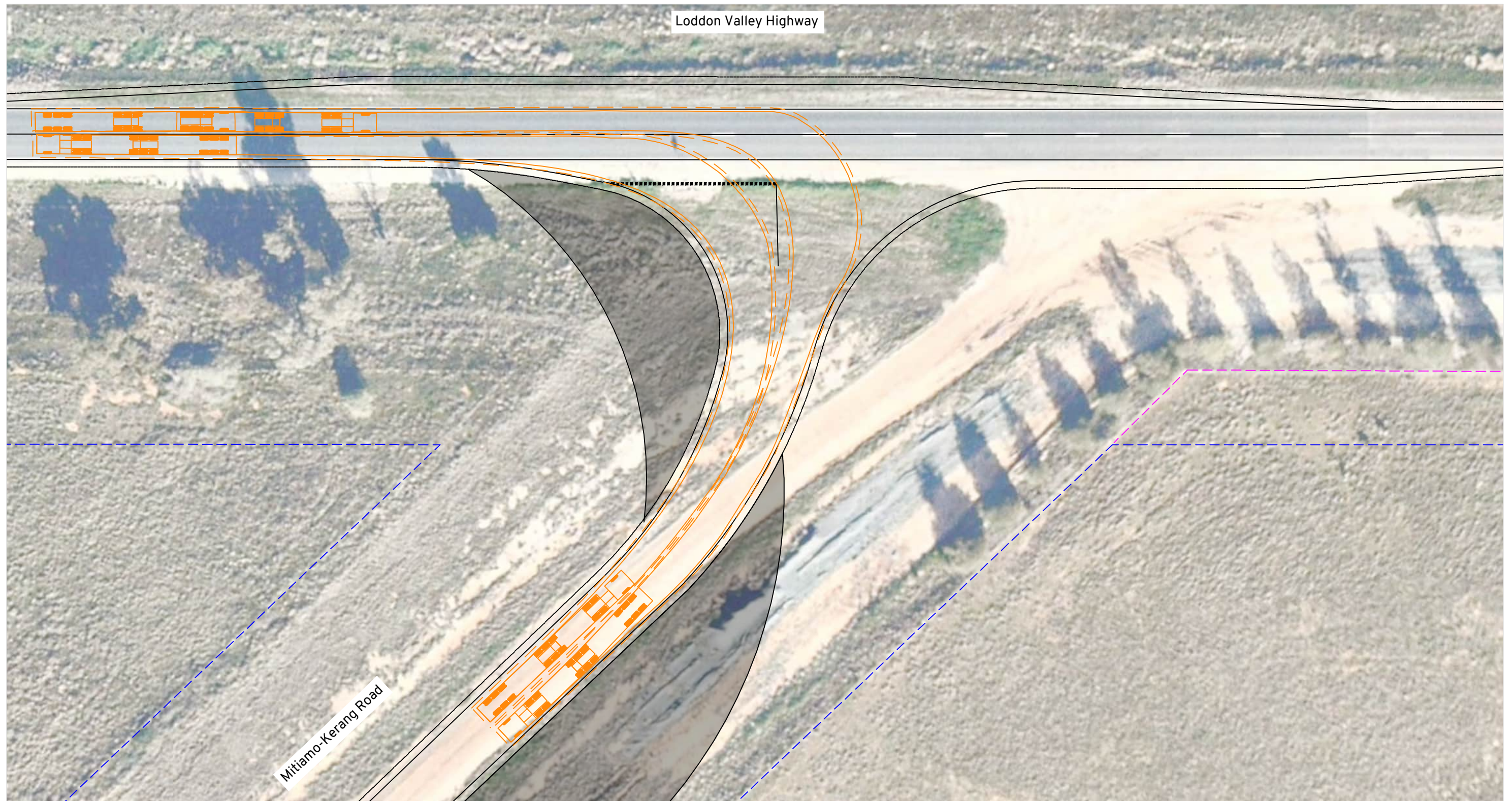


## Macorna Wind Farm

### Concept Intersection Designs

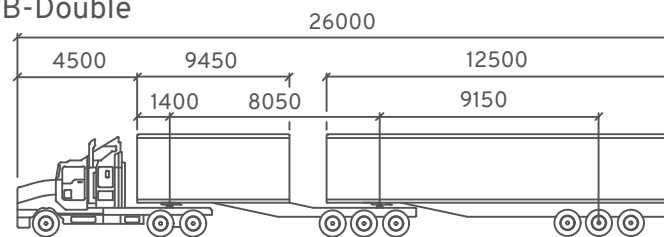
### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500  
 Trailer Width : 2500  
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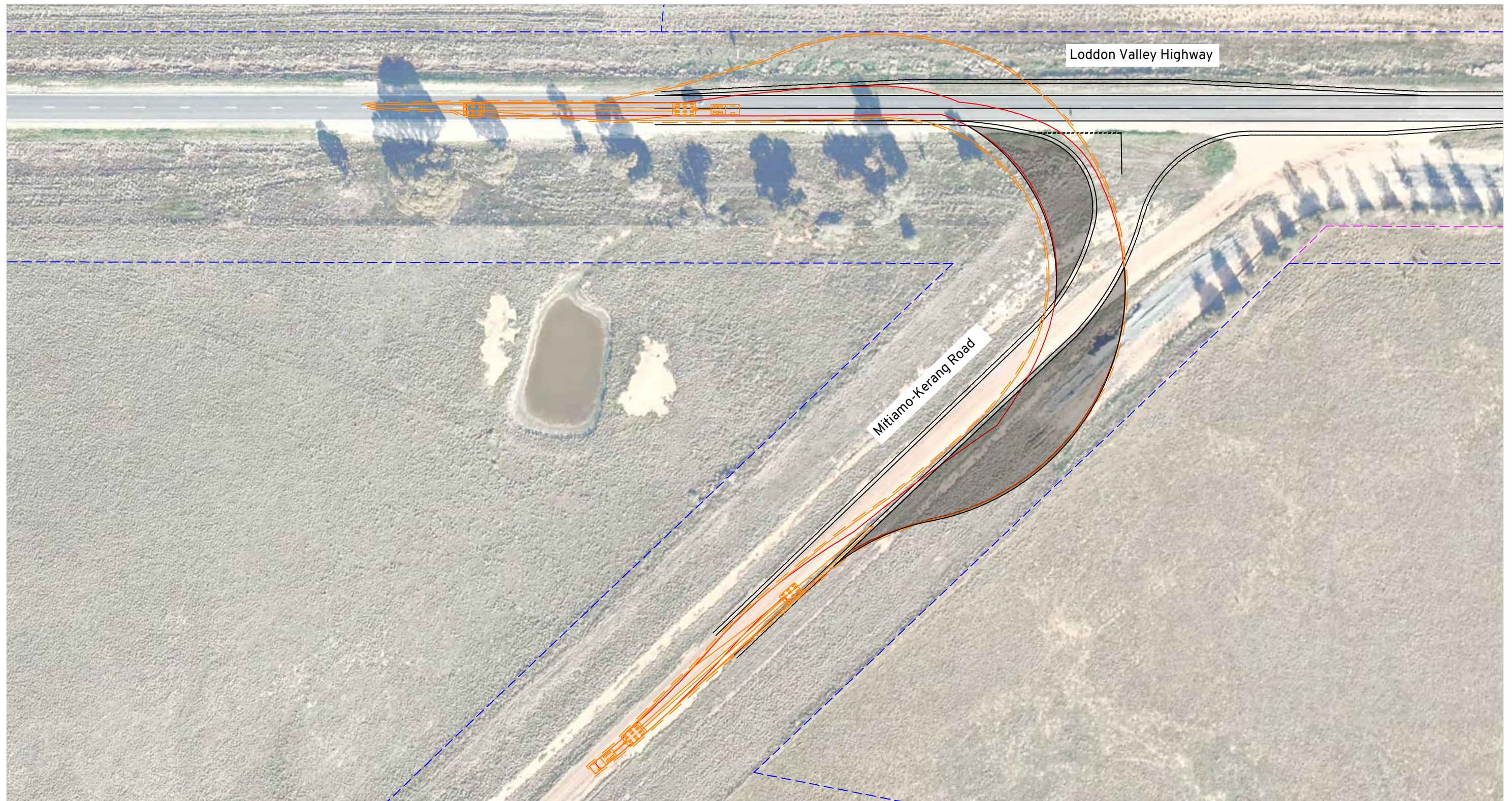


## Macorna Wind Farm

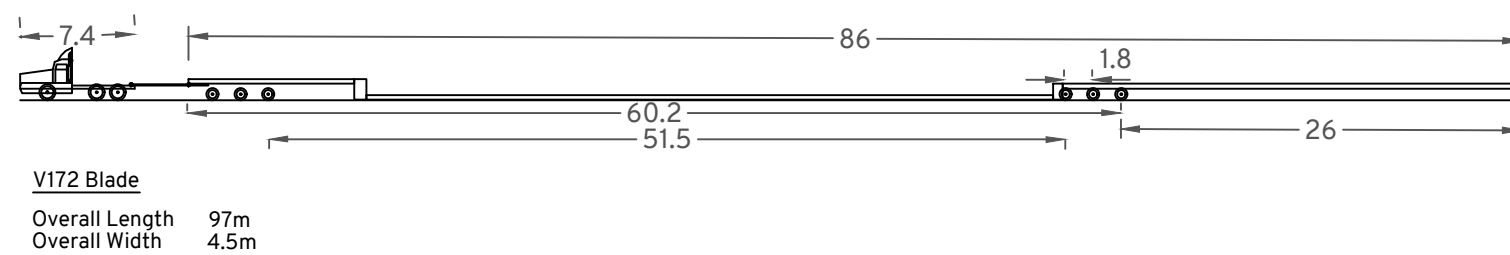
### Concept Intersection Designs

### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m

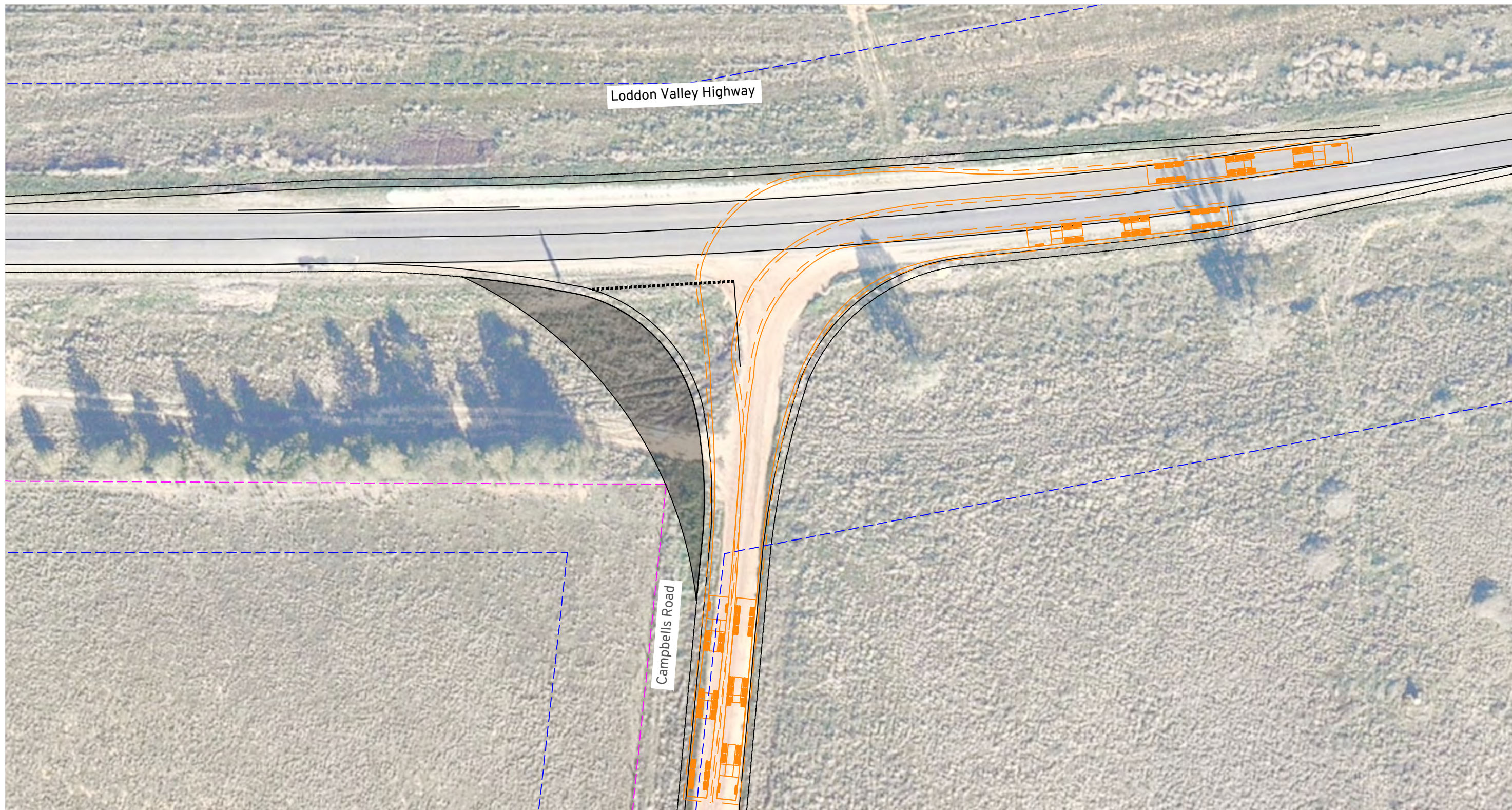


Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h



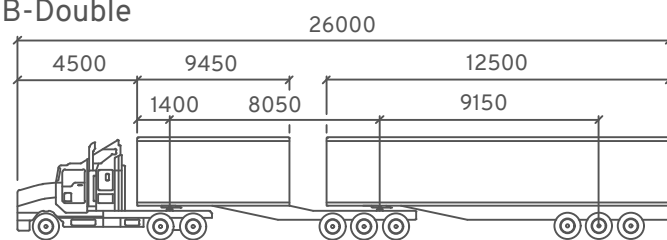
## Macorna Wind Farm Concept Intersection Designs Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle 70.0

Design  
 Lot Boundary  
 Fence



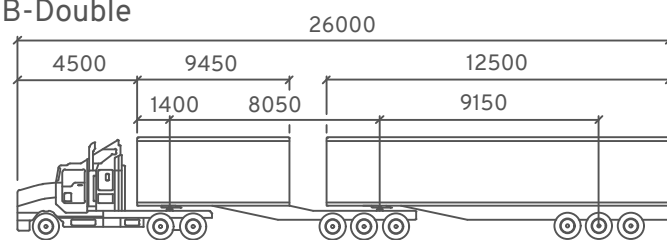
Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double



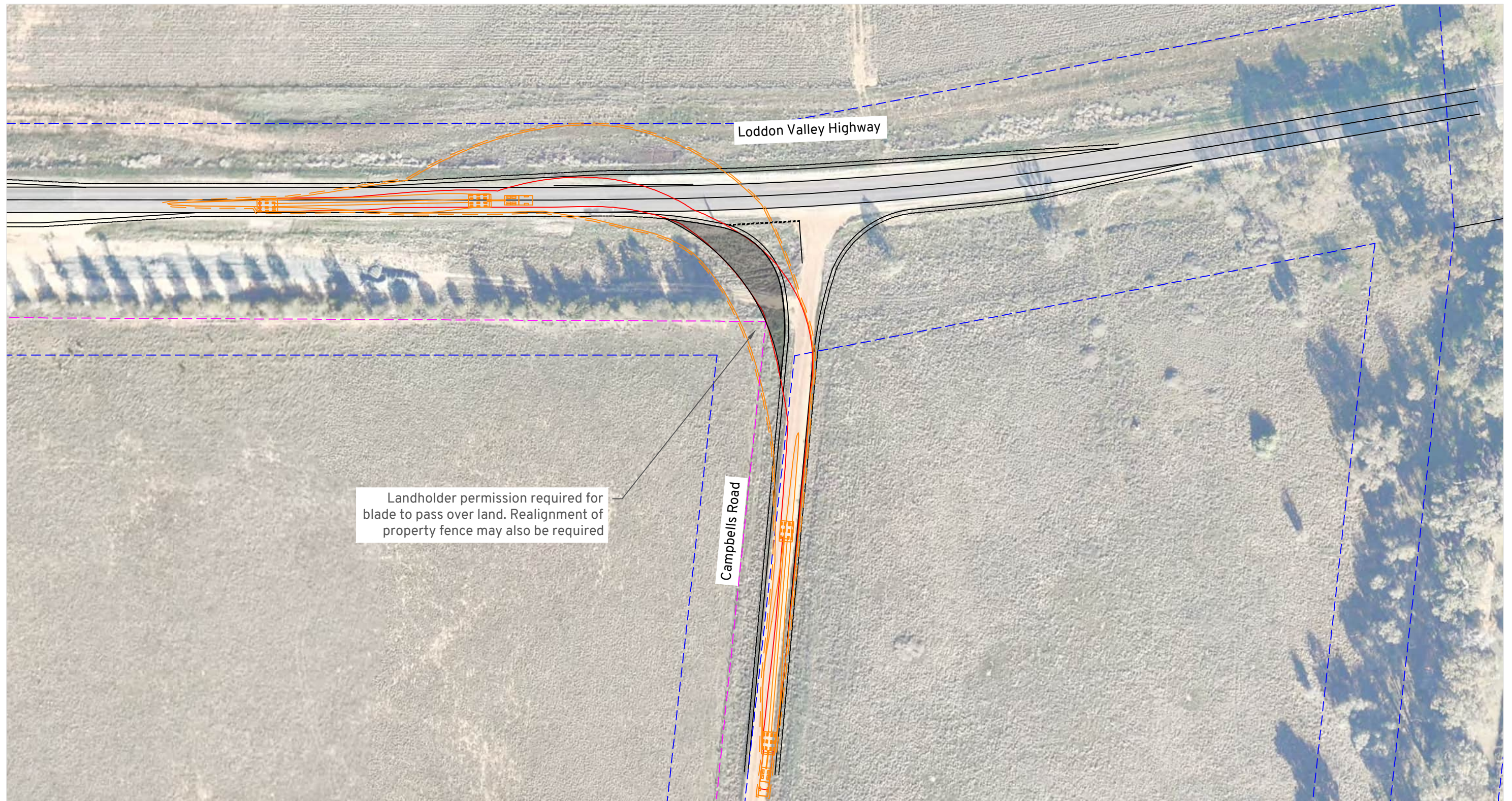
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 Tractor Track : 2500  
 Trailer Track : 2500  
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 Steering Angle : 22.2  
 Articulating Angle 70.0

Design  
 Lot Boundary  
 Fence

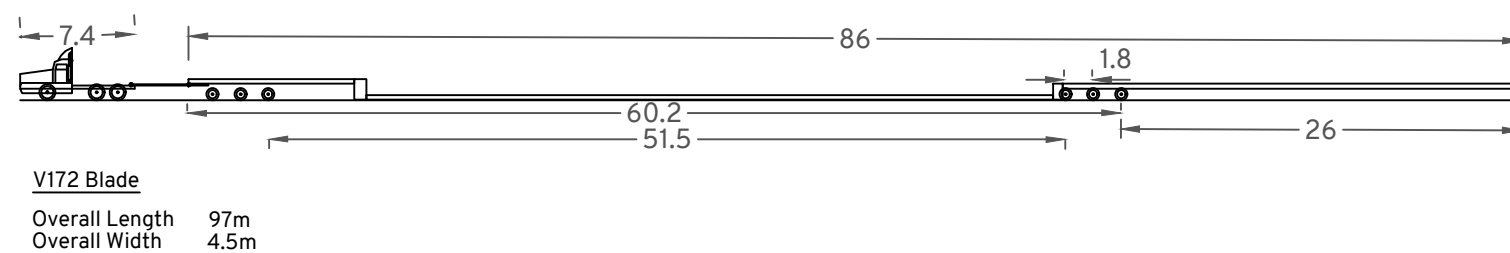


Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

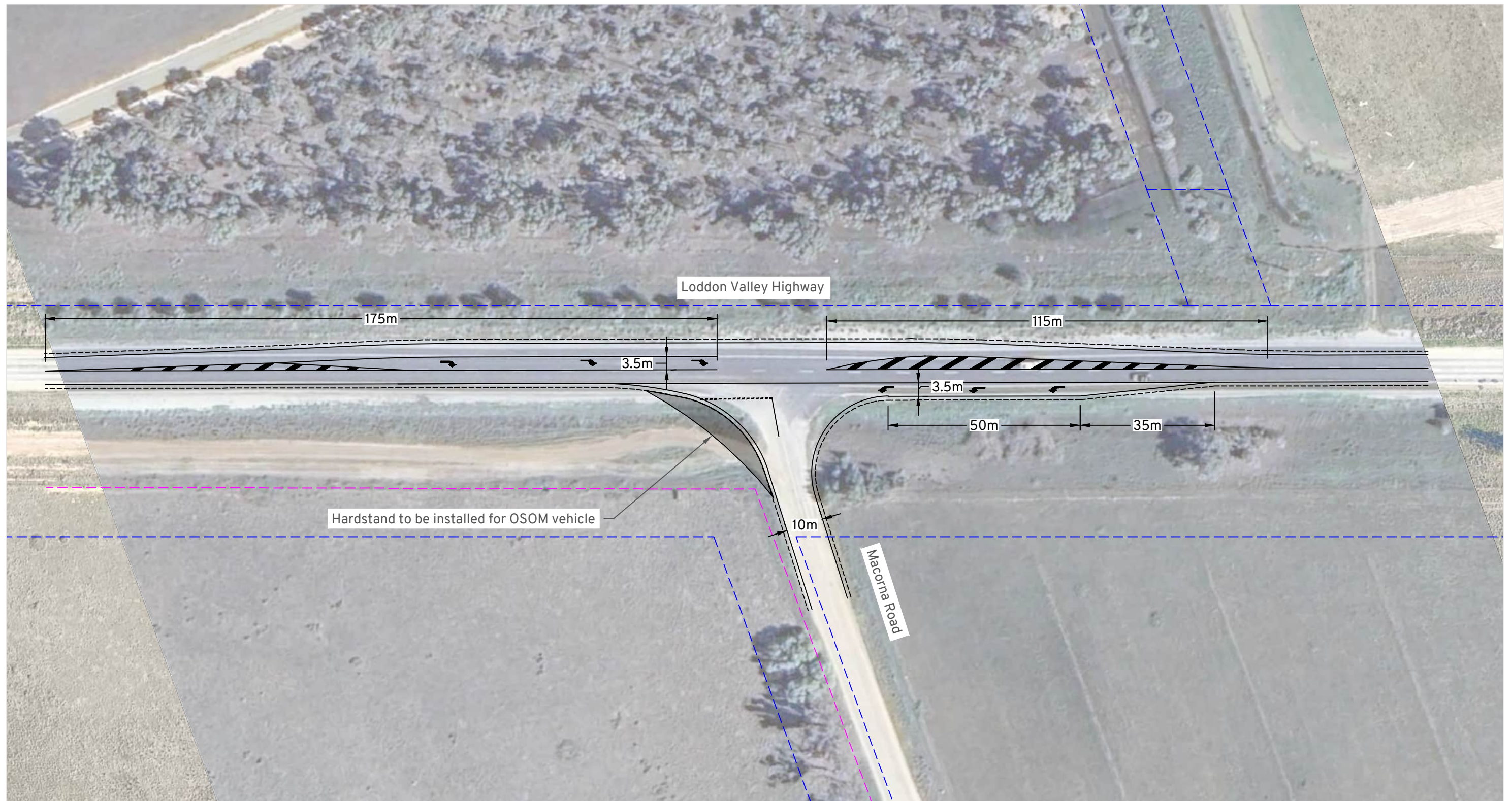


## Macorna Wind Farm

### Concept Intersection Designs

### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1



Design

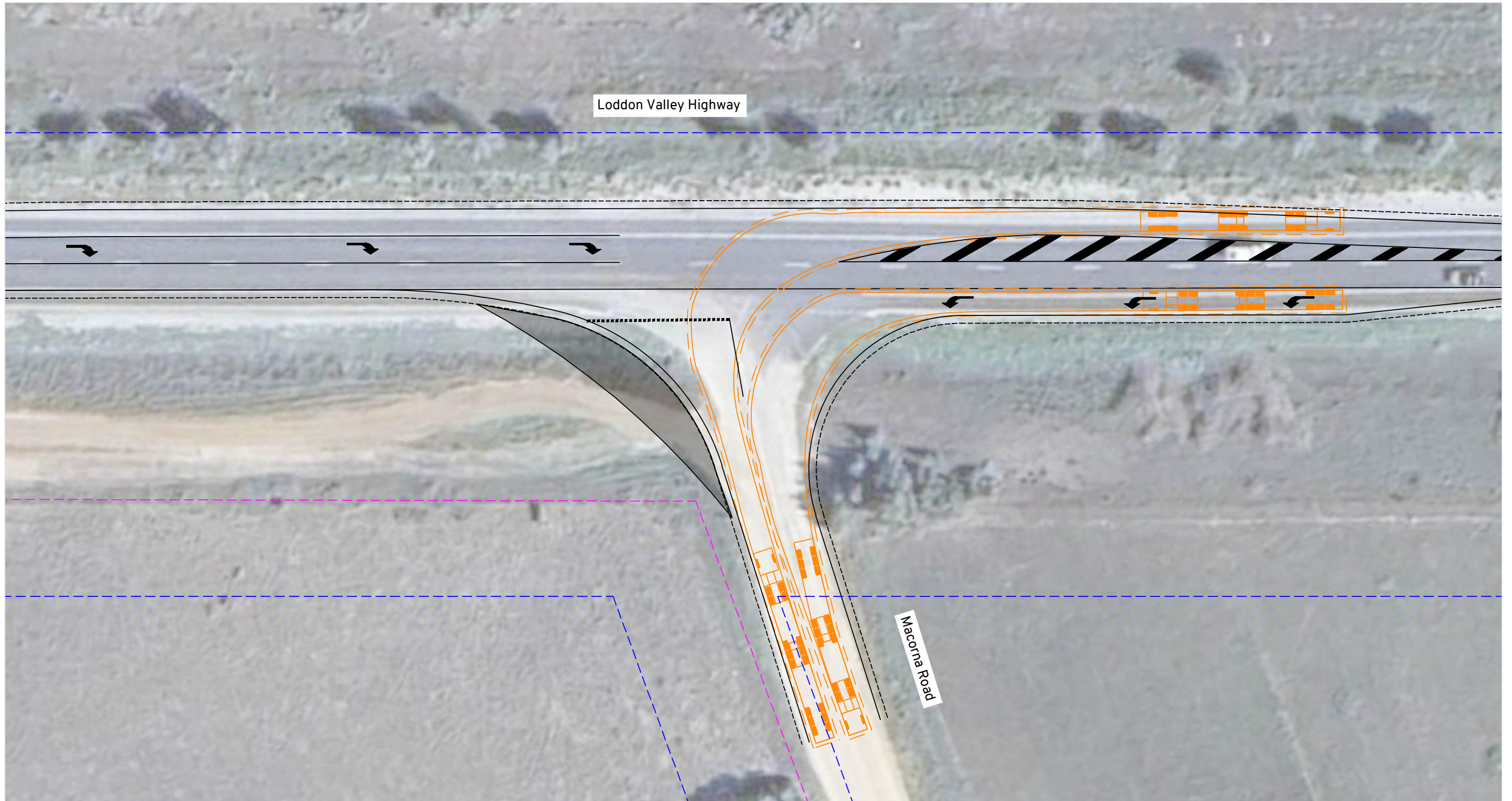
Lot Boundary

Fence



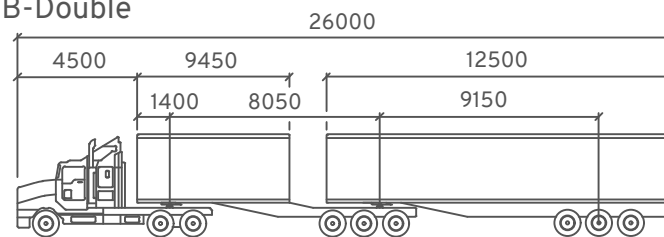
# Macorna Wind Farm Concept Intersection Designs Loddon Valley Highway / Macorna Road

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double

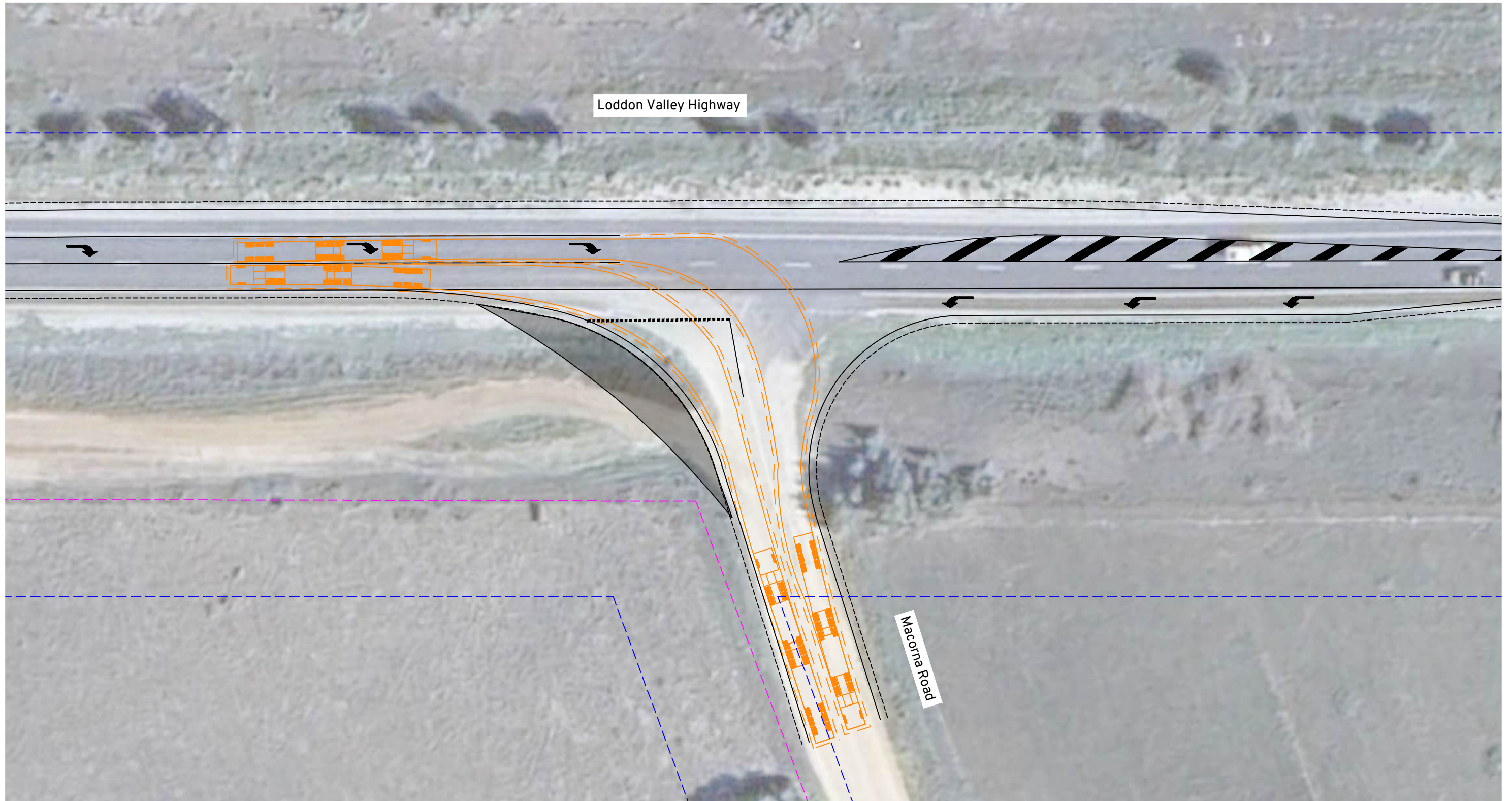


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 Tractor Track : 2500  
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 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0



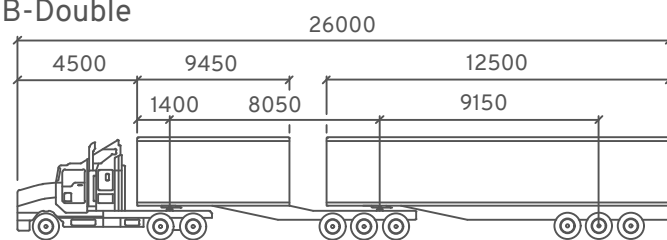
Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double

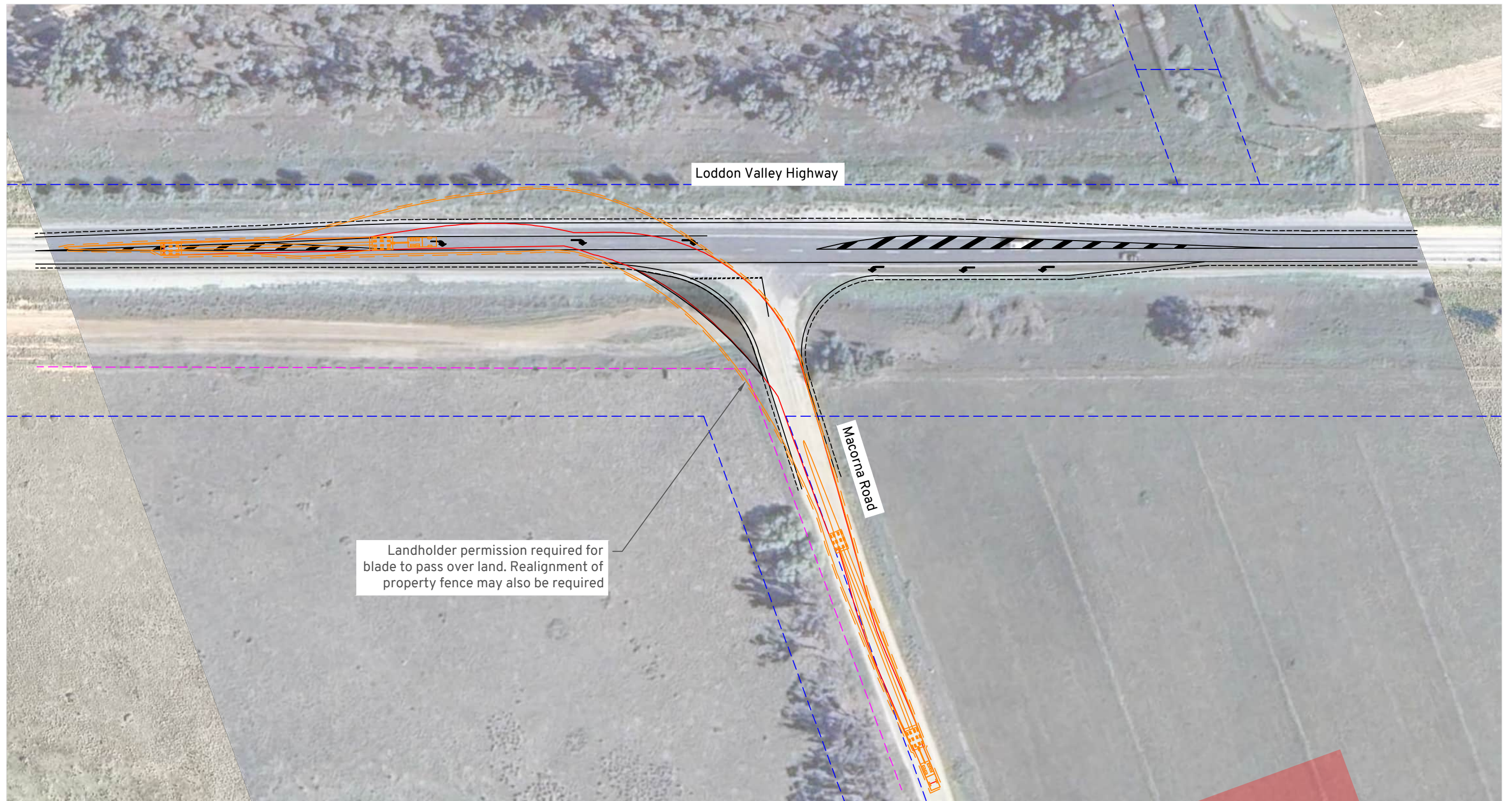


Tractor Width : 2500  
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 Steering Angle : 22.2  
 Articulating Angle : 70.0

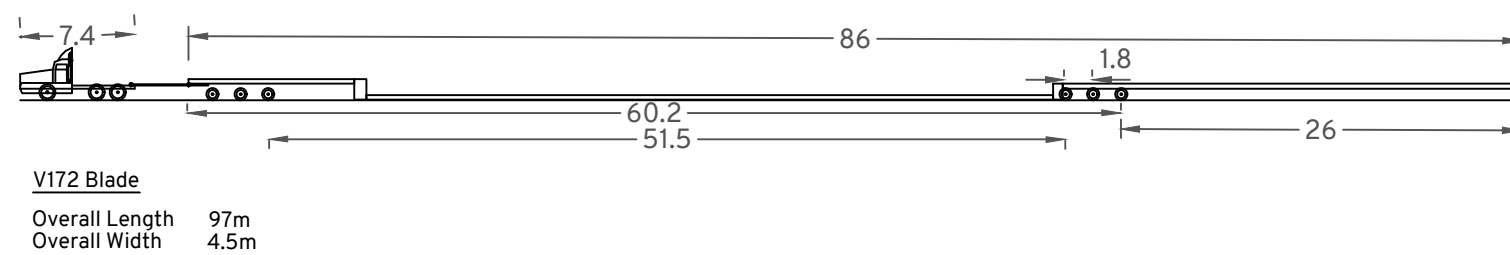


Macorna Wind Farm  
 Concept Intersection Designs  
 Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

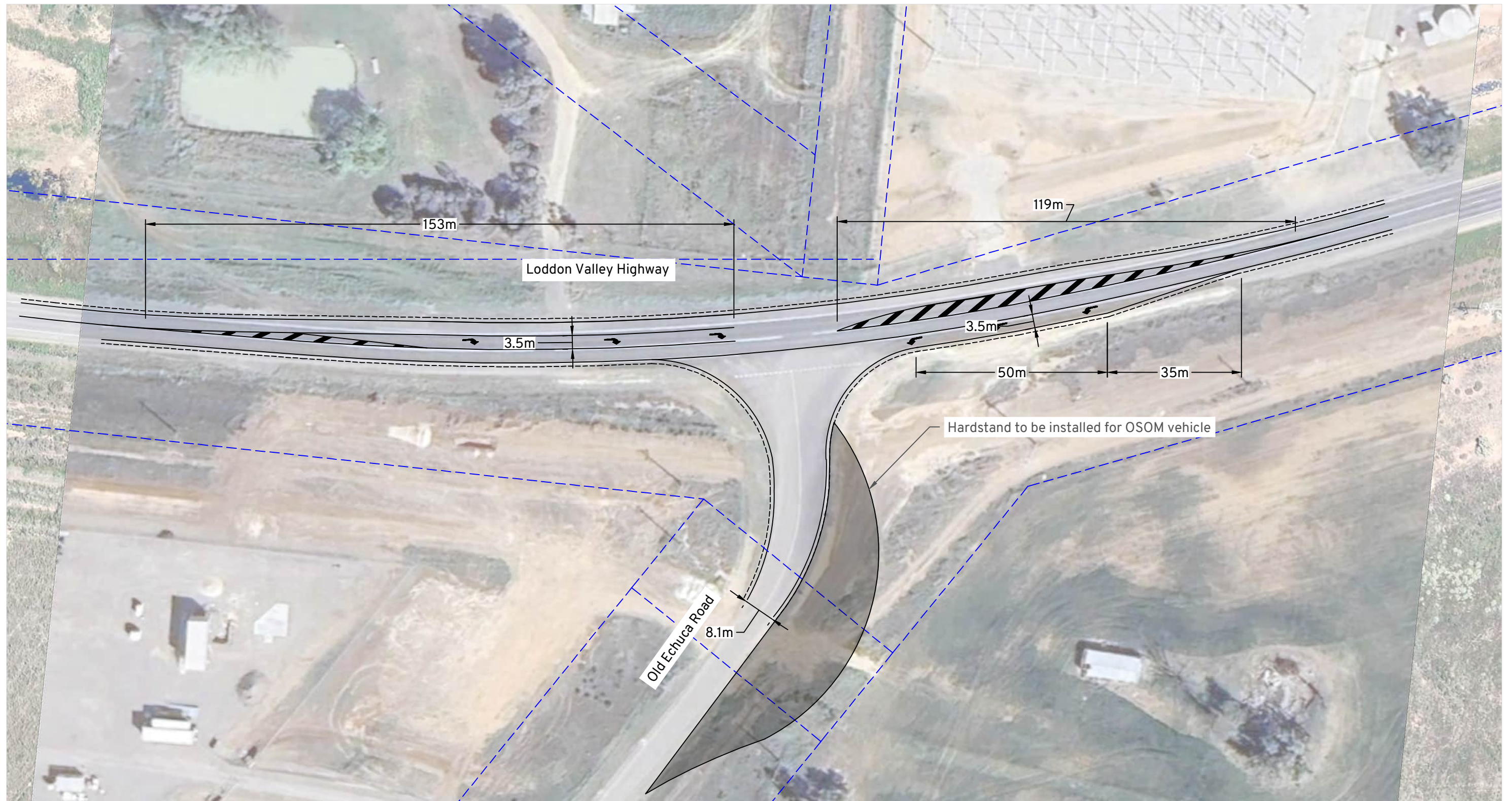


## Macorna Wind Farm

### Concept Intersection Designs

### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1



Design

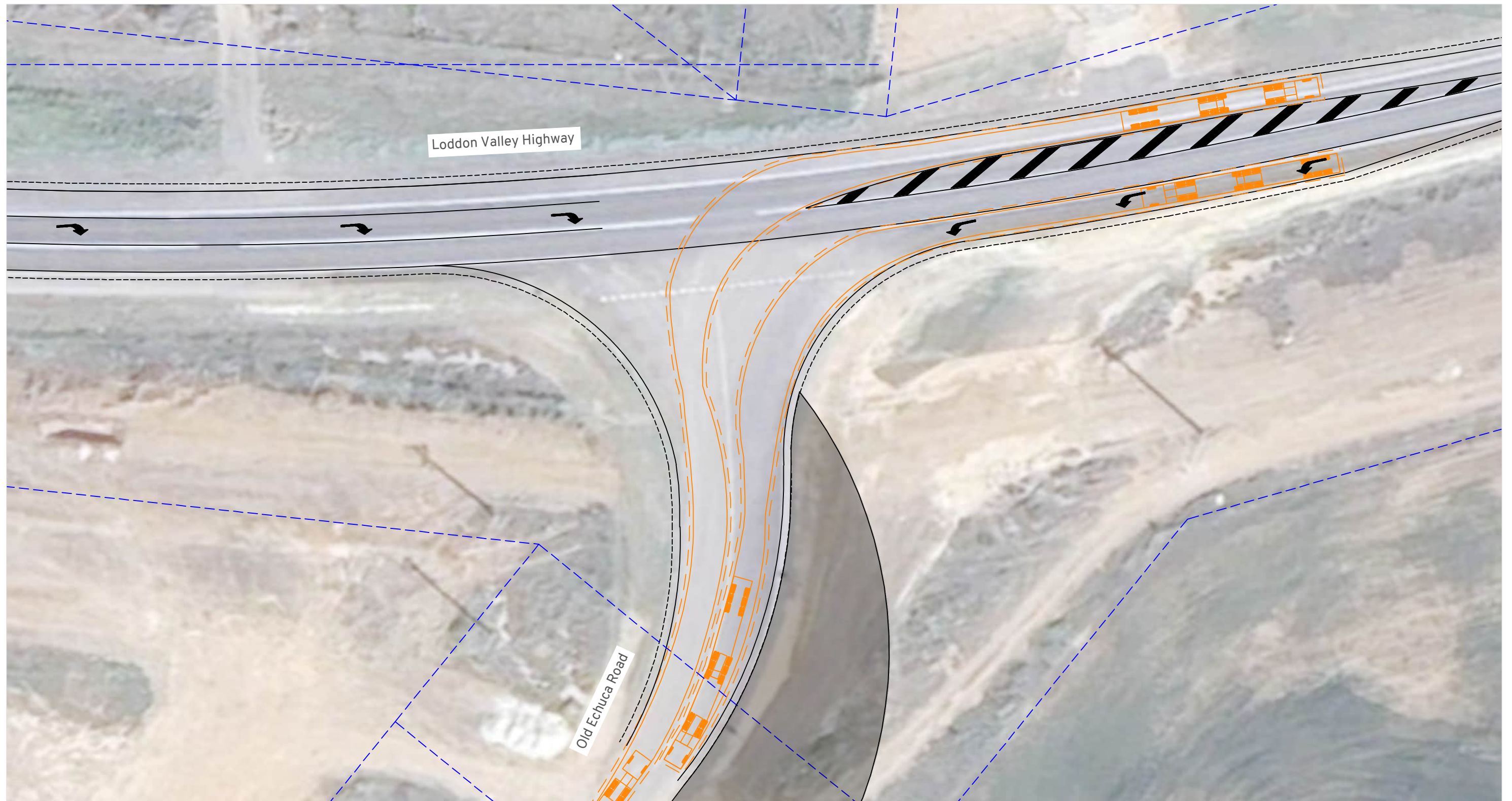
Lot Boundary

Fence



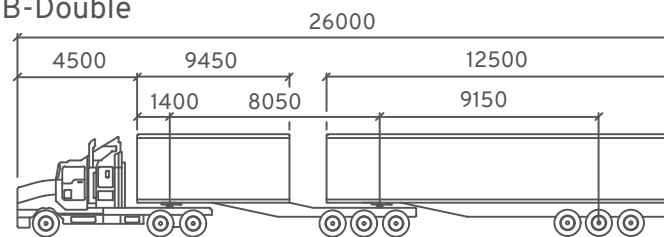
Macorna Wind Farm  
Concept Intersection Designs  
Loddon Valley Highway / Old Echuca Road

DRAWN: EY  
DATE: 02/02/2026  
DWG NO: 1306 S03A  
SCALE at A3: 1:1



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h

26.0m B-Double

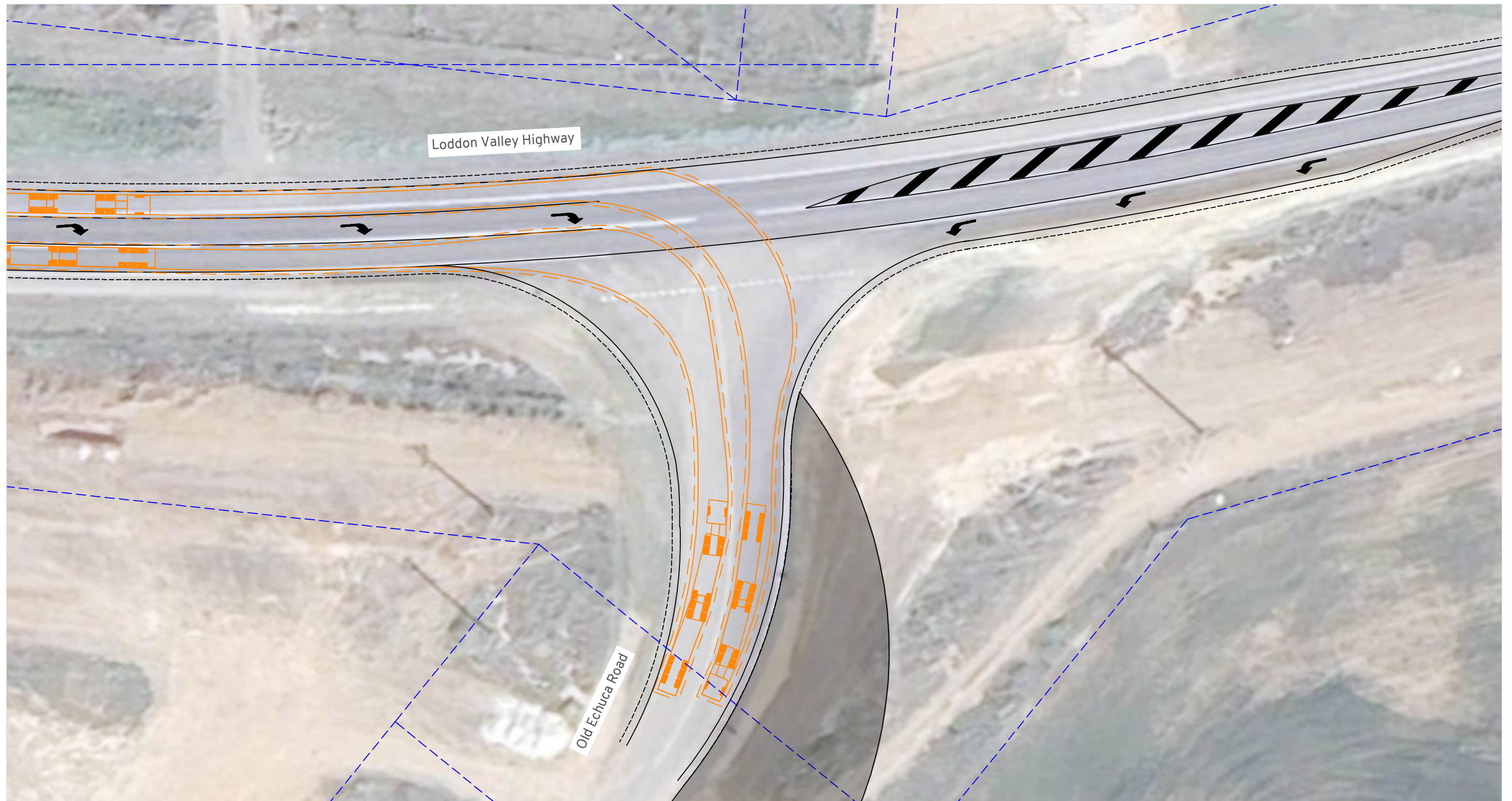


Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0



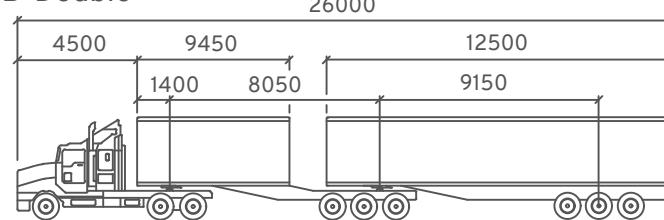
## Macorna Wind Farm Concept Intersection Designs Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
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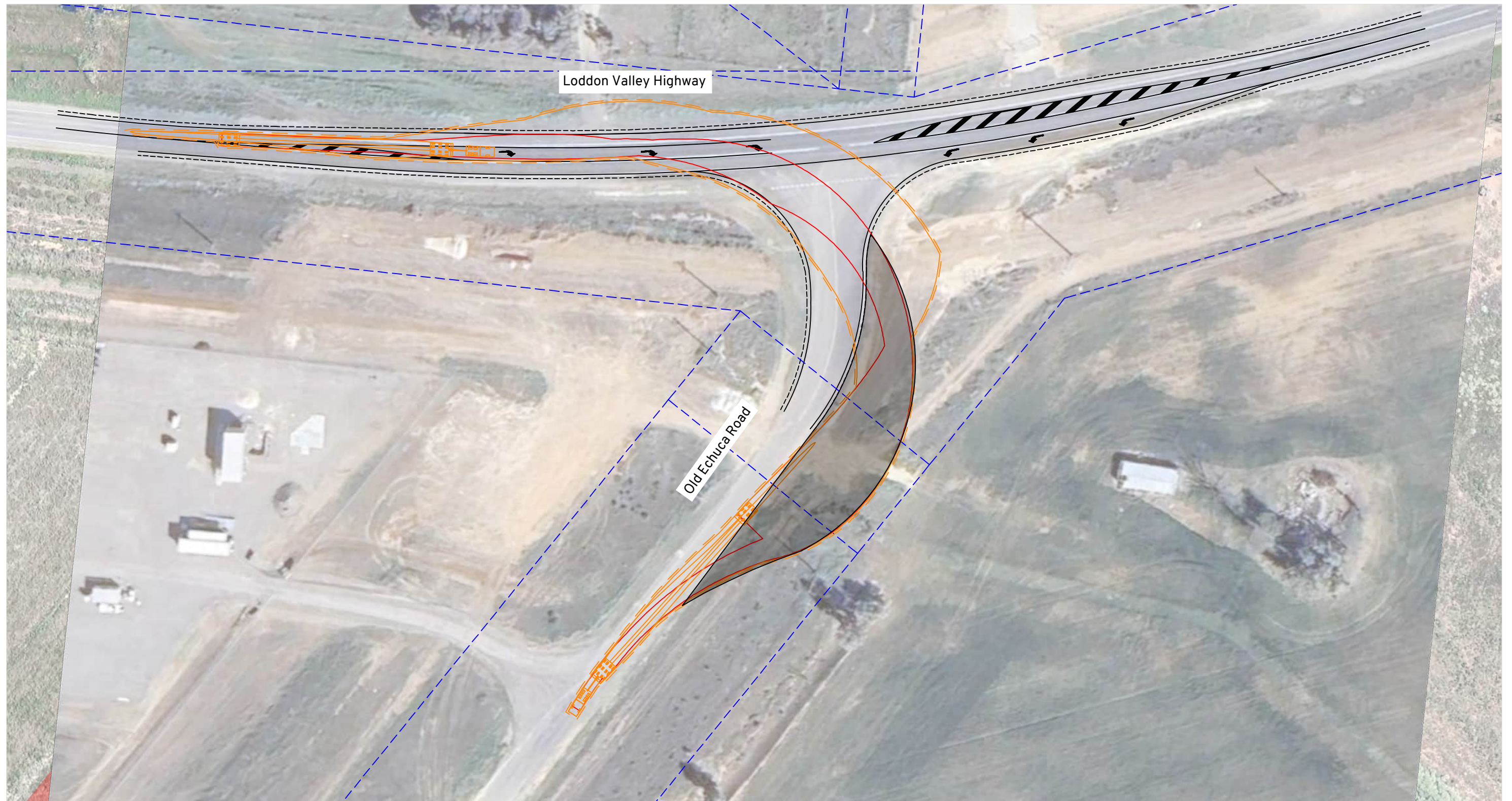


## Macorna Wind Farm

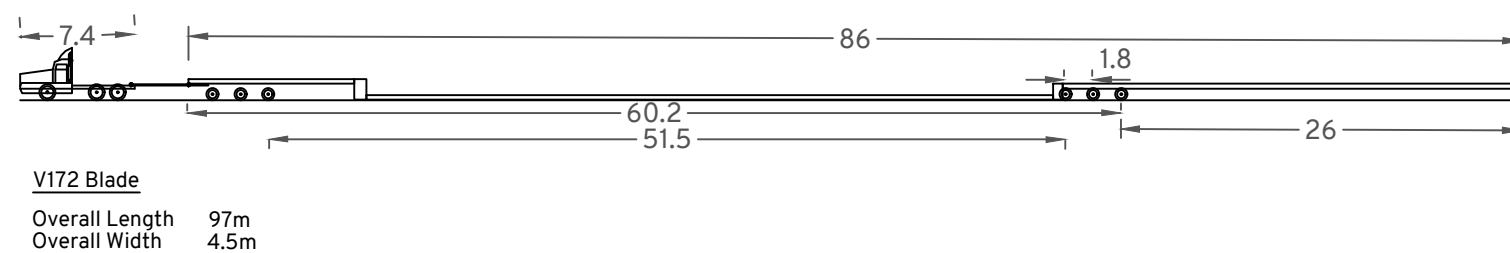
### Concept Intersection Designs

### Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:500m



Vehicle Envelope  
 500mm Clearance  
 Reverse Manoeuvre  
 Min. Design Speed 5km/h



## Macorna Wind Farm Concept Intersection Designs Swept Path Assessment

DRAWN: EY  
 DATE: 02/02/2026  
 DWG NO: 1306 S03A  
 SCALE at A3: 1:1

## Appendix D

### SIDRA Modelling Results – Loddon Valley Highway Intersections

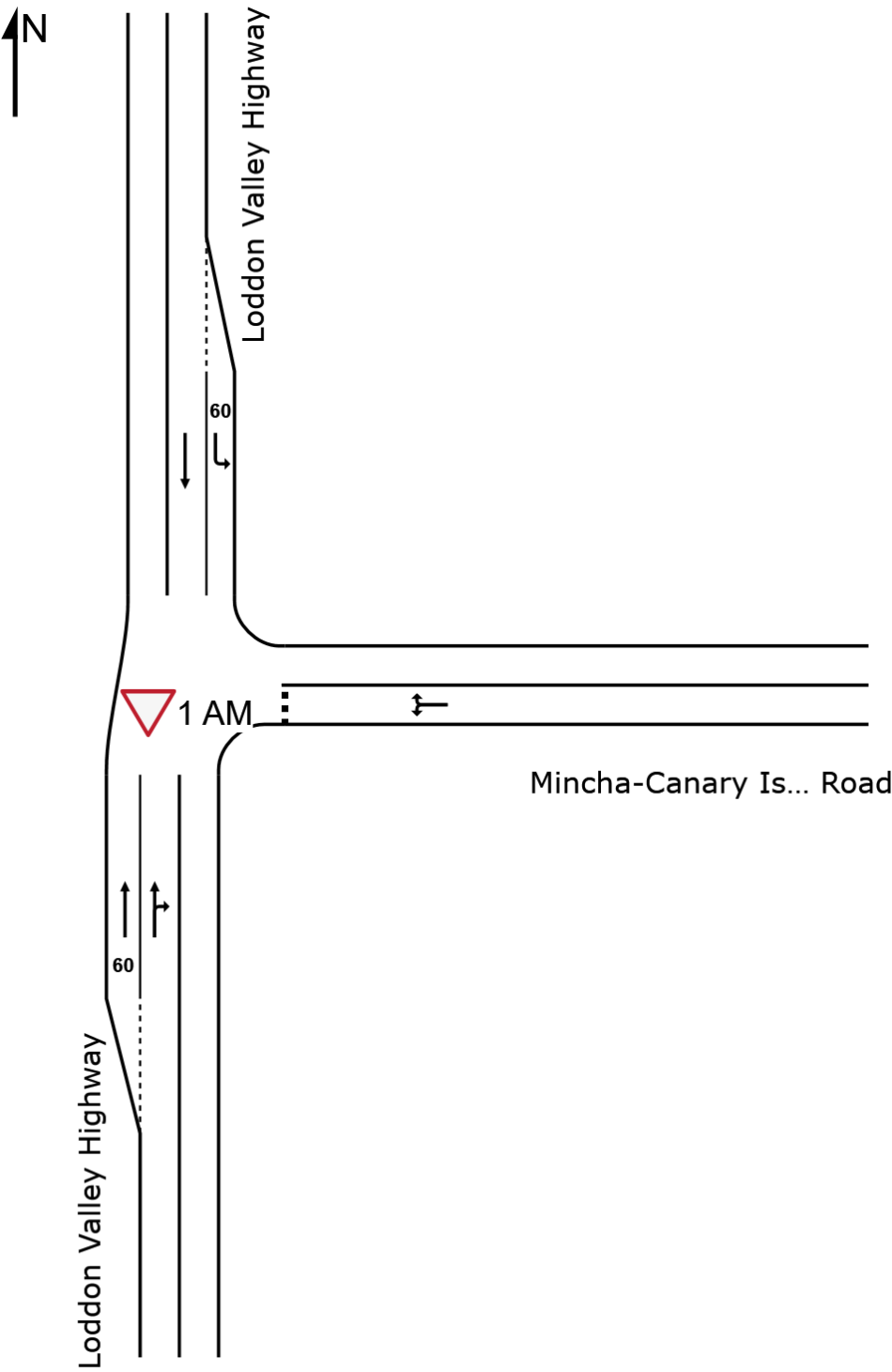


# SITE LAYOUT

▽ Site: [1 AM] Loddon Valley Highway / Mincha-Canary Island  
Road - AM (Folder1)

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

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



# MOVEMENT SUMMARY

Site: [1 AM] Loddon Valley Highway / Mincha-Canary Island  
Road - AM (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance    |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
|---------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|------------|------------|---------------------|------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |            | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |            |            |                     |                  |             |
|                                 |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | [ Dist ] m |            | Rate to Depart      |                  | km/h        |
| South: Loddon Valley Highway    |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 2                               | T1   | All MCs   | 125          | 26.9         | 125           | 26.9 | 0.071     | 0.1         | LOS A            | 0.1               | 0.8        | 0.05       | 0.08                | 0.05             | 93.4        |
| 3                               | R2   | All MCs   | 12           | 18.2         | 12            | 18.2 | 0.071     | 8.6         | LOS A            | 0.1               | 0.8        | 0.07       | 0.10                | 0.07             | 73.3        |
| Approach                        |      |           | 137          | 26.2         | 137           | 26.2 | 0.071     | 0.8         | NA               | 0.1               | 0.8        | 0.05       | 0.08                | 0.05             | 91.3        |
| East: Mincha-Canary Island Road |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 4                               | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 8.2         | LOS A            | 0.0               | 0.1        | 0.29       | 0.59                | 0.29             | 69.3        |
| 6                               | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 9.4         | LOS A            | 0.0               | 0.1        | 0.29       | 0.59                | 0.29             | 69.2        |
| Approach                        |      |           | 2            | 0.0          | 2             | 0.0  | 0.002     | 8.8         | LOS A            | 0.0               | 0.1        | 0.29       | 0.59                | 0.29             | 69.3        |
| North: Loddon Valley Highway    |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 7                               | L2   | All MCs   | 16           | 0.0          | 16            | 0.0  | 0.009     | 7.8         | LOS A            | 0.0               | 0.0        | 0.00       | 0.66                | 0.00             | 74.4        |
| 8                               | T1   | All MCs   | 105          | 25.0         | 105           | 25.0 | 0.062     | 0.0         | LOS A            | 0.0               | 0.0        | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                        |      |           | 121          | 21.7         | 121           | 21.7 | 0.062     | 1.0         | NA               | 0.0               | 0.0        | 0.00       | 0.09                | 0.00             | 95.7        |
| All Vehicles                    |      |           | 260          | 23.9         | 260           | 23.9 | 0.071     | 1.0         | NA               | 0.1               | 0.8        | 0.03       | 0.09                | 0.03             | 93.0        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

Site: [1 PM] Loddon Valley Highway / Mincha-Canary Island

Road - PM (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance    |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
|---------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|----------|------------|---------------------|------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |          |            |                     |                  |             |
|                                 |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |            | Rate to Depart      |                  | km/h        |
| South: Loddon Valley Highway    |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 2                               | T1   | All MCs   | 104          | 15.2         | 104           | 15.2 | 0.049     | 0.0         | LOS A            | 0.0               | 0.1      | 0.01       | 0.01                | 0.01             | 98.9        |
| 3                               | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.049     | 7.6         | LOS A            | 0.0               | 0.1      | 0.01       | 0.01                | 0.01             | 86.4        |
| Approach                        |      |           | 105          | 15.0         | 105           | 15.0 | 0.049     | 0.1         | NA               | 0.0               | 0.1      | 0.01       | 0.01                | 0.01             | 98.8        |
| East: Mincha-Canary Island Road |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 4                               | L2   | All MCs   | 12           | 18.2         | 12            | 18.2 | 0.033     | 8.9         | LOS A            | 0.1               | 0.9      | 0.32       | 0.63                | 0.32             | 62.8        |
| 6                               | R2   | All MCs   | 17           | 6.2          | 17            | 6.2  | 0.033     | 9.6         | LOS A            | 0.1               | 0.9      | 0.32       | 0.63                | 0.32             | 66.1        |
| Approach                        |      |           | 28           | 11.1         | 28            | 11.1 | 0.033     | 9.4         | LOS A            | 0.1               | 0.9      | 0.32       | 0.63                | 0.32             | 64.7        |
| North: Loddon Valley Highway    |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 7                               | L2   | All MCs   | 2            | 0.0          | 2             | 0.0  | 0.001     | 7.8         | LOS A            | 0.0               | 0.0      | 0.00       | 0.66                | 0.00             | 74.4        |
| 8                               | T1   | All MCs   | 123          | 27.4         | 123           | 27.4 | 0.074     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                        |      |           | 125          | 26.9         | 125           | 26.9 | 0.074     | 0.1         | NA               | 0.0               | 0.0      | 0.00       | 0.01                | 0.00             | 99.4        |
| All Vehicles                    |      |           | 259          | 20.3         | 259           | 20.3 | 0.074     | 1.1         | NA               | 0.1               | 0.9      | 0.04       | 0.08                | 0.04             | 93.6        |

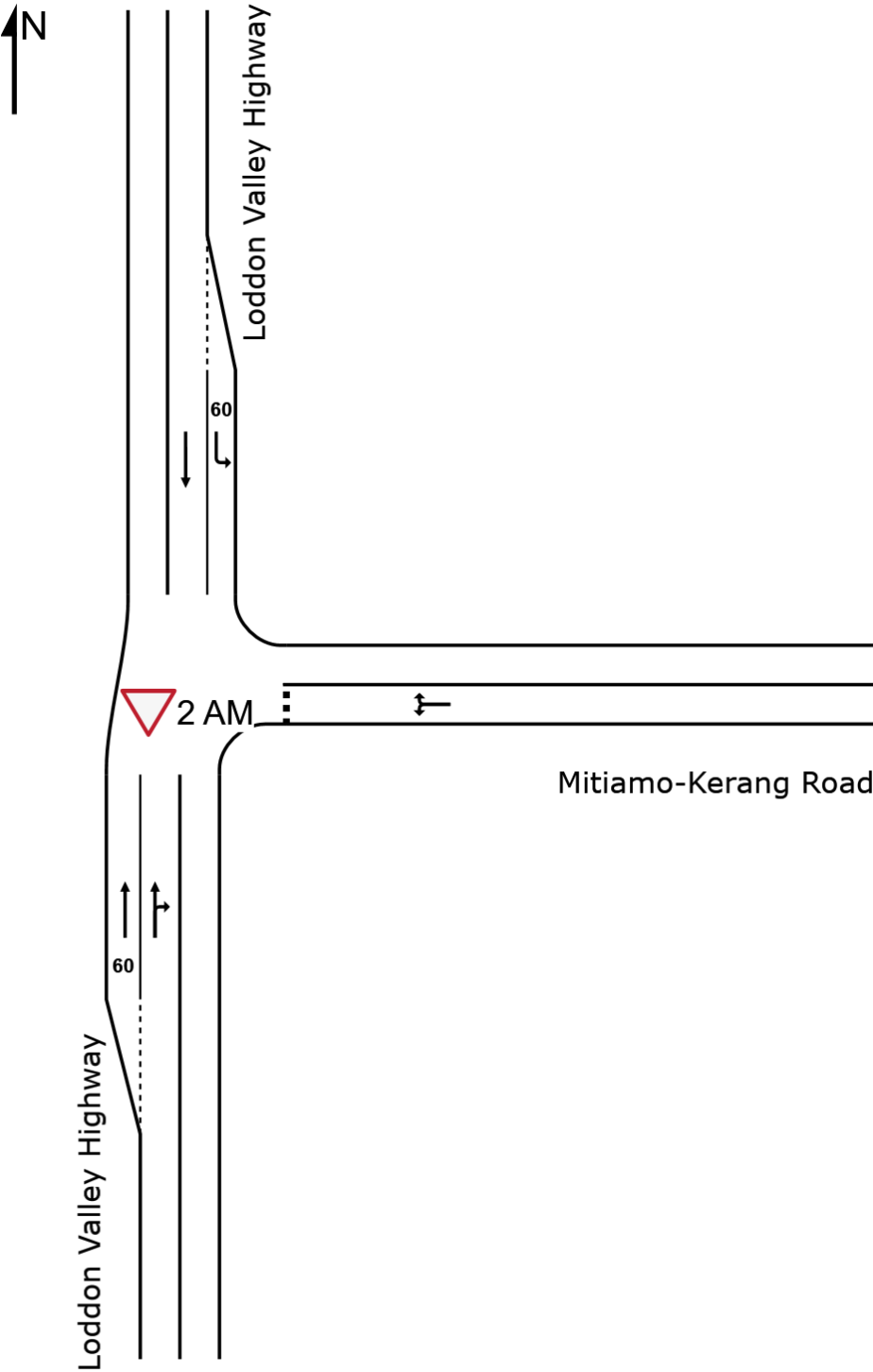
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# SITE LAYOUT

▽ Site: [2 AM] Loddon Valley Highway / Mitiamo-Kerang Road - AM (Folder1)

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

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



# MOVEMENT SUMMARY

Site: [2 AM] Loddon Valley Highway / Mitiamo-Kerang Road - AM (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|------------|------------|---------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |            | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |            |            |                     |                  |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | [ Dist ] m |            | Rate to Depart      |                  | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 2                            | T1   | All MCs   | 120          | 30.7         | 120           | 30.7 | 0.071     | 0.1         | LOS A            | 0.1               | 1.0        | 0.07       | 0.10                | 0.07             | 92.7        |
| 3                            | R2   | All MCs   | 14           | 15.4         | 14            | 15.4 | 0.071     | 8.6         | LOS A            | 0.1               | 1.0        | 0.08       | 0.12                | 0.08             | 73.9        |
| Approach                     |      |           | 134          | 29.1         | 134           | 29.1 | 0.071     | 1.0         | NA               | 0.1               | 1.0        | 0.07       | 0.10                | 0.07             | 90.3        |
| East: Mitiamo-Kerang Road    |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 4                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 8.3         | LOS A            | 0.0               | 0.1        | 0.30       | 0.59                | 0.30             | 69.2        |
| 6                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 9.5         | LOS A            | 0.0               | 0.1        | 0.30       | 0.59                | 0.30             | 69.1        |
| Approach                     |      |           | 2            | 0.0          | 2             | 0.0  | 0.002     | 8.9         | LOS A            | 0.0               | 0.1        | 0.30       | 0.59                | 0.30             | 69.2        |
| North: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |            |            |                     |                  |             |
| 7                            | L2   | All MCs   | 21           | 10.0         | 21            | 10.0 | 0.013     | 8.1         | LOS A            | 0.0               | 0.0        | 0.00       | 0.66                | 0.00             | 70.1        |
| 8                            | T1   | All MCs   | 118          | 22.3         | 118           | 22.3 | 0.069     | 0.0         | LOS A            | 0.0               | 0.0        | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                     |      |           | 139          | 20.5         | 139           | 20.5 | 0.069     | 1.2         | NA               | 0.0               | 0.0        | 0.00       | 0.10                | 0.00             | 93.9        |
| All Vehicles                 |      |           | 275          | 24.5         | 275           | 24.5 | 0.071     | 1.2         | NA               | 0.1               | 1.0        | 0.04       | 0.10                | 0.04             | 91.9        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

Site: [2 PM] Loddon Valley Highway / Mitiamo-Kerang Road - PM (Folder1)  
Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |        |            |                     |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|--------|------------|---------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  | [ Veh.            | Dist ] |            | Rate to Depart      |                  |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | veh               | m      |            |                     |                  | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |        |            |                     |                  |             |
| 2                            | T1   | All MCs   | 114          | 16.7         | 114           | 16.7 | 0.054     | 0.0         | LOS A            | 0.0               | 0.1    | 0.01       | 0.01                | 0.01             | 99.1        |
| 3                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.054     | 7.5         | LOS A            | 0.0               | 0.1    | 0.01       | 0.01                | 0.01             | 86.6        |
| Approach                     |      |           | 115          | 16.5         | 115           | 16.5 | 0.054     | 0.1         | NA               | 0.0               | 0.1    | 0.01       | 0.01                | 0.01             | 99.0        |
| East: Mitiamo-Kerang Road    |      |           |              |              |               |      |           |             |                  |                   |        |            |                     |                  |             |
| 4                            | L2   | All MCs   | 14           | 15.4         | 14            | 15.4 | 0.041     | 8.8         | LOS A            | 0.2               | 1.2    | 0.32       | 0.63                | 0.32             | 63.3        |
| 6                            | R2   | All MCs   | 21           | 10.0         | 21            | 10.0 | 0.041     | 9.8         | LOS A            | 0.2               | 1.2    | 0.32       | 0.63                | 0.32             | 64.8        |
| Approach                     |      |           | 35           | 12.1         | 35            | 12.1 | 0.041     | 9.4         | LOS A            | 0.2               | 1.2    | 0.32       | 0.63                | 0.32             | 64.2        |
| North: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |        |            |                     |                  |             |
| 7                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.001     | 7.8         | LOS A            | 0.0               | 0.0    | 0.00       | 0.66                | 0.00             | 74.4        |
| 8                            | T1   | All MCs   | 112          | 28.3         | 112           | 28.3 | 0.067     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                     |      |           | 113          | 28.0         | 113           | 28.0 | 0.067     | 0.1         | NA               | 0.0               | 0.0    | 0.00       | 0.01                | 0.00             | 99.6        |
| All Vehicles                 |      |           | 262          | 20.9         | 262           | 20.9 | 0.067     | 1.3         | NA               | 0.2               | 1.2    | 0.05       | 0.09                | 0.05             | 92.6        |

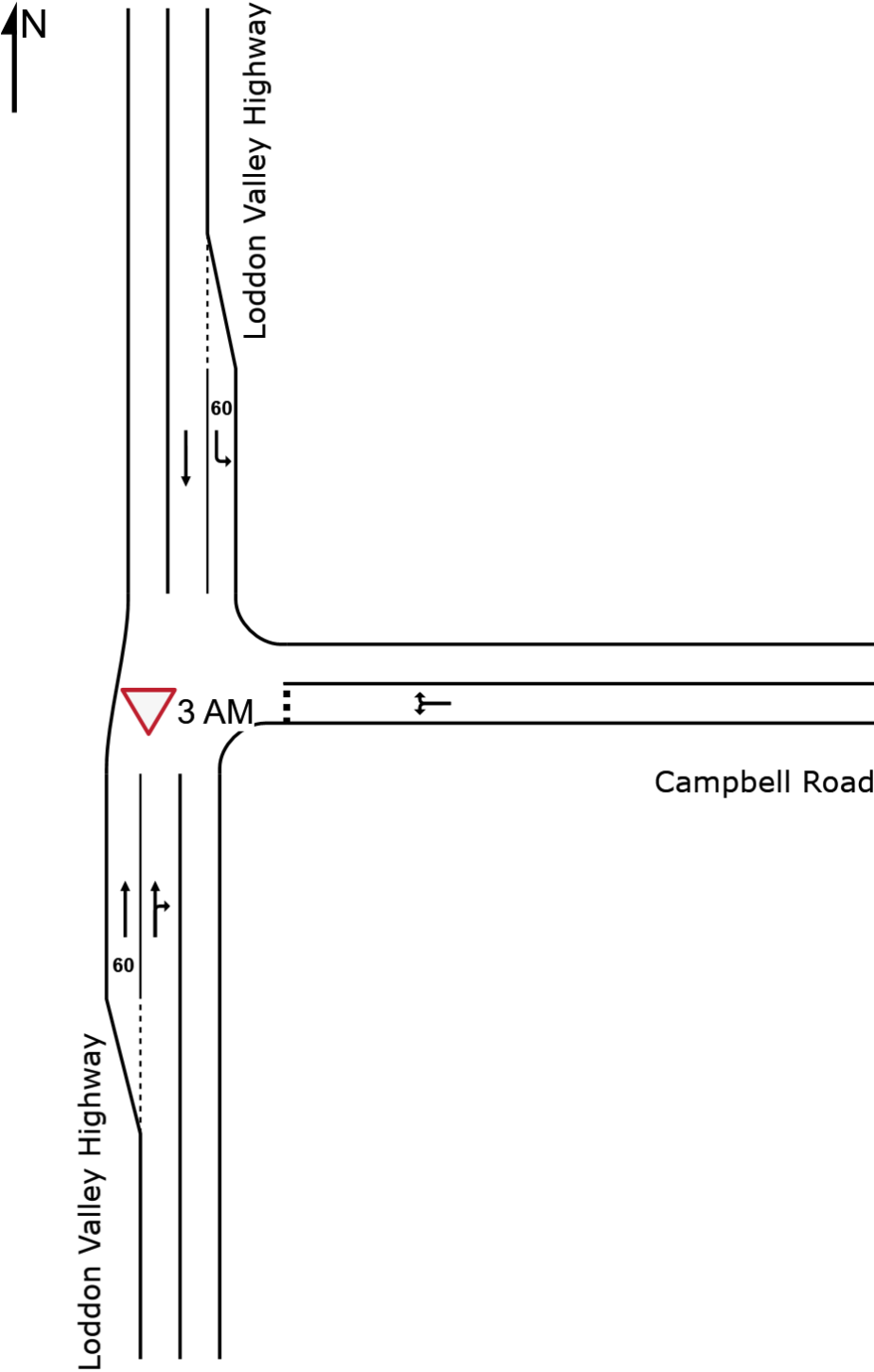
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# SITE LAYOUT

▽ Site: [3 AM] Loddon Valley Highway / Campbell Road - AM  
(Folder1)

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

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



# MOVEMENT SUMMARY

Site: [3 AM] Loddon Valley Highway / Campbell Road - AM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|----------|------------|---------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |          |            |                     |                  |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |            | Rate to Depart      |                  | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 2                            | T1   | All MCs   | 112          | 29.2         | 112           | 29.2 | 0.065     | 0.1         | LOS A            | 0.1               | 0.8      | 0.06       | 0.08                | 0.06             | 92.4        |
| 3                            | R2   | All MCs   | 8            | 50.0         | 8             | 50.0 | 0.065     | 10.0        | LOS A            | 0.1               | 0.8      | 0.08       | 0.10                | 0.08             | 62.1        |
| Approach                     |      |           | 120          | 30.7         | 120           | 30.7 | 0.065     | 0.8         | NA               | 0.1               | 0.8      | 0.06       | 0.08                | 0.06             | 89.3        |
| East: Campbell Road          |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 4                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 8.4         | LOS A            | 0.0               | 0.1      | 0.32       | 0.59                | 0.32             | 69.1        |
| 6                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.002     | 9.6         | LOS A            | 0.0               | 0.1      | 0.32       | 0.59                | 0.32             | 69.1        |
| Approach                     |      |           | 2            | 0.0          | 2             | 0.0  | 0.002     | 9.0         | LOS A            | 0.0               | 0.1      | 0.32       | 0.59                | 0.32             | 69.1        |
| North: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 7                            | L2   | All MCs   | 25           | 8.3          | 25            | 8.3  | 0.015     | 8.1         | LOS A            | 0.0               | 0.0      | 0.00       | 0.66                | 0.00             | 70.7        |
| 8                            | T1   | All MCs   | 139          | 20.5         | 139           | 20.5 | 0.080     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                     |      |           | 164          | 18.6         | 164           | 18.6 | 0.080     | 1.2         | NA               | 0.0               | 0.0      | 0.00       | 0.10                | 0.00             | 93.9        |
| All Vehicles                 |      |           | 286          | 23.5         | 286           | 23.5 | 0.080     | 1.1         | NA               | 0.1               | 0.8      | 0.03       | 0.10                | 0.03             | 91.7        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

Site: [3 PM] Loddon Valley Highway / Campbell Road - PM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |              |           |             |                  |                   |          |            |                                    |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|----------|------------|------------------------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Qued | Eff. Stop of Cycles Rate to Depart | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  | [ Veh. veh        | Dist ] m |            |                                    |                  | km/h        |
|                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  |                   |          |            |                                    |                  |             |
| South: Loddon Valley Highway |      |           |              |              |               |              |           |             |                  |                   |          |            |                                    |                  |             |
| 2                            | T1   | All MCs   | 135          | 14.8         | 135           | 14.8         | 0.063     | 0.0         | LOS A            | 0.0               | 0.1      | 0.00       | 0.01                               | 0.00             | 99.3        |
| 3                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0          | 0.063     | 7.5         | LOS A            | 0.0               | 0.1      | 0.01       | 0.01                               | 0.01             | 86.7        |
| Approach                     |      |           | 136          | 14.7         | 136           | 14.7         | 0.063     | 0.1         | NA               | 0.0               | 0.1      | 0.00       | 0.01                               | 0.00             | 99.2        |
| East: Campbell Road          |      |           |              |              |               |              |           |             |                  |                   |          |            |                                    |                  |             |
| 4                            | L2   | All MCs   | 7            | 42.9         | 7             | 42.9         | 0.042     | 9.6         | LOS A            | 0.2               | 1.2      | 0.36       | 0.65                               | 0.36             | 56.2        |
| 6                            | R2   | All MCs   | 25           | 8.3          | 25            | 8.3          | 0.042     | 9.9         | LOS A            | 0.2               | 1.2      | 0.36       | 0.65                               | 0.36             | 64.7        |
| Approach                     |      |           | 33           | 16.1         | 33            | 16.1         | 0.042     | 9.8         | LOS A            | 0.2               | 1.2      | 0.36       | 0.65                               | 0.36             | 62.6        |
| North: Loddon Valley Highway |      |           |              |              |               |              |           |             |                  |                   |          |            |                                    |                  |             |
| 7                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0          | 0.001     | 7.8         | LOS A            | 0.0               | 0.0      | 0.00       | 0.66                               | 0.00             | 74.4        |
| 8                            | T1   | All MCs   | 105          | 28.0         | 105           | 28.0         | 0.063     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                               | 0.00             | 100.0       |
| Approach                     |      |           | 106          | 27.7         | 106           | 27.7         | 0.063     | 0.1         | NA               | 0.0               | 0.0      | 0.00       | 0.01                               | 0.00             | 99.6        |
| All Vehicles                 |      |           | 275          | 19.9         | 275           | 19.9         | 0.063     | 1.2         | NA               | 0.2               | 1.2      | 0.04       | 0.08                               | 0.04             | 92.9        |

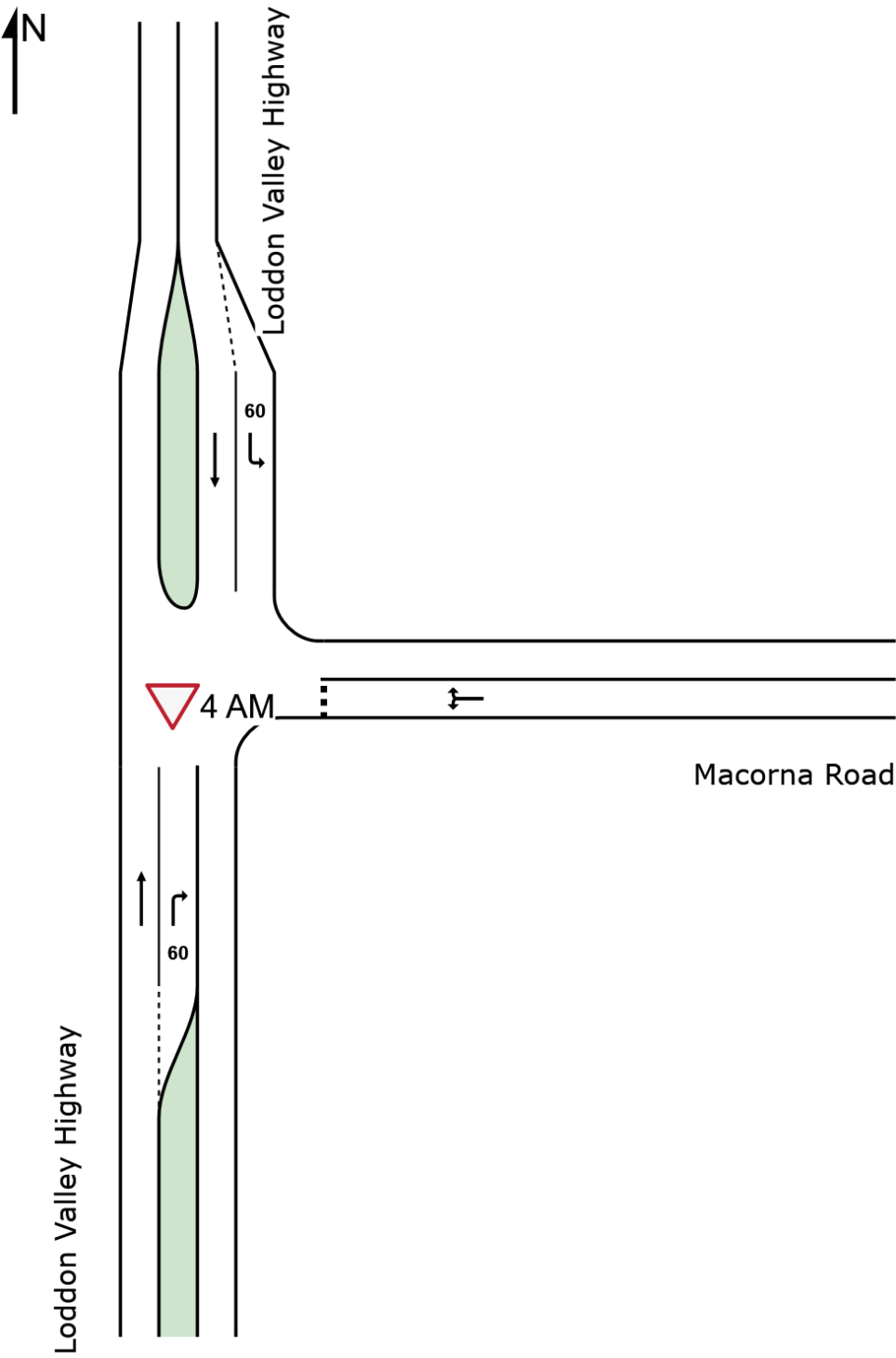
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# SITE LAYOUT

▽ Site: [4 AM] Loddon Valley Highway / Macorna Road - AM  
(Folder1)

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

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



# MOVEMENT SUMMARY

Site: [4 AM] Loddon Valley Highway / Macorna Road - AM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |              |           |             |                  |                   |          |            |                     |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|----------|------------|---------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  | [ Veh. ]          | [ Dist ] |            | Rate to Depart      |                  |             |
|                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  | veh               | m        |            |                     |                  | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |              |           |             |                  |                   |          |            |                     |                  |             |
| 2                            | T1   | All MCs   | 88           | 26.2         | 88            | 26.2         | 0.053     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| 3                            | R2   | All MCs   | 18           | 41.2         | 18            | 41.2         | 0.020     | 10.0        | LOS A            | 0.1               | 0.7      | 0.36       | 0.65                | 0.36             | 56.8        |
| Approach                     |      |           | 106          | 28.7         | 106           | 28.7         | 0.053     | 1.7         | NA               | 0.1               | 0.7      | 0.06       | 0.11                | 0.06             | 88.6        |
| East: Macorna Road           |      |           |              |              |               |              |           |             |                  |                   |          |            |                     |                  |             |
| 4                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0          | 0.002     | 8.5         | LOS A            | 0.0               | 0.1      | 0.34       | 0.59                | 0.34             | 68.7        |
| 6                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0          | 0.002     | 10.1        | LOS A            | 0.0               | 0.1      | 0.34       | 0.59                | 0.34             | 68.7        |
| Approach                     |      |           | 2            | 0.0          | 2             | 0.0          | 0.002     | 9.3         | LOS A            | 0.0               | 0.1      | 0.34       | 0.59                | 0.34             | 68.7        |
| North: Loddon Valley Highway |      |           |              |              |               |              |           |             |                  |                   |          |            |                     |                  |             |
| 7                            | L2   | All MCs   | 63           | 10.0         | 63            | 10.0         | 0.036     | 8.1         | LOS A            | 0.0               | 0.0      | 0.00       | 0.66                | 0.00             | 70.1        |
| 8                            | T1   | All MCs   | 166          | 14.6         | 166           | 14.6         | 0.092     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                     |      |           | 229          | 13.3         | 229           | 13.3         | 0.092     | 2.2         | NA               | 0.0               | 0.0      | 0.00       | 0.18                | 0.00             | 89.4        |
| All Vehicles                 |      |           | 338          | 18.1         | 338           | 18.1         | 0.092     | 2.1         | NA               | 0.1               | 0.7      | 0.02       | 0.16                | 0.02             | 89.0        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

Site: [4 PM] Loddon Valley Highway / Macorna Road - PM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|----------|------------|---------------------|------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Qued | Eff. Stop of Cycles | Number of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |          |            |                     |                  |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |            | Rate to Depart      |                  | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 2                            | T1   | All MCs   | 167          | 15.7         | 167           | 15.7 | 0.094     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| 3                            | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.001     | 7.8         | LOS A            | 0.0               | 0.0      | 0.19       | 0.59                | 0.19             | 72.3        |
| Approach                     |      |           | 168          | 15.6         | 168           | 15.6 | 0.094     | 0.1         | NA               | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 99.7        |
| East: Macorna Road           |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 4                            | L2   | All MCs   | 18           | 47.1         | 18            | 47.1 | 0.104     | 9.7         | LOS A            | 0.4               | 3.3      | 0.37       | 0.66                | 0.37             | 54.7        |
| 6                            | R2   | All MCs   | 61           | 10.3         | 61            | 10.3 | 0.104     | 10.6        | LOS A            | 0.4               | 3.3      | 0.37       | 0.66                | 0.37             | 63.5        |
| Approach                     |      |           | 79           | 18.7         | 79            | 18.7 | 0.104     | 10.4        | LOS A            | 0.4               | 3.3      | 0.37       | 0.66                | 0.37             | 61.2        |
| North: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |          |            |                     |                  |             |
| 7                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.001     | 7.8         | LOS A            | 0.0               | 0.0      | 0.00       | 0.66                | 0.00             | 74.4        |
| 8                            | T1   | All MCs   | 85           | 24.7         | 85            | 24.7 | 0.050     | 0.0         | LOS A            | 0.0               | 0.0      | 0.00       | 0.00                | 0.00             | 100.0       |
| Approach                     |      |           | 86           | 24.4         | 86            | 24.4 | 0.050     | 0.1         | NA               | 0.0               | 0.0      | 0.00       | 0.01                | 0.00             | 99.6        |
| All Vehicles                 |      |           | 334          | 18.6         | 334           | 18.6 | 0.104     | 2.5         | NA               | 0.4               | 3.3      | 0.09       | 0.16                | 0.09             | 86.7        |

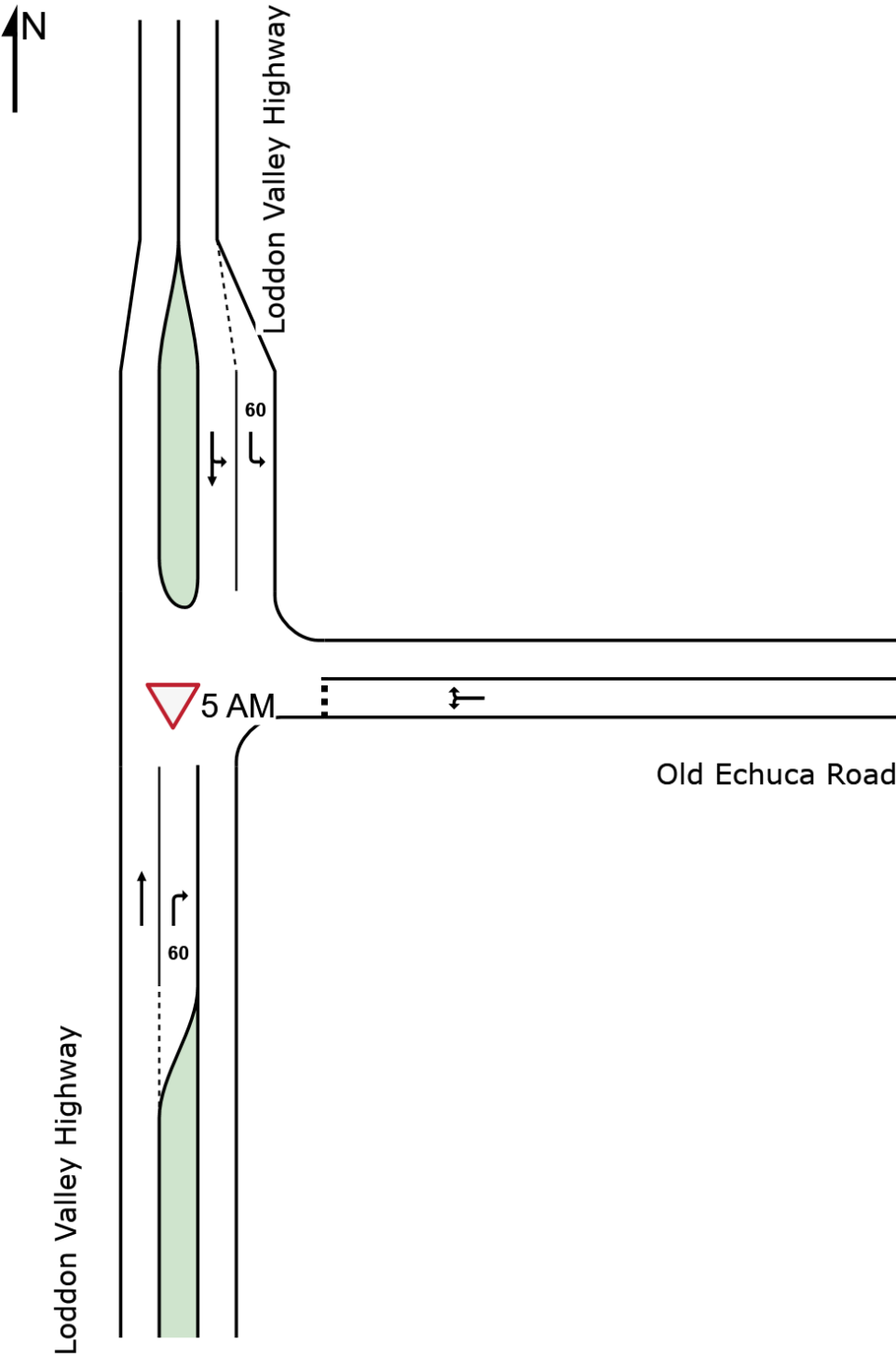
Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# SITE LAYOUT

▽ Site: [5 AM] Loddon Valley Highway / Old Echuca Road - AM  
(Folder1)

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

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



# MOVEMENT SUMMARY

Site: [5 AM] Loddon Valley Highway / Old Echuca Road - AM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |            |            |                                           |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|------------|------------|-------------------------------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |            | Prop. Qued | Eff. Number Stop of Cycles Rate to Depart | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   |            |            |                                           |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | [ Veh. veh        | [ Dist ] m |            |                                           | km/h        |
| South: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |            |            |                                           |             |
| 2                            | T1   | All MCs   | 100          | 24.2         | 100           | 24.2 | 0.059     | 0.0         | LOS A            | 0.0               | 0.0        | 0.00       | 0.00                                      | 100.0       |
| 3                            | R2   | All MCs   | 9            | 44.4         | 9             | 44.4 | 0.013     | 11.3        | LOS A            | 0.0               | 0.5        | 0.46       | 0.68                                      | 54.6        |
| Approach                     |      |           | 109          | 26.0         | 109           | 26.0 | 0.059     | 1.0         | NA               | 0.0               | 0.5        | 0.04       | 0.06                                      | 93.3        |
| East: Old Echuca Road        |      |           |              |              |               |      |           |             |                  |                   |            |            |                                           |             |
| 4                            | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.014     | 9.2         | LOS A            | 0.0               | 0.4        | 0.52       | 0.70                                      | 62.9        |
| 6                            | R2   | All MCs   | 6            | 16.7         | 6             | 16.7 | 0.014     | 13.3        | LOS A            | 0.0               | 0.4        | 0.52       | 0.70                                      | 58.8        |
| Approach                     |      |           | 7            | 14.3         | 7             | 14.3 | 0.014     | 12.7        | LOS A            | 0.0               | 0.4        | 0.52       | 0.70                                      | 59.3        |
| North: Loddon Valley Highway |      |           |              |              |               |      |           |             |                  |                   |            |            |                                           |             |
| 7                            | L2   | All MCs   | 38           | 8.3          | 38            | 8.3  | 0.021     | 8.1         | LOS A            | 0.0               | 0.0        | 0.00       | 0.66                                      | 70.7        |
| 8                            | T1   | All MCs   | 322          | 11.4         | 322           | 11.4 | 0.176     | 0.0         | LOS A            | 0.0               | 0.0        | 0.00       | 0.00                                      | 99.9        |
| Approach                     |      |           | 360          | 11.1         | 360           | 11.1 | 0.176     | 0.9         | NA               | 0.0               | 0.0        | 0.00       | 0.07                                      | 95.7        |
| All Vehicles                 |      |           | 477          | 14.6         | 477           | 14.6 | 0.176     | 1.1         | NA               | 0.0               | 0.5        | 0.02       | 0.08                                      | 94.3        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

Site: [5 PM] Loddon Valley Highway / Old Echuca Road - PM  
(Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.3.210

New Site  
Site Category: (None)  
Give-Way (Two-Way)  
Site Scenario: 1 | Local Volumes

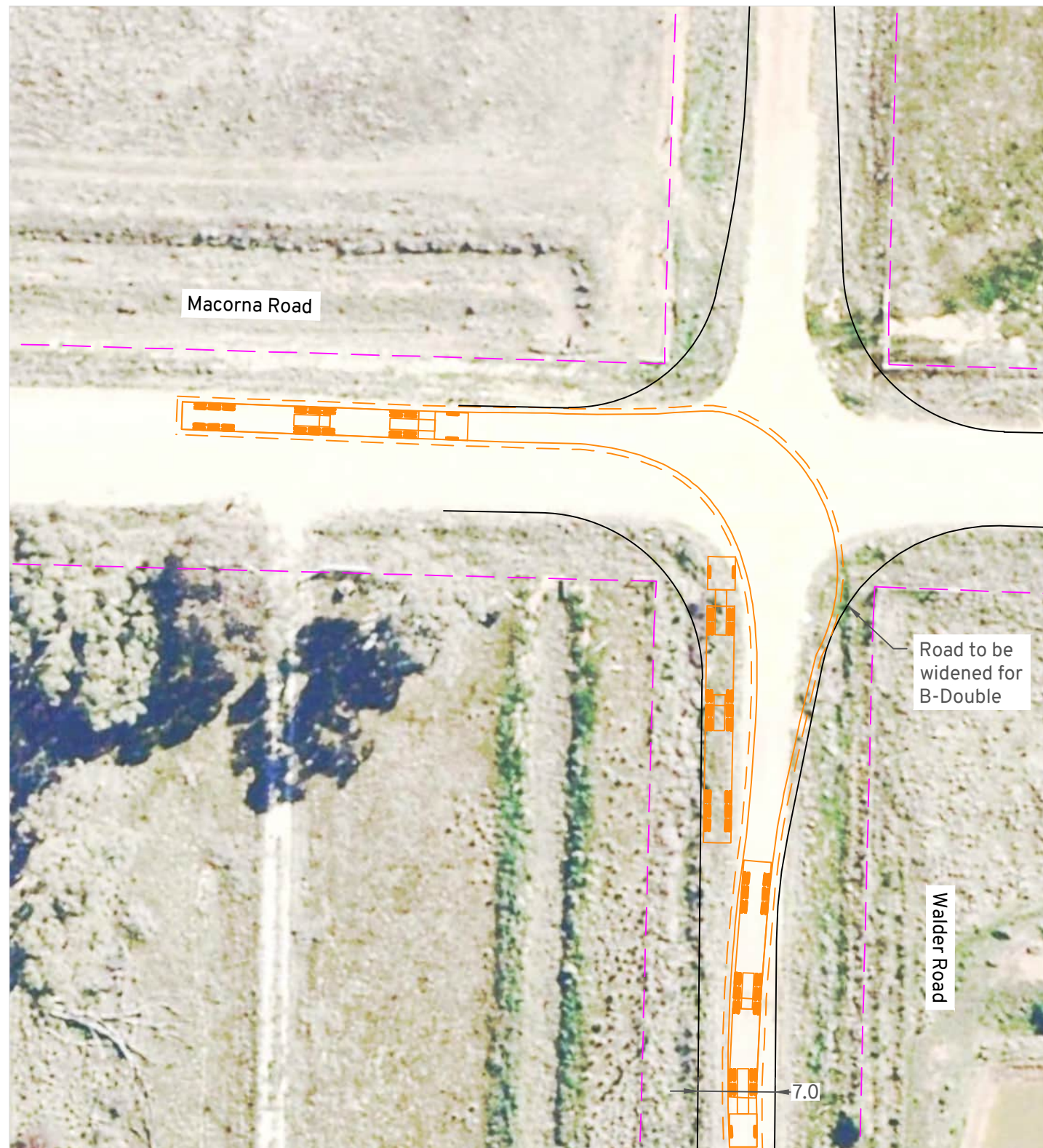
| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |        |            |                                           |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|--------|------------|-------------------------------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Qued | Eff. Number Stop of Cycles Rate to Depart | Aver. Speed |
|                              |      |           | [ Total HV ] |      | [ Total HV ]  |      |           |             |                  | [ Veh.            | Dist ] |            |                                           |             |
|                              |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  | veh               | m      |            |                                           | km/h        |
| South: Loddon Valley Highway |      |           |              |      |               |      |           |             |                  |                   |        |            |                                           |             |
| 2                            | T1   | All MCs   | 331          | 10.5 | 331           | 10.5 | 0.179     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00       | 0.00                                      | 99.9        |
| 3                            | R2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.001     | 7.7         | LOS A            | 0.0               | 0.0    | 0.18       | 0.60                                      | 72.5        |
| Approach                     |      |           | 332          | 10.5 | 332           | 10.5 | 0.179     | 0.0         | NA               | 0.0               | 0.0    | 0.00       | 0.00                                      | 99.8        |
| East: Old Echuca Road        |      |           |              |      |               |      |           |             |                  |                   |        |            |                                           |             |
| 4                            | L2   | All MCs   | 9            | 44.4 | 9             | 44.4 | 0.080     | 9.5         | LOS A            | 0.3               | 2.4    | 0.44       | 0.67                                      | 53.2        |
| 6                            | R2   | All MCs   | 39           | 10.8 | 39            | 10.8 | 0.080     | 12.5        | LOS A            | 0.3               | 2.4    | 0.44       | 0.67                                      | 60.6        |
| Approach                     |      |           | 48           | 17.4 | 48            | 17.4 | 0.080     | 11.9        | LOS A            | 0.3               | 2.4    | 0.44       | 0.67                                      | 59.0        |
| North: Loddon Valley Highway |      |           |              |      |               |      |           |             |                  |                   |        |            |                                           |             |
| 7                            | L2   | All MCs   | 3            | 33.3 | 3             | 33.3 | 0.002     | 8.7         | LOS A            | 0.0               | 0.0    | 0.00       | 0.66                                      | 63.1        |
| 8                            | T1   | All MCs   | 76           | 18.1 | 76            | 18.1 | 0.043     | 0.0         | LOS A            | 0.0               | 0.0    | 0.00       | 0.00                                      | 100.0       |
| Approach                     |      |           | 79           | 18.7 | 79            | 18.7 | 0.043     | 0.4         | NA               | 0.0               | 0.0    | 0.00       | 0.03                                      | 97.7        |
| All Vehicles                 |      |           | 459          | 12.6 | 459           | 12.6 | 0.179     | 1.3         | NA               | 0.3               | 2.4    | 0.05       | 0.08                                      | 92.7        |

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

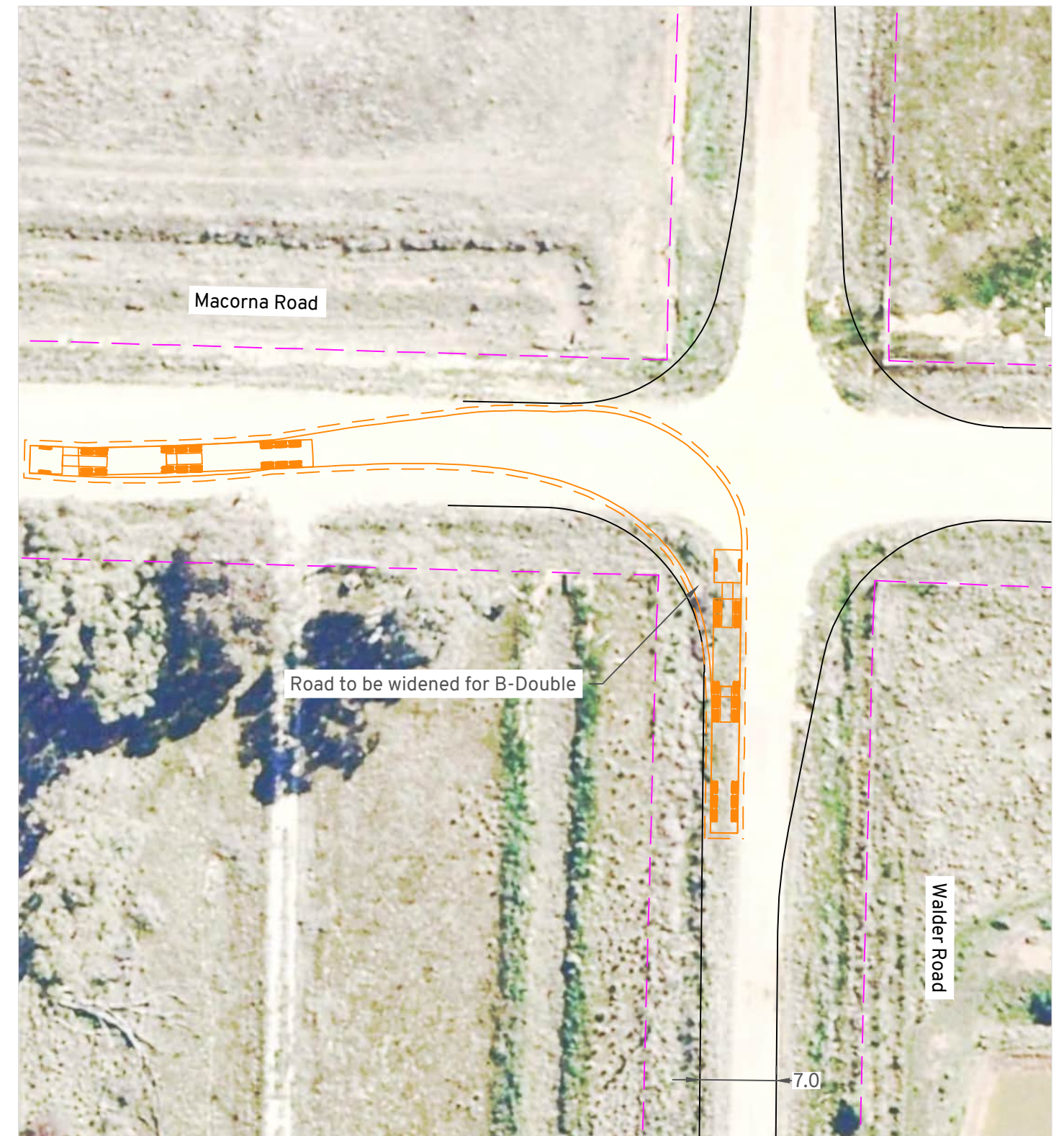
## Appendix E

### Swept Path Assessment – Local Road Intersections





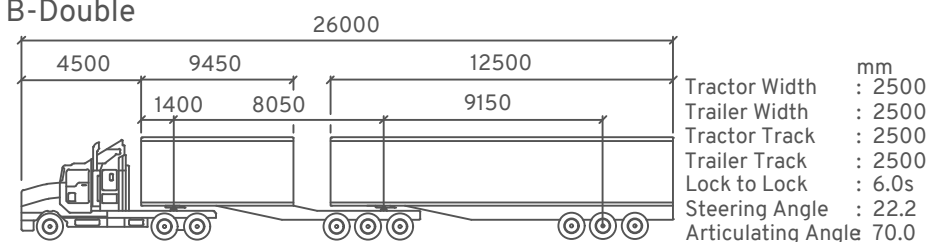
Entry Manoeuvre



Exit Manoeuvre

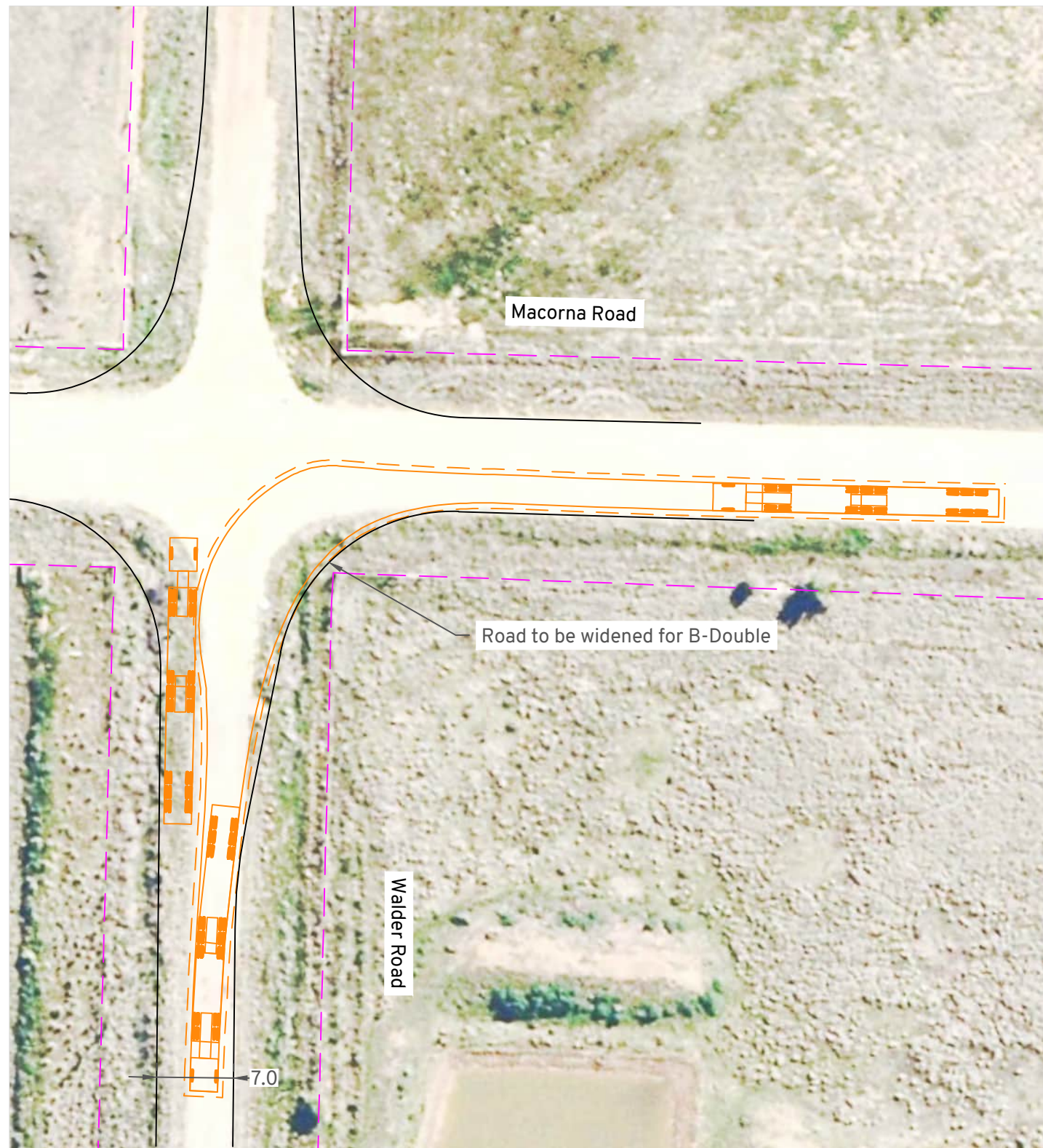
Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

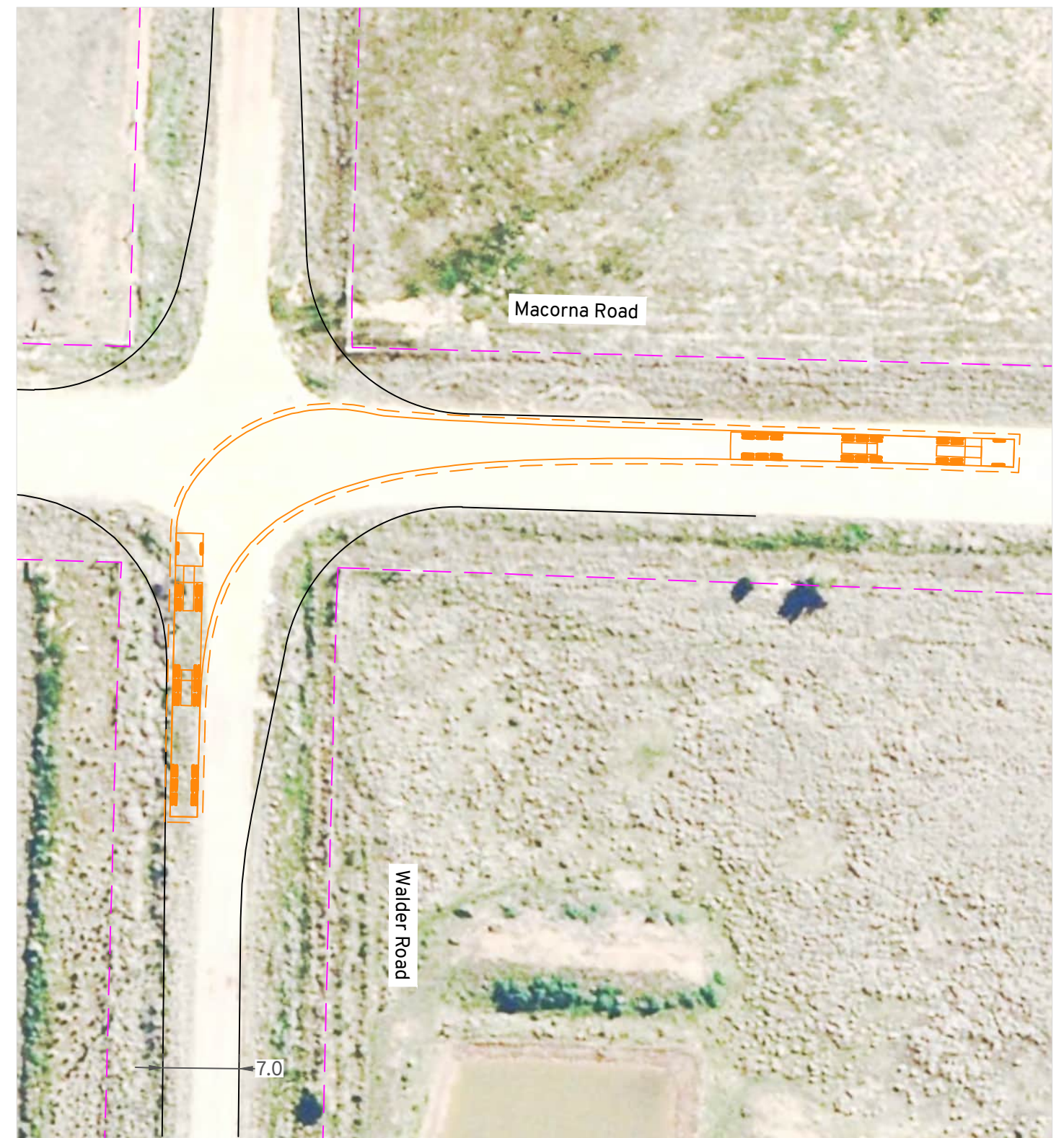


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



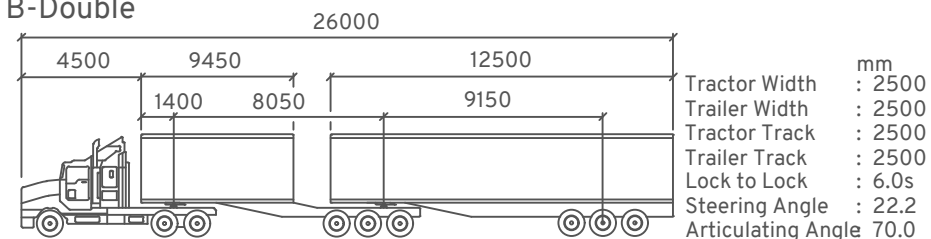
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



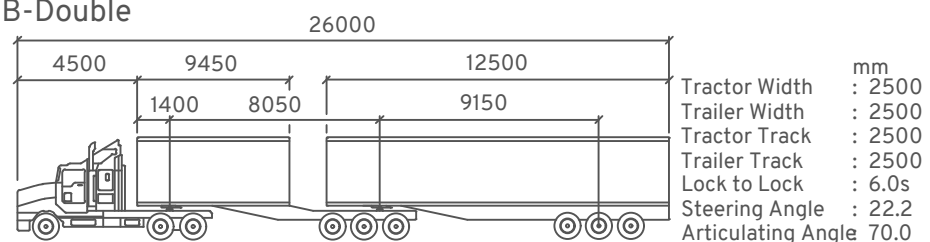
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



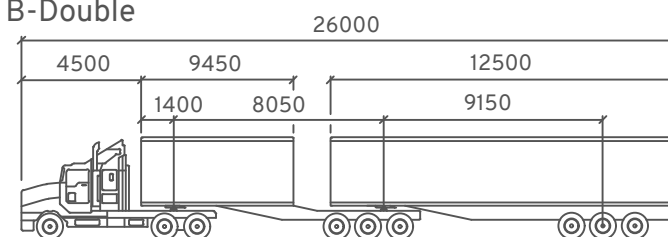
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

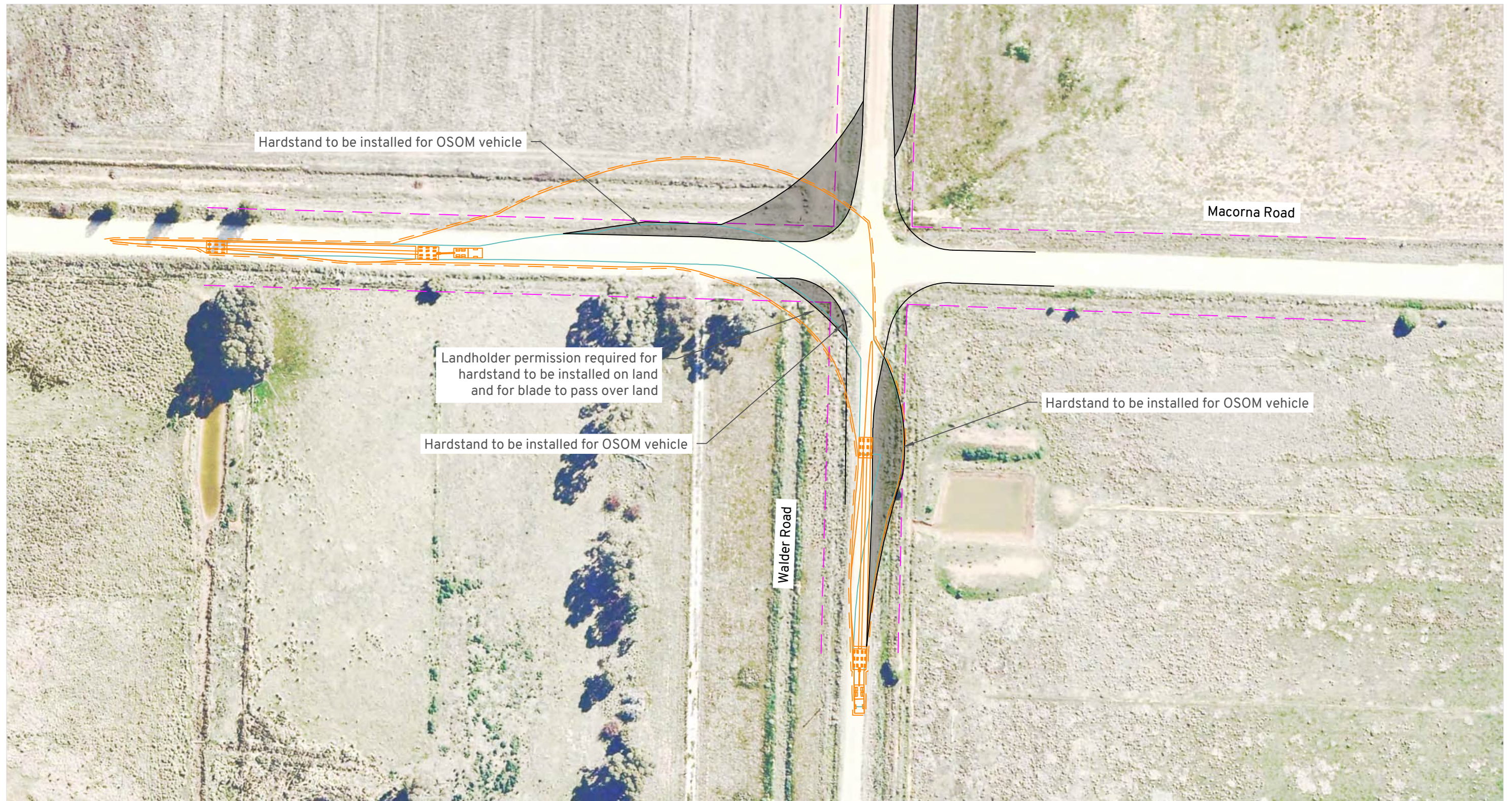


Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0



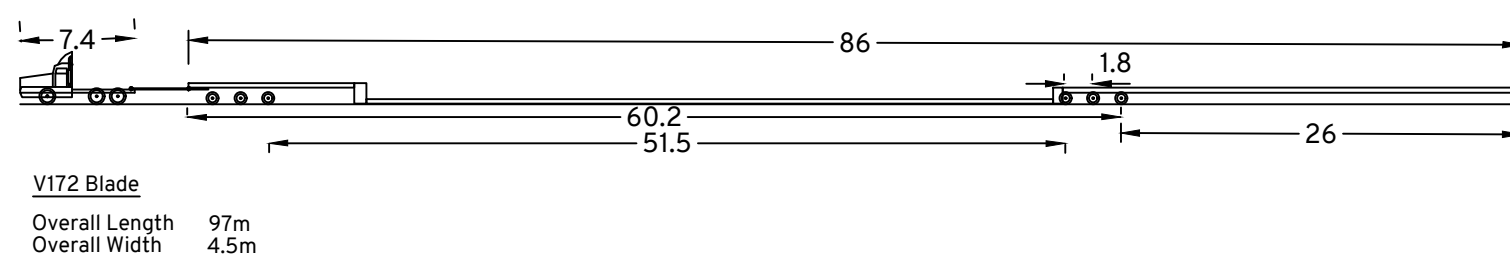
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



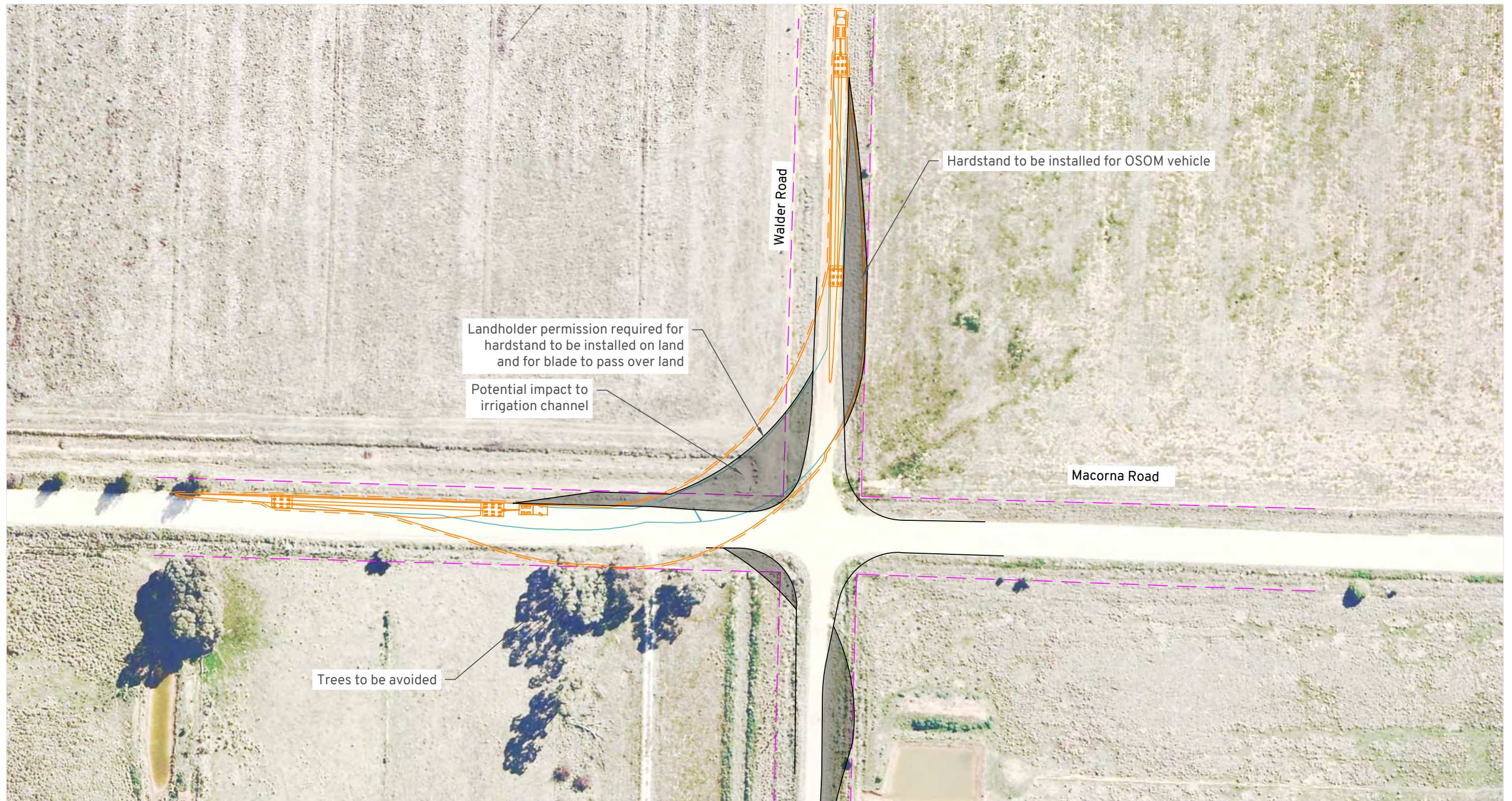
Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



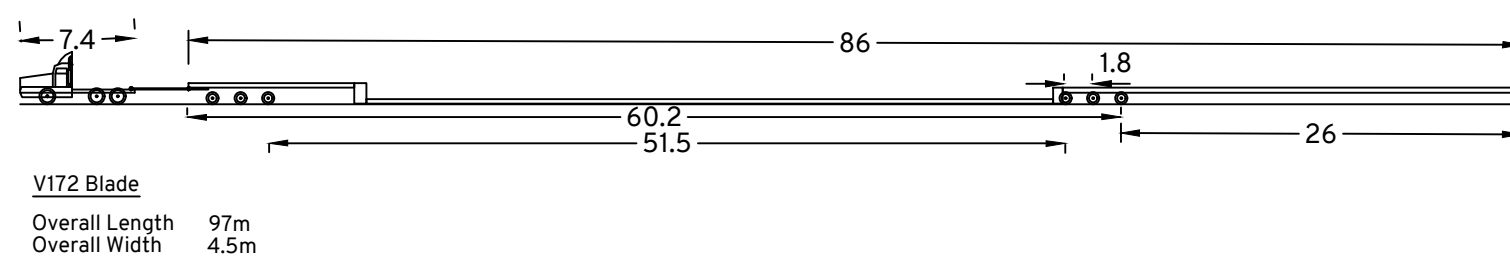
Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



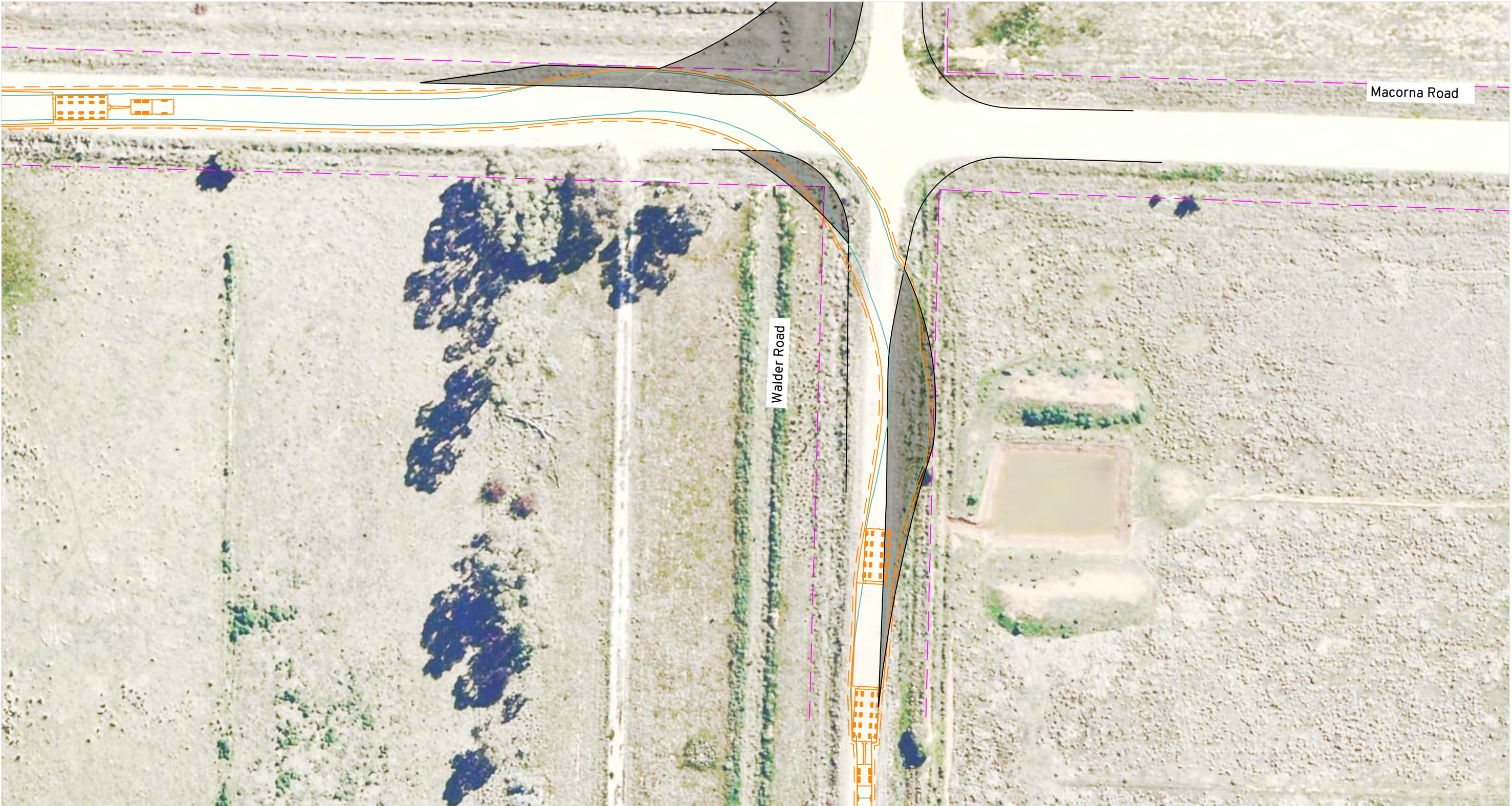
Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



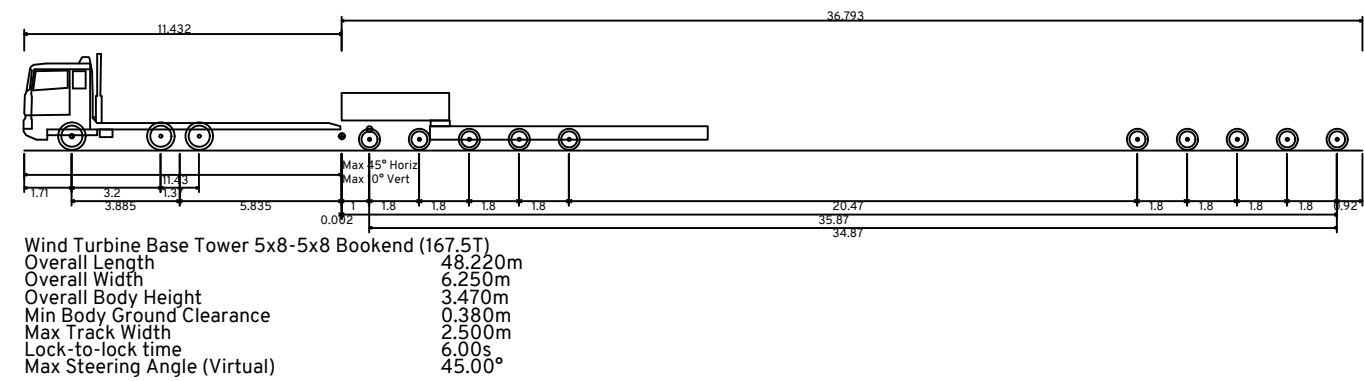
Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h



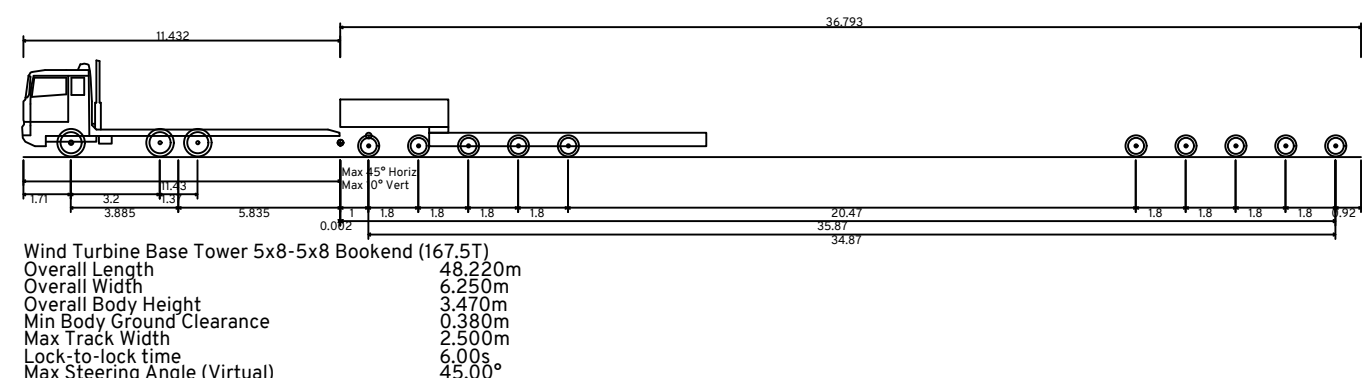
Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:750m



Entry Manoeuvre

Vehicle Envelope  
500mm Clearance  
Indicative Property Fence  
OSOM Wheel Envelope  
Road Widening  
Min. Design Speed 5km/h



Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:750m



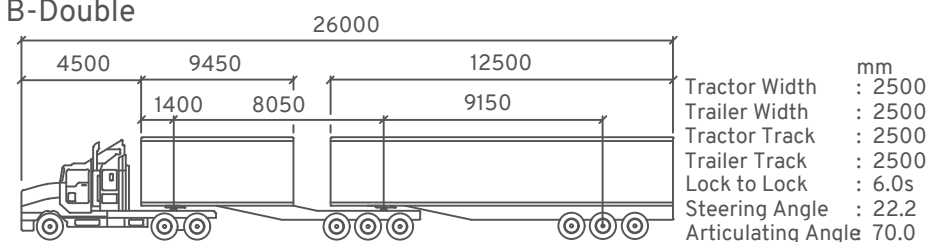
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

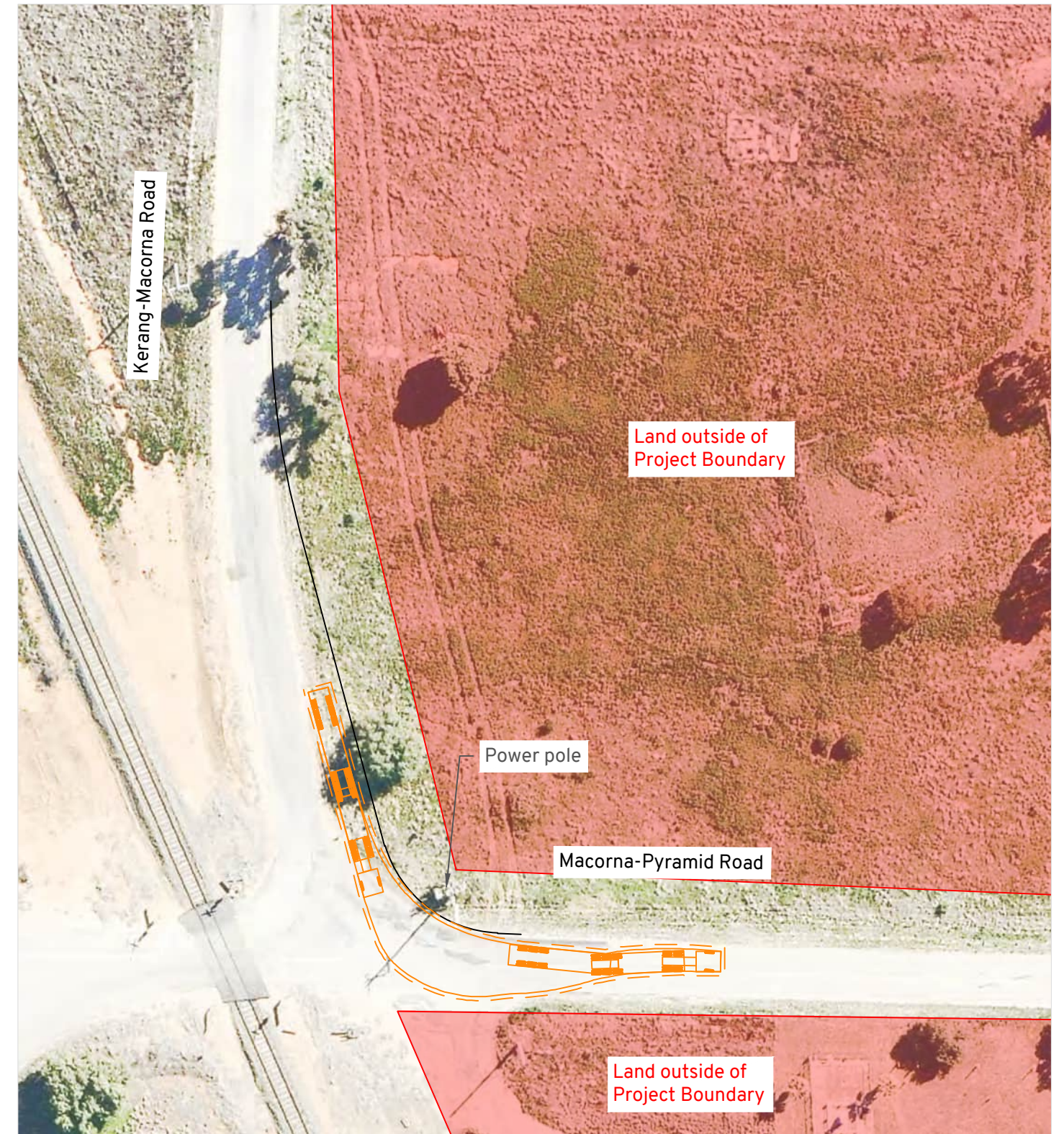


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



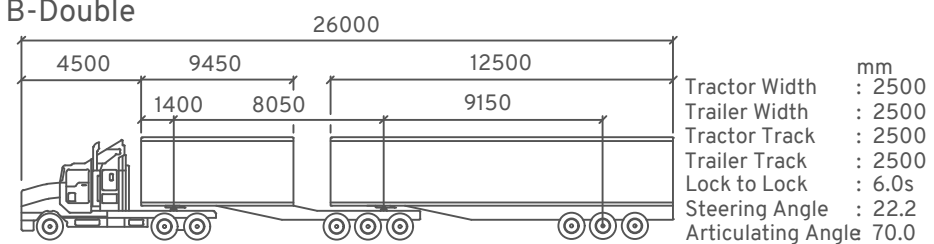
Entry Manoeuvre



Exit Manoeuvre

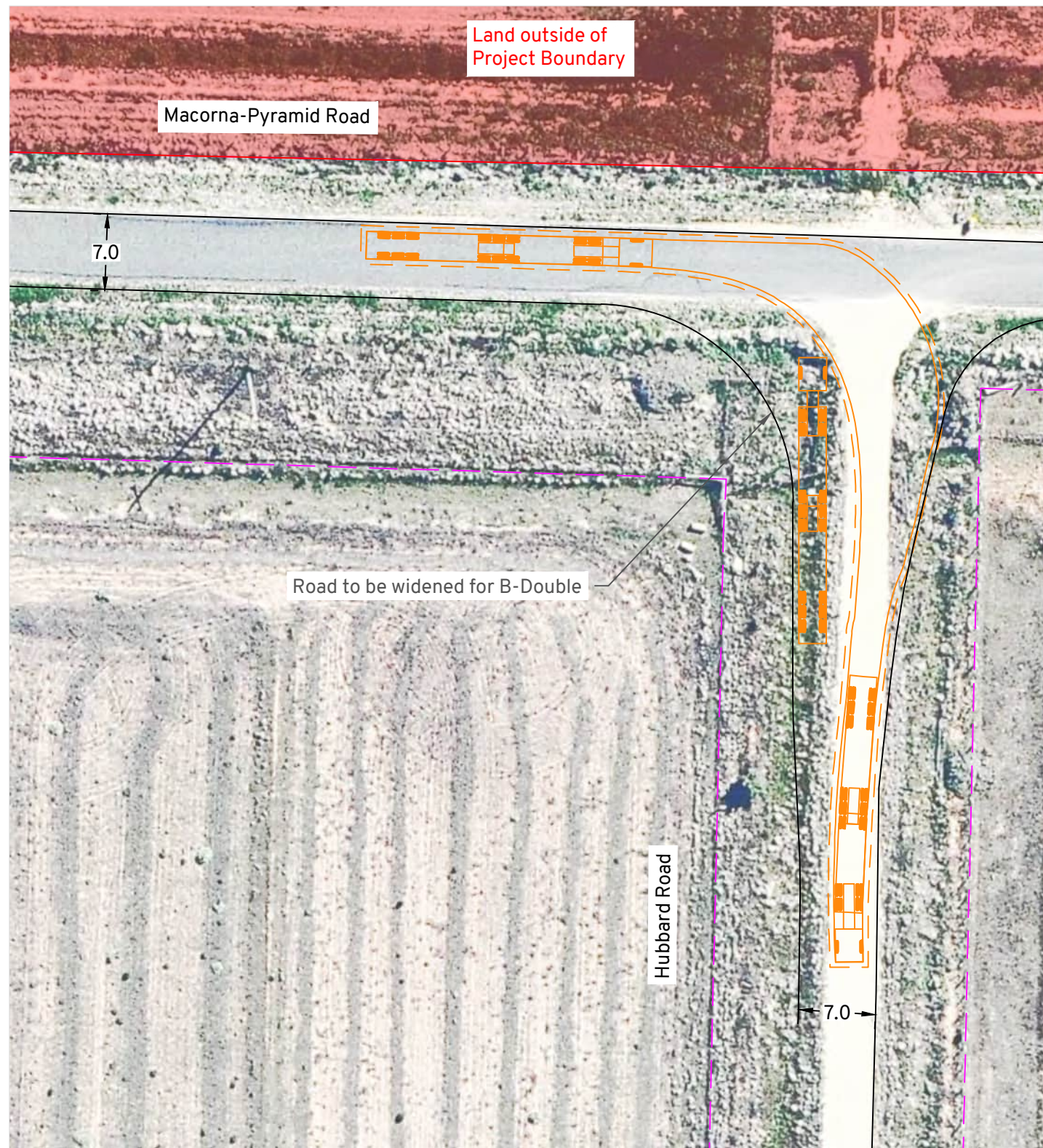
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 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

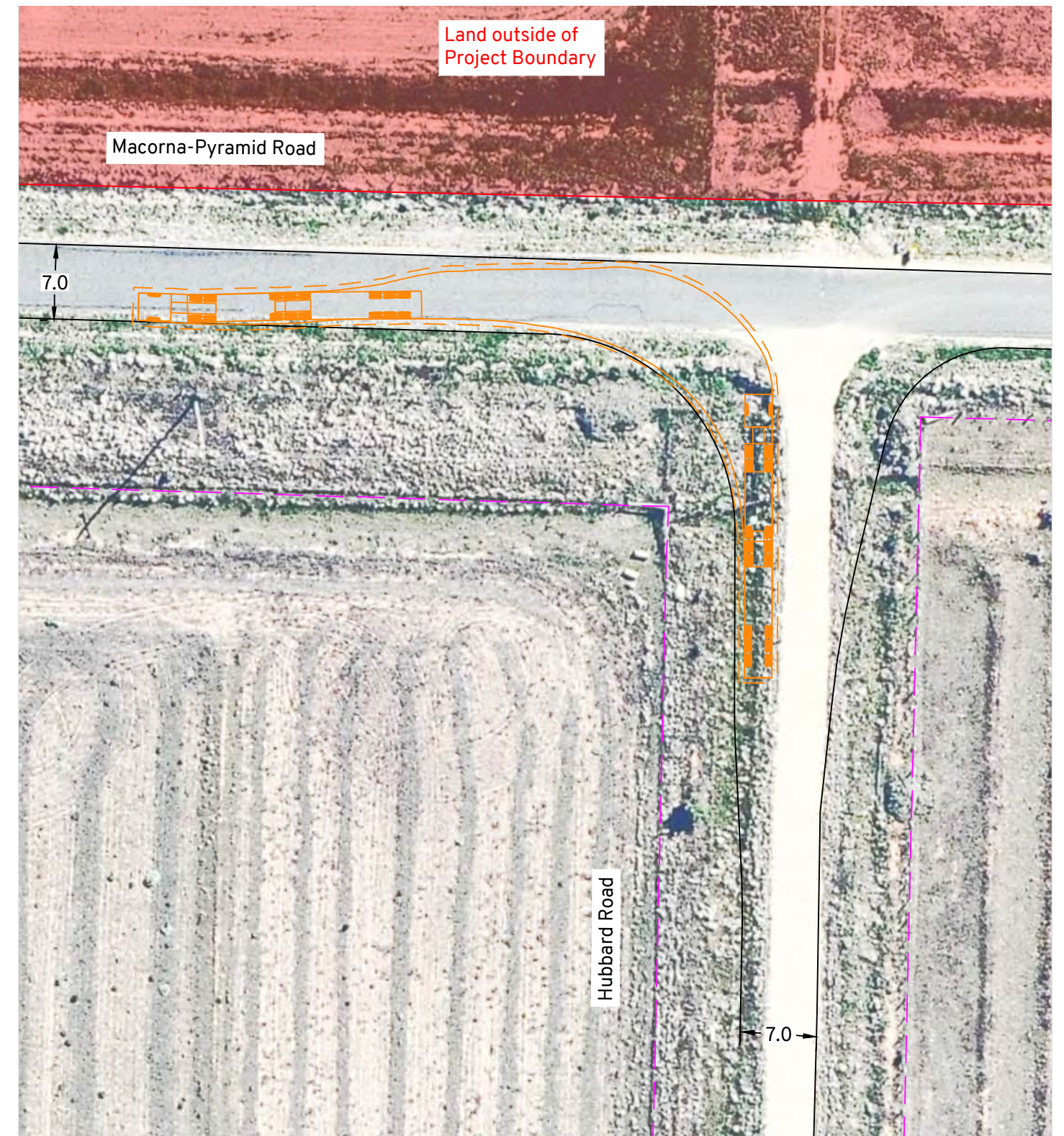


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



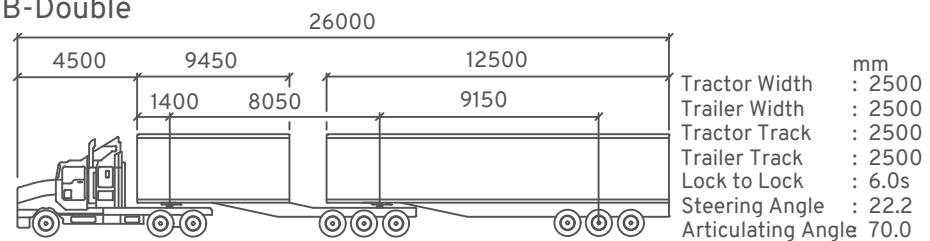
Entry Manoeuvre



Exit Manoeuvre

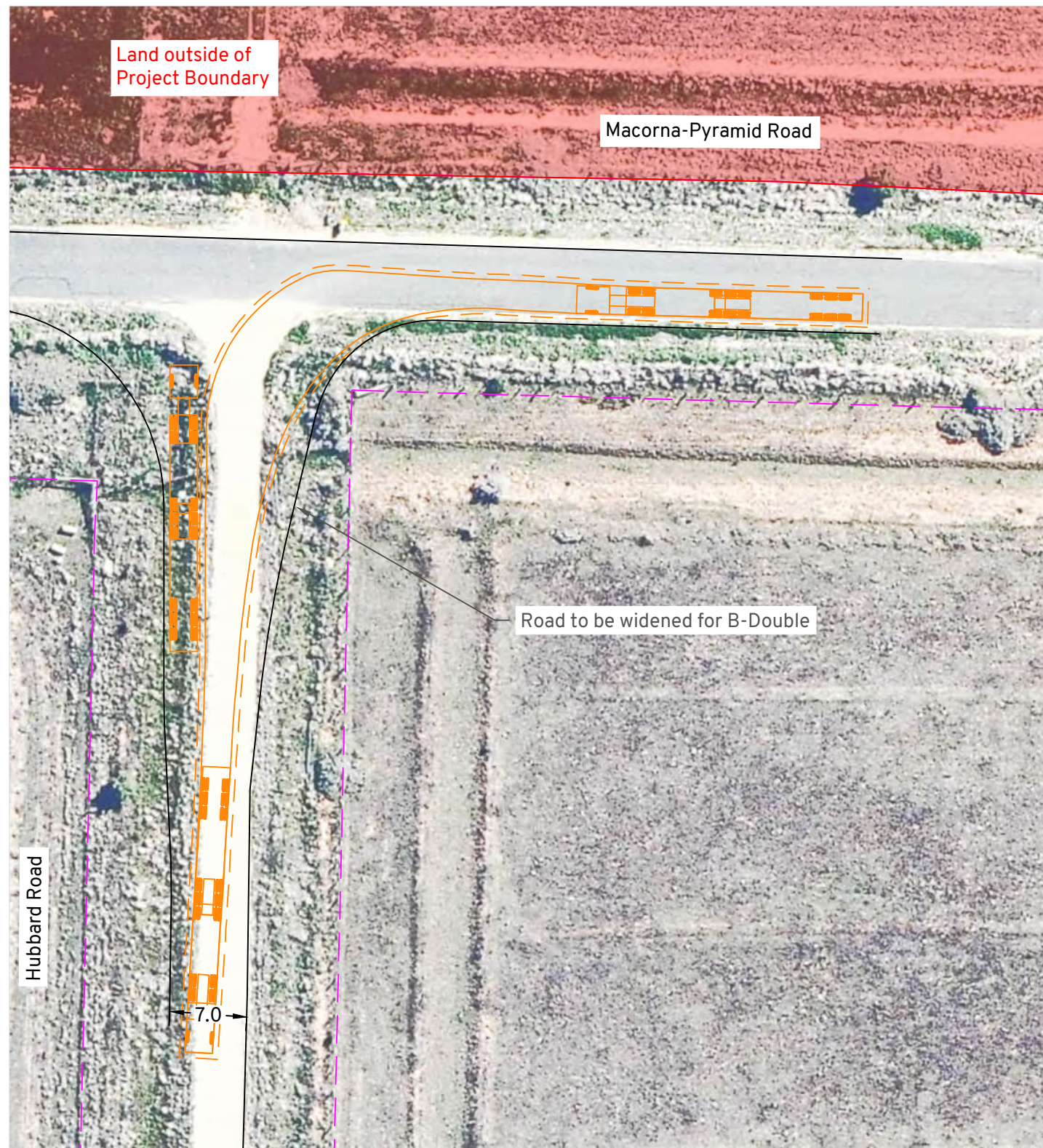
Vehicle Envelope  
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 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

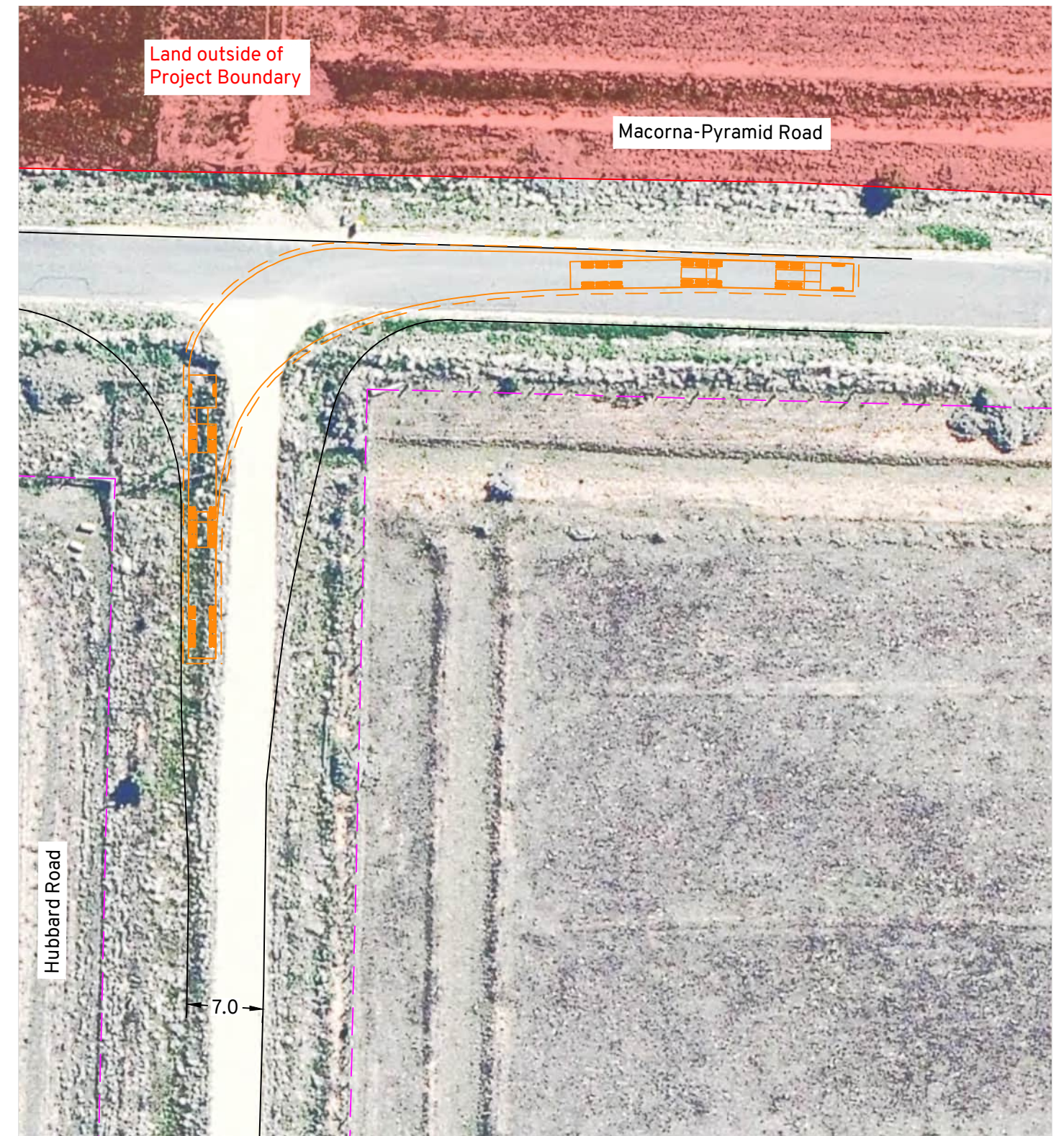


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



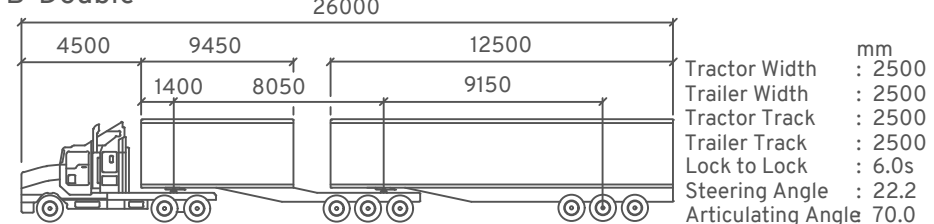
Entry Manoeuvre



Exit Manoeuvre

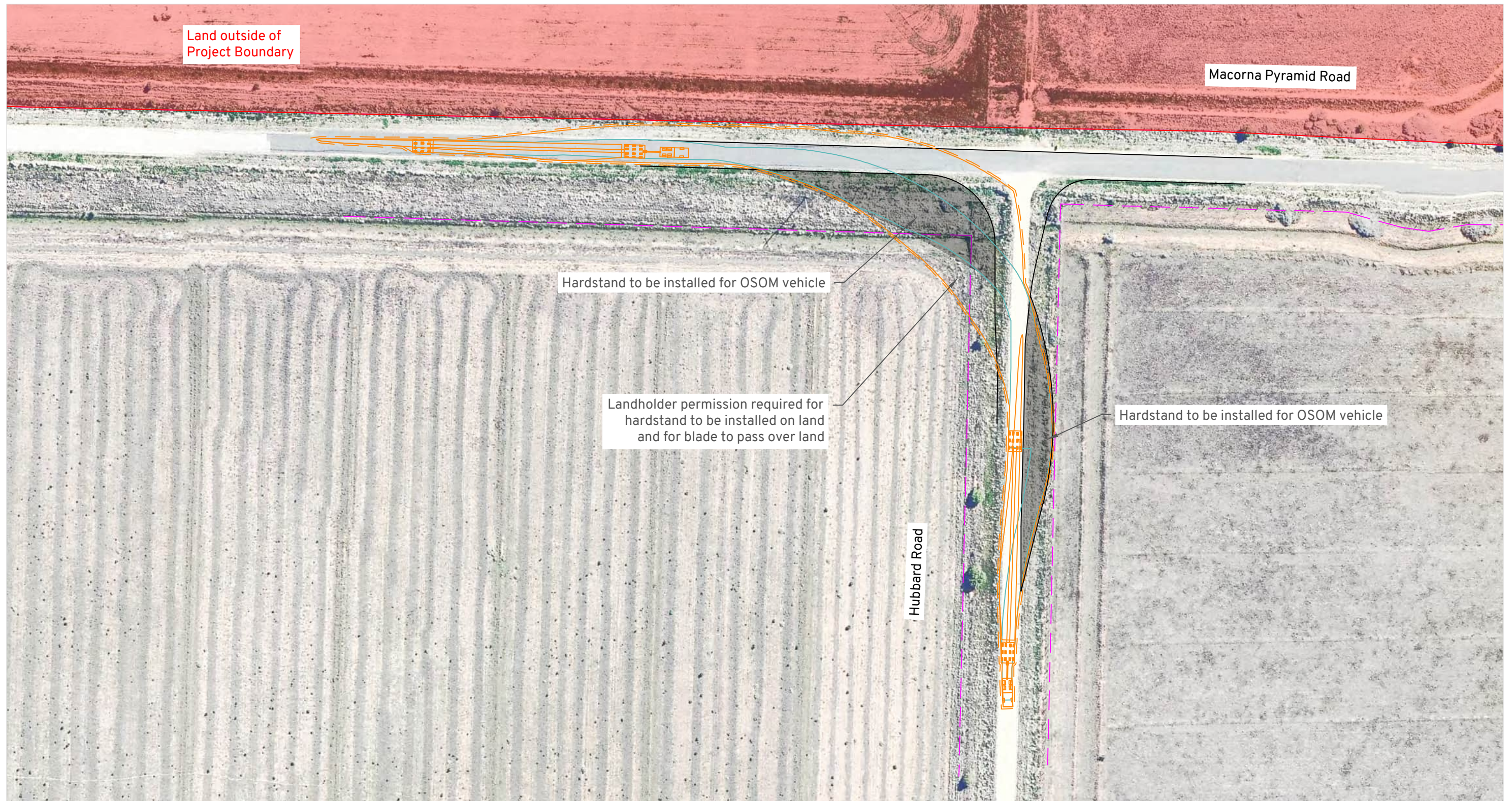
Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



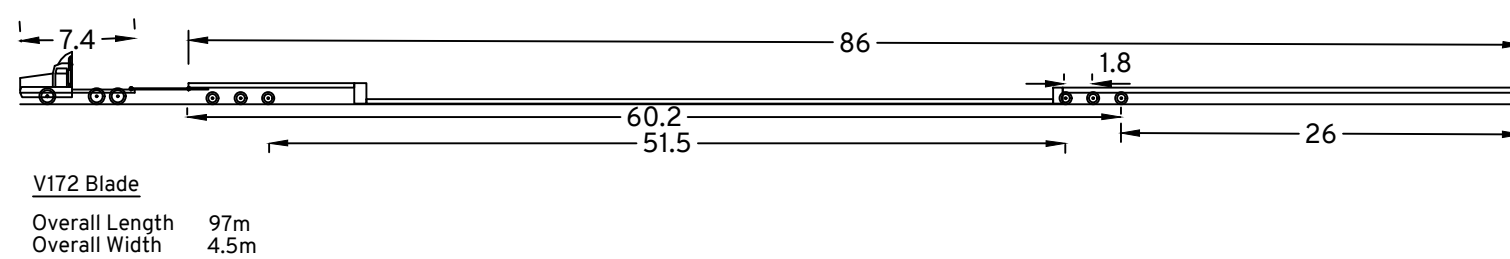
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



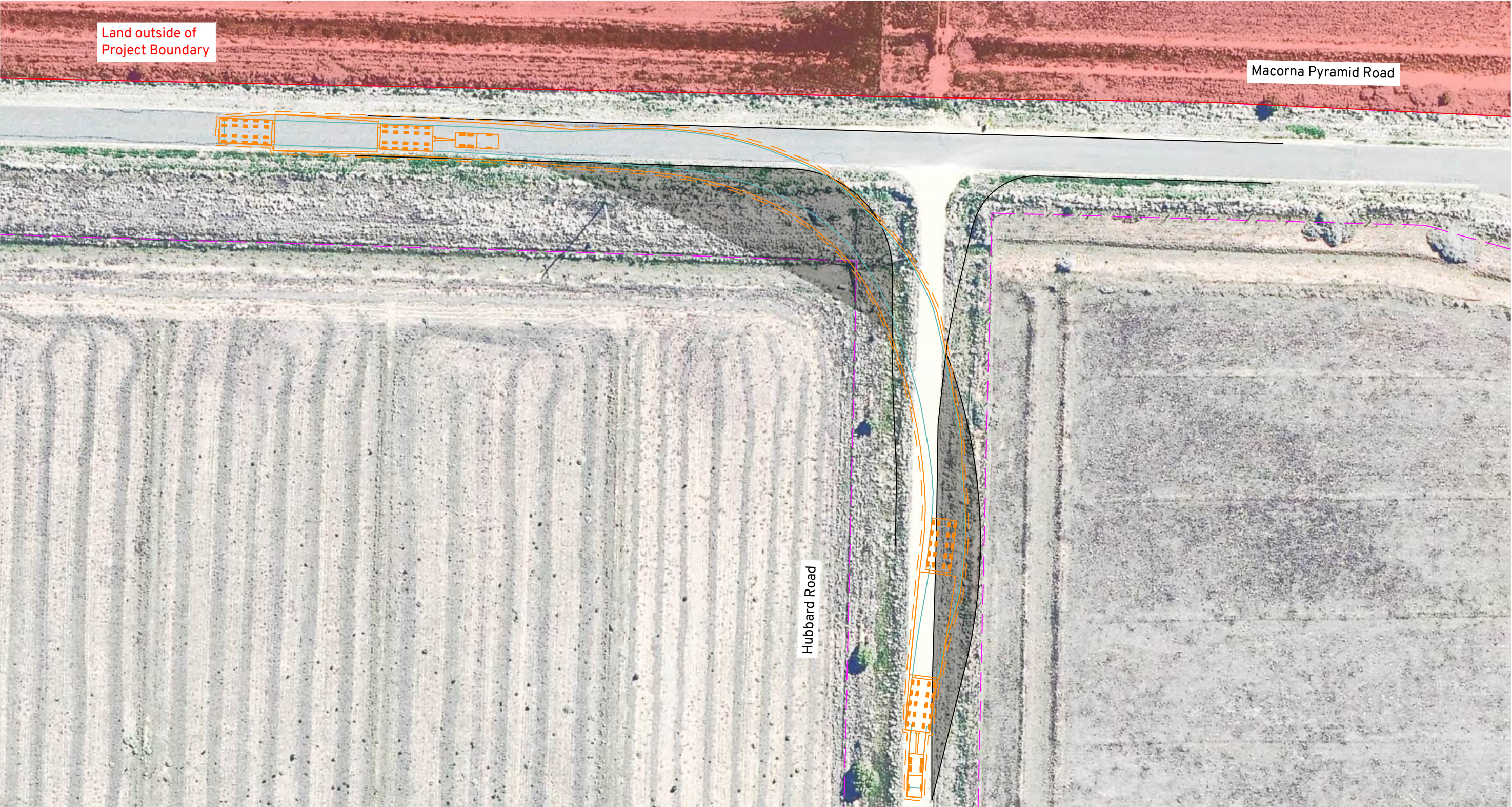
Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



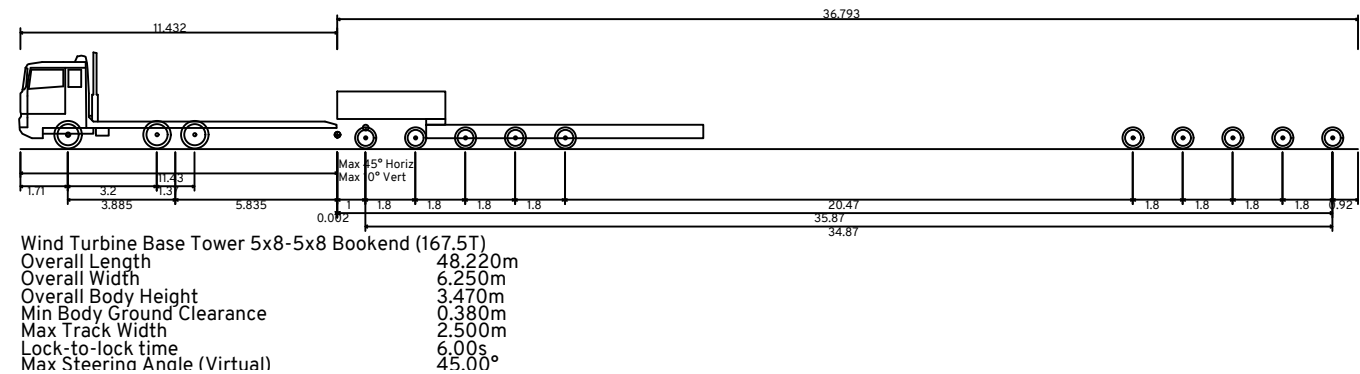
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h

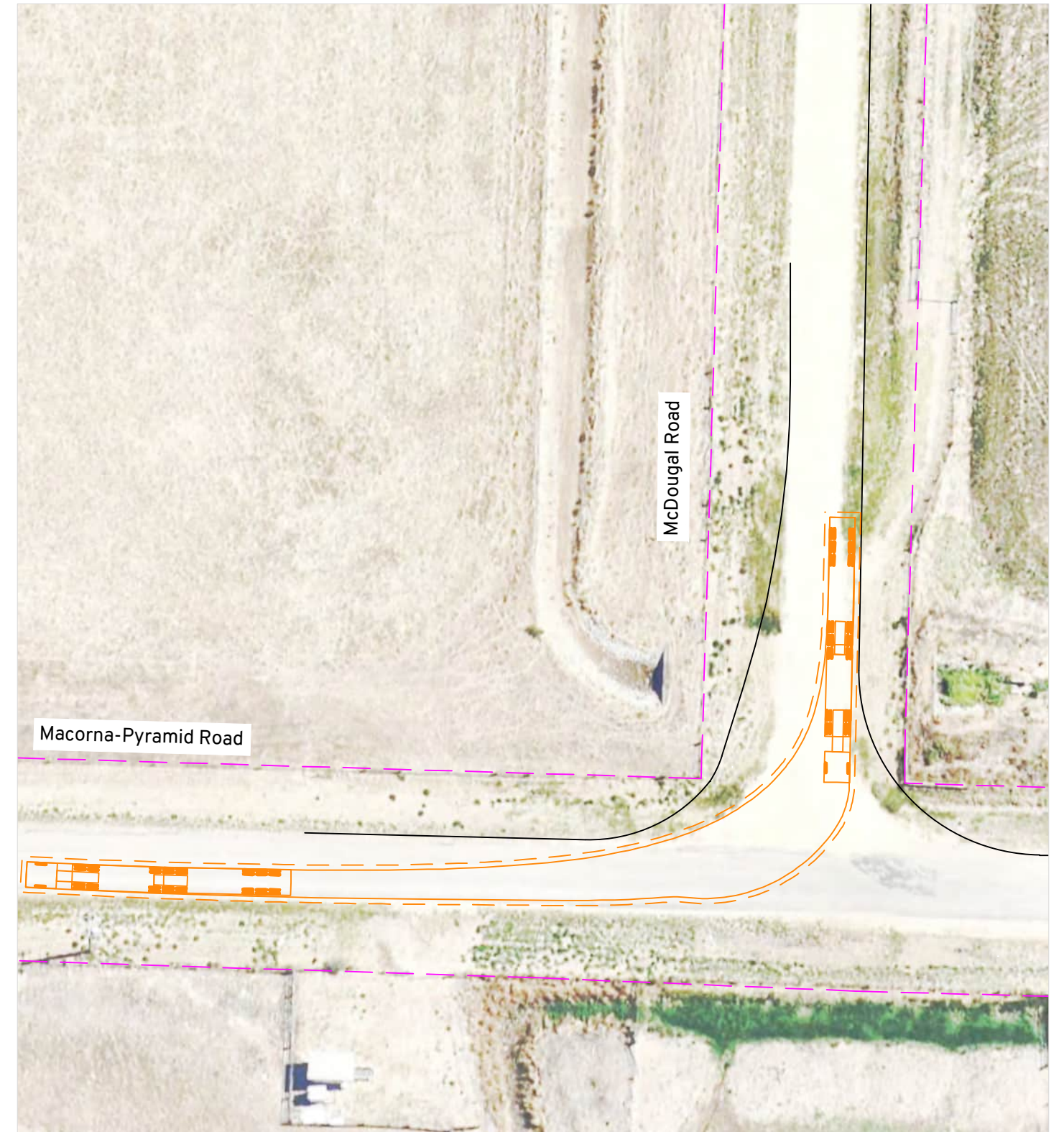


Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:750m



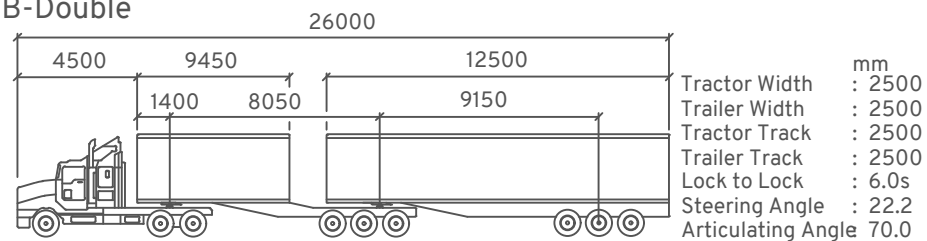
Entry Manoeuvre



Exit Manoeuvre

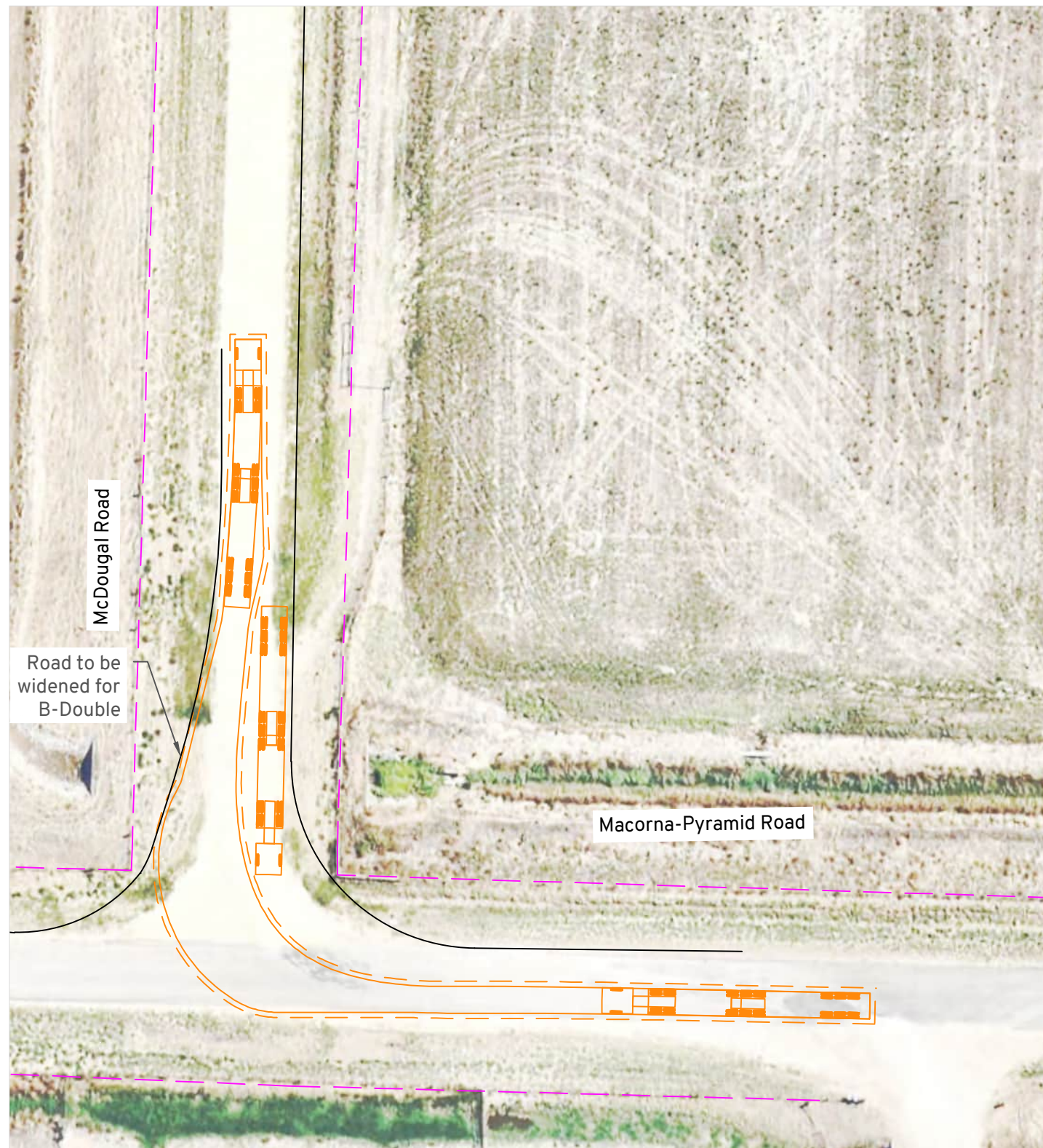
Vehicle Envelope  
500mm Clearance  
Property Fence  
Area Boundary  
Road Widening  
Min. Design Speed 5km/h

26.0m B-Double



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:600m



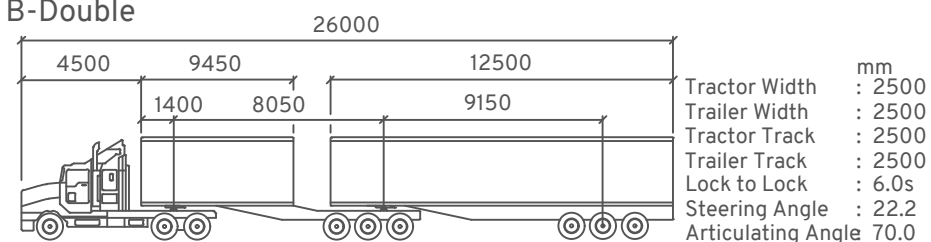
Entry Manoeuvre



Exit Manoeuvre

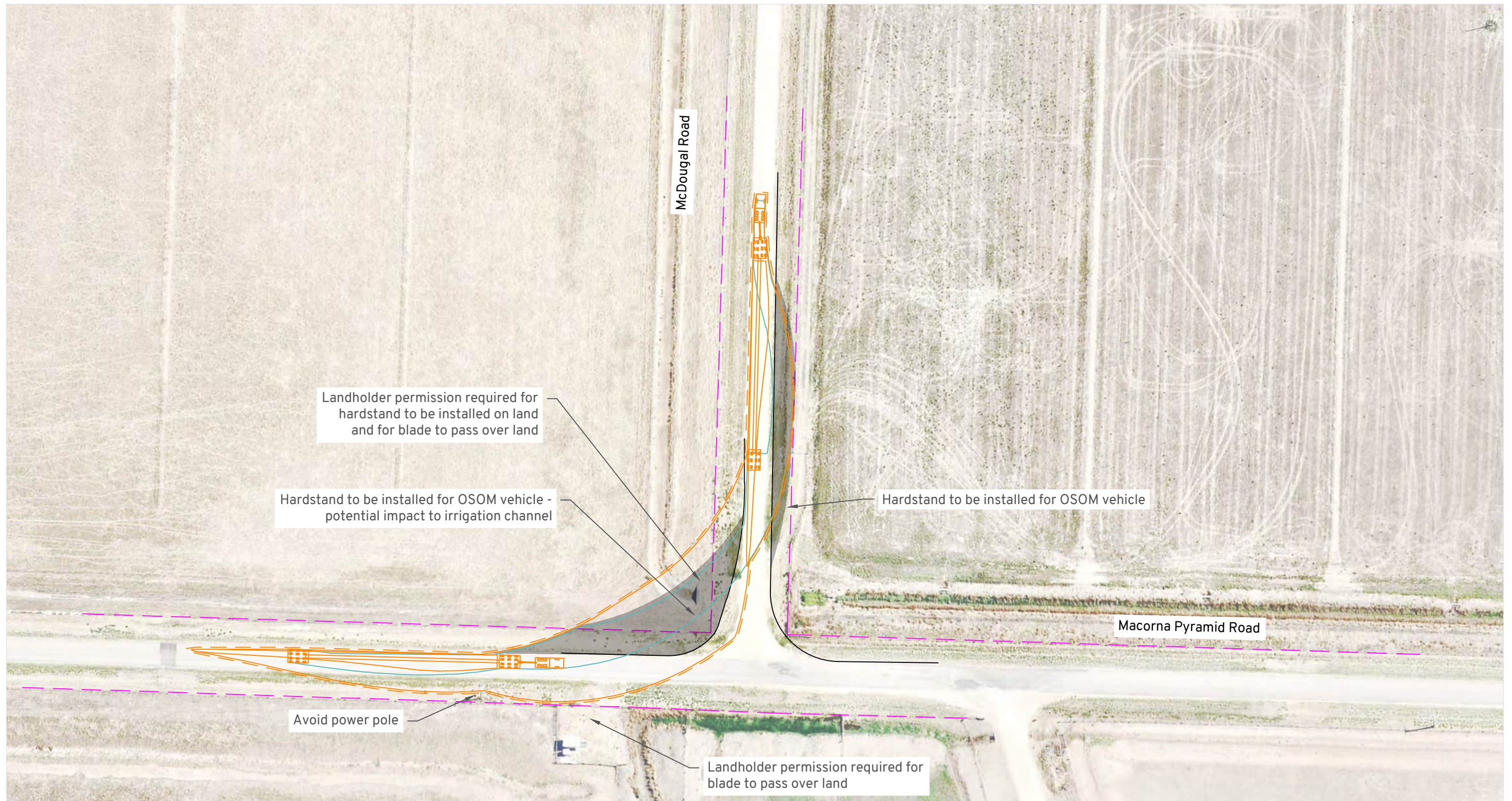
Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



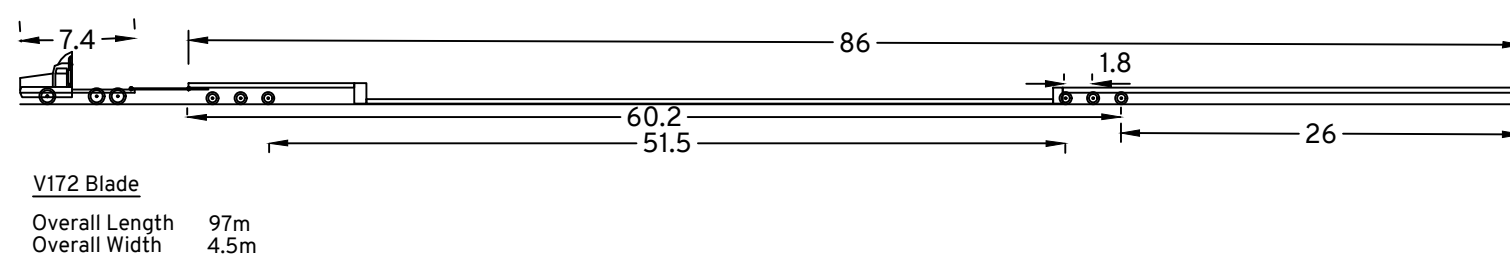
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:600m



Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



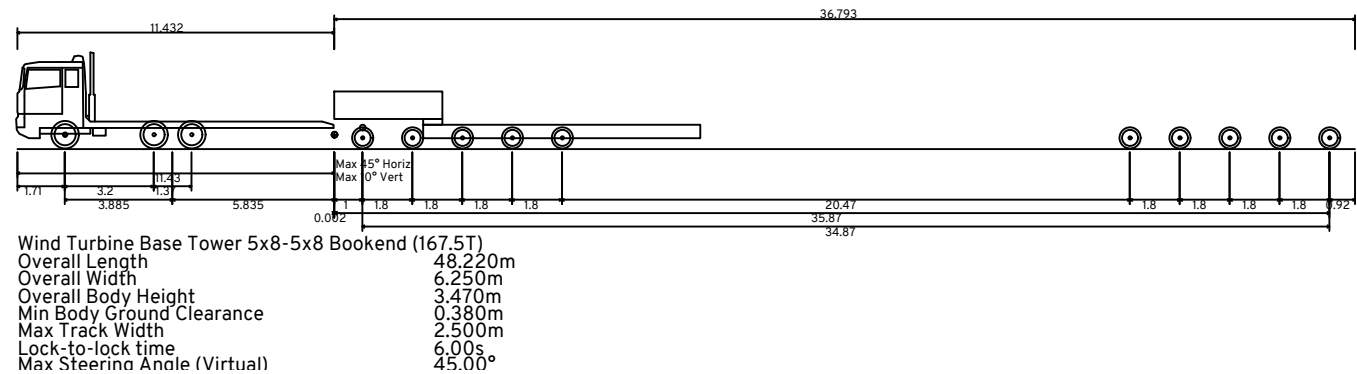
Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



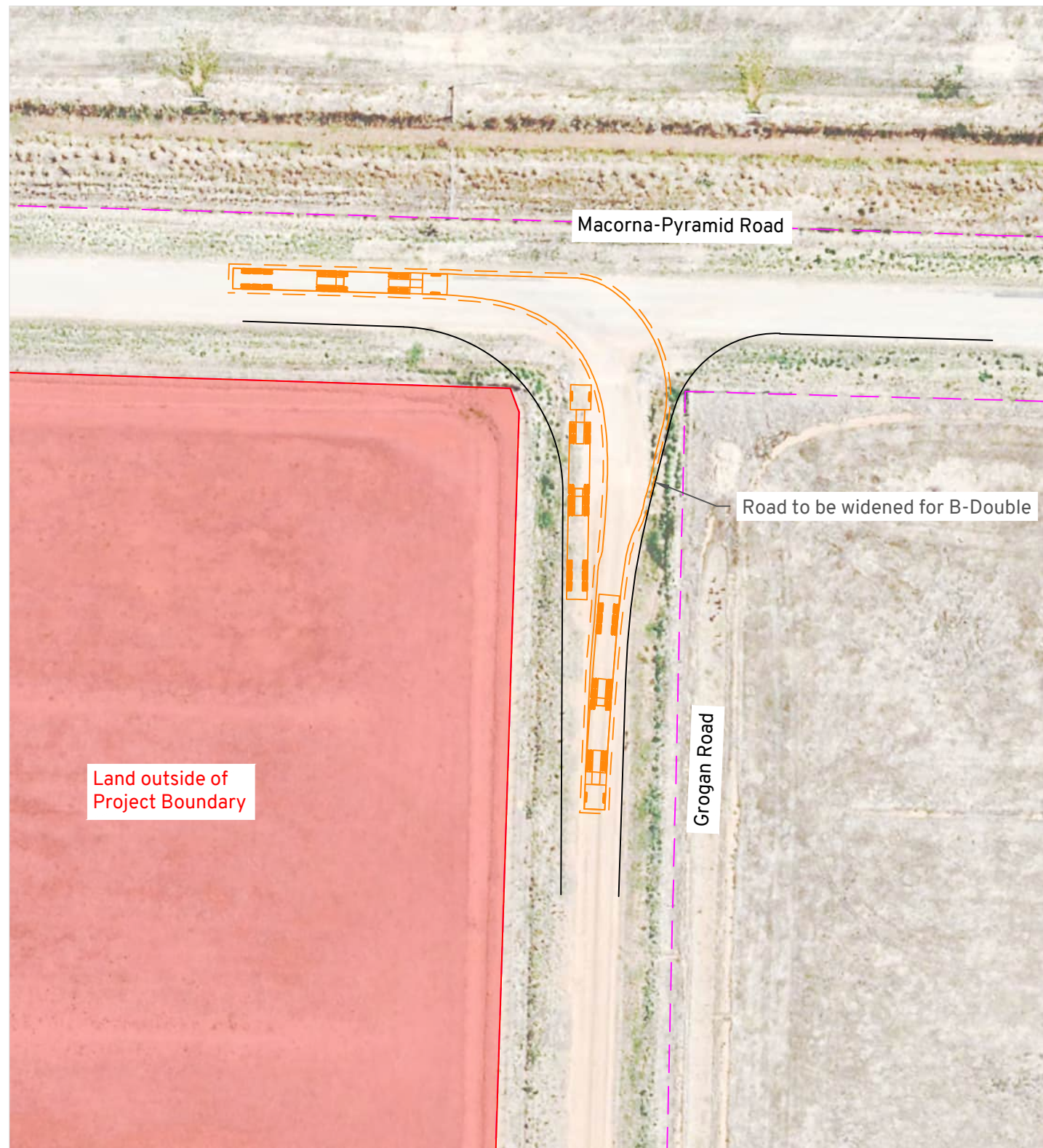
Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h

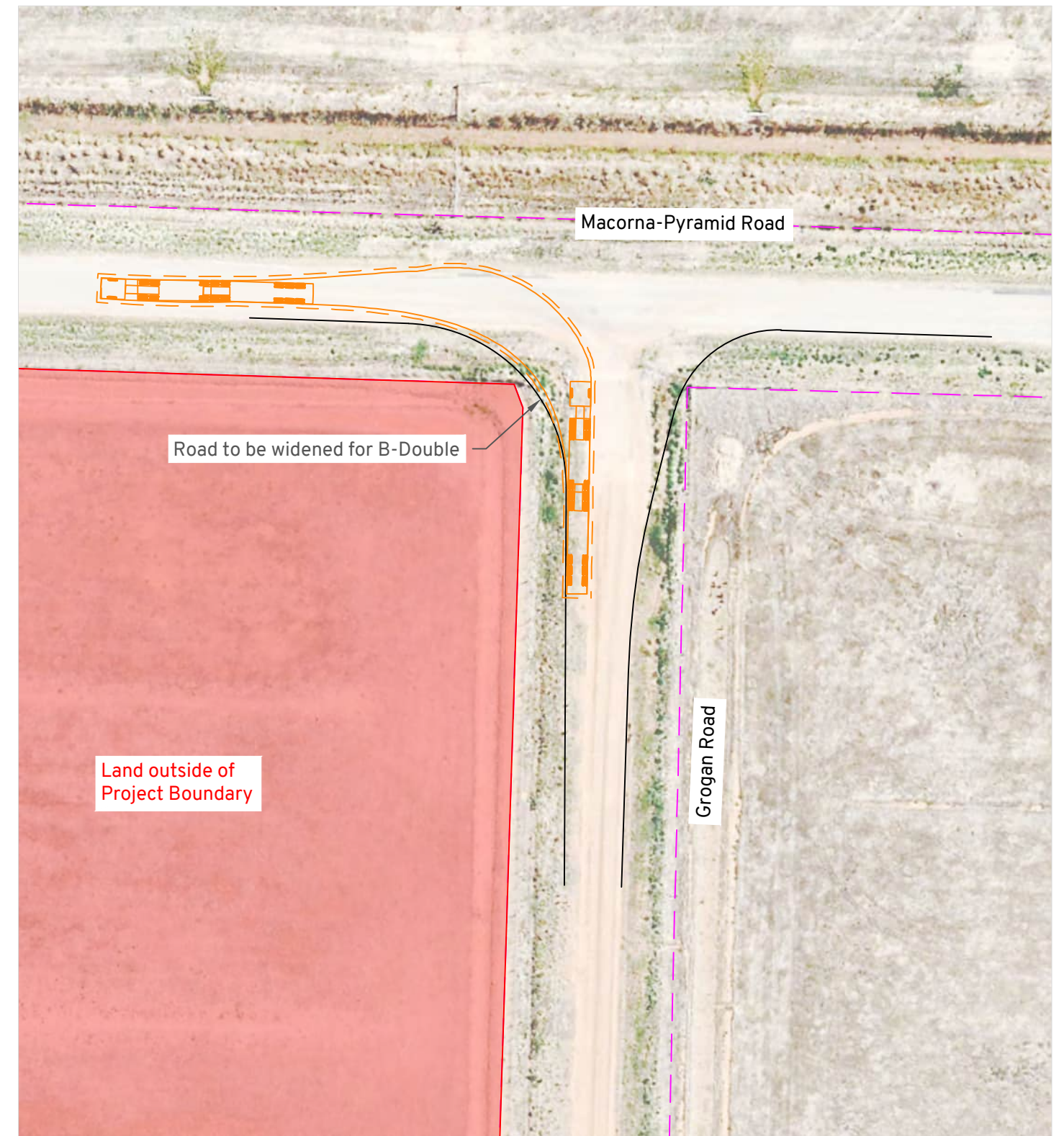


Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:750m



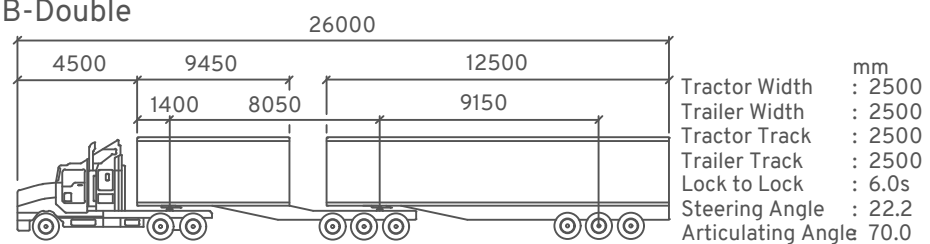
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

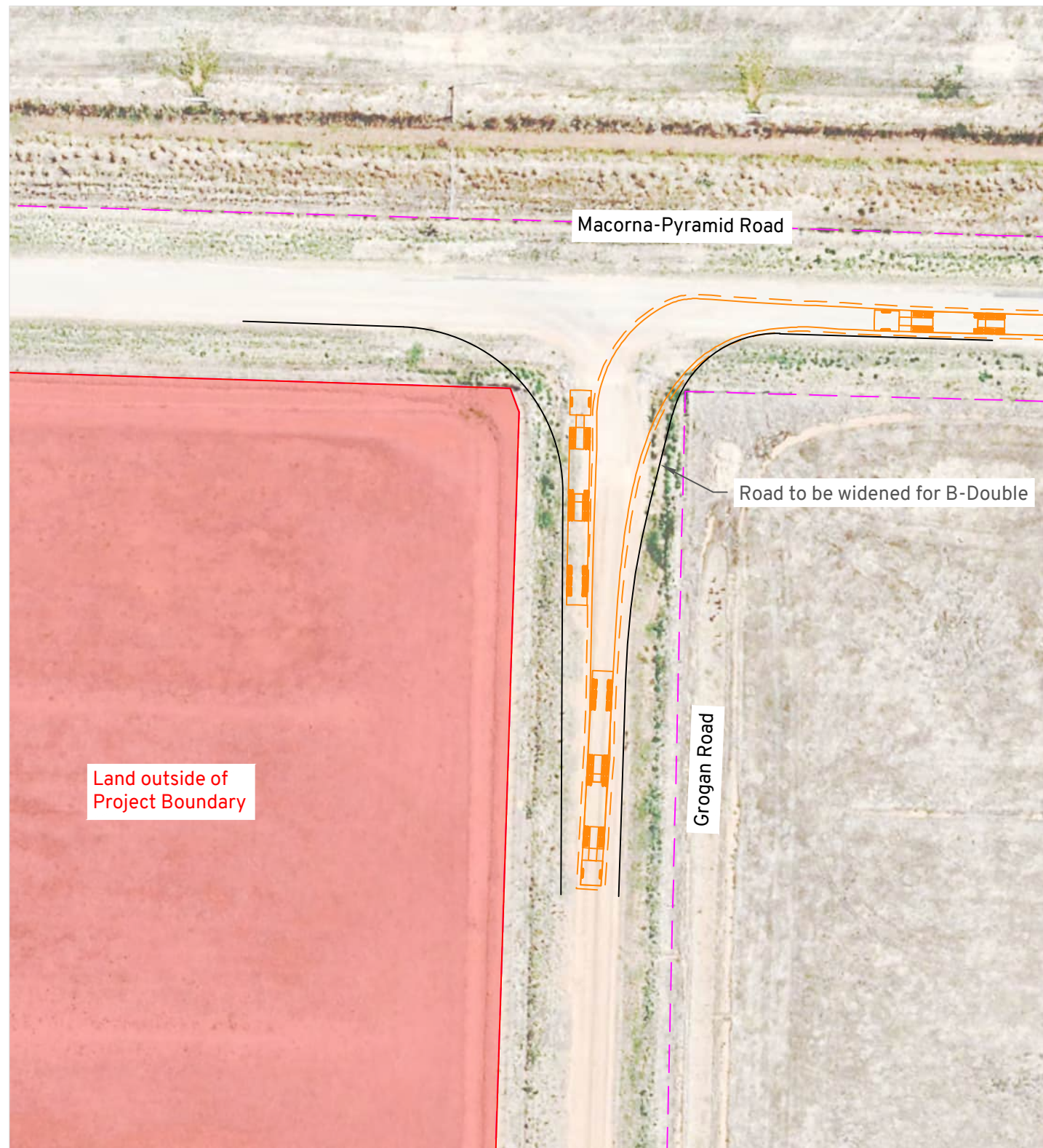


Design  
 Lot Boundary  
 Fence

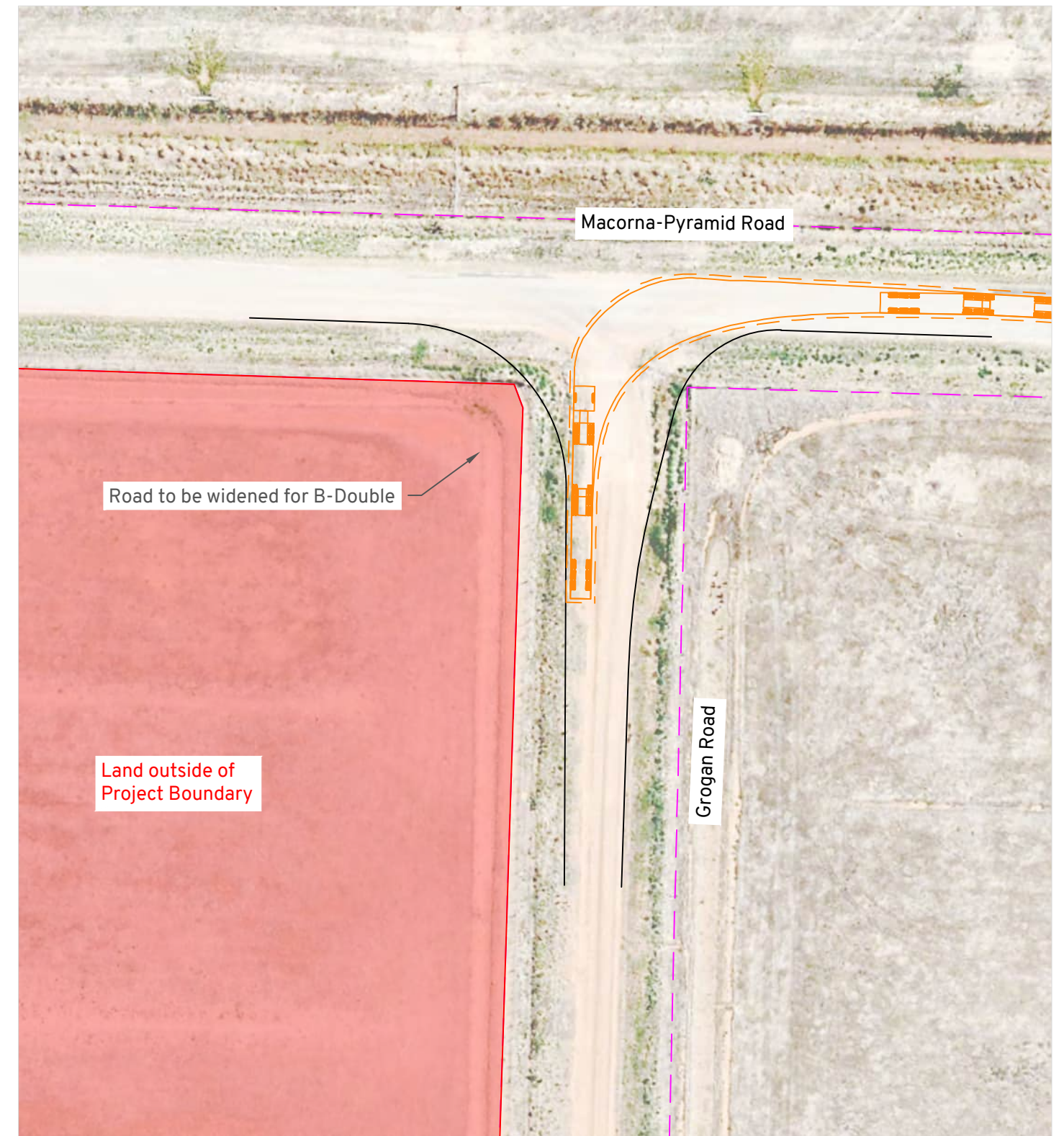


Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



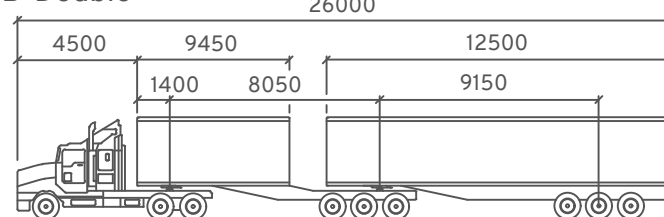
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

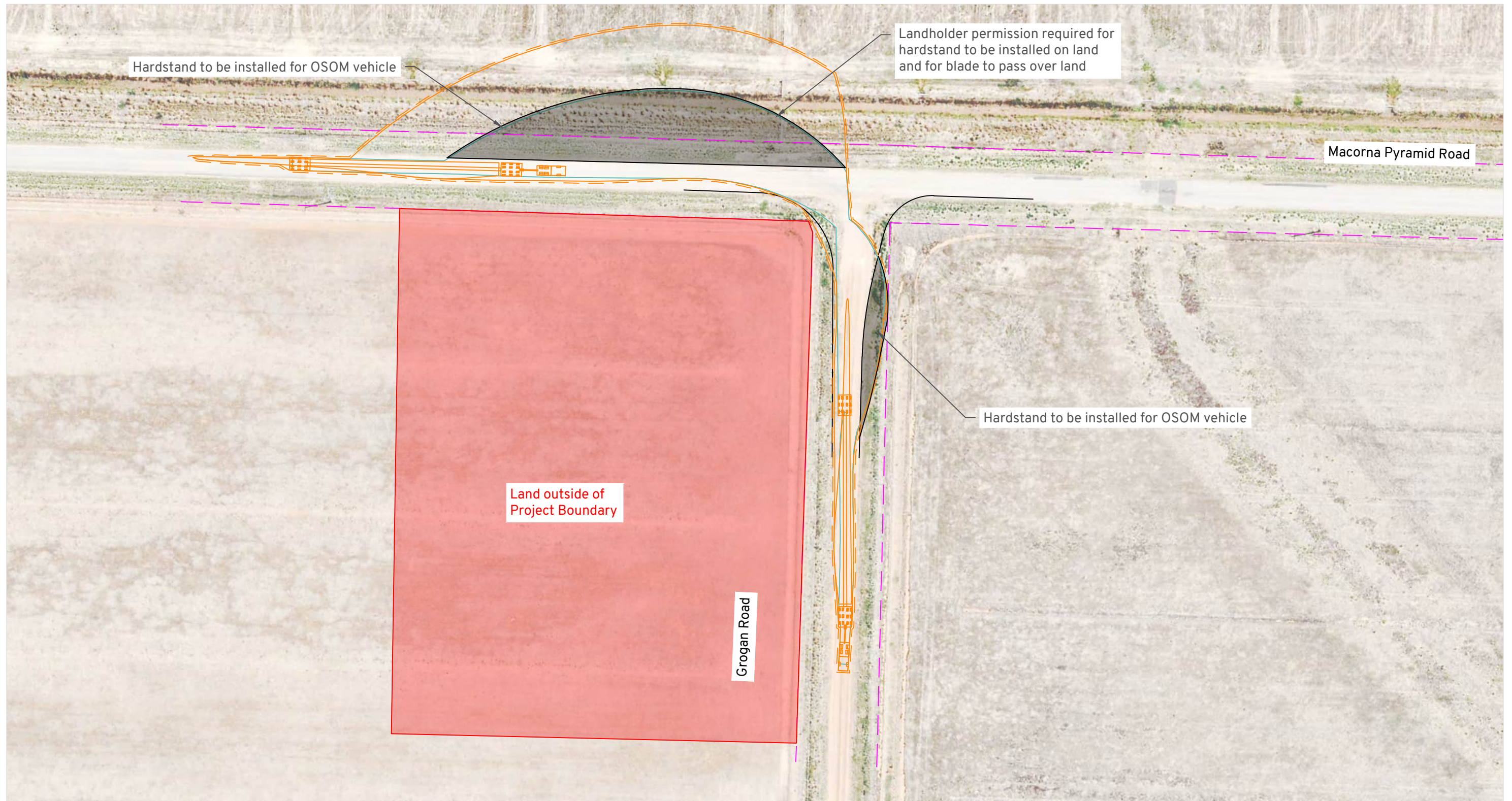


Tractor Width : 2500 mm  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle 70.0



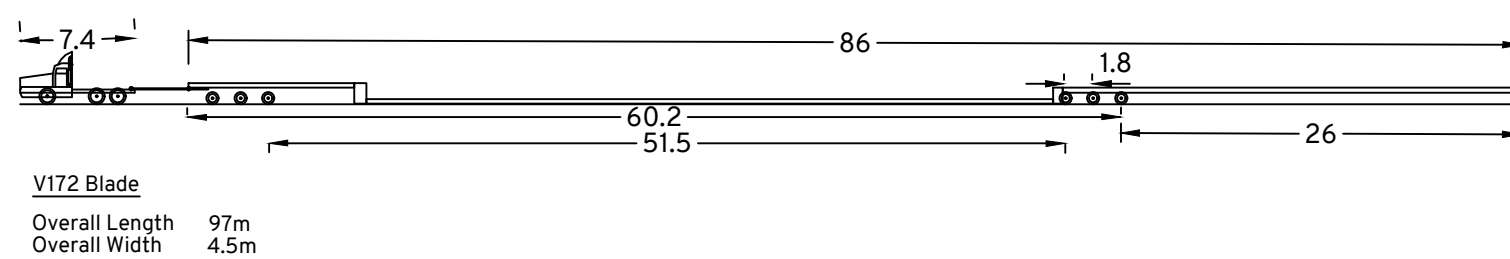
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



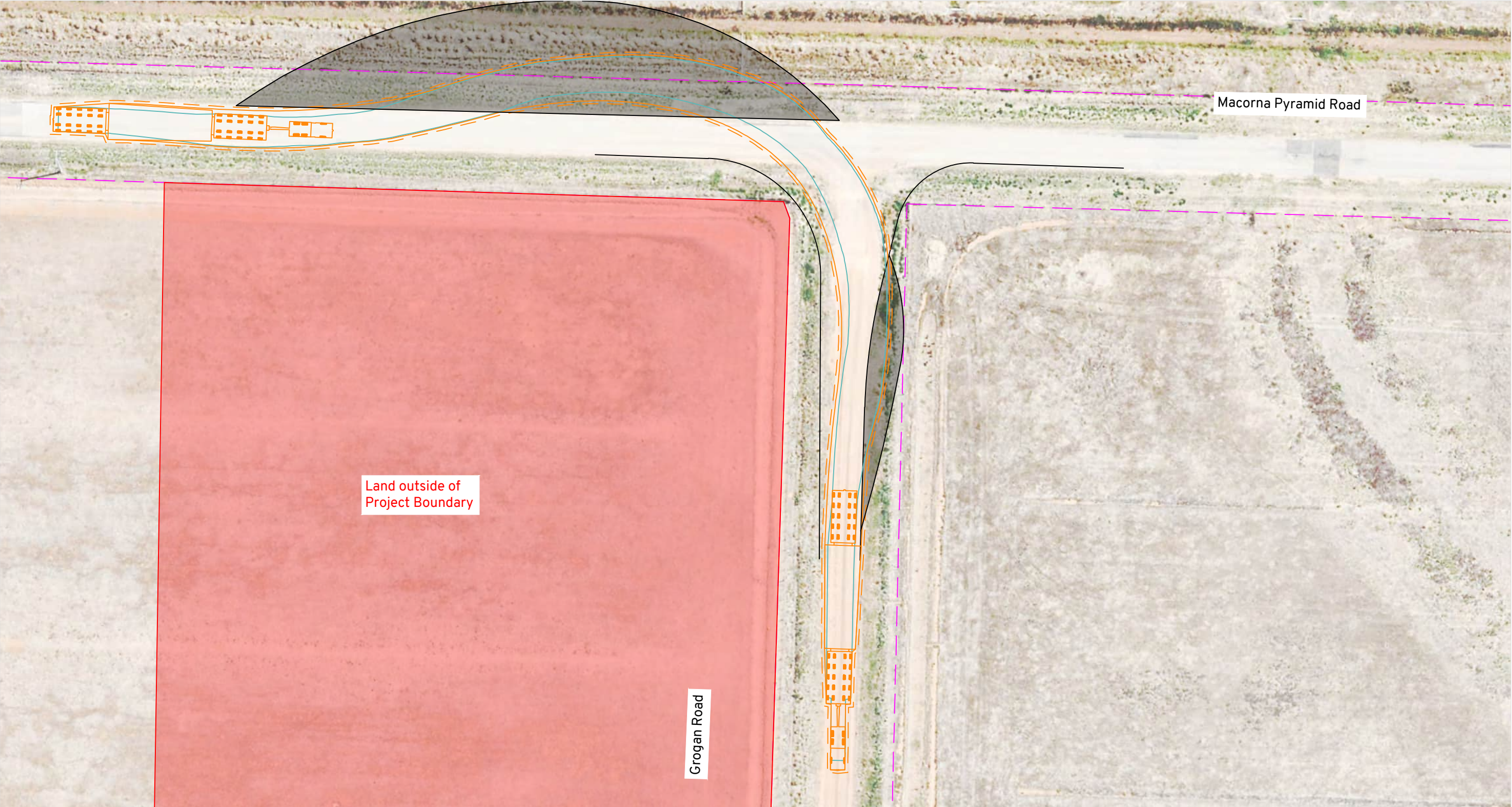
Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



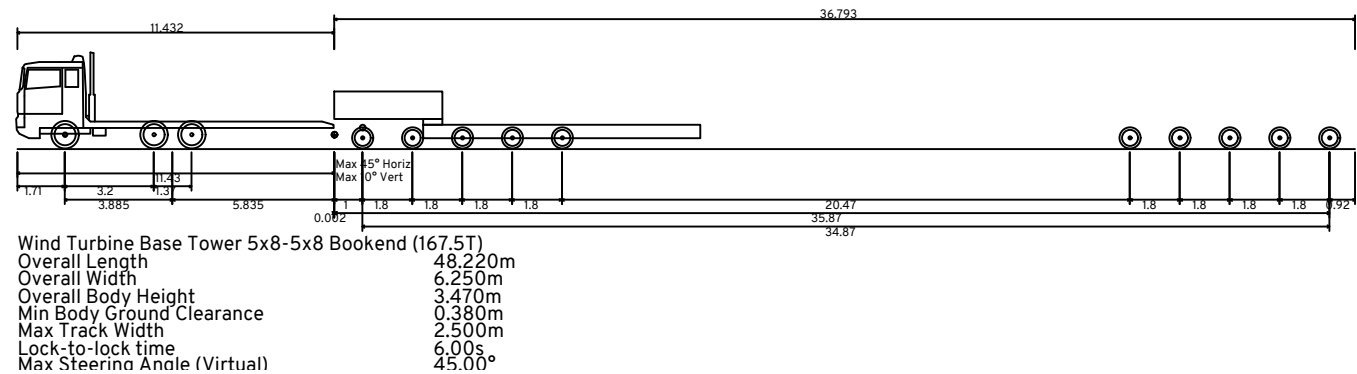
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h



Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:750m

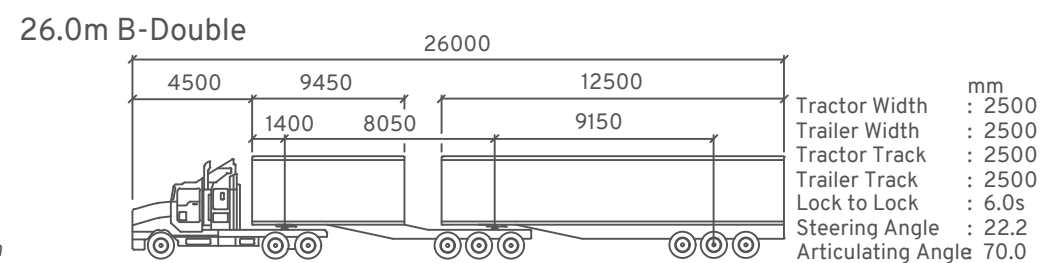


Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h



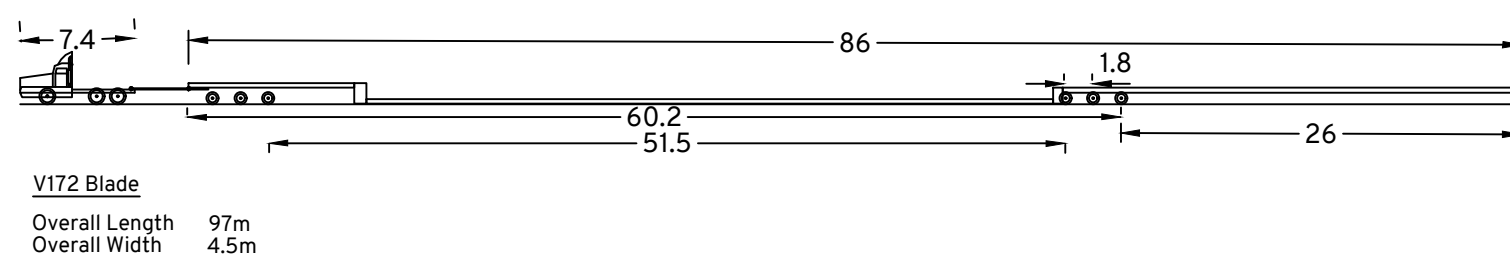
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:800m



Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



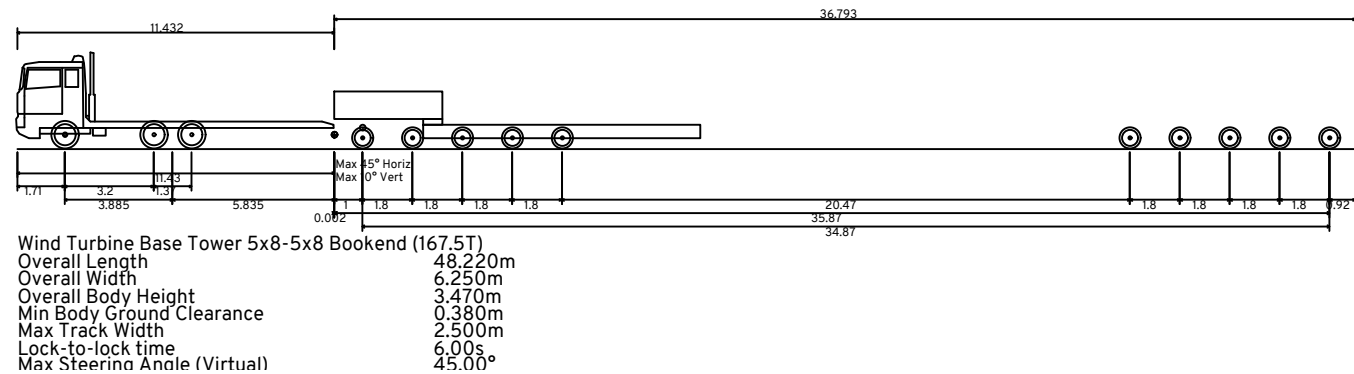
Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



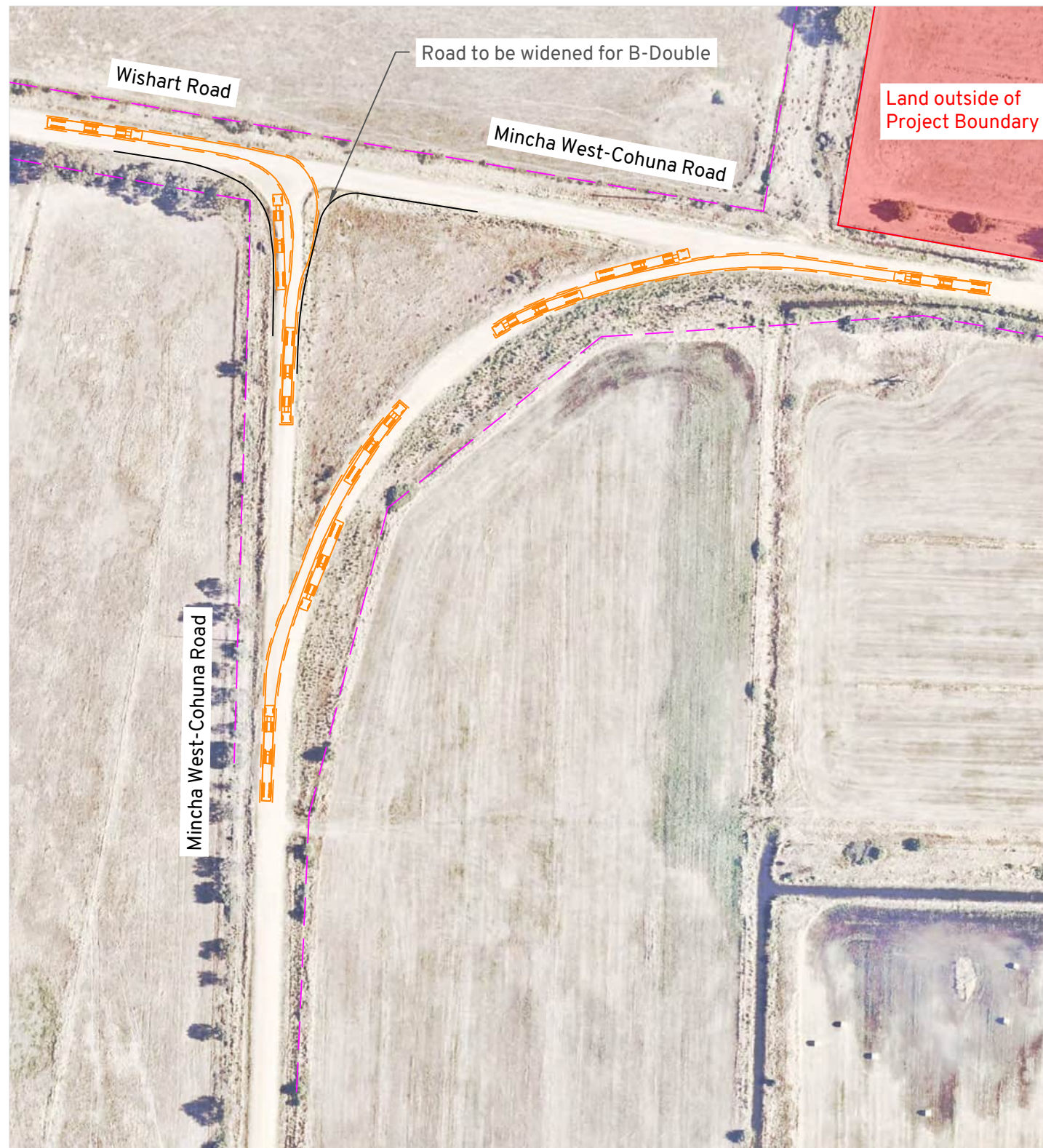
Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h

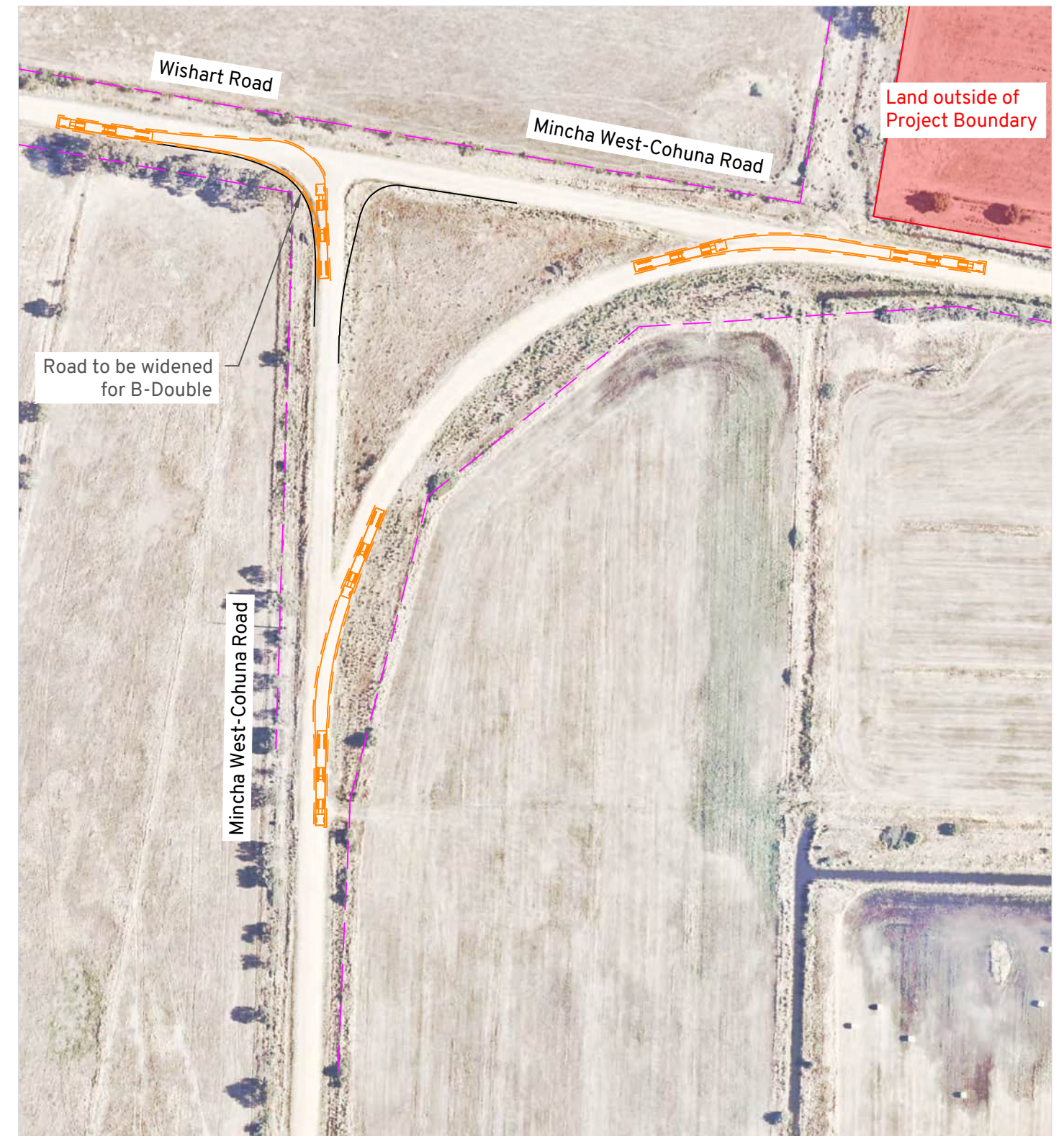


Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:800m

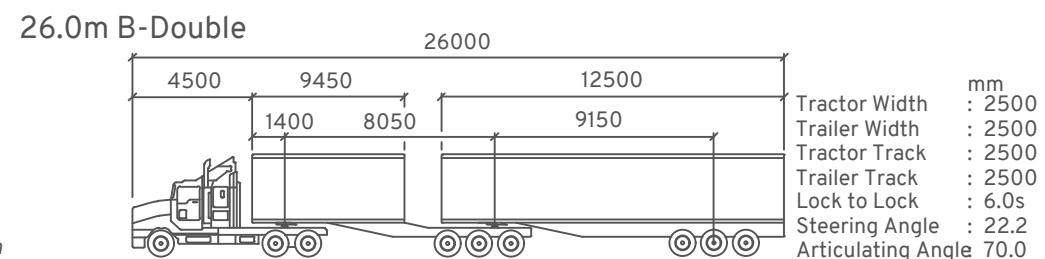


Entry Manoeuvre



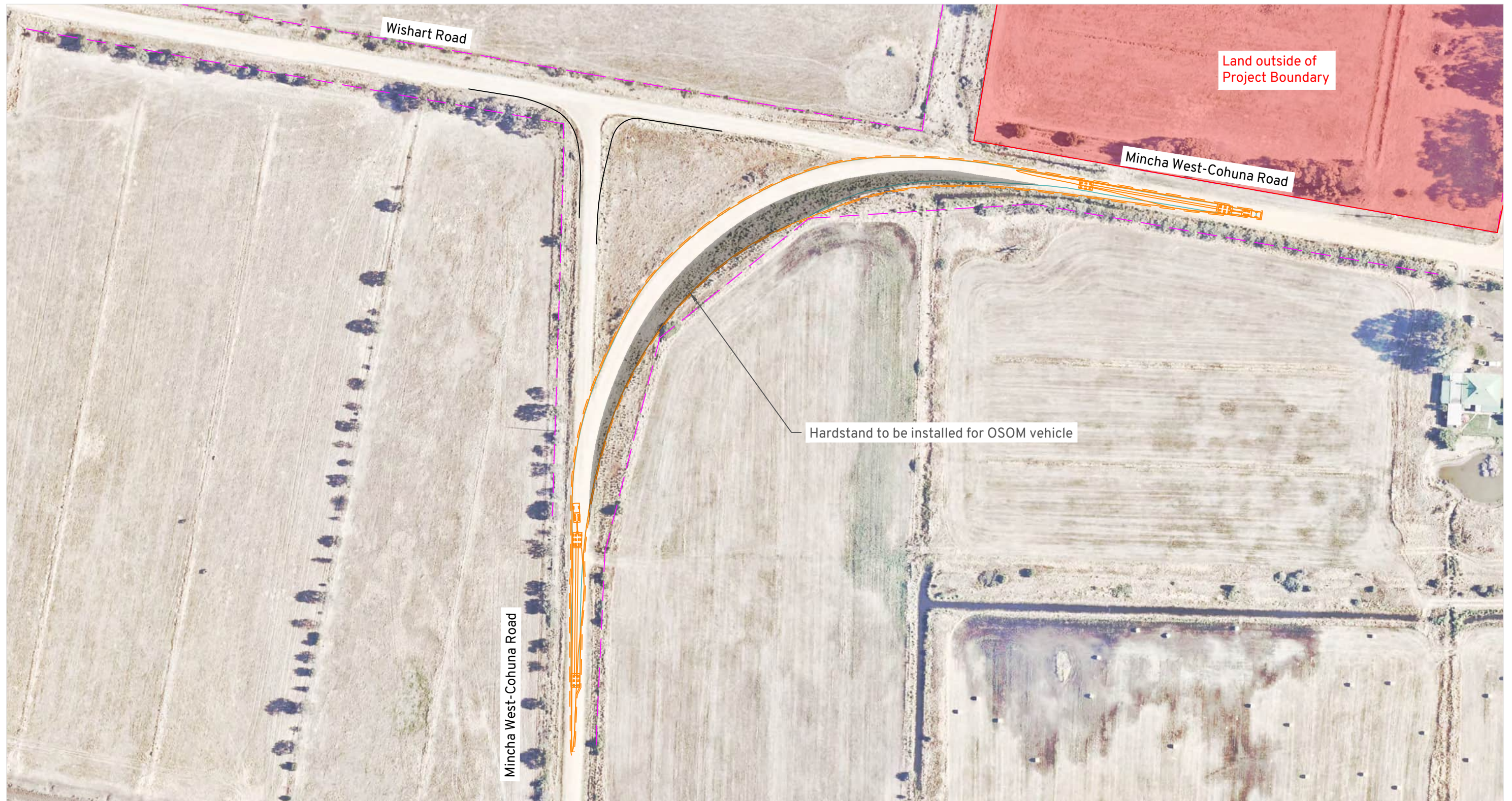
Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h



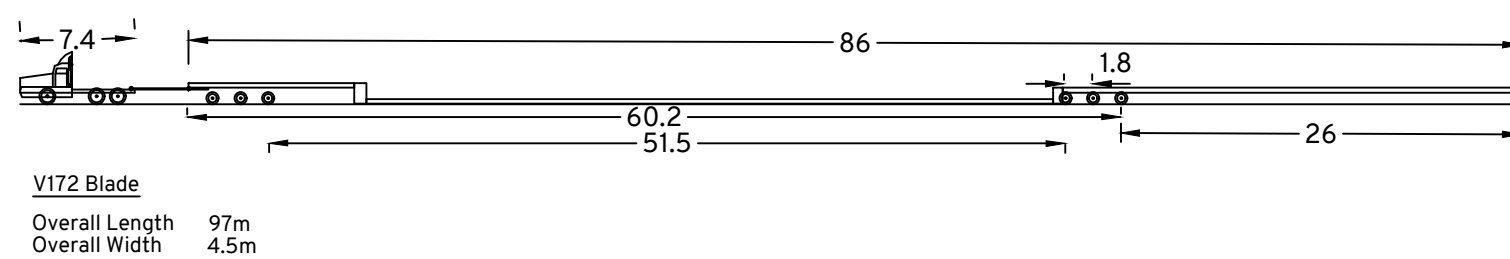
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1500m



Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



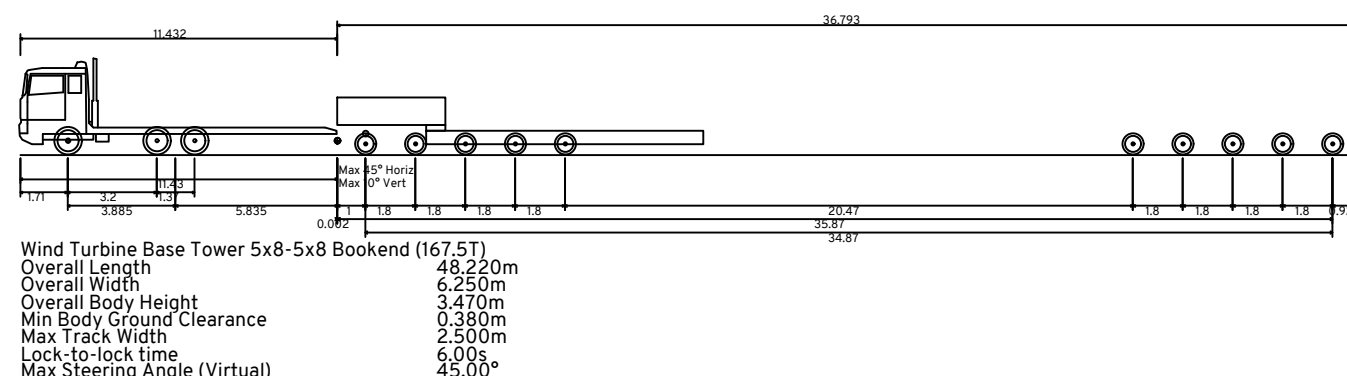
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1500m



Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:1000m

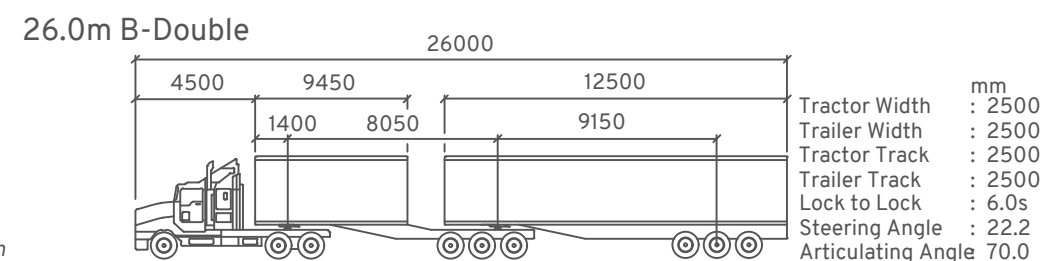


Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



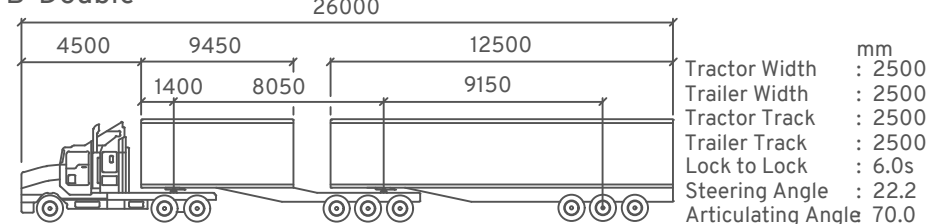
Entry Manoeuvre



Exit Manoeuvre

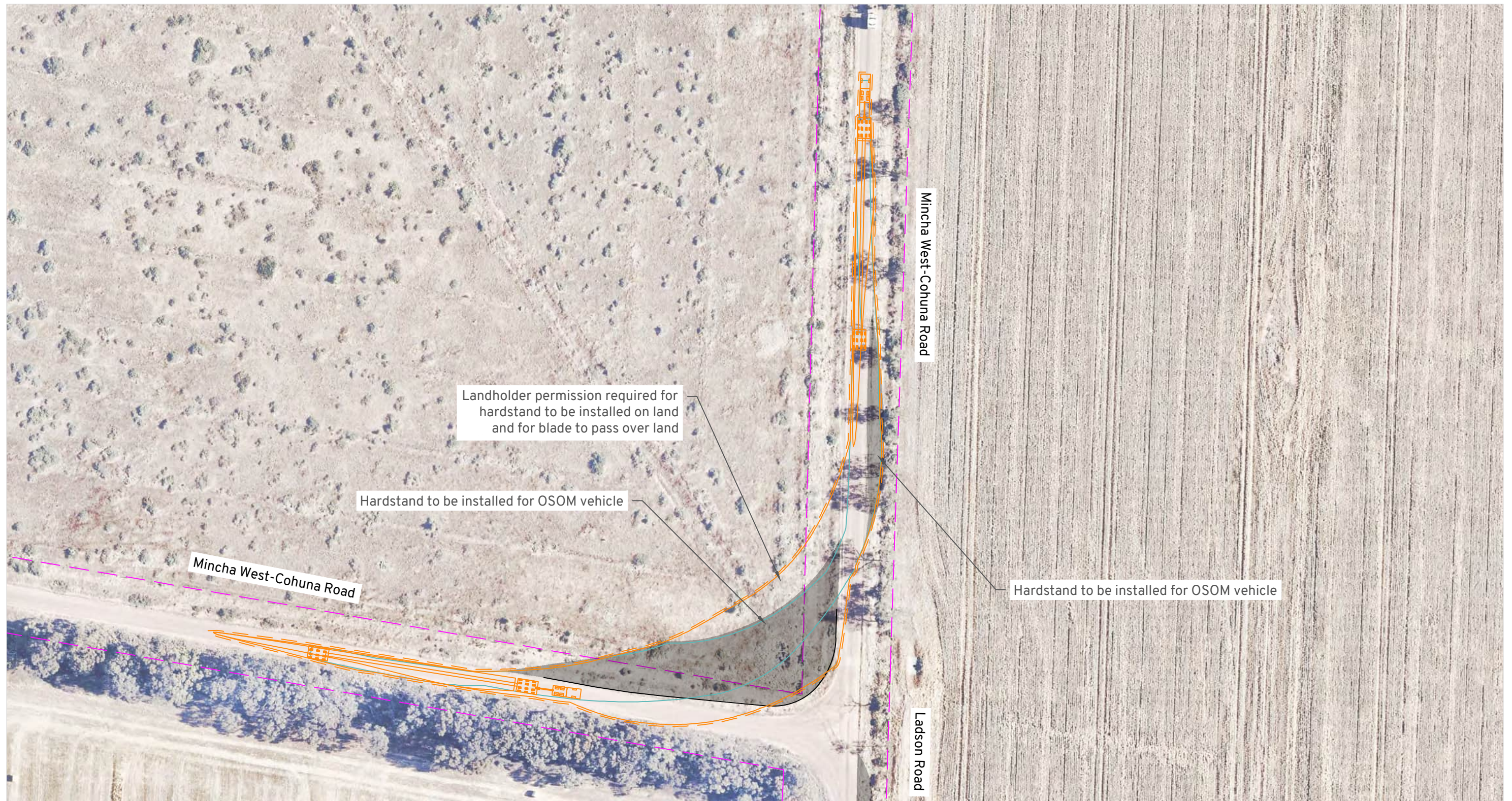
Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



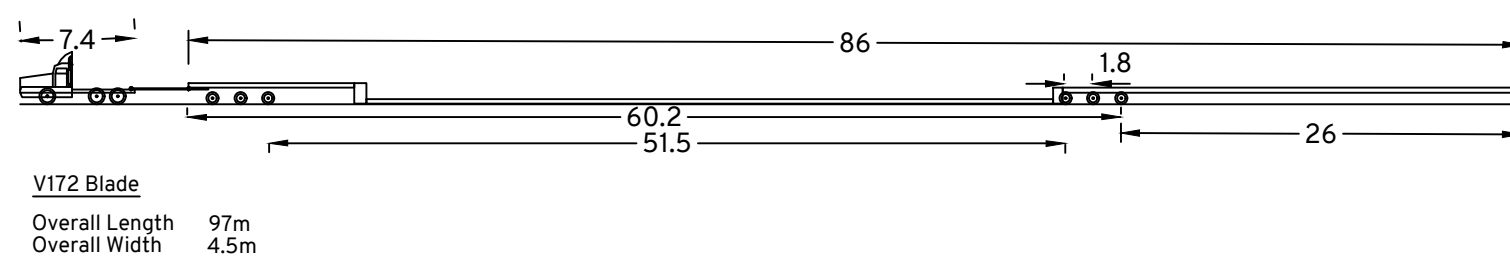
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



Entry Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



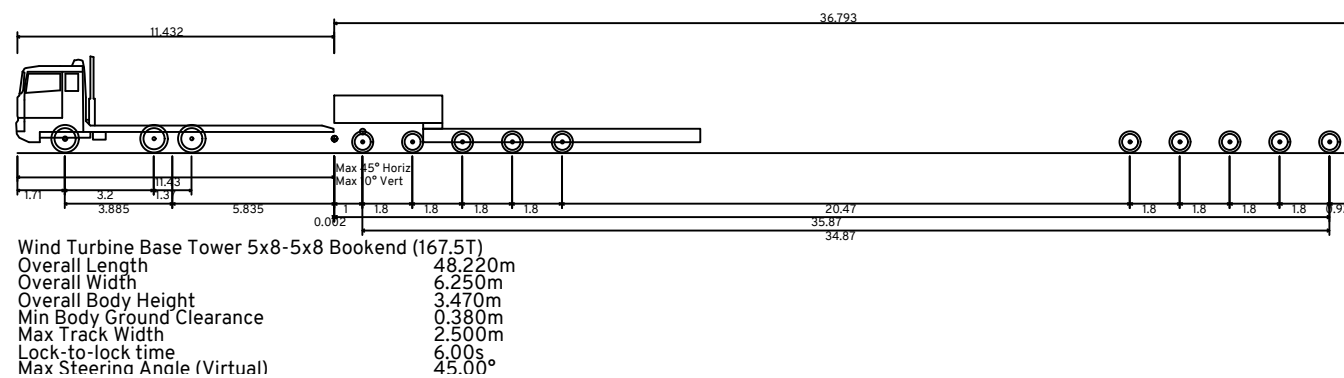
Macorna Wind Farm  
 Local Road Intersections  
 Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m



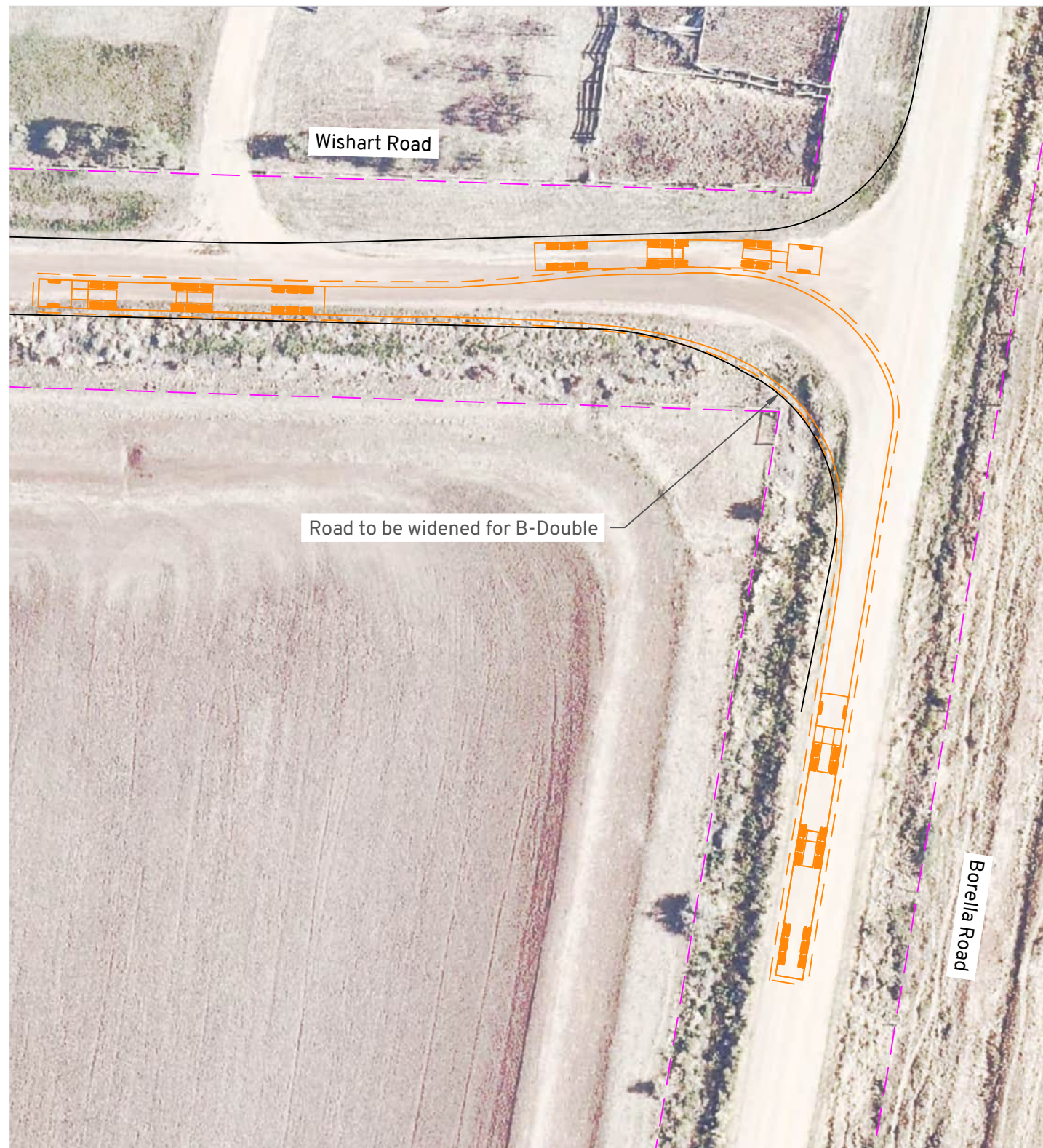
Entry Manoeuvre

- Vehicle Envelope
- 500mm Clearance
- Indicative Property Fence
- OSOM Wheel Envelope
- Road Widening
- Min. Design Speed 5km/h

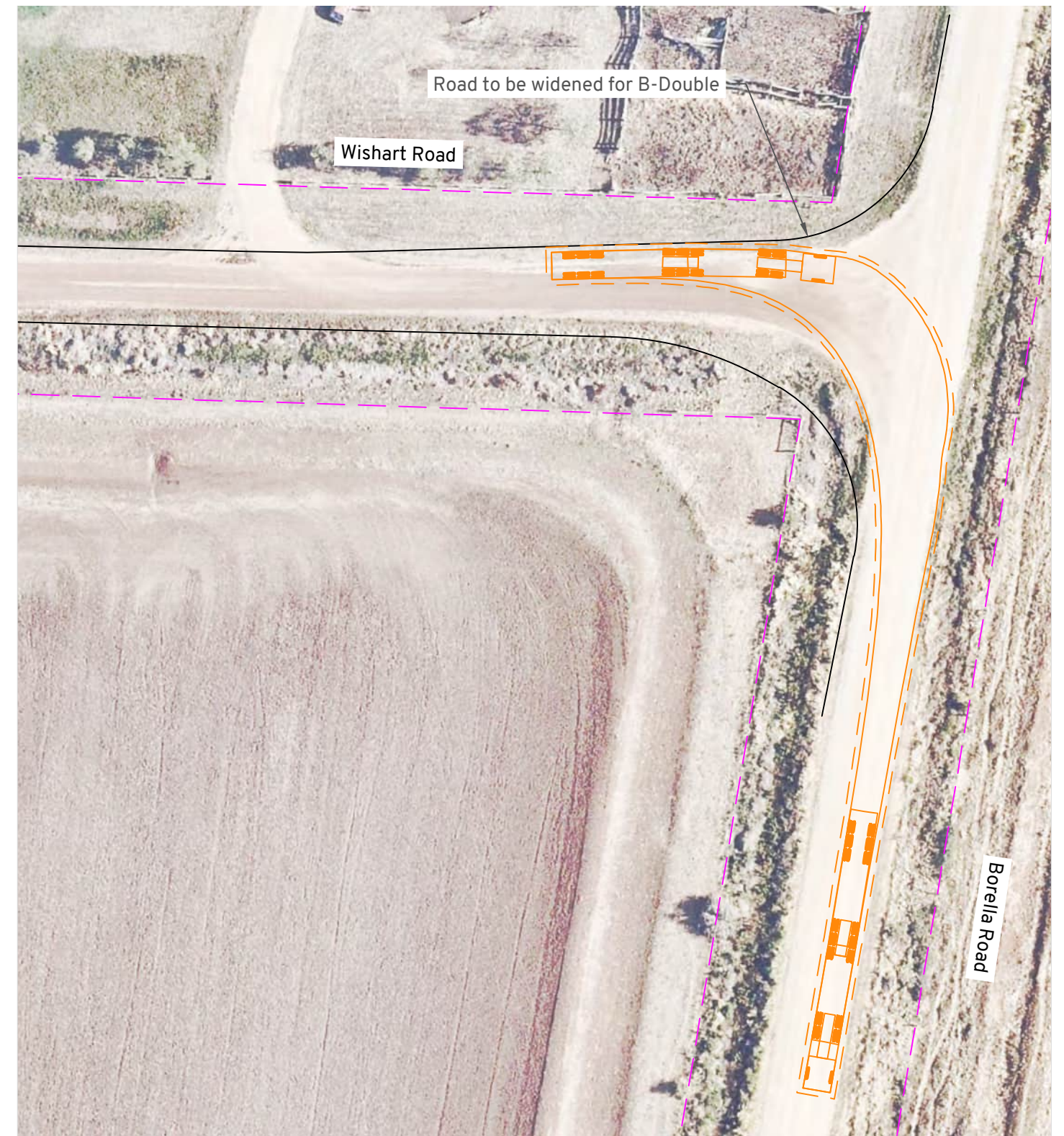


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:1000m



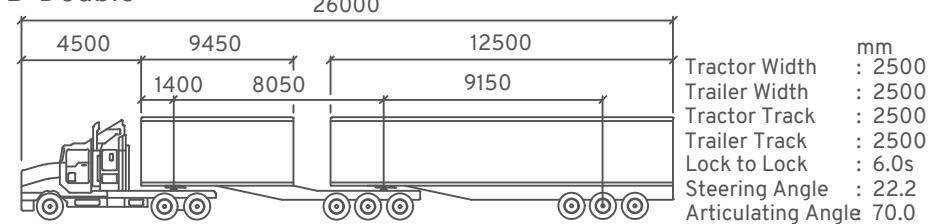
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:500m



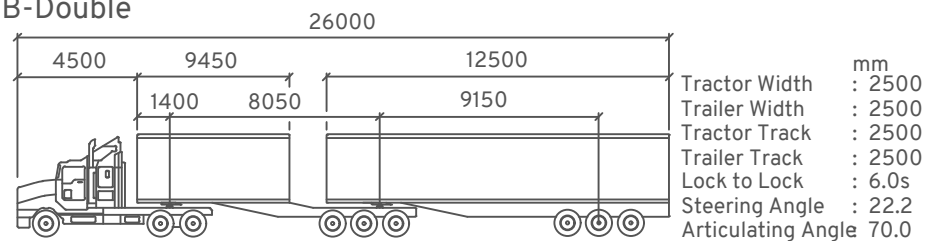
Entry Manoeuvre



Exit Manoeuvre

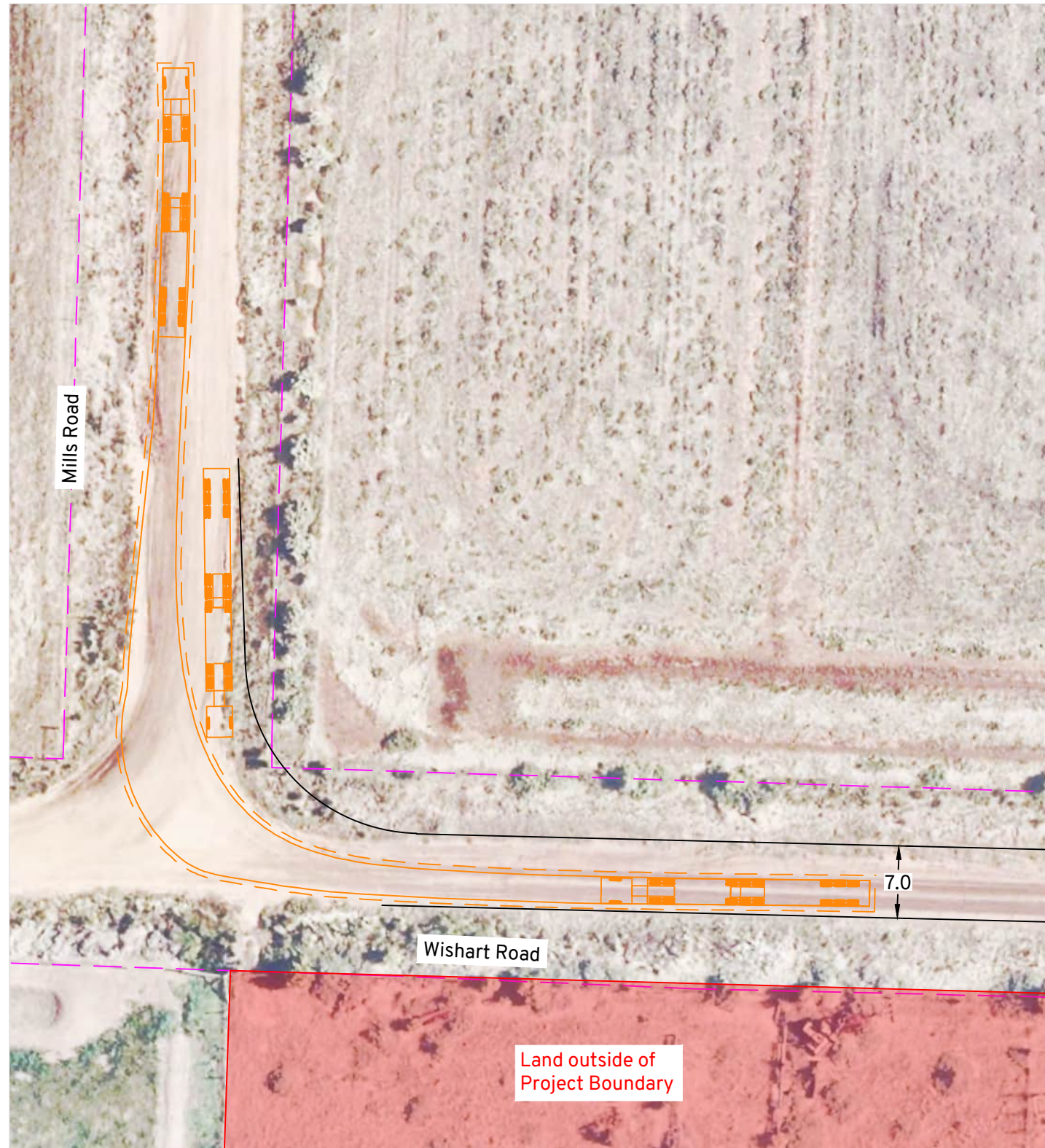
Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

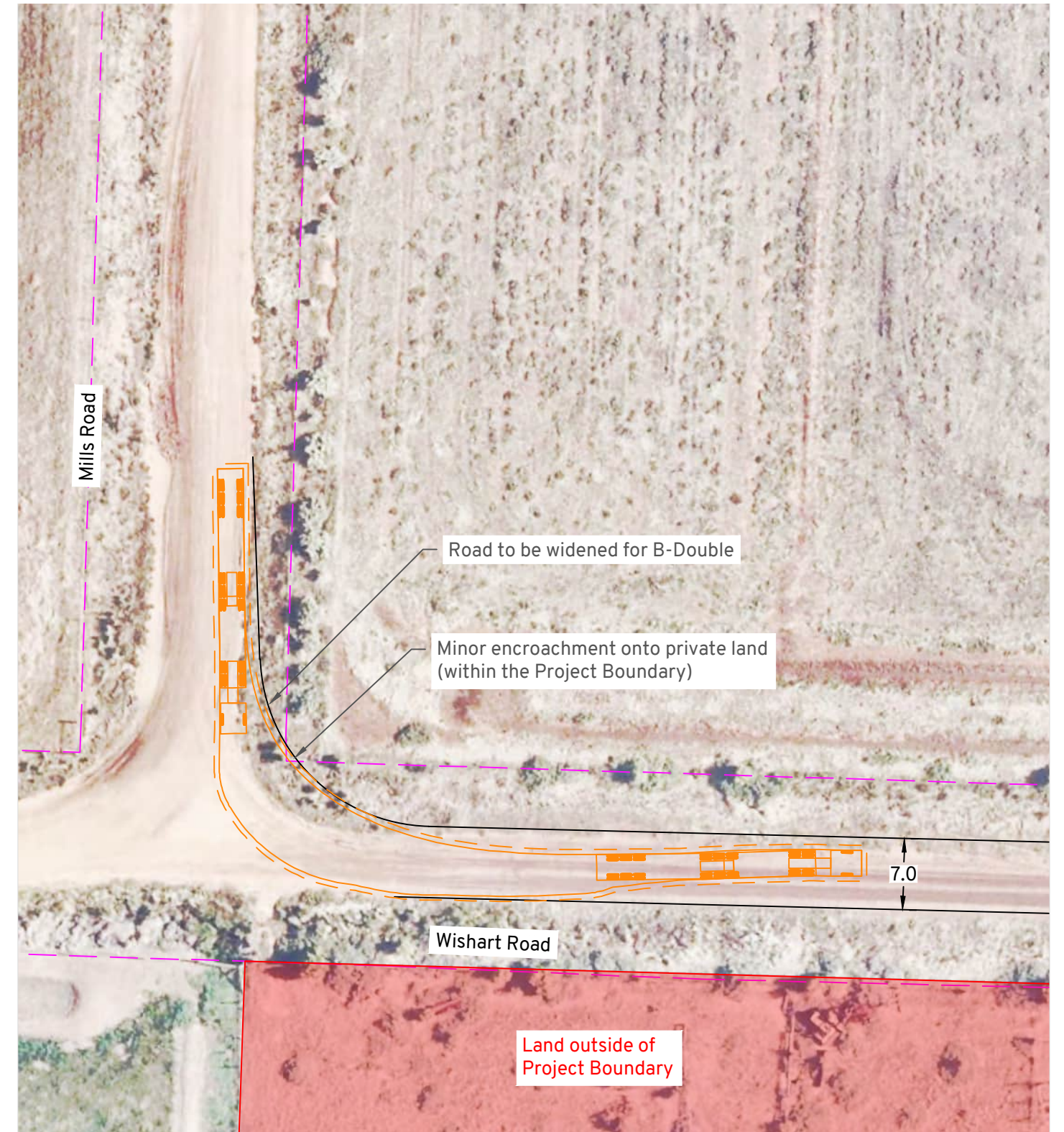


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



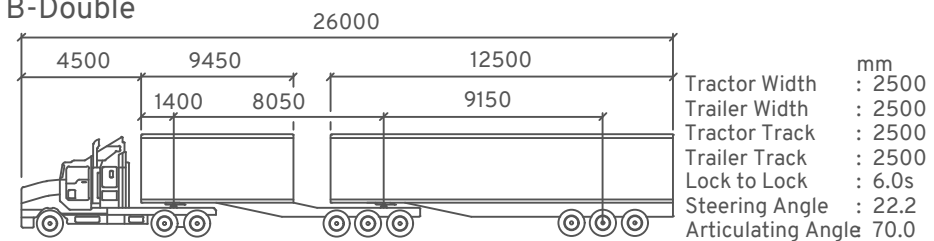
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

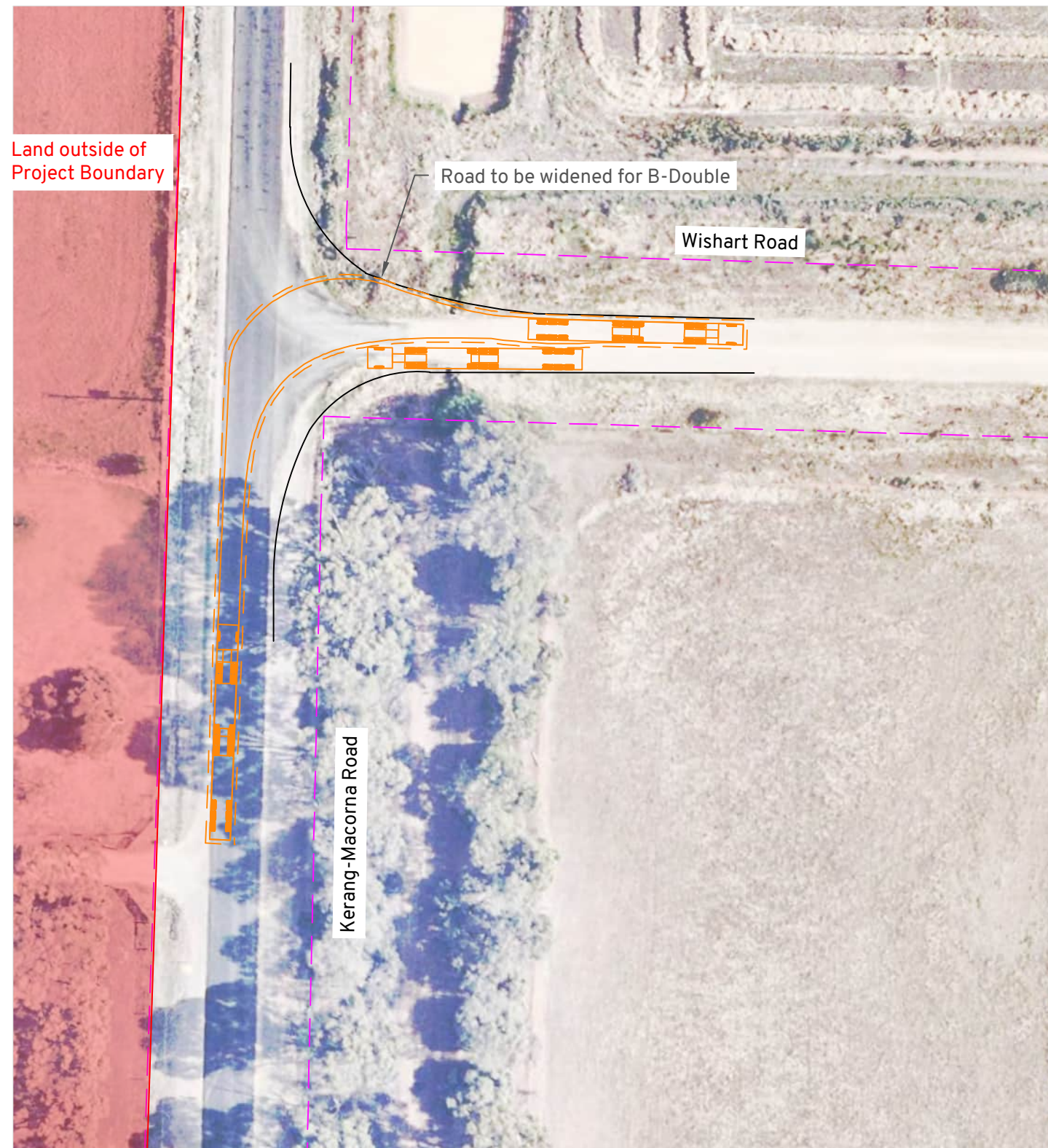


## Macorna Wind Farm

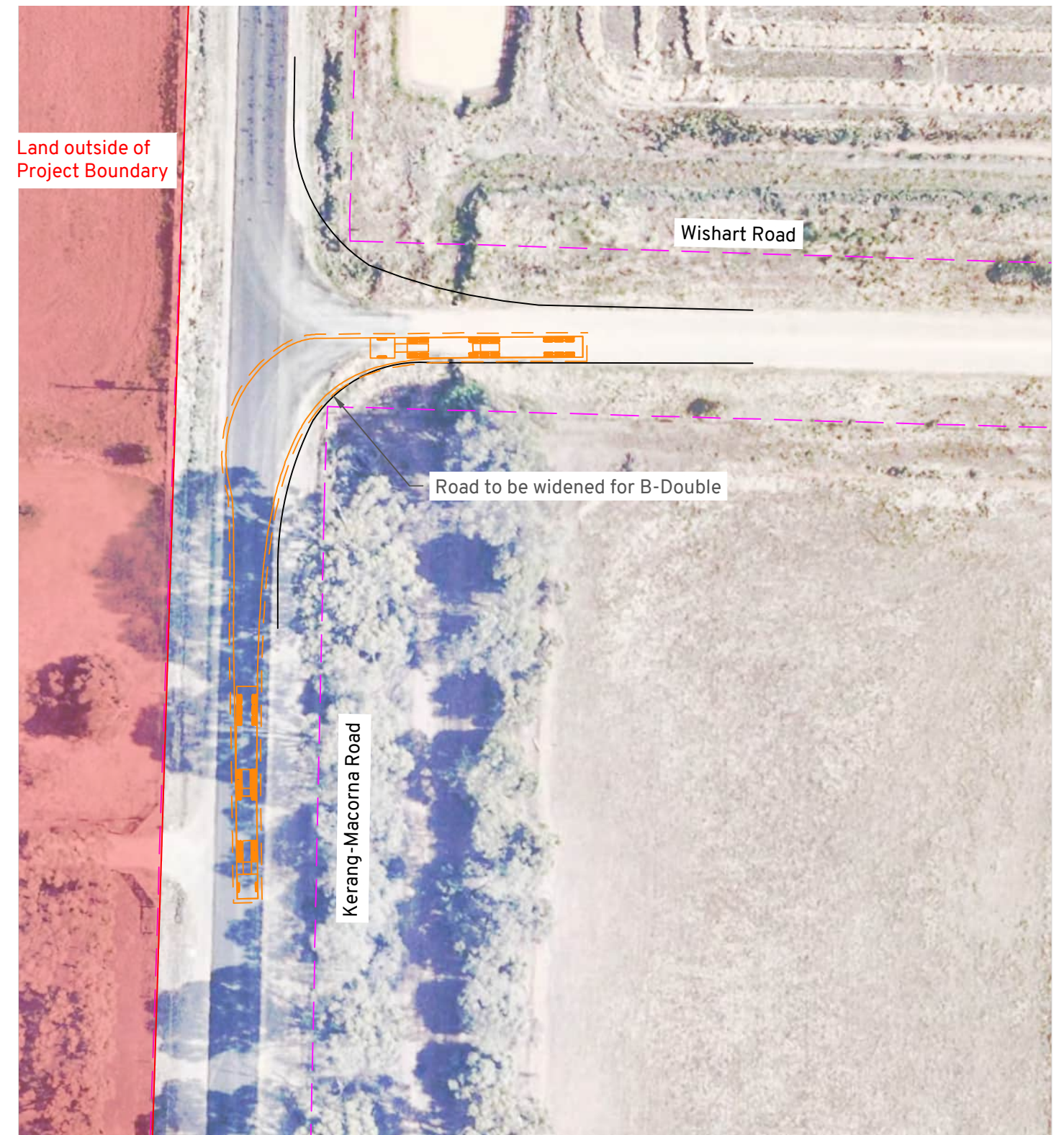
### Local Road Intersections

### Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:600m



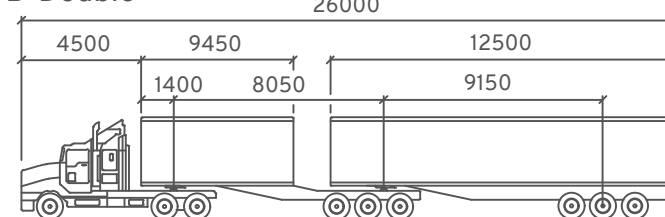
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double



Tractor Width : 2500  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle : 70.0



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



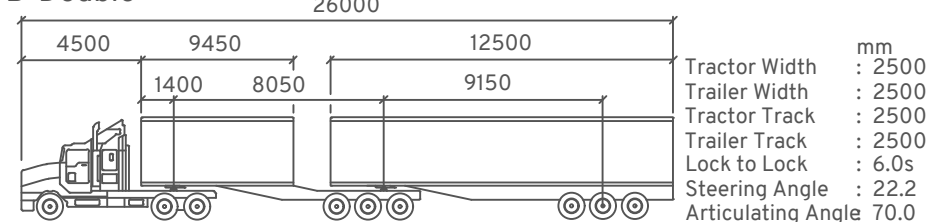
Entry Manoeuvre



Exit Manoeuvre

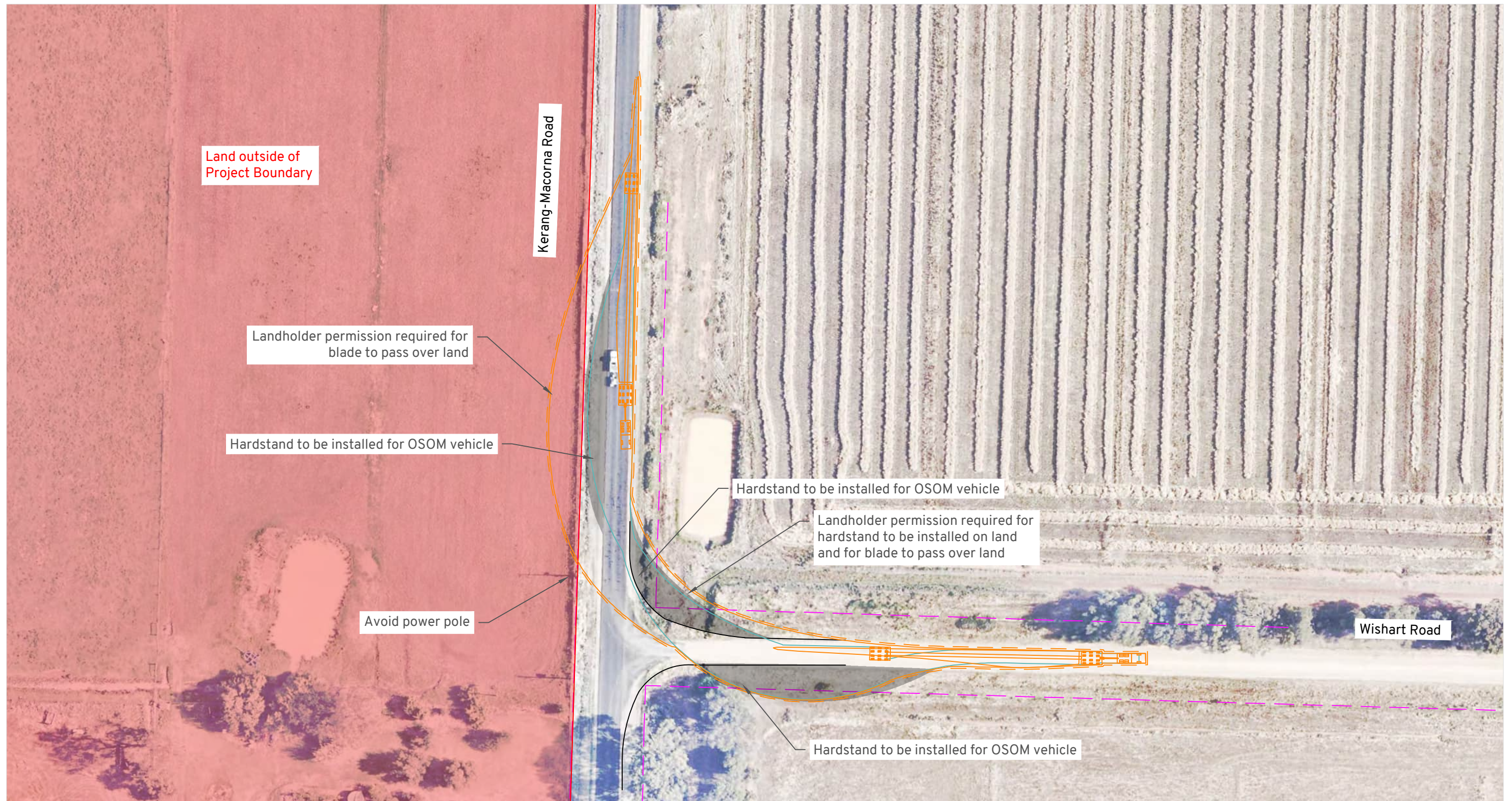
Vehicle Envelope  
500mm Clearance  
Property Fence  
Area Boundary  
Road Widening  
Min. Design Speed 5km/h

26.0m B-Double



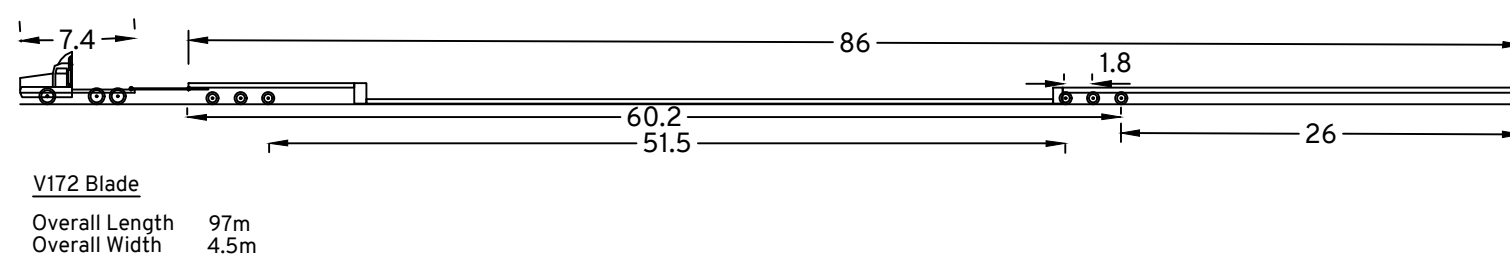
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:500m



Entry Manoeuvre

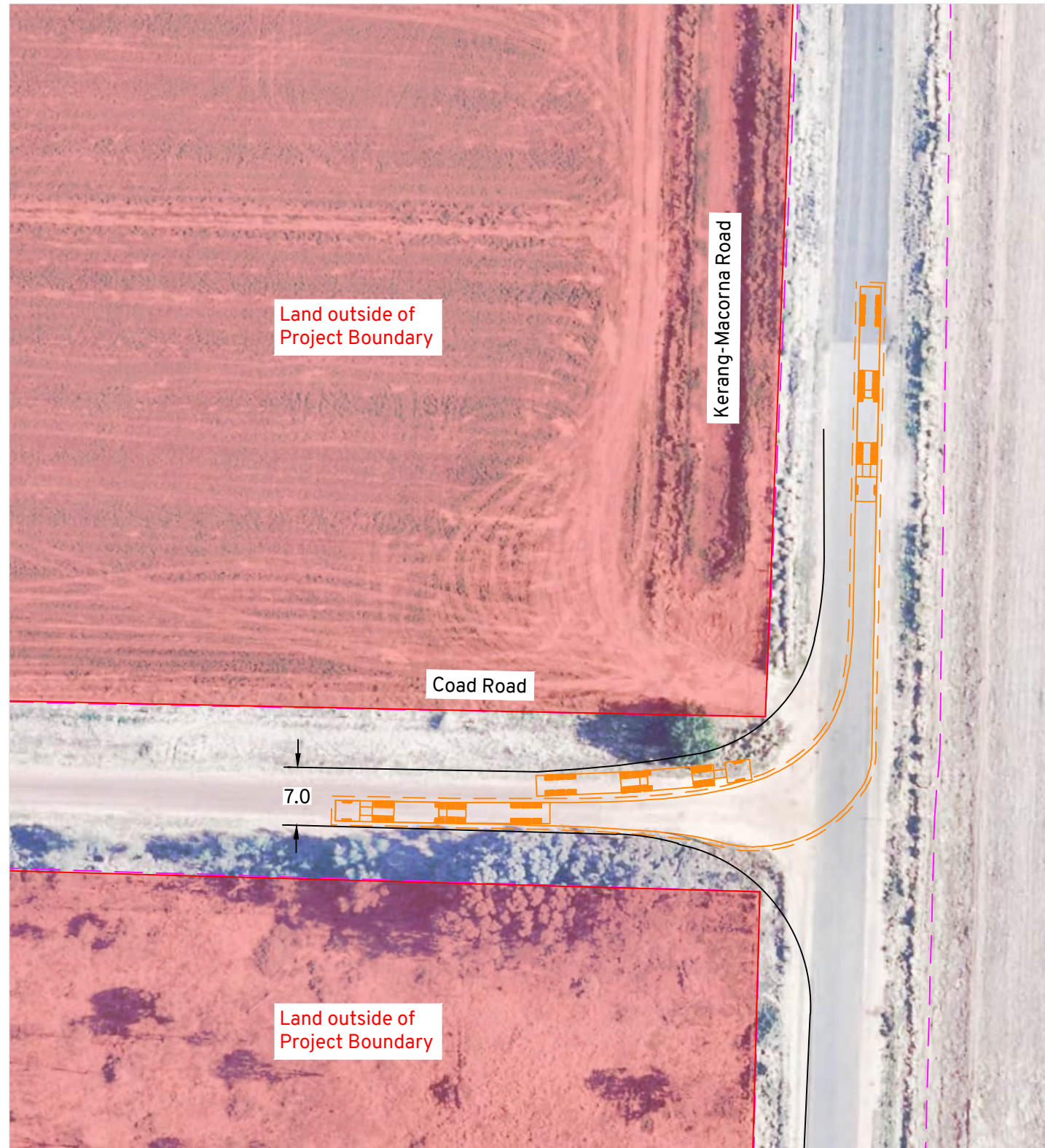
Vehicle Envelope  
 500mm Clearance  
 Indicative Property Fence  
 OSOM Wheel Envelope  
 Road Widening  
 Min. Design Speed 5km/h



## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:1000m





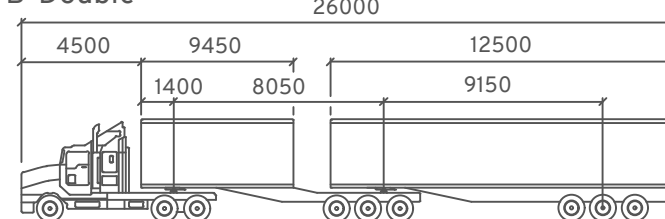
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

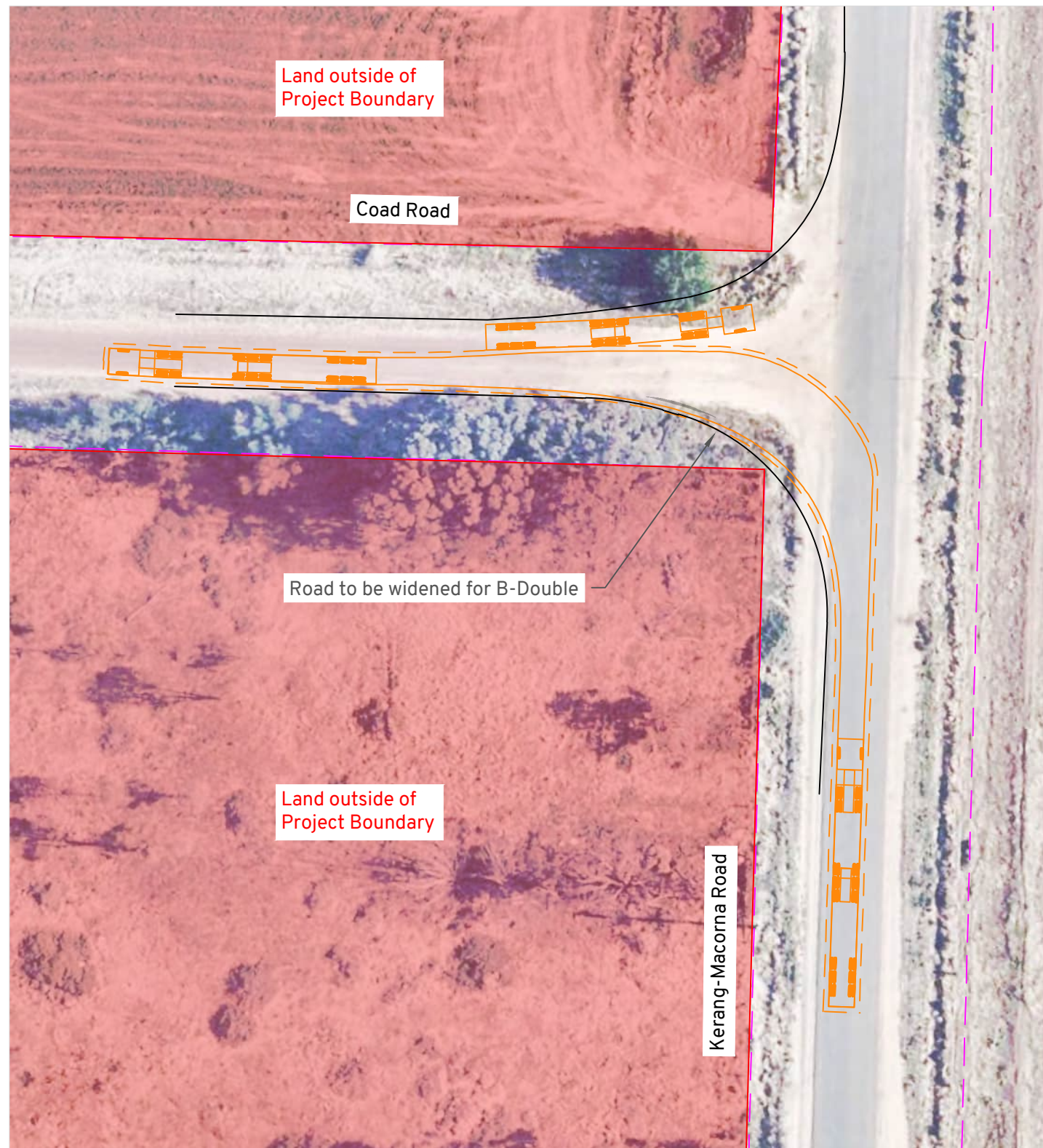


Tractor Width : 2500 mm  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle 70.0

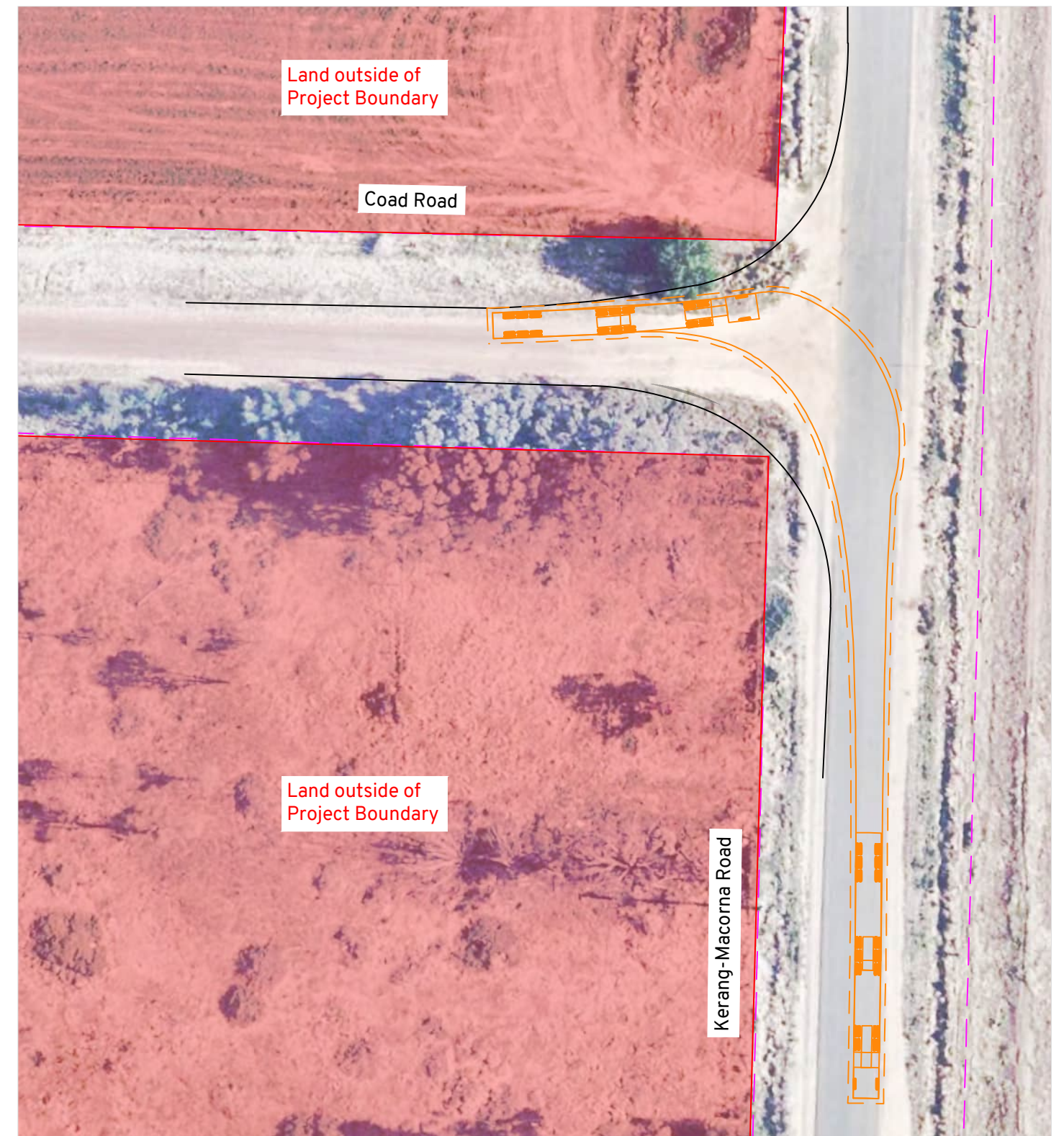


## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:750m



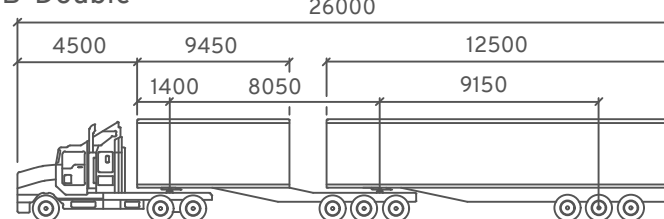
Entry Manoeuvre



Exit Manoeuvre

Vehicle Envelope  
 500mm Clearance  
 Property Fence  
 Area Boundary  
 Road Widening  
 Min. Design Speed 5km/h

26.0m B-Double

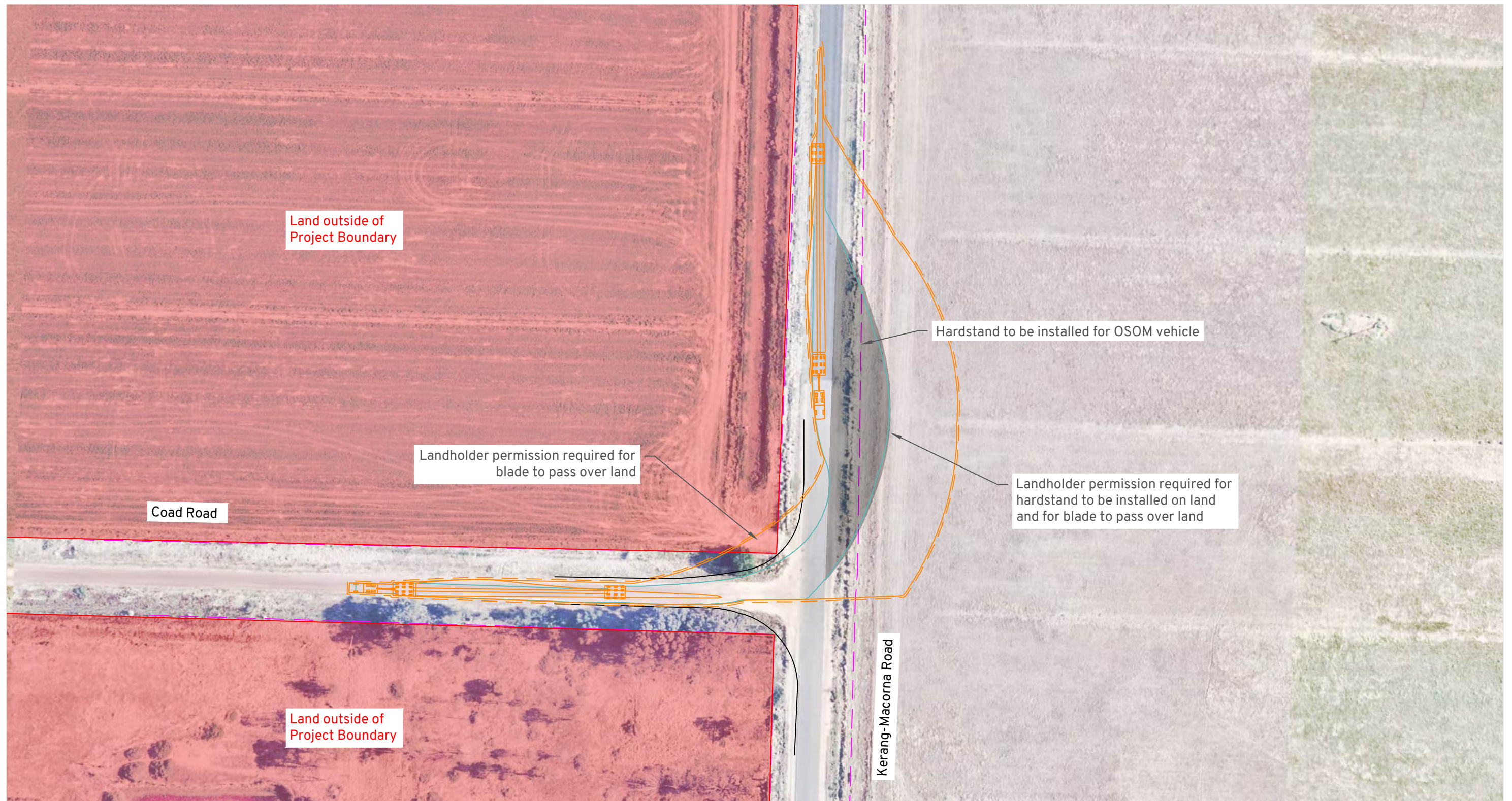


Tractor Width : 2500 mm  
 Trailer Width : 2500  
 Tractor Track : 2500  
 Trailer Track : 2500  
 Lock to Lock : 6.0s  
 Steering Angle : 22.2  
 Articulating Angle 70.0



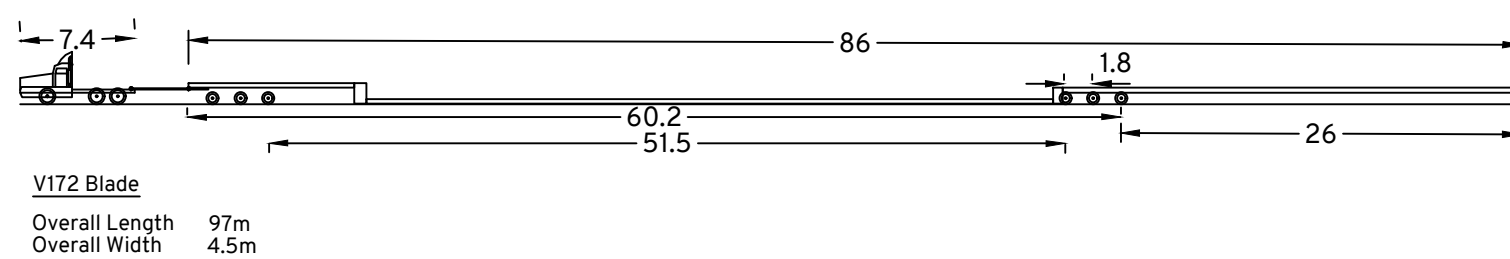
## Macorna Wind Farm Local Road Intersections Swept Path Assessment

DRAWN: SS  
 DATE: 26/02/2026  
 DWG NO: 1306 S02C  
 SCALE at A3: 1:600m



Entry Manoeuvre

Vehicle Envelope  
500mm Clearance  
Indicative Property Fence  
OSOM Wheel Envelope  
Road Widening  
Min. Design Speed 5km/h



Macorna Wind Farm  
Local Road Intersections  
Swept Path Assessment

DRAWN: SS  
DATE: 26/02/2026  
DWG NO: 1306 S02C  
SCALE at A3: 1:1000m

