Roads ACT

BLACK SPOT FEASIBILITY STUDY 2009

Kingsford Smith Drive / Kuringa Drive
FINAL ENGINEERING REPORT

JOB NO: C09051

OCTOBER 2009

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APPENDICES

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1 INTRODUCTION

Brown Consulting (ACT) Pty Ltd was commissioned by Roads ACT in August 2009 to undertake an engineering feasibility study of road safety improvements to 'Black Spot' sites. The sites assessed and the dates of each visit by the assessment team are shown below (our pavement and traffic engineer made visits independent of / in addition to the audit) :

Daytime Inspections	Night-time Inspections
Thursday 13th August 9am – 12:30pm • Kingsford Smith Dr / Kuringa Dr • Northbourne Ave / Antill St • Cowper St / Limestone Ave	**Tuesday 25th August 5:30pm – 9:00pm** • Kingsford Smith Dr / Kuringa Dr • Northbourne Ave / Antill St • Cowper St / Limestone Ave • Boldrewood St / David St • Parkes Way (Clunies Ross St-Edinburgh Ave)
Friday 14th August 9am – 12:30pm • Boldrewood St / David St • Parkes Way (Clunies Ross St-Edinburgh Ave) • Brisbane Ave / State Cir	**Wednesday 26th August 5:30pm – 9:00pm** • Brisbane Ave / State Cir • Canberra Ave / Eyre St • Wentworth Ave / Burke Cr • Hindmarsh Dr / Yamba Dr • Yamba Dr / Melrose Dr • Hindmarsh Dr / Melrose Dr • Hindmarsh Dr / Brierly St
Tuesday 18th August 9am – 12:30pm • Canberra Ave / Eyre St • Wentworth Ave / Burke Cr • Hindmarsh Dr / Yamba Dr	**Friday 28th August 5:30pm – 9:00pm** • Paddys River Rd (Laurel Camp Rd-Tidbinbilla Tracking Stn) • Tidbinbilla Rd (Corin Rd-Point Hut Rd) • Uriarra Rd (Coppins Crossing Rd-Cotter Rd)
Wednesday 19th August 9am – 12:30pm • Yamba Dr / Melrose Dr • Hindmarsh Dr / Melrose Dr • Hindmarsh Dr / Brierly St	
Thursday 20th August 9am – 12:30pm • Paddys River Rd (Laurel Camp Rd-Tidbinbilla Tracking Stn) • Tidbinbilla Rd (Corin Rd-Point Hut Rd) • Uriarra Rd (Coppins Crossing Rd-Cotter Rd)	

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The study is based on historical traffic volumes, speed data and site accident history data over the last five years as provided by Roads ACT as well as site inspections.

Each site was visited both during the day and at night and deficiencies noted. No sites were visited during wet weather.

The report is structured as follows:

1. Background Information
2. Traffic Impact Assessment – Considers traffic related issues associated with the site including consideration of the intersection phasing (if applicable)
3. Findings of the Audit – Tabulates the deficiency log and expands on any critical findings categorized in the below format:
    a. Geometric Layout
    b. Pavement and Drainage
    c. Signage and Pavement Markings
    d. Lateral Clearance to Roadside Objects
    e. Bus Stop
    f. Non-motorised Traffic
    g. Lighting and Reflectors

In the absence of any of the above categories, it can be assumed that no such audit deficiency has been identified or that they have minimal inherent risk.

4. Accident History – Summarises and provides interpretation of the accident data from the preceding five year period (January 2004 – December 2008). This history should be read in conjunction with the collision diagram attached in Appendix C.
5. Proposed Treatments – Outlines cost effective remedial treatments identified targeted to address numerous and/or severe crash types
6. Benefit Cost Analysis (BCA) – Determination of the Benefit Cost Ratio (BCR) for the proposed short term treatments. A BCR >2 is considered cost effective.

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2 Kingsford Smith Drive / Kuringa Drive

The giveway controlled tee intersection between Kingsford Smith Drive / Kuringa Drive was inspected on Thursday 13th August 9am – 12:30pm and Tuesday 25th August 5:30pm – 9:00pm. This intersection facilitates approximately 10,000 vehicle movements per weekday. The predominant movements in the AM peak period are relatively balanced between the left turn out of and right turn into Kingsford Smith Drive and the eastbound movement on Kuringa Drive. The counter westbound movement as well as the left turn out of and right turn into Kingsford Smith Drive are assumed to carry the greatest volume during the PM peak period.

The key deficiencies identified by the road safety audit involve:

- The absence of a sightboard at the tee head
- No advance tee intersection warning on the southern approach
- Sight distance is restricted to the left
- Westbound through vehicles are hidden behind left turning vehicles (no separation)

In order to address the relatively high accident rate associated with the right turn movement out of the Kingsford Smith Drive approach (responsible for 42% of crashes at the intersection) it is recommended that the give way control is upgraded to a stop control for this movement (Treatment 1).

A problem that exists when looking right from the southern approach is the difficulty in observing a through vehicle immediately behind a left turning vehicle. In order to address this deficiency it is recommended that the gore area is widened through the use of chevrons. This is likely to reduce the frequency of incidents involving vehicles turning right out of Kingsford Smith Drive and westbound through vehicles on Kuringa Drive (Treatment 5).

Other more minor treatments involve the installation of a tee warning sign, extending the median through the use of linemarking and a sightboard at the tee head. The Benefit Cost Ratio (BCR) calculated based on these treatments was 13.8; hence the treatments are cost effective and should be undertaken. The most cost effective remedial action involves implementing treatments 1 and 5 (BCR of 15.3)

2.1 Background Information

Kingsford Smith Drive is a north-south arterial, predominantly carrying through traffic during peak periods. It serves as an important link between the north-western suburbs of Spence and Flynn south to Hawker where it becomes William Hovell Drive. Kuringa Drive is an east-west arterial with a rural road environment to the west of Kingsford Smith Drive, connecting to the suburb of Fraser and a more urban midblock to the east, terminating at the Barton Highway. There are no fronting landuses within the study area. The nearest intersection is a giveway controlled tee intersection between Kingsford Smith Drive / Magrath Crescent, 165m to the south of Kuringa Drive.

A left slip lane is present on the eastern approach. The Kingsford Smith Drive approach flares to accommodate left and right turning vehicles. Kingsford Smith Drive reduces down from 4 lanes to 2 lanes 70m south of the intersection.

Speed data was not available for this intersection.

2.2 Traffic Impact Assessment

An intersection turn count was undertaken between 7:45-9am on 31st August 2009. The intersection facilitates approximately 10,000 vehicle movements per weekday.

The predominant movements in the AM peak period are relatively balanced between the left turn out of and right turn into Kingsford Smith Drive and the eastbound movement on Kuringa Drive. The counter westbound movement as well as the left turn out of and right turn into Kingsford Smith Drive are assumed to carry the greatest volume during the PM peak period.

The criteria for evaluating the operational performance of intersections is provided by the RTA Guidelines to Traffic Generating Developments and reproduced in Table 1.

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Table 1 Performance Criteria for Intersections

Level of Service	Average Delay Per Vehicle (secs/vehicle)	Traffic Signals, Roundabout	Give-Way and Stop Signs
A	Less than 14	Good Operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and other accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays	At capacity and requires other control mode
F	Greater than 70	Roundabouts require other control mode	

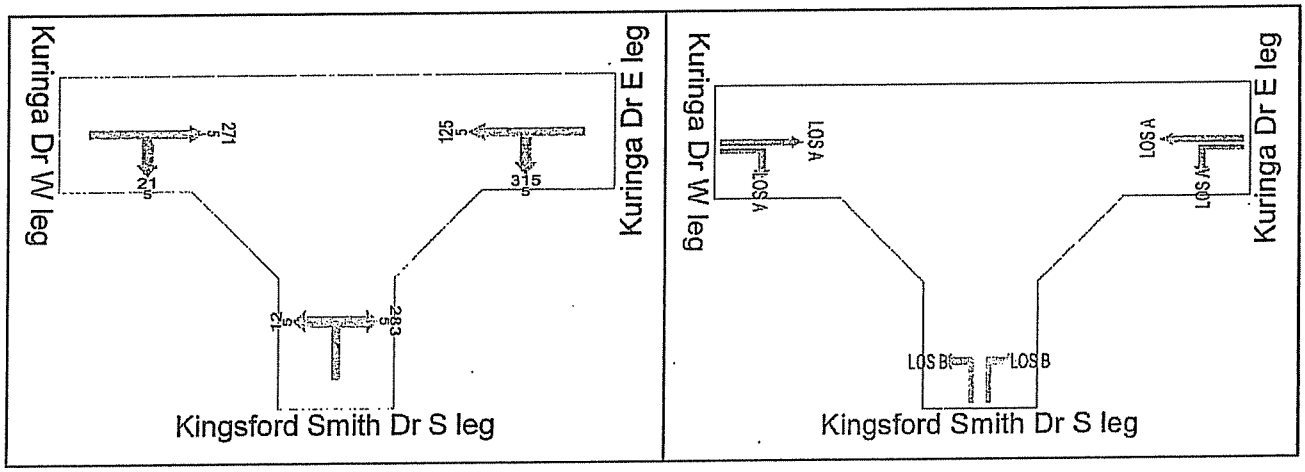

Figure 1 AM peak period performance for Kingsford Smith Dr / Kuringa Drive

As illustrated in Figure 1, the intersection performs well during the AM peak period.

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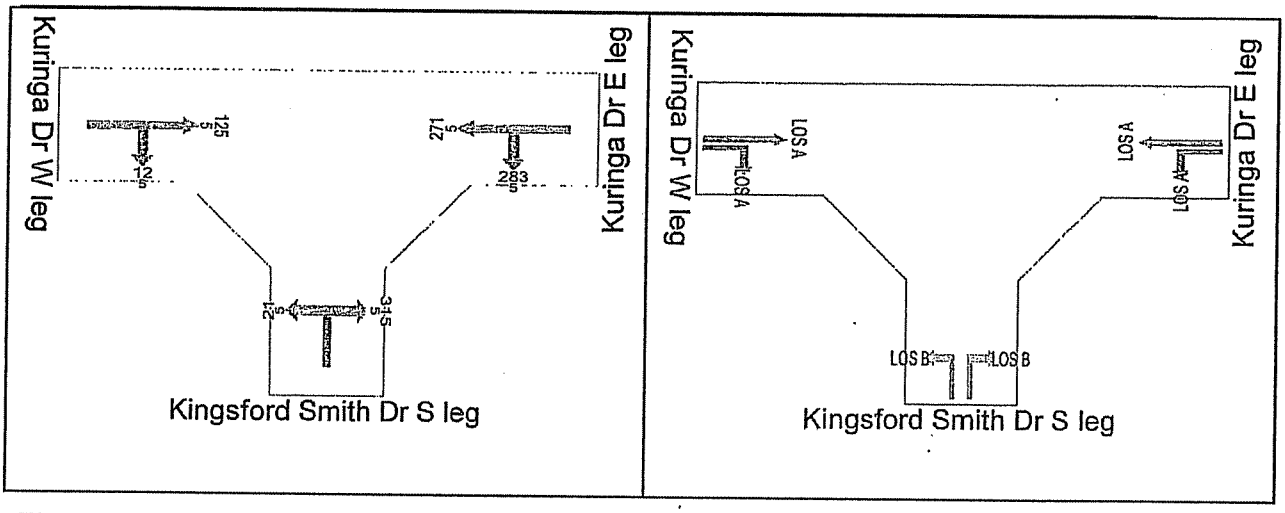

Figure 2 PM peak period performance for Kingsford Smith Dr / Kuringa Dr

As illustrated in Figure 2, the intersection performs well during the PM peak period.

Consideration was given to reversing the priority at this intersection, essentially creating a continuous movement out of Kingsford Smith Drive to Kuringa Drive (eastbound exit), following the alignment of the westbound left slip lane, and teeing Kuringa Drive (eastern approach) to the back of the curve. This measure was considered with the aim of reducing the most common and severe accident type, involving vehicles turning right out of Kingsford Smith Drive. This treatment would also serve to slow vehicles approaching from the west and eliminate the sight distance constraint looking left from the Kingsford Smith Drive hold line (refer to Findings of the Audit).

The number of through vehicle movements on Kuringa Drive (eastbound – AM, westbound – PM) however balanced the right turn out Kingsford Smith Drive and would not lend an improvement to the intersections operation from a traffic efficiency point of view. It is not recommended that this option is pursued, primarily on this basis[1]. A concept illustrating this treatment is included in Appendix A (Drawing No. C09051-T01.2)

[1] This is also a high cost treatment

2.3 Findings of the Audit

No	Location	Description	Assessed Risk
1.	Kuringa Drive	No sightboard present at T head	Low
2.	Kingsford Smith Drive - northbound	No intersection approach T warning on Kingsford Smith Drive	Low
3.	Kuringa Drive – both directions	No Shoulders beyond kerbed section Shoulder breakaway and drop-off up approximately 150mm. (photo)	Low
4.	Kuringa Drive - eastbound	70 km/h regulatory sign partially obscured by vegetation (photo)	Low
5.	Kuringa and Kingsford Smith Drs	No formal exit point for connections to maintenance access/ fire trail	Low
6.	Kuringa and Kingsford Smith Drs	No provision for on-road cycling Existing arrangement shared lane width approx 3.6m	MEDIUM
7.	Kingsford Smith Dr - northbound	Vehicle at hold line – driver with passenger may experience visibility restriction to traffic approaching from west on curved alignment – behind the drivers line of sight.	MEDIUM
8.	Kingsford Smith Dr - northbound	Vehicle at hold line – driver may experience visibility restriction to traffic approaching from west through alignment of roadside furniture.	MEDIUM
9.	Kuringa Dr	Compound curve/ Reverse curve approach Ratio of curve radii within compound less than desirable for some elements	Low
10.	Kuringa Dr	Compound curve/ Reverse curve approach Length of curve less than desirable for 60km/h	Low
11.	Kuringa Dr Westbound	Left slip movement held at acute angle and does not sufficiently slow approaching vehicles	MEDIUM

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12.	Kingsford Smith Dr - northbound	Vehicle at hold line – driver may experience visibility restriction to traffic approaching from east through obstruction from left turning vehicle.	MEDIUM

2.3.1 Geometric Layout

The giveway controlled tee intersection between Kingsford Smith Drive / Kuringa Drive has single lane approaches on all legs. No on-road cycling is provided, and while adequate width is provided on Kingsford Smith Drive, Kuringa Drive has 3.6m wide lanes, 0.1m short of the minimum required for shared width. The cyclist volume on this road is anticipated to be very low however and no cyclist / vehicle accidents have been reported in the last five years. The following speed limits are posted:

- Kuringa Drive (western leg) - 60km/hr
- Kuringa Drive (eastern leg) - 80km/hr
- Kingsford Smith Drive – 70km/hr

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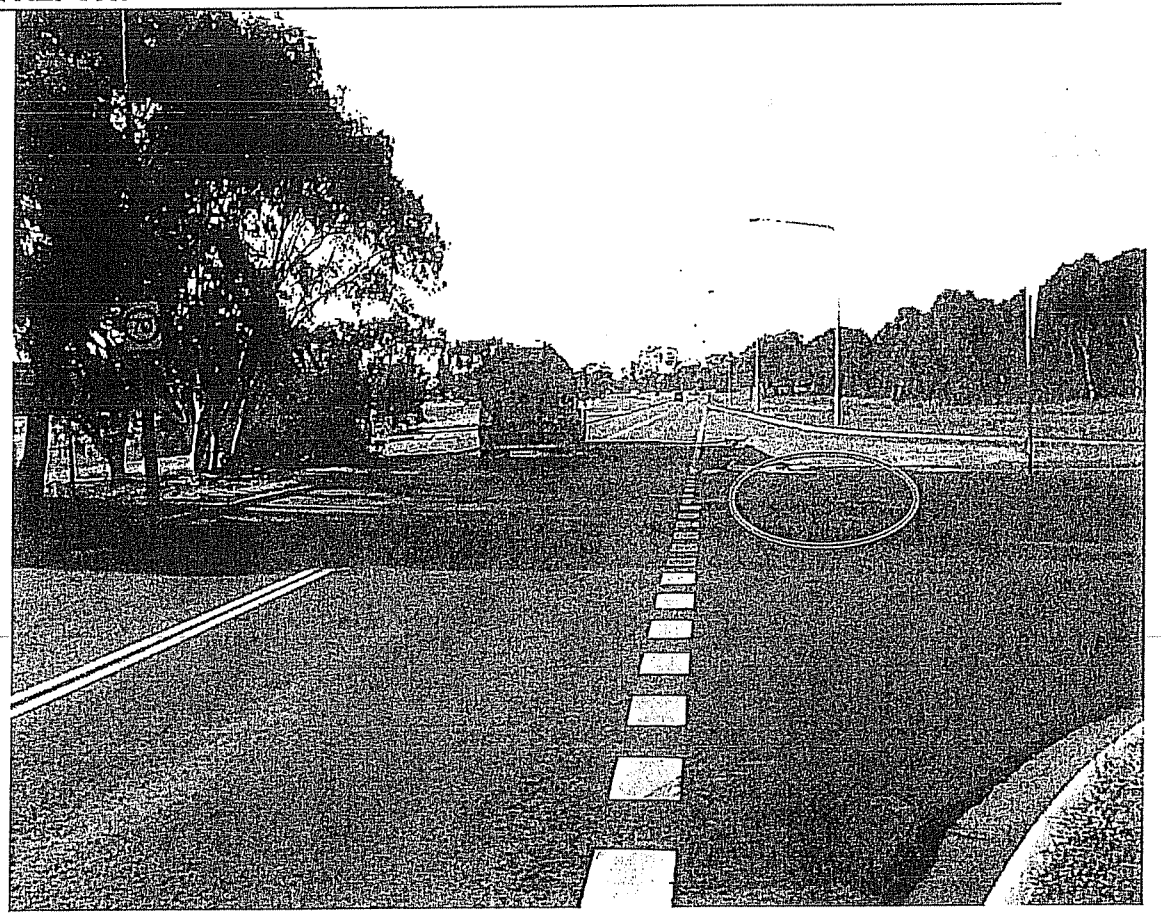

Figure 3 Kerb is setback to accommodate heavy vehicles, however linemarking would provide better definition for light vehicles

A problem that exists when looking right from the southern approach (refer to Figure 3) is the difficulty in observing a through vehicle immediately behind a left turning vehicle.

Figure 4 The median on the southern approach could be reconstructed to permit two southbound lanes

As Figure 4 illustrates, it would be relatively straight forward to widen the southbound exit on Kingsford Smith Drive to two lanes, allowing a continuous left turn movement from Kuringa Drive (east). While this would address audit deficiency 11 and reduce eliminate the potential left through conflict, following a review of the traffic volumes, which revealed that the counter Kuringa Drive right turn movement was very light during peak periods and an examination of the crash history; no such crashes have occurred during the past five years, no action is recommended.

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2.3.2 Pavement and Drainage

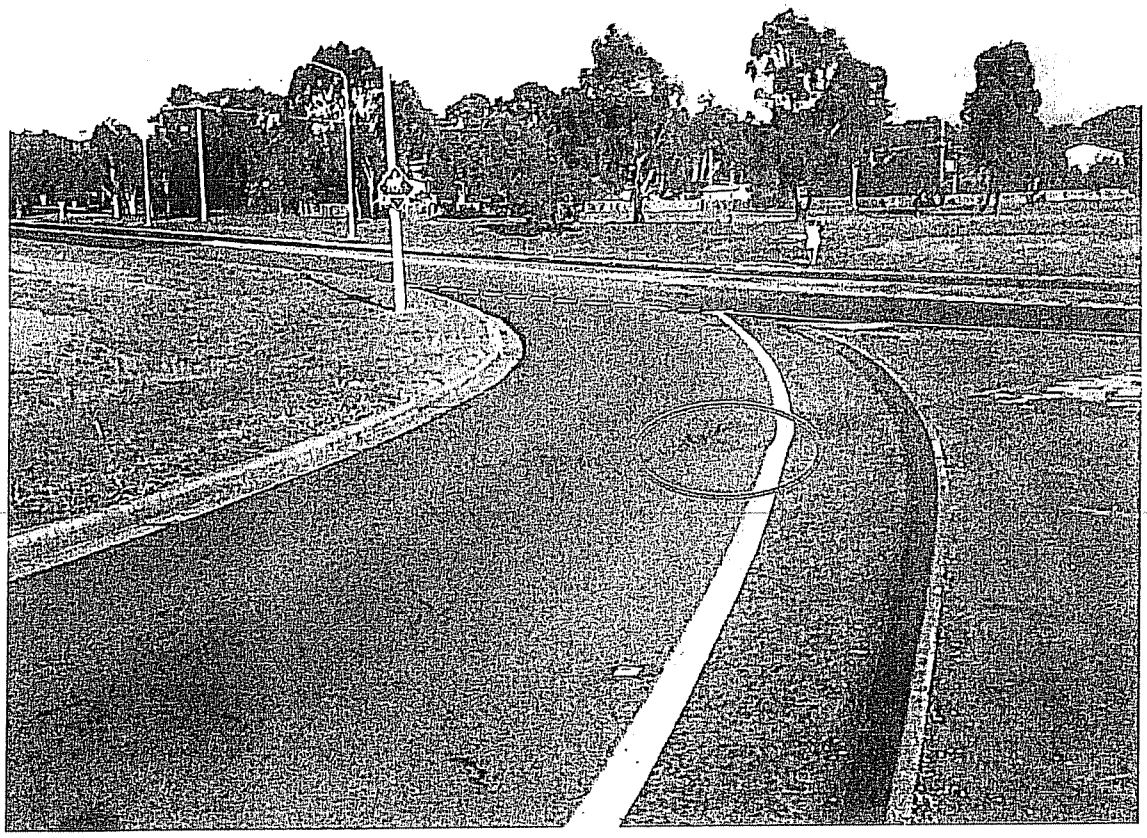

Figure 5 Pavement deterioration on westbound left slip

Pavement surface is Dense Grade Asphalt with some coarse aggregate surface texture in good condition. All pavement is bounded by kerb & gutter. The left turn slip lane to Kingsford Smith has 5lm of shear cracking at start of the splitter island & 3lm of shear cracking with deformation mid-way along island. Existing surface is 40 – 80mm higher than lip of gutter due to not being keyed-in during the overlay.

Linemarking & RPM's are in a satisfactory condition.

Stormwater inlets are free from blockage & pits appear to be free draining.

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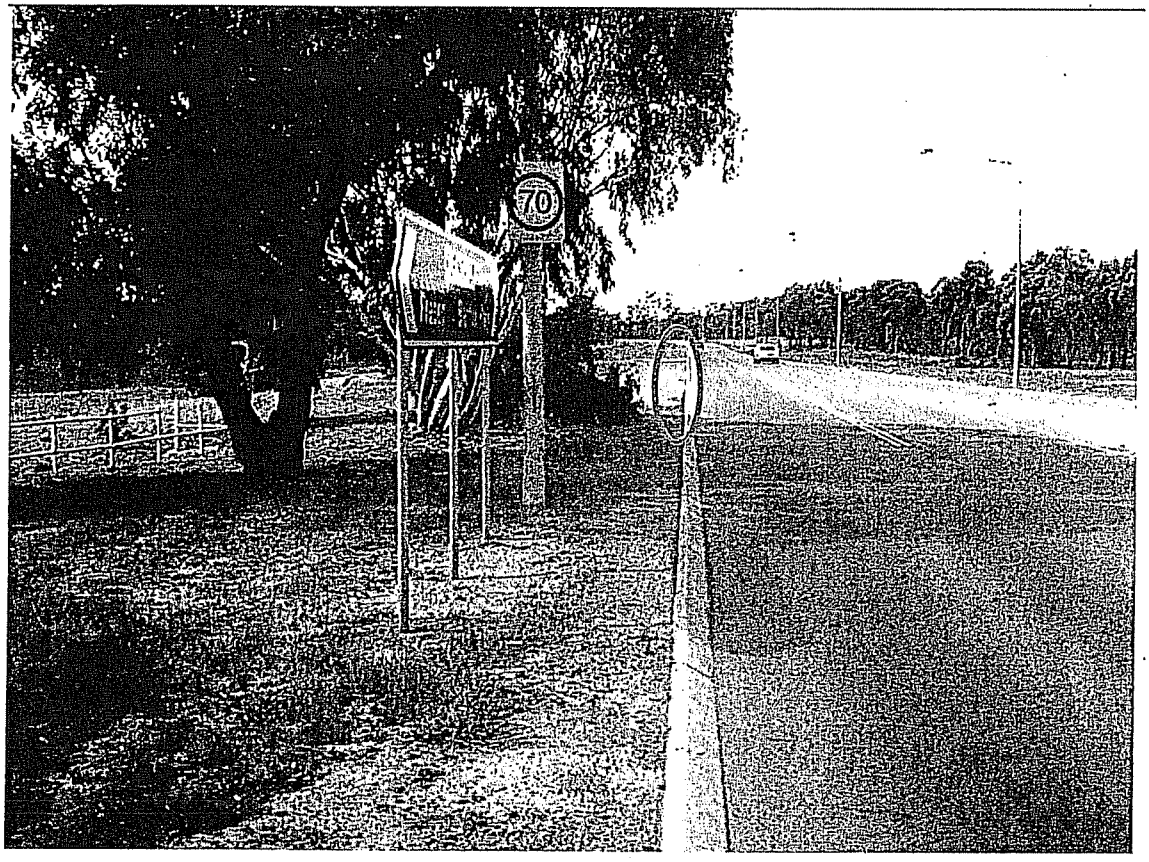

Figure 6 Lack of grass & loss of backfill behind Kuringa Drive eastbound kerb indicates possible use of verge by heavy vehicles

During time on site a small number of cars & CV's were noted at excessive speed.

2.3.3 Signage and Pavement Markings

During inspection vehicles waiting to turn right into Kuringa Dr stopped 2 – 3m before Hold Line probably due to obscured vision from signage due to street light columns to the left. Deficiencies 1, 2 while considered low risk are inexpensive and signage should be instated (refer to Figure 7).

Upgrading the intersection control for the right turning movement from the current giveway to a stop condition would address the medium risk deficiencies 7, 8 and 12 and the warrant is further examined in Proposed Treatments. It should be noted that the intersection flares adequately to retain the giveway control for the left turn movement.

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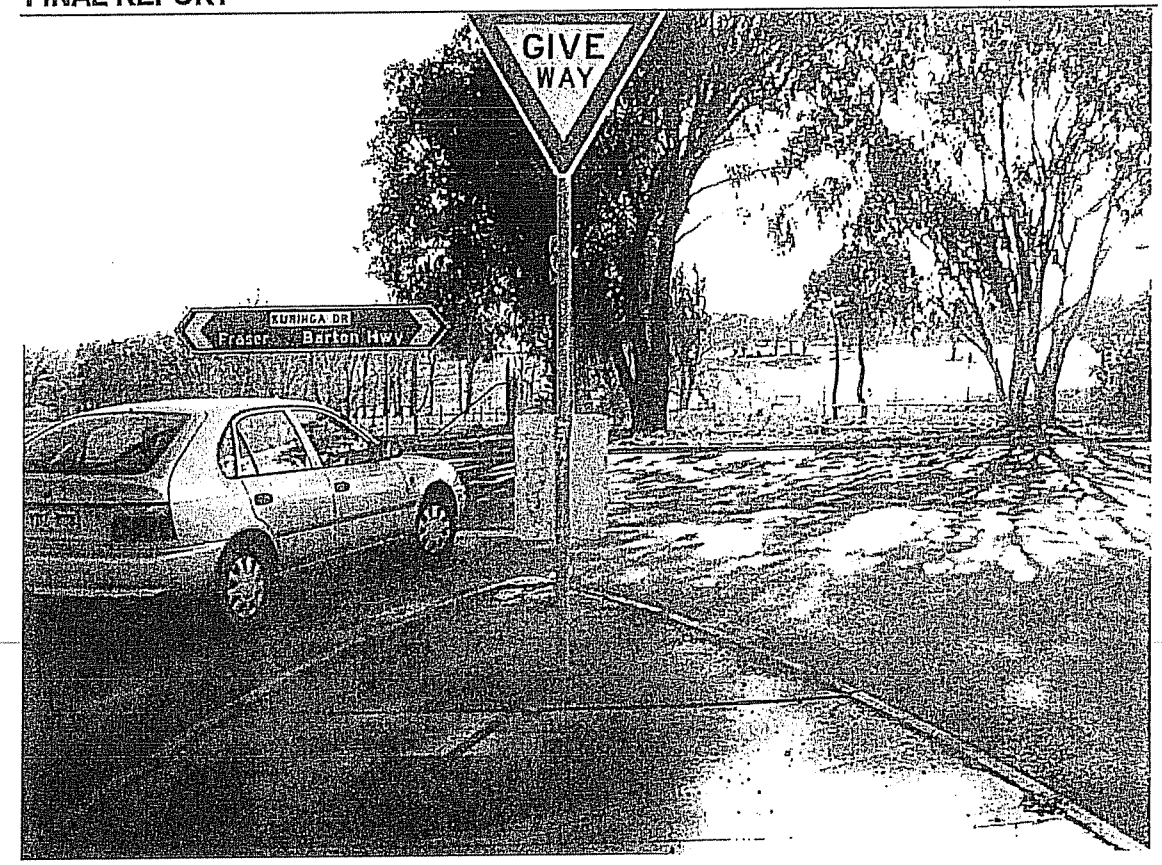

Figure 7 Sightboard required

2.4 Accident History

The accident history for the Kingsford Smith Drive / Kuringa Drive intersection has been determined from Site Accident History by Injury Type collision data which was provided by TAMS for the five year period between 01/01/2004 and 31/12/2008. A Collision Diagram which represents this data is included in **Appendix C**, refer Drawing C09051-AD01.

A total of 31 accidents were recorded at the intersection during this five year period, more than half (17, 55% of all accidents) occurred within the intersection itself as a result of adjacent or approaching directions (refer to Figure 8). These collision types (DCA Codes 101-109 and 202-207) tend to have a high severity.

There were 10 (32%) rear end collisions (DCA Codes 301-304), 80% of which occurred between vehicles intending to turn right from Kingsford Smith Drive into Kuringa Drive. This indicates that drivers may not be identifying counter vehicles that they need to give way to with enough advance warning.

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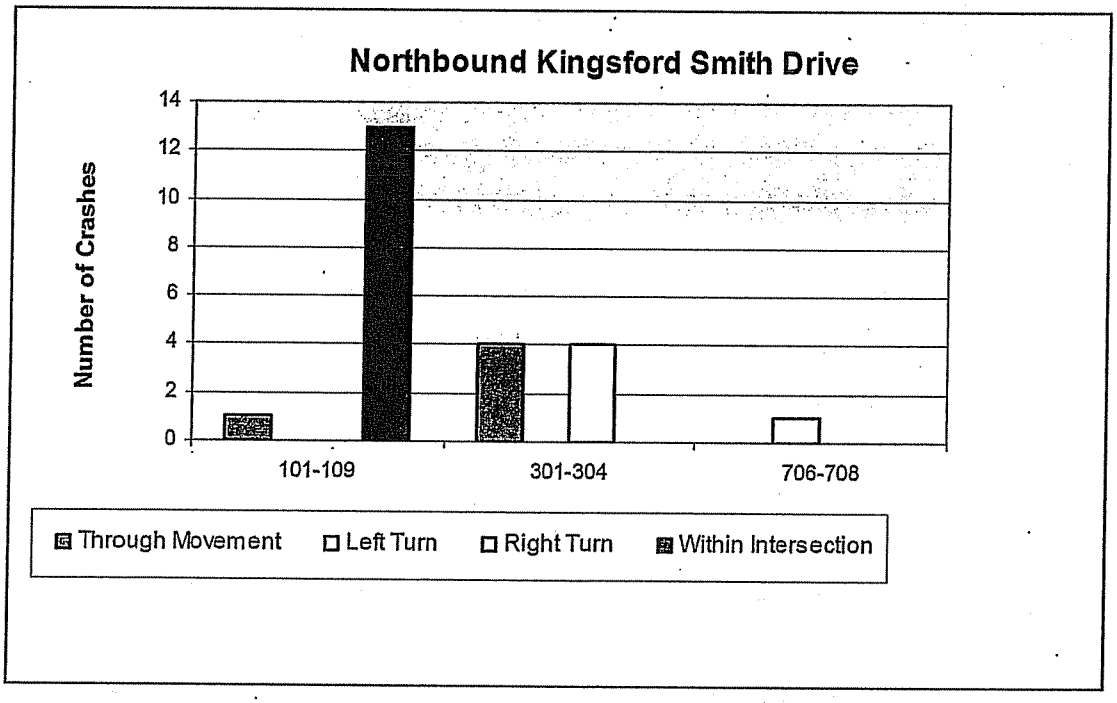
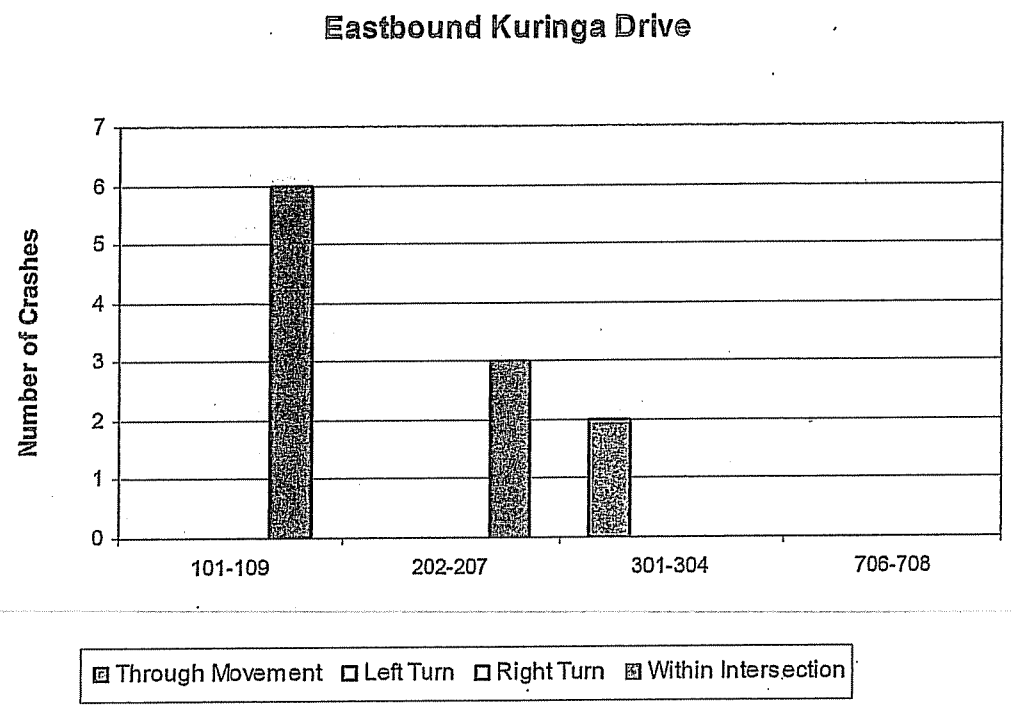
Injuries/fatalities

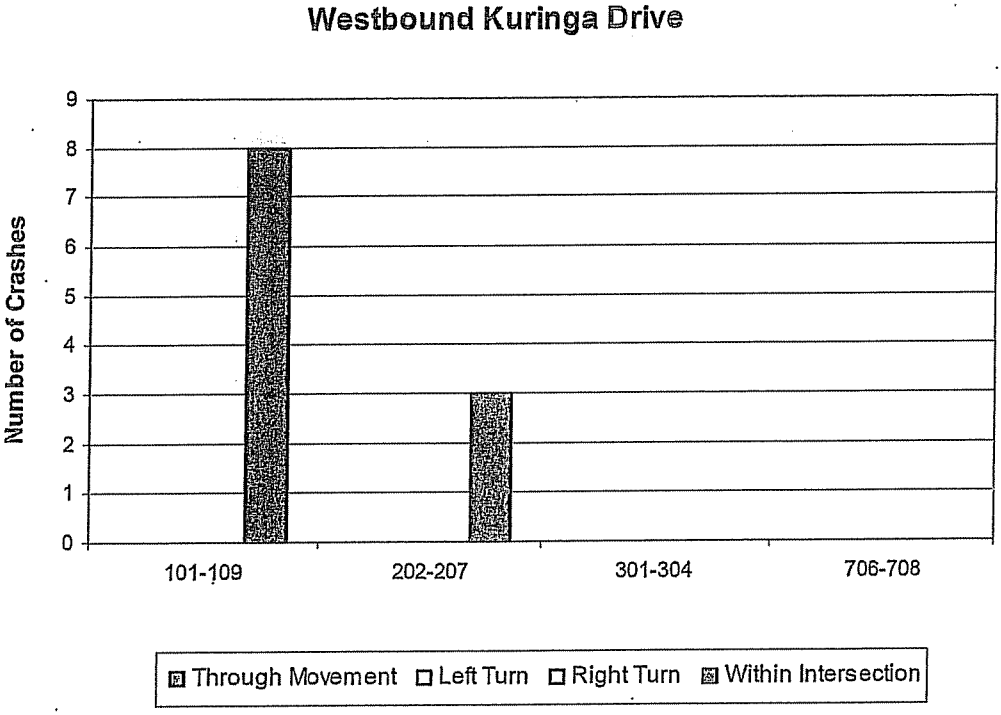
Of the 31 accidents, seven (23%) resulted in injury. All of these accidents occurred within the intersection. Six of these accidents (86%) were between vehicles turning right into Kuringa Drive and colliding with Westbound traffic on their right (4 times, 57%) or with Eastbound traffic on their left (2 times, 29%).

No fatalities were recorded within the data period.

The intersection operates worse than what would typically be expected for the number of vehicle movements it facilitates, with 2.7 crashes per million entering vehicles (C/MEV). As a general rule, 1 crash per million entering vehicles is the threshold.







Notes

1. Collision type by DCA sub groups
2. Intersection collisions are represented in both approaches

Source: TAMS Site Accident History by Injury Type collision data, 01/01/2004 to 31/12/2008

Figure 8: Breakdown of Collision Types by approach at Kingsford Smith Drive / Kuringa Drive

2.5 Proposed Treatments

Treatments have been identified following consideration of the road safety audit findings and a review of the crash history at each site. The next section outlines the estimated crash reduction associated with the measures proposed and the associated economic benefit.

Treatment	Location	Proposed Treatment	Based on AUDIT findings / CRASH history
1	Southern Approach (right turn movement)	Replace Give Way with Stop sign	AUDIT and CRASH
2	Southern Approach	Install Tee warning sign	AUDIT
3	Intersection	Install Sightboard at tee head	AUDIT
4	Southern Approach (median)	Extend median through linemarking	AUDIT
5	Eastern Approach (left slip movement)	Improve separation between westbound through and left movement through use of chevrons	AUDIT and CRASH

Treatments 2, 3 and 4 were identified as part of the audit and there is no accident history associated with these deficiencies.

2.6 BCA

Treatment 1, upgrade from giveway to stop, is likely to increase the frequency of rear enders (301-303), however decrease the number of more severe adjacent approach incidents (101-109) by the same percentage (50%). The RTA Accident Reduction guide was used to determine the effectiveness of the proposed countermeasure in this instance (20: New signing STOP) in the absence of an equivalent treatment in the Austroads guide.

Treatment 5, enlarge gore area on eastern approach to achieve greater separation between westbound through and left movement through the use of chevrons, will likely reduce the frequency of adjacent approach incidents (104 - vehicles turning right out of Kingsford Smith Drive and westbound through vehicles on Kuringa Drive). The effectiveness of this treatment has been estimated through reviewing Treatment Code K6: Improve sight lines (30% reduction to 104, Austroads) and Separate Left Turn Deceleration Lane, Painted or Channelised (15% reduction to 104, 60% reduction to 301-303, RTA). As the proposed treatment simply improves the separation and does not create a new left turn deceleration lane, a custom reduction of 15% to incidents involving vehicles turning right out of Kingsford Smith Drive and westbound through vehicles on Kuringa Drive and a 20% reduction to rear enders on the southern approach is considered appropriate.

As both Treatments 1 and 5 have overlapping accident reduction potential, the net cumulative reduction needs to be determined. The combination of these two treatments is expected to reduce adjacent approach incidents (101-109) by 50% at conflict location 4 and 8 (refer to Drawing No. C09051-AD01) and by 58% at conflict location 3. Similarly at conflict location 1, a net increase in rear enders of 20% has been assumed.

Two treatment packages have been assessed; Option 1 includes only treatments with a demonstrated accident reduction potential, while Option 2 includes all treatments.

Option 1

The capital costs used in the BCA of $5,900 include treatments 1 and 5. A relatively low 1% compound traffic growth rate was assumed for this intersection. A conservative annual maintenance loading of $2,000 per year was also accommodated. A discount rate of 7% over ten years was applied, with the assumption that the treatments would be carried out during the 20010/2011 financial year. **The BCR calculated on this basis was 14.5.**

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Option 2

The capital costs used in the BCA of $10,000 include treatments 1 - 5. A relatively low 1% compound traffic growth rate was assumed for this intersection. A conservative annual maintenance loading of $2,000 per year was also accommodated. A discount rate of 7% over ten years was applied, with the assumption that the treatments would be carried out during the 20010/2011 financial year. As noted in Section 2.5, only treatment 1 and 5 is anticipated to reduce the crash rate at Kuringa Drive / Kingsford Smith Drive. Implementing treatments 2, 3 and 4 will not reduce the overall crash rate for the purpose of this analysis. **The BCR calculated on this basis was 12.1.**

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APPENDIX A

PRELIMINARY REMEDIAL WORKS PLANS:

C09051 – RT01

C09051 – RT1.2

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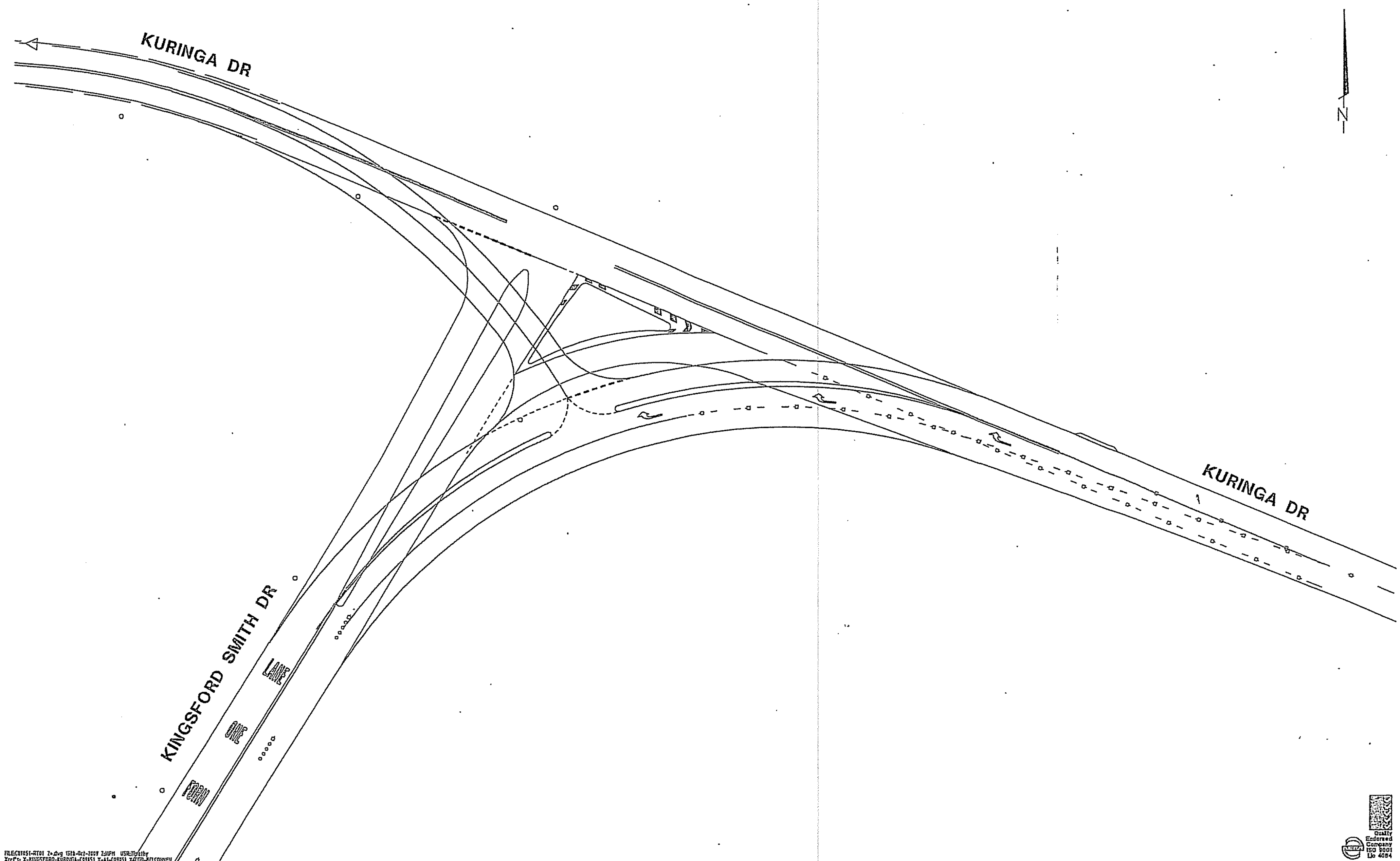

FOR DISCUSSION PURPOSES ONLY

A3 PLOT 1:600 — SCALE (METRES) 5 0 5 10 15 — A1 PLOT 1:300

CLIENT: Roads ACT

PROJECT: BLACKSPOT FEASIBILITY STUDY 2009 - 2010

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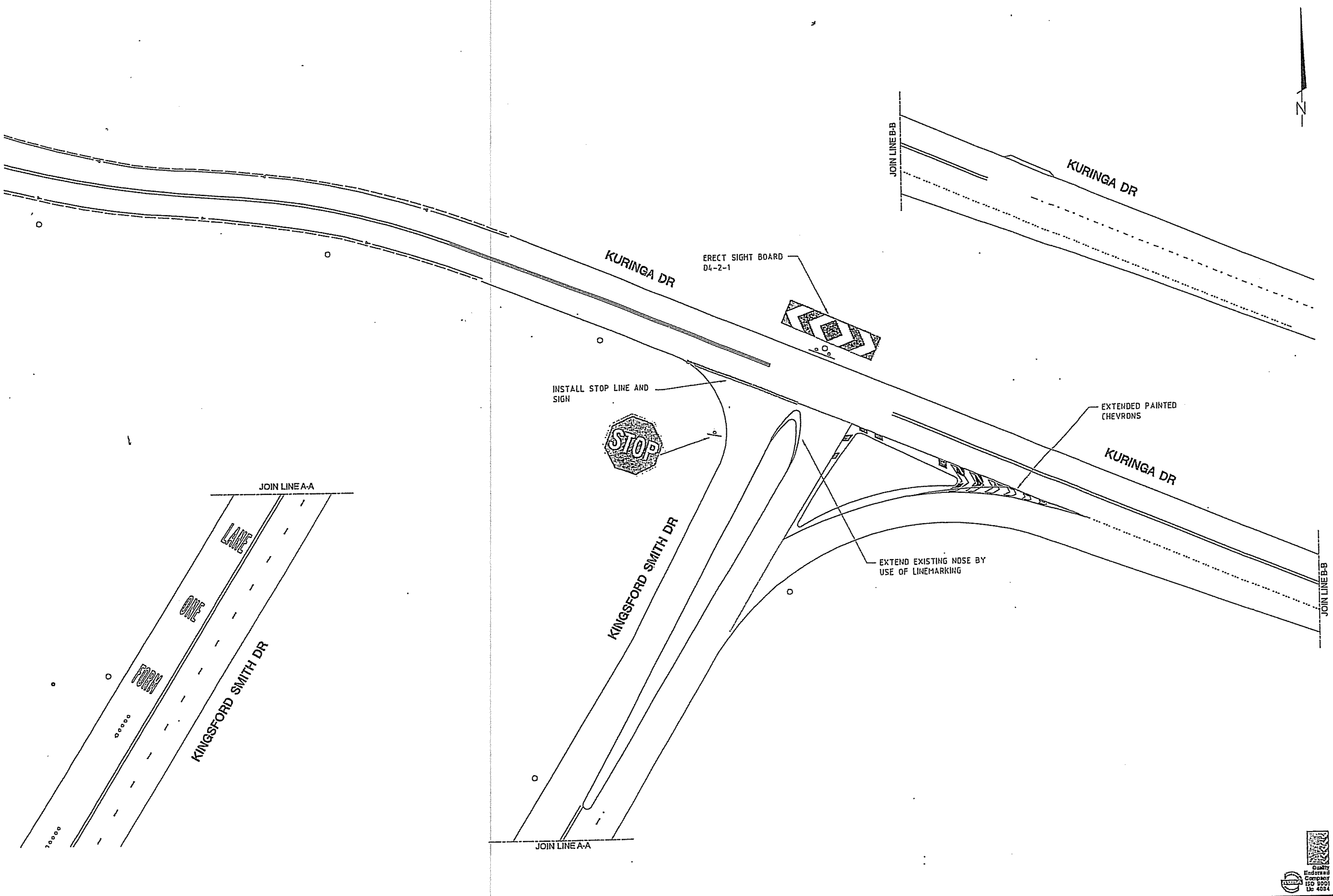
DRAWING TITLE: KINGSFORD SMITH DRIVE - KURINGA DRIVE INTERSECTION REVERSE PRIORITY

DRAWING NUMBER: C09051-RT01.2+

FIRST ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE
	TOP	FLA			15/10/09



AMENDMENTS	DESIGN	DRAWN	CHECK	APPROVED	DATE
FIRST ISSUE	TDP	PLA	HvJH	JHB	15/10/09
A					
B					
C					
D					
E					
F					

AMENDMENT DETAILS

FOR DISCUSSION PURPOSES ONLY

A3 PLOT 1:500 — SCALE (METRES) 5 0 5 10 — A1 PLOT 1:250

MICROFILM No. ....

PROJECT No. ....

CLIENT: Roads ACT

PROJECT: **BLACKSPOT FEASIBILITY STUDY 2009 - 2010**

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Quality Endorsed Company ISO 9001 Lic 4084

DRAWING TITLE: KINGSFORD SMITH DRIVE - KURINGA DRIVE INTERSECTION RECOMENDED TREATMENTS

DRAWING NUMBER: C09051-RT01+

AMDMT.

APPENDIX B

TRAFFIC DATA

SIDRA INTERSECTION

Movement Summary

Kingsford Smith Dr / Kuringa Dr

AM

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kingsford Smith Dr S leg										
1	L	13	7.7	0.500	16.0	LOS B	28	0.66	0.94	45.7
3	R	298	5.0	0.501	17.2	LOS B	28	0.66	1.01	48.0
Approach		**311**	**5.1**	**0.501**	**17.2**	**LOS B**	**28**	**0.66**	**1.00**	**47.9**
Kuringa Dr E leg										
4	L	332	5.1	0.236	10.6	LOS A	11	0.10	0.63	57.3
5	T	132	5.3	0.070	2.6	LOS A	0	0.00	0.23	71.0
Approach		**464**	**5.2**	**0.236**	**8.3**	**LOS A**	**11**	**0.07**	**0.52**	**60.5**
Kuringa Dr W leg										
11	T	285	4.9	0.165	0.5	LOS A	9	0.27	0.00	59.9
12	R	22	4.5	0.164	9.7	LOS A	9	0.27	0.65	48.5
Approach		**307**	**4.9**	**0.165**	**1.1**	**LOS A**	**9**	**0.27**	**0.05**	**59.0**
All Vehicles		**1082**	**5.1**	**0.501**	**8.8**	**Not Applicable**	**28**	**0.30**	**0.52**	**55.8**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

Site: AM
H:\C09000\C09051\traffic\1 King_Kuri\King_Kuri.aap
Processed Sep 09, 2009 05:19:35PM

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SIDRA INTERSECTION

Movement Summary

Kingsford Smith Dr / Kuringa Dr

PM

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kingsford Smith Dr S leg										
1	L	22	4.5	0.550	16.3	LOS B	34	0.68	1.04	45.4
3	R	332	5.1	0.554	17.6	LOS B	34	0.68	1.04	47.7
Approach		**354**	**5.1**	**0.554**	**17.5**	**LOS B**	**34**	**0.68**	**1.04**	**47.5**
Kuringa Dr E leg										
4	L	298	5.0	0.210	10.5	LOS A	9	0.07	0.64	57.5
5	T	285	4.9	0.151	2.6	LOS A	0	0.00	0.23	71.0
Approach		**583**	**5.0**	**0.210**	**6.7**	**LOS A**	**9**	**0.04**	**0.44**	**63.2**
Kuringa Dr W leg										
11	T	132	5.3	0.080	1.1	LOS A	5	0.40	0.00	58.4
12	R	13	7.7	0.080	10.3	LOS A	5	0.40	0.68	48.0
Approach		**145**	**5.5**	**0.080**	**1.9**	**LOS A**	**5**	**0.40**	**0.06**	**57.4**
All Vehicles		**1082**	**5.1**	**0.554**	**9.6**	**Not Applicable**	**34**	**0.30**	**0.58**	**56.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

Site: PM
H:\C09000\C09051\traffic\1 King_Kuri\King_Kuri.aap
Processed Sep 11, 2009 11:06:37AM

A0607, Brown Consulting (ACT) Pty Ltd, Medium Office
Produced by SIDRA Intersection 3.2.2.1563

www.sidrasolutions.com

SIDRA INTERSECTION

Output Tables

Kingsford Smith Dr / Kuringa Dr

AM

Run Information

```
* Basic Parameters:
  Intersection Type: Unsignalised - Give Way
  Driving on the left-hand side of the road
  Input data specified in Metric units
  Model Defaults: Standard Left
  Peak Flow Period (for performance): 30 minutes
  Unit time (for volumes): 60 minutes.
  Delay definition: Control delay
                    Geometric delay included
  SIDRA Standard Delay model used
  SIDRA Standard Queue model used
  Level of Service based on: Delay (RTA NSW)
  Queue definition: Back of queue, 95th Percentile
```

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)

Kingsford Smith Dr / Kuringa Dr
AM
Intersection ID: 1
Give-Way Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: Kingsford Smith Dr S leg							
	East	3	Right	283	15	1.00	0.95
	West	1	Left	12	1	1.00	0.95
East: Kuringa Dr E leg							
	South	4	Left	315	17	1.00	0.95
	West	5	Thru	125	7	1.00	0.95
West: Kuringa Dr W leg							
	South	12	Right	21	1	1.00	0.95
	East	11	Thru	271	14	1.00	0.95

Unit Time for Volumes = 60 minutes
Peak Flow Period = 30 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.8 - Lane Flow and Capacity Information

Kingsford Smith Dr / Kuringa Dr
AM
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: Kingsford Smith Dr S leg								
1 LR	13	0	298	311	60	621	0.501	100
East: Kuringa Dr E leg								
1 L	332	0	0	332	60	1405	0.236	100
2 T	0	132	0	132	132	1885	0.070	100
West: Kuringa Dr W leg								
1 TR	0	285	22	307	60	1865	0.165	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

SIDRA INTERSECTION

Output Tables

Kingsford Smith Dr / Kuringa Dr

PM

Run Information

* Basic Parameters:
Intersection Type: Unsignalised - Give Way
Driving on the left-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Left
Peak Flow Period (for performance): 30 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (RTA NSW)
Queue definition: Back of queue, 95th Percentile

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)

Kingsford Smith Dr / Kuringa Dr
PM
Intersection ID: 1
Give-Way Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: Kingsford Smith Dr S leg							
	East	3	Right	315	17	1.00	0.95
	West	1	Left	21	1	1.00	0.95
East: Kuringa Dr E leg							
	South	4	Left	283	15	1.00	0.95
	West	5	Thru	271	14	1.00	0.95
West: Kuringa Dr W leg							
	South	12	Right	12	1	1.00	0.95
	East	11	Thru	125	7	1.00	0.95

Unit Time for Volumes = 60 minutes
Peak Flow Period = 30 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.8 - Lane Flow and Capacity Information

Kingsford Smith Dr / Kuringa Dr
PM
Intersection ID: 1
Give-Way Sign Controlled Intersection

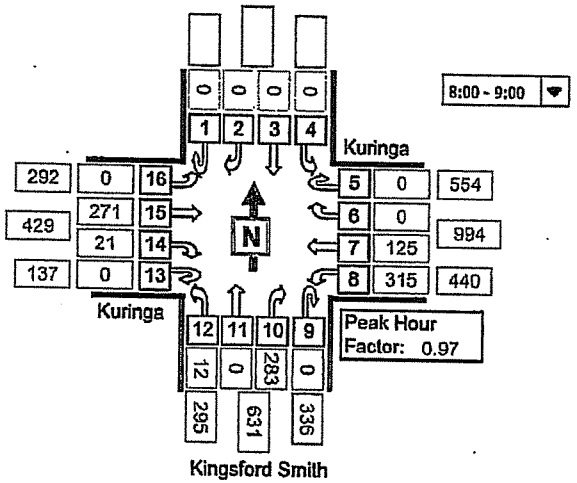
Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: Kingsford Smith Dr S leg								
1 LR	22	0	332	354	60	639	0.554	100
East: Kuringa Dr E leg								
1 L	298	0	0	298	60	1417	0.210	100
2 T	0	285	0	285	285	1890	0.151	100
West: Kuringa Dr W leg								
1 TR	0	132	13	145	60	1818	0.080	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Intersection: Kingsford Smith and Kuringa
Location: Fraser
Map Ref.:
Survey Date: Mon 31 Aug 2009

Intersection Legs:
Leg A:
Leg B: Kuringa
Leg C: Kingsford Smith
Leg D: Kuringa

Start Time: 7:45:00 AM
End Time: 9:00:00 AM
Interval: 0:15 mins

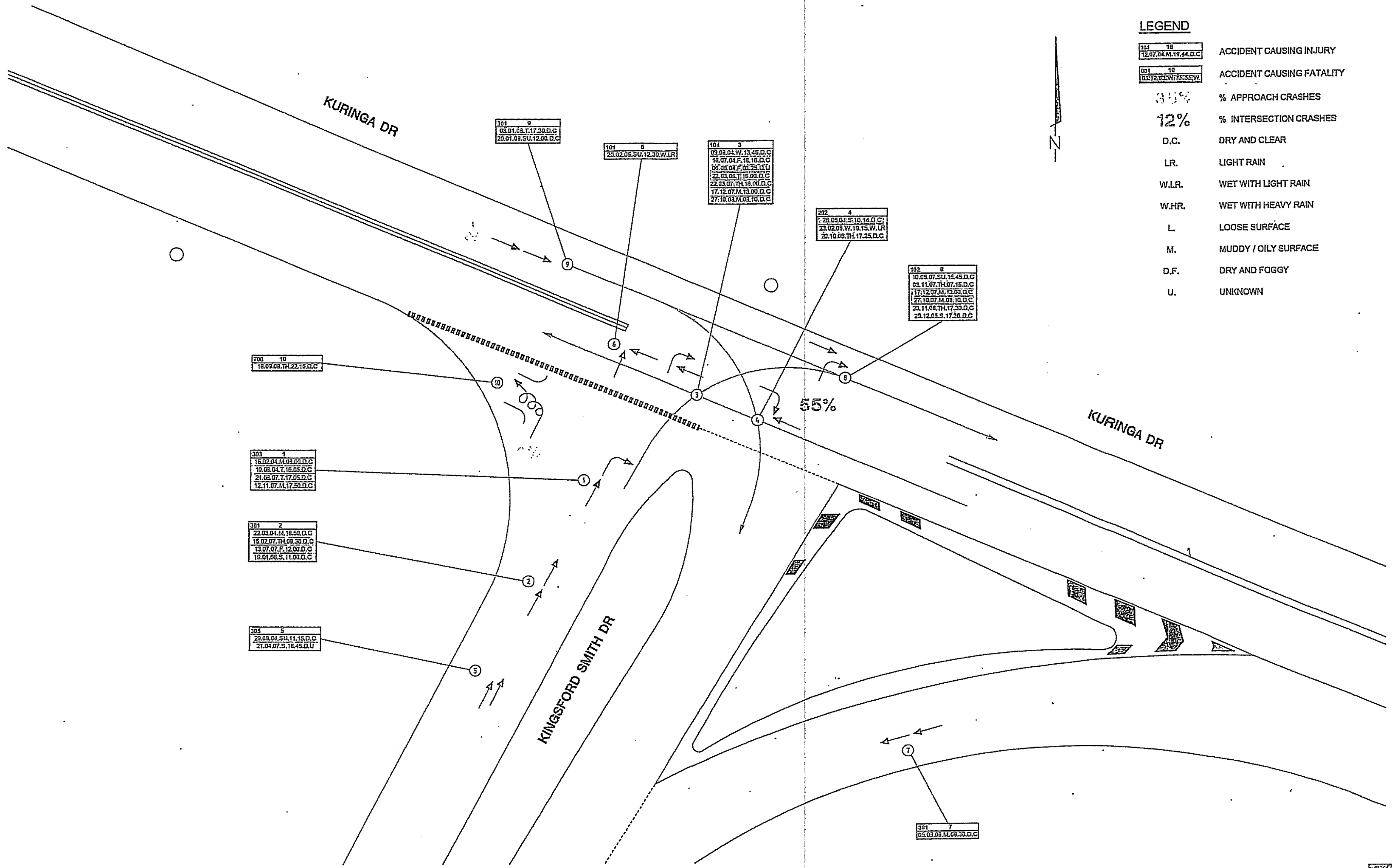


Approach	Leg A: North 0				Leg B: East Kuringa				Leg C: South Kingsford Smith				Leg D: West Kuringa				
Movement / Time	1 U	2 R	3 T	4 L	5 U	6 R	7 T	8 L	9 U	10 R	11 T	12 L	13 U	14 R	15 T	16 L	15 min Totals
7:45 8:00	-	-		-	-	-	25	61	-	60		4	-	6	64	-	220
8:00 8:15	-	-		-	-	-	27	93	-	68		3	-	5	69	-	265
8:15 8:30	-	-		-	-	-	30	70	-	81		4		2	73	-	260
8:30 8:45	-	-		-	-	-	36	79	-	68		1		5	66	-	255
8:45 9:00	-				-	-	32	73	-	66		4		9	63	-	247
9:00 9:15	-				-				-								0
9:15 9:30	-				-				-								0
9:30 9:45	-				-				-								0

Approach	North 0				East Kuringa				South Kingsford Smith				West Kuringa				
Movement / Time	1 U	2 R	3 T	4 L	5 U	6 R	7 T	8 L	9 U	10 R	11 T	12 L	13 U	14 R	15 T	16 L	Hourly Totals
7:45 8:45	-	-	-	-	-	-	118	303	-	277	-	12	-	18	272	-	1000
8:00 9:00	-	-	-	-	-	-	125	315	-	283	-	12	-	21	271	-	1027
8:15 9:15	-	-	-	-	-	-	98	222	-	215	-	9	-	16	202	-	762
8:30 9:30	-	-	-	-	-	-	68	152	-	134	-	5	-	14	129	-	502
8:45 9:45	-	-	-	-	-	-	32	73	-	66	-	4	-	9	63	-	247
Peak Hour																	
8:00 9:00	-	-	-	-	-	-	125	315	-	283	-	12	-	21	271	-	1027

APPENDIX C

ACCIDENT DIAGRAMS (2004 – 2008)



LEGEND

104 18 / 12.07.04.M.19.44.D.C	ACCIDENT CAUSING INJURY
001 10 / 03.12.03.W.15.55.W	ACCIDENT CAUSING FATALITY
35%	% APPROACH CRASHES
12%	% INTERSECTION CRASHES
D.C.	DRY AND CLEAR
LR.	LIGHT RAIN
W.LR.	WET WITH LIGHT RAIN
W.HR.	WET WITH HEAVY RAIN
L.	LOOSE SURFACE
M.	MUDDY / OILY SURFACE
D.F.	DRY AND FOGGY
U.	UNKNOWN

ACCIDENT DATA PERIOD
01-01-2004 TO 31-12-2008

Quality Endorsed Company ISO 9001 Lic 4084

FILE:C09051-AD01.dwg 15th-Oct-2009 2:51PM USR:Tirathy
Xref's: X-KINGSFORD-KURINGA-C09051 X-A1-C09051 X-CGO-BELCONNEN

FIRST ISSUE	DESIGN	DRAWN	CHECK	APPROVED	DATE
	TOP	FLA	H+v/H	MLB	15/10/09

AMENDMENT DETAILS: A, B, C, D, E, F

FOR DISCUSSION PURPOSES ONLY

A3 PLOT 1:200 — SCALE (METRES) 1 0 1 2 3 4 5 — A1 PLOT 1:100

MICROFILM No.

PROJECT No.

CLIENT: Roads ACT

PROJECT: BLACKSPOT FEASIBILITY STUDY 2009 - 2010

Brown Consulting (ACT) Pty Ltd Engineers & Managers
15 Hall Street Lyneham ACT Australia 2602
Telephone 02 62117100 Facsimile 02 62117199

BROWN CONSULTING

DRAWING TITLE: KINGSFORD SMITH DRIVE - KURINGA DRIVE INTERSECTION ACCIDENT DIAGRAMS

DRAWING NUMBER: C09051-AD01+

AMEND.

APPENDIX D

OPINION OF COSTS AND BENEFIT COST ANALYSIS

Kingsford Smith Drive / Kuringa Drive Opinion of Cost 15/10/2009

	SUMMARY	UNIT	QTY	RATE	AMOUNT
0	Preliminaries				$1,800.00
1	Provision For Traffic				$1,000.00
2	Earthworks				$800.00
10	Road Signs				$1,730.00
11	Pavement Marking				$991.40
	TOTAL LUMP SUM Cost Estimate				$7,000.00
	Including 30% Contingency				$10,000.00

Notes: 1. Estimate is based on current market rates as per recent tender assessments made by Brown Consulting

2. Service Relocations includes Provisional sums for works by Agility, ActewAGL and Telstra

ACT TRANSPORT CAPITAL WORKS PROGRAMME
DISCOUNTED CASH FLOW ANALYSIS - USER GUIDE TEMPLATE

10 year time horizon

BASIC DISCOUNTED CASH FLOW ANALYSIS TO BE USED IN ACCORDANCE WITH THE CAPITAL WORKS PROGRAMMING GUIDELINES and APPENDIX B - Social Audit of Transport Projects.
This Table calcuates the Present Value of various cost and benefit streams entered by the ANALYST in accordance with the procedures described in Appendix B of the Manual. The Discounted Cash Flow Analysis table needs to be completed for each option being analysesd, including, where appropriate, the Base Case.

PROJECT NAME = Kuringa Drive / Kingsford Smith Drive — PROJECT ID No = C09051
OPTION = Opt 1 Stop control and Improved separation on E approach — ANAYSIS DATE = 15-Oct-09

DISCOUNTED CASH FLOW ANALYSIS FOR 10 YEAR TIME HORIZON

Discount Rates	7.0%	4.0%	10.0%
Traffic (Benefit) Growth Rate	1.0%		

YEAR	COSTS (show as -Ve) CAPITAL ($'000) Column A	RECURRENT Annual Operating ($'000) Column B	RECURRENT Annual Maintenance ($'000) Column C	RECURRENT Cyclic ($'000) Column D	BENEFITS (show as +Ve) Vehicle Operating Cost Savings ($'000) Column E	Travel Time Savings ($'000) Column F	Accident Cost Savings ($'000) Column G	OTHER BENEFITS ($'000) Column H1	($'000) Column H2	TOTALS (sum of Columns A to H) ($'000) Column T
2010	($6)	$0	$0	$0	$0	$0	$0	$0	$0	($6)
2011	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2012	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2013	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2014	$0	$0	($2)	$0	$0	$0	$41	$0	$0	$39
2015	$0	$0	($2)	$0	$0	$0	$41	$0	$0	$39
2016	$0	$0	($2)	$0	$0	$0	$42	$0	$0	$40
2017	$0	$0	($2)	$0	$0	$0	$42	$0	$0	$40
2018	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
2019	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
2020	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
Total	($6)	$0	($20)	$0	$0	$0	$415	$0	$0	$389

CALCULATED PRESENT VALUE (PV)				DATE OF ANALYSIS =		15-Oct-09				NETT PV
PV @ 7%	($6)	$0	($14)	$0	$0	$0	$290	$0	$0	$270
						Checksum = 0?		$270	$0	
Sensitivity Test Discount Rates										
PV @ 4%	($6)	$0	($16)	$0	$0	$0	$336	$0	$0	$313
PV @ 10%	($6)	$0	($12)	$0	$0	$0	$253	$0	$0	$235

BCR @ 7%	14.50
BCR @ 4%	15.27
BCR @ 10%	14.06
NPV/CC @ 6%	45.76
NPV/CC @ 4%	53.05
NPV/CC @ 10%	39.83

ACT TRANSPORT CAPITAL WORKS PROGRAMME
DISCOUNTED CASH FLOW ANALYSIS - USER GUIDE TEMPLATE

10 year time horizon

BASIC DISCOUNTED CASH FLOW ANALYSIS TO BE USED IN ACCORDANCE WITH THE CAPITAL WORKS PROGRAMMING GUIDELINES and APPENDIX B - Social Audit of Transport Projects.
This Table calcuates the Present Value of various cost and benefit streams entered by the ANALYST in accordance with the procedures described in Appendix B of the Manual. The Discounted Cash Flow Analysis table needs to be completed for each option being analysesd, including, where appropriate, the Base Case.

PROJECT NAME = Kuringa Drive / Kingsford Smith Drive — PROJECT ID No = C09051
OPTION = Option 2 - All treatments — ANAYSIS DATE = 15-Oct-09

DISCOUNTED CASH FLOW ANALYSIS FOR 10 YEAR TIME HORIZON
Discount Rates 7.0% 4.0% 10.0%
Traffic (Benefit) Growth Rate 1.0%

YEAR	COSTS (show as -ve) CAPITAL ($'000) Column A	RECURRENT Annual Operating ($'000) Column B	RECURRENT Maintenance Annual ($'000) Column C	RECURRENT Cyclic ($'000) Column D	BENEFITS (show as +ve) Vehicle Operating Cost Savings ($'000) Column E	Travel Time Savings ($'000) Column F	Accident Cost Savings ($'000) Column G	OTHER BENEFITS ($'000) Column H1	($'000) Column H2	TOTALS (sum of Columns A to H) ($'000) Column T
2010	($10)	$0	$0	$0	$0	$0	$0	$0	$0	($10)
2011	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2012	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2013	$0	$0	($2)	$0	$0	$0	$40	$0	$0	$38
2014	$0	$0	($2)	$0	$0	$0	$41	$0	$0	$39
2015	$0	$0	($2)	$0	$0	$0	$41	$0	$0	$39
2016	$0	$0	($2)	$0	$0	$0	$42	$0	$0	$40
2017	$0	$0	($2)	$0	$0	$0	$42	$0	$0	$40
2018	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
2019	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
2020	$0	$0	($2)	$0	$0	$0	$43	$0	$0	$41
Total	($10)	$0	($20)	$0	$0	$0	$415	$0	$0	$385
CALCULATED PRESENT VALUE (PV)			DATE OF ANALYSIS =			15-Oct-09				NETT PV
PV @ 7%	($10)	$0	($14)	$0	$0	$0	$290	$0	$0	**$266**
						Checksum = 0?		$266	$0	
Sensitivity Test Discount Rates										
PV @ 4%	($10)	$0	($16)	$0	$0	$0	$336	$0	$0	$309
PV @ 10%	($10)	$0	($12)	$0	$0	$0	$253	$0	$0	$231

BCR @ 7%	**12.08**
BCR @ 4%	12.92
BCR @ 10%	11.50
NPV/CC @ 6%	**26.60**
NPV/CC @ 4%	30.90
NPV/CC @ 10%	23.10

Hamish.vanderhoek@brownconsulting.com.au
Ph: 6211 7100 Fax: 6211 7199

URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh	Road Surface	Weather	Rum Code
				Veh Num	Direction	Lane	Position	Movement	Visibility Restrictions

Intersection 3347 BARTON HWY, KURINGA DR, 3347

2008-9130854	05/01/08	13:00	Property Damage C	6	0	2	Good dry surface	Fine	301
				1	North bound	1st (kerb or left) lane	Within intersection	Right turn	Not obstructed
				2	North bound	1st (kerb or left) lane	Approaching intersection	Right turn	Not obstructed
2008-9205923	02/03/08	11:50	Property Damage C	2	0	2	Good dry surface	Fine	105
				1	North bound	Right turn lane	Within intersection	Right turn	Not obstructed
				2	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
2008-9191039	06/06/08	18:20	Property Damage C	2	0	2	Good dry surface	Fine	102
				1	West bound	Right turn lane	Within intersection	Right turn	Not obstructed
				2	North bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed
2008-9271115	26/06/08	16:15	Property Damage C	6	0	2	Good dry surface	Fine	303
				1	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
				2	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
2008-3801715	29/06/08	20:00	Property Damage C	2	0	2	Good dry surface	Fine	102
				1	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
				2	South bound	1st (kerb or left) lane	Within intersection	Straight ahead	Not obstructed
2009-9294907	05/03/09	11:10	Property Damage C	6	0	2	Good dry surface	Fine	303
				1	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
				2	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
2009-0070595	30/04/09	08:15	Injury	Received medical treatment	2	3	2	Good dry surface	Fine	105
					1	South bound	Right turn lane	Within intersection	Right turn	Not known
					2	East bound	Right turn lane	Within intersection	Right turn	Not obstructed
2009-0949134	17/06/09	18:00	Property Damage C	6	0	2	Good dry surface	Fine	303
				1	East bound	Right turn lane	Within intersection	Right turn	Not known
				2	East bound	Right turn lane	Within intersection	Right turn	Not known
2009-9101214	27/07/09	08:20	Property Damage C	6	0	2	Good dry surface	Fine	303
				1	East bound	Right turn lane	Within intersection	Right turn	Not known
				2	East bound	Right turn lane	Within intersection	Right turn	Not known
2009-9912102	28/07/09	07:45	Property Damage C	2	0	2	Good dry surface	Fog	105
				1	East bound	Right turn lane	Within intersection	Right turn	Not known
				2	South bound	Right turn lane	Within intersection	Right turn	Not known

This report includes all "on road" accidents or injuries, "onroad" is defined as being from property boundary to property boundary

URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Intersection 3347 BARTON HWY, KURINGA DR, 3347

2009-9121010	13/08/09	18:15	Property Damage C		2	0	2	Good dry surface	Fine	104	
				1	North bound		2nd lane	Approaching intersection	Straight ahead		Not known
				2	East bound		Right turn lane	Within intersection	Right turn		Not known
2009-9162123	28/10/09	18:45	Property Damage C		2	0	2	Good dry surface	Fine	104	
				1	East bound		Right turn lane	Within intersection	Right turn		Not known
				2	North bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not known
2009-9210821	02/11/09	17:45	Property Damage C		1	0	2	Good dry surface	Fine	202	
				1	South bound		Right turn lane	Within intersection	Right turn		Not known
				2	North bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not known
2009-9221225	15/11/09	08:15	Property Damage C		2	0	2	Good dry surface	Fine	105	
				1	East bound		Right turn lane	Within intersection	Right turn		Not known
				2	South bound		2nd lane	Approaching intersection	Right turn		Not known
2009-9159214	18/11/09	06:20	Injury	Admitted to hospital	2	1	2	Good dry surface	Fine	104	
				1	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	North bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not known
2010-2132916	03/01/10	18:00	Property Damage C		2	0	2	Good dry surface	Fine	105	
				1	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	South bound		Right turn lane	Within intersection	Right turn		Not obstructed
2010-1130129	04/02/10	14:15	Property Damage C		6	0	2	Wet surface	Light rain	303	
				1	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	East bound		Right turn lane	Within intersection	Right turn		Not known
2010-3115114	29/03/10	17:10	Property Damage C		2	0	2	Good dry surface	Fine	105	
				1	South bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
2010-1110092	04/07/10	20:30	Property Damage C		2	0	2	Good dry surface	Fine	104	
				1	North bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
2010-3250111	18/10/10	08:00	Injury	Received medical treatment	15	1	1	Good dry surface	Fine	706	
				1	North bound		1st (kerb or left) lane	Within intersection	Left turn		Not obstructed
2011-1125350	28/03/11	07:40	Property Damage C		2	0	2	Good dry surface	Fine	105	
				1	South bound		Right turn lane	Within intersection	Right turn		Not known

URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Intersection 3347 KURINGA DR, BARTON HWY, 3347

2011-1125350	28/03/11	07:40	Property Damage C	2	0	2		Good dry surface	Fine	105	
				2	East bound		Right turn lane	Within intersection	Right turn		Other
2011-2156054	17/04/11	01:20	Property Damage C	6	0	2		Good dry surface	Fine	303	
				1	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
2011-3150603	19/04/11	08:20	Property Damage C	6	0	2		Good dry surface	Fine	302	
				1	North bound		Left turn lane	Within intersection	Left turn		Not obstructed
				2	North bound		Left turn lane	Within intersection	Left turn		Not obstructed
2011-2023254	26/04/11	23:25	Property Damage C	2	0	2		Good dry surface	Fine	104	
				1	East bound		Right turn lane	Within intersection	Right turn		Other
				2	North bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Other
2011-3150604	03/05/11	17:10	Property Damage C	6	0	2		Good dry surface	Fine	303	
				1	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	East bound		Right turn lane	Within intersection	Right turn		Not obstructed
2011-1150902	15/05/11	09:45	Property Damage C	6	0	2		Good dry surface	Fine	302	
				1	North bound		Left turn lane	Within intersection	Left turn		Other
				2	North bound		Left turn lane	Within intersection	Left turn		Other

Total Accidents: 26

Intersection 5139 KURINGA DR, KINGSFORD SMITH DR, 5139

2008-9101319	08/01/08	17:30	Property Damage C	6	0	3		Good dry surface	Fine	301	
				1	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				3	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2008-9061501	19/01/08	11:00	Property Damage C	6	0	2		Good dry surface	Fine	301	
				1	North bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not obstructed
				2	North bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not obstructed

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URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Intersection 5139 KURINGA DR, KINGSFORD SMITH DR, 5139

2008-9261352	20/01/08	12:00	Property Damage C		6	0	2	Good dry surface	Fine	301	
				1	East bound		Right turn lane	Within intersection	Straight ahead		Not obstructed
				2	East bound		Right turn lane	Within intersection	Straight ahead		Not obstructed
2008-9171214	18/09/08	22:15	Property Damage C		15	0	1	Good dry surface	Fine	706	
				1	East bound		1st (kerb or left) lane	Within intersection	Left turn		Not obstructed
2008-3853833	27/10/08	08:10	Injury	Admitted to hospital	2	3	3	Good dry surface	Fine	102	
				1	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	North bound		1st (kerb or left) lane	Within intersection	Right turn		Not obstructed
				3	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2008-9253852	20/11/08	17:30	Property Damage C		2	0	2	Good dry surface	Fine	102	
				1	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	North bound		Right turn lane	Within intersection	Right turn		Not obstructed
2008-9203912	20/12/08	17:30	Property Damage C		2	0	2	Good dry surface	Fine	102	
				1	North bound		Right turn lane	Within intersection	Right turn		Not obstructed
				2	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2009-0736413	28/05/09	17:30	Property Damage C		1	0	2	Good dry surface	Fine	202	
				1	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not known
				2	East bound		1st (kerb or left) lane	Within intersection	Right turn		Not known
2009-9268253	22/06/09	17:30	Property Damage C		2	0	2	Good dry surface	Fine	102	
				1	East bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not known
				2	North bound		Right turn lane	Within intersection	Right turn		Not known
2009-9262940	11/09/09	08:00	Property Damage C		2	0	2	Good dry surface	Fine	102	
				1	North bound		Right turn lane	Within intersection	Right turn		Not known
				2	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not known
2009-9222104	09/10/09	11:20	Property Damage C		2	0	2	Good dry surface	Fine	102	
				1	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not known
				2	North bound		Right turn lane	Within intersection	Right turn		Not known
2009-9181222	15/11/09	10:30	Property Damage C		2	0	2	Good dry surface	Fine	105	
				1	East bound		Right turn lane	Within intersection	Right turn		Not known
				2	North bound		1st (kerb or left) lane	Within intersection	Right turn		Not known

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URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Intersection 5139 KINGSFORD SMITH DR, KURINGA DR, 5139

2010-2220540	12/10/10	08:30	Property Damage C	2	0	2		Good dry surface	Fine	104	
				1	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	North bound		Right turn lane	Within intersection	Right turn		Not obstructed
2011-1182516	10/03/11	17:10	Property Damage C	6	0	2		Good dry surface	Fine	303	
				1	North bound		Right turn lane	Within intersection	Right turn		Not known
				2	North bound		Right turn lane	Within intersection	Right turn		Not obstructed

Total Accidents: 14

Intersection 5140 KURINGA DR, OWEN DIXON DR, 5140

2008-9122103	10/10/08	18:20	Property Damage C	6	0	3		Good dry surface	Fine	301	
				1	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Glare or dazzle
				3	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Glare or dazzle
2009-0736423	28/05/09	18:00	Property Damage C	1	0	2		Good dry surface	Fine	202	
				1	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
				2	East bound		1st (kerb or left) lane	Within intersection	Right turn		Not known
2010-0314857	29/01/10	17:30	Property Damage C	6	0	2		Good dry surface	Fine	303	
				1	West bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not known
				2	West bound		1st (kerb or left) lane	Within intersection	Right turn		Not obstructed
2010-2208575	13/08/10	14:35	Injury	Admitted to hospital	5	1	2	Good dry surface	Fine	201	
				1	West bound		On wrong side of road	Within intersection	Straight ahead		Not obstructed
				2	East bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2010-3131012	12/09/10	15:00	Property Damage C	1	0	2		Good dry surface	Fine	202	
				1	East bound		1st (kerb or left) lane	Within intersection	Right turn		Not obstructed
				2	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2010-3010213	21/11/10	17:15	Property Damage C	6	0	2		Good dry surface	Fine	303	
				1	East bound		1st (kerb or left) lane	Approaching intersection	Straight ahead		Not obstructed

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URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Intersection 5140 KURINGA DR, OWEN DIXON DR, 5140

2010-3010213	21/11/10	17:15	Property Damage C	6	0	2		Good dry surface	Fine	303	
				2	East bound		1st (kerb or left) lane	Within intersection	Right turn		Not obstructed

Total Accidents: 6

Midblock 5404 KURINGA DR, KINGSFORD SMITH DR, OWEN DIXON DR

2009-9021542	02/11/08	17:40	Property Damage C	19	0	1		Good dry surface	Fine	705	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2009-9021537	02/12/08	12:55	Property Damage C	13	0	1		Good dry surface	Fine	705	
				1	West bound		Shoulder	Not related to intersection	Straight ahead		Not obstructed

Total Accidents: 2

Midblock 5405 KURINGA DR, KINGSFORD SMITH DR, TILLYARD DR

2008-0592392	18/01/08	18:00	Property Damage C	15	0	1		Wet surface	Heavy rain	705	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2008-9121114	19/01/08	23:30	Property Damage C	21	0	1		Good dry surface	Fine	705	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2008-9294092	09/03/08	17:00	Property Damage C	19	0	1		Good dry surface	Fine	803	
				1	West bound		1st (kerb or left) lane	Within intersection	Straight ahead		Not obstructed
2008-9021141	16/08/08	00:50	Property Damage C	19	0	1		Good dry surface	Fine	804	
				1	North bound		Shoulder	Not related to intersection	Straight ahead		Not obstructed
2008-9252325	10/09/08	07:45	Property Damage C	6	0	2		Good dry surface	Fine	301	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
				2	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed

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URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

Midblock 5405 KURINGA DR, KINGSFORD SMITH DR, TILLYARD DR

2008-0676150	31/10/08 11:54	Property Damage C		21	0	1		Good dry surface	Fine	701	
				1	East bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2009-0131067	02/05/09 09:50	Injury	Received medical treatment	19	1	1		Good dry surface	Fine	804	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2009-3947657	21/05/09 23:50	Property Damage C		21	0	1		Wet surface	Heavy rain	802	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Other
2009-3957113	07/06/09 03:23	Fatality	Fatal	19	1	1		Wet surface	Light rain	804	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2009-9258111	21/06/09 09:30	Property Damage C		19	0	1		Wet surface	Light rain	803	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not known
2009-3989551	28/07/09 03:30	Property Damage C		21	0	1		Good dry surface	Fine	801	
				1	East bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2009-9163616	25/12/09 19:51	Property Damage C		21	0	1		Wet surface	Heavy rain	803	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Windscreen, fog, etc
2010-2154840	23/01/10 12:00	Property Damage C		13	0	1		Good dry surface	Fine	805	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not known
2010-2062524	12/02/10 03:00	Property Damage C		21	0	1		Wet surface	Light rain	802	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not known
2010-0345926	13/02/10 20:40	Property Damage C		19	0	1		Wet surface	Light rain	703	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2010-4141827	08/03/10 12:00	Property Damage C		21	0	1		Wet surface	Heavy rain	801	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2010-2168435	24/04/10 20:10	Injury	Admitted to hospital	21	2	1		Wet surface	Heavy rain	802	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2010-2084987	05/06/10 14:05	Injury	Admitted to hospital	15	1	1		Good dry surface	Fine	805	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Right turn		Not obstructed
2010-2179332	19/06/10 21:17	Property Damage C		11	0	1		Good dry surface	Fine	609	
				1	West bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed

URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh	Road Surface	Weather	Rum Code
				Veh Num	Direction	Lane	Position	Movement	Visibility Restrictions

Midblock 5405 KURINGA DR, TILLYARD DR, KINGSFORD SMITH DR

2010-2102396	11/11/10 17:00	Injury	Received medical treatment	13	1	1	Good dry surface	Fine	805
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
2010-2107346	30/11/10 15:00	Injury	Received medical treatment	13	1	1	Wet surface	Light rain	805
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
2010-2180213	05/12/10 13:40	Injury	Received medical treatment	20	1	1	Good dry surface	Fine	805
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
2010-2214918	12/12/10 02:45	Injury	Received medical treatment	19	1	1	Good dry surface	Fine	704
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
2010-3110209	19/12/10 14:30	Property Damage C		20	0	1	Wet surface	Heavy rain	801
				1	East bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
2011-2209405	01/02/11 14:09	Injury	Admitted to hospital	13	2	1	Good dry surface	Fine	805
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed

Total Accidents: 25

Midblock 5406 KURINGA DR, BARTON HWY, OWEN DIXON DR

2008-9161146	14/04/08 12:00	Property Damage C		3	0	2	Good dry surface	Fine	305
				1	North bound	Merge lane	Approaching intersection	Straight ahead	Not obstructed
				2	North bound	3rd lane	Approaching intersection	Straight ahead	Not obstructed
2008-9191112	06/06/08 06:00	Property Damage C		19	0	1	Good dry surface	Fine	803
				1	East bound	1st (kerb or left) lane	Not related to intersection	Right turn	Not obstructed
2008-9172347	18/08/08 18:00	Property Damage C		19	0	1	Good dry surface	Fine	703
				1	East bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not known
2009-9192852	14/02/09 22:23	Injury	Received medical treatment	6	1	2	Good dry surface	Fine	301
				1	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed
				2	West bound	1st (kerb or left) lane	Not related to intersection	Straight ahead	Not obstructed

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URBAN SERVICES

Street History Report

Printed for: Mazur, Gosia

6-Oct-2011

Street History for : KURINGA DR

Accident date between 01/01/2008 and 31/07/2011

Police Reference	Date/time	Severity	Injury Type	Acc. Type	Num Cas	Num Veh		Road Surface	Weather	Rum Code	
				Veh Num	Direction		Lane	Position	Movement		Visibility Restrictions

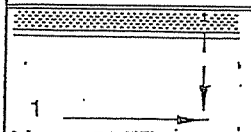
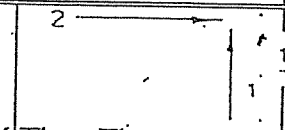
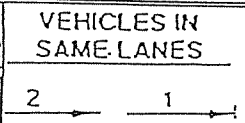
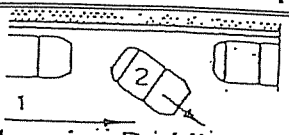
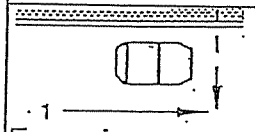
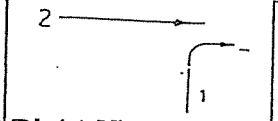
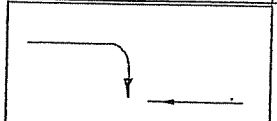
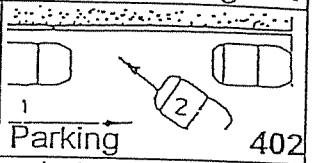
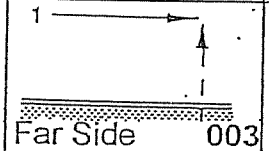
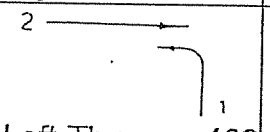
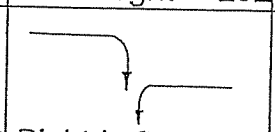
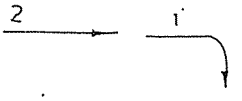
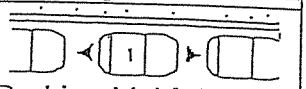
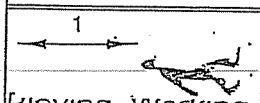
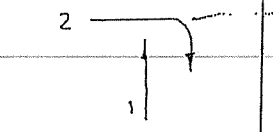
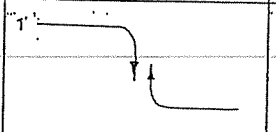
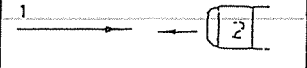
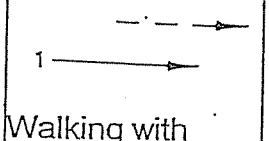
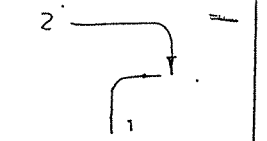
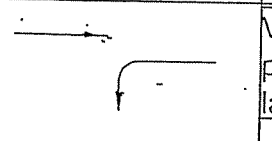
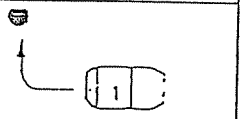
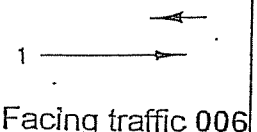
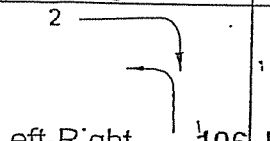
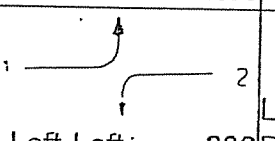
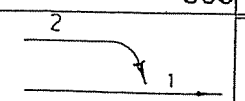
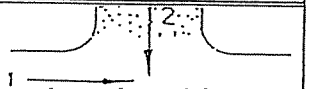
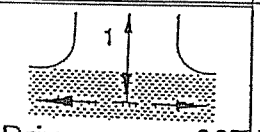
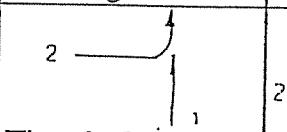
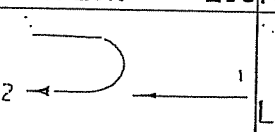
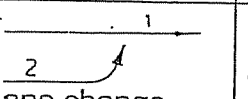
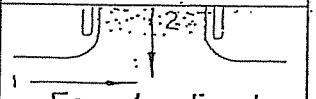
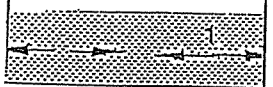
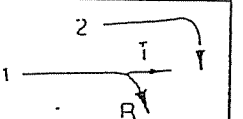
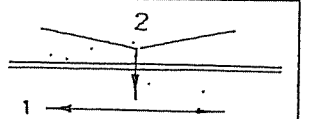
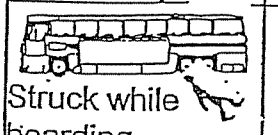
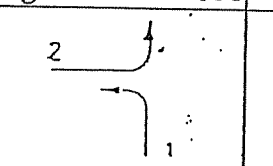
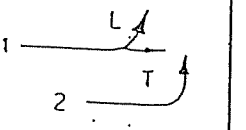
Midblock 5406 KURINGA DR, OWEN DIXON DR, BARTON HWY

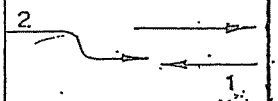
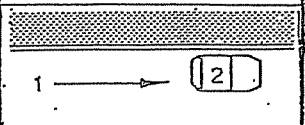
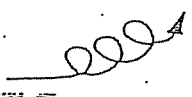
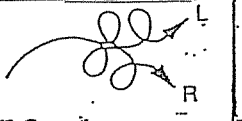
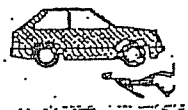
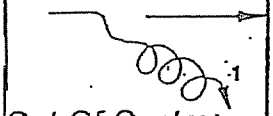
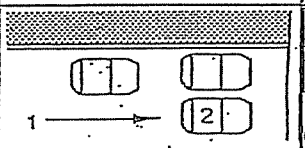
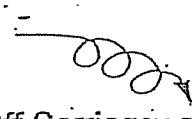
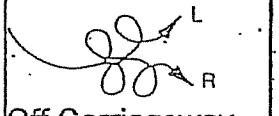
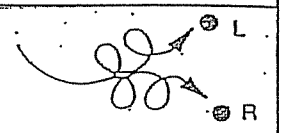
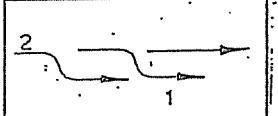
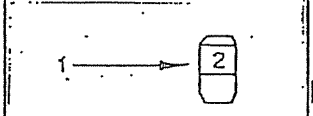
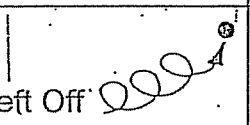
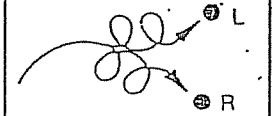
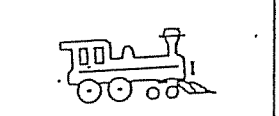
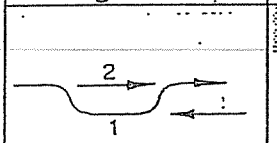
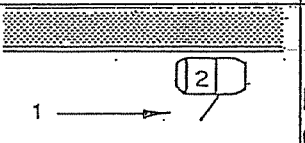
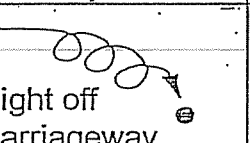
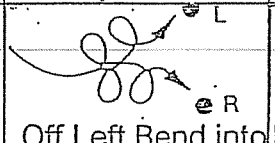
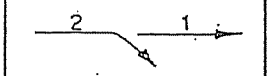
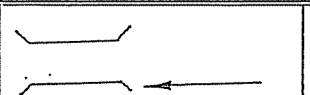
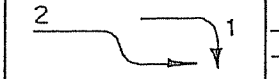
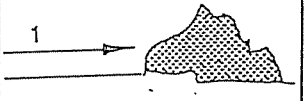
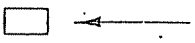
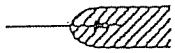
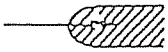
2010-2209695	11/03/10 04:19	Fatality	Fatal	5	2	2		Good dry surface	Fine	201	
				1	South bound		On wrong side of road	Not related to intersection	Straight ahead		Not obstructed
				2	North bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed
2010-2013558	26/08/10 05:30	Property Damage C		19	0	1		Wet surface	Light rain	803	
				1	North bound		1st (kerb or left) lane	Not related to intersection	Straight ahead		Not obstructed

Total Accidents: 6

This report includes all "on road" accidents or injuries, "onroad" is defined as being from property boundary to property boundary

4.3 RUM Codes

00	10	20	30	40
PEDESTRIAN	INTERSECTION	VEHICLES FROM OPPOSING DIRECTIONS	VEHICLES FROM ONE DIRECTION	MANOEUVRING
Other 00	Other 10	Other 20	Other 30	Other 40
 Near Side 001	 Thru-Thru 101	 Head On 201	 Rear End 301	 Leaving Parking 401
 Emerging 002	 Right-Thru 102	 Thru-Right 202	 Left-Rear 302	 Parking 402
 Far Side 003	 Left-Thru 103	 Right-Left 203	 Right-Rear 303	 Parking Vehicles Only 403
 Playing, Working Standing On Carriageway 004	 Thru-Right 104	 Right-Right 204	 U-Turn 304	 Reversing In Traffic 404
 Walking with traffic 005	 Right-Right 105	 Thru-Left 205	Vehicles in parallel lanes  Lane side swipe 305	 Reversing into fixed Object 405
 Facing traffic 006	 Left-Right 106	 Left-Left 206	 Lane change-Right 306	 Leaving driveway 406
 Driveway 007	 Thru-Left 107	 U-Turn 207	 Lane change-Left 307	 From loading bay 407
 On footway 008	 Right-Left 108	208	 Right turn s/s 308	 From footway 408
 Struck while boarding Or alighting 009	 Left-Left 109	209	 Left turn s/s 309	409
			Pulling out 310	

50	60	70	80	90
OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH ,ON CURVE	PASSENGERS & MISCELLANEOUS
Other 50	Other 60	Other 70	Other 80	Other 90
 Head On 501	 Parked 601	 Off Carriageway to Left 701	 Off Carriageway Right Bend 801	 Fell In/From Moving Vehicle 901
 Out Of Control 502	 Double Parked 602	 Off Carriageway to Right 702	 Off Carriageway Left Bend 802	 902
 Pulling Out 503	 Accident Or Broken Down 603	 Left Off Carriageway into Object 703	 Off Right Bend into object 803	 Hit Train 903
 Cutting In 504	 Car door 604	 Right off Carriageway into object 704	 Off Left Bend into Object 804	 Hit Railway Crossing Furniture 904
 Pulling out Rear End 505	 Hit Permanent Obstruction 605	 Out of Control On Carriageway 705	 Out of Control on Carriageway 805	 Hit Animal Off Carriageway 905
 Overtaking Right Turn 506	 Hit Road Works 606	 Left turn 706	806	 Parked Vehicle Ran Away 906
507	 Hit Temporary Object on Carriageway 607	 Right turn 707	807	Vehicle Movements Unknown 907
508	608	 Mounts Traffic Island 708	 Mounts Traffic Island 808	908
509	 Hit Animal 609	709	809	909
	 Load hits vehicle 610			

Type of Accident
Vehicle to Vehicle Collision
01 Right turn into oncoming vehicle
02 Right angle collision
03 Acute angle-same direction
04 Acute angle-opposite direction
05 Head on collision
06 Rear end collision
07 Collision with parked vehicle
08 Collision with one vehicle reverses.
09 Other – describe in remarks
Single Vehicle Collision –(On Carriageway)
10 Struck pedestrian
11 Struck animal
12 Struck object
13 Overturned
14 Fall from moving vehicle
15 Other accident – describe in remarks
Single Vehicle Collision–(Off Carriageway)
16 Struck pedestrian
17 Struck vehicle
18 Struck animal
19 Struck object
20 Overturned
21 No object struck
22 Other accident – describe in remarks

Please select the appropriate value [ ]

ENQUIRY MANAGER (0 Actions Outstanding)

Id 661145 Status CO Complete
Recorded By MRI Michelle Richer
Responsibility Of RMS Road Maintenance Service
Source T Telephone
Admin Unit ACT
Open Enquiries All Enquiries

Enquiry Details | Further Details | Actions | Damage | Associations | Items

Name
Organisation PLACE MANAGEMENT - GUNGAHLIN OPERATIONS - NICHOLLS
Postcode Number Building Sub.
Street
Dependant Street Locality
Town
County Property Type

Type ENQUIRER Ref
Email
Home Flag
Work 6207 2565
Mobile
Fax
Primary Contact
Search | Contacts Summary | View Contact Det...

Category REQS Request for Services
Enquiry Type DMG Damaged
Location Kuringa Drive and Kingsford Smith Drive, Fraser/Spence
Description A car accident has knocked down the traffic/street signs at the above intersection.

Class SSGN Street, Warn, Haz, Park, Other
Action/Remarks completed by T.Smith on 22/06/11
Injuries
Damage

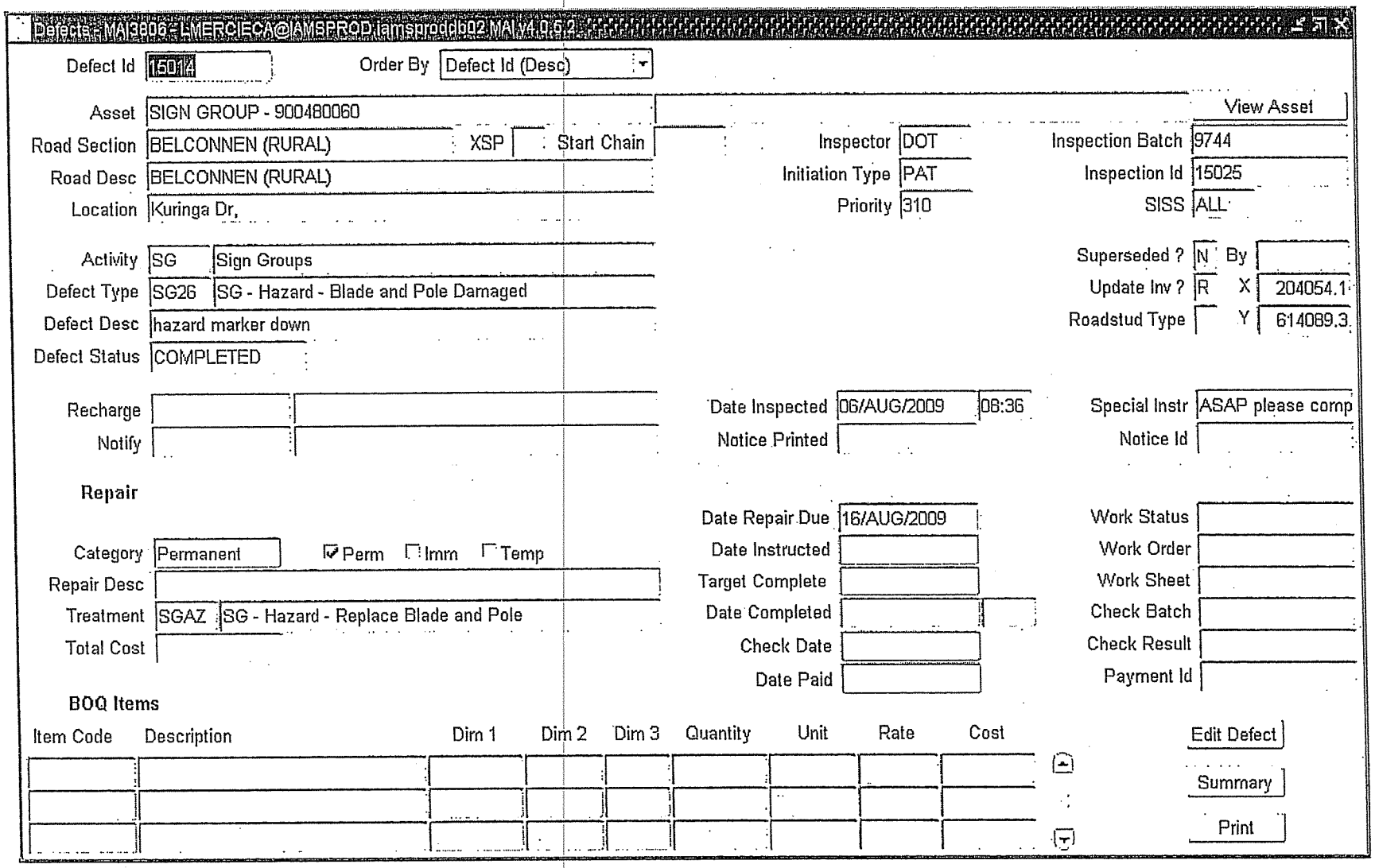
Date Recorded 06-JUN-2011 13:59
Incident Date & Time 06-JUN-2011 12:42
Correspondence Date
Corr Received Date
Follow Up 1
Acknowledgment
Follow Up 2
Follow Up 3
Priority 2
Target Date 21-JUN-2011 12:42
Complete Date 23-JUN-2011 08:21
Reference No
Date/Time Arrived
Reason for Late Arrival

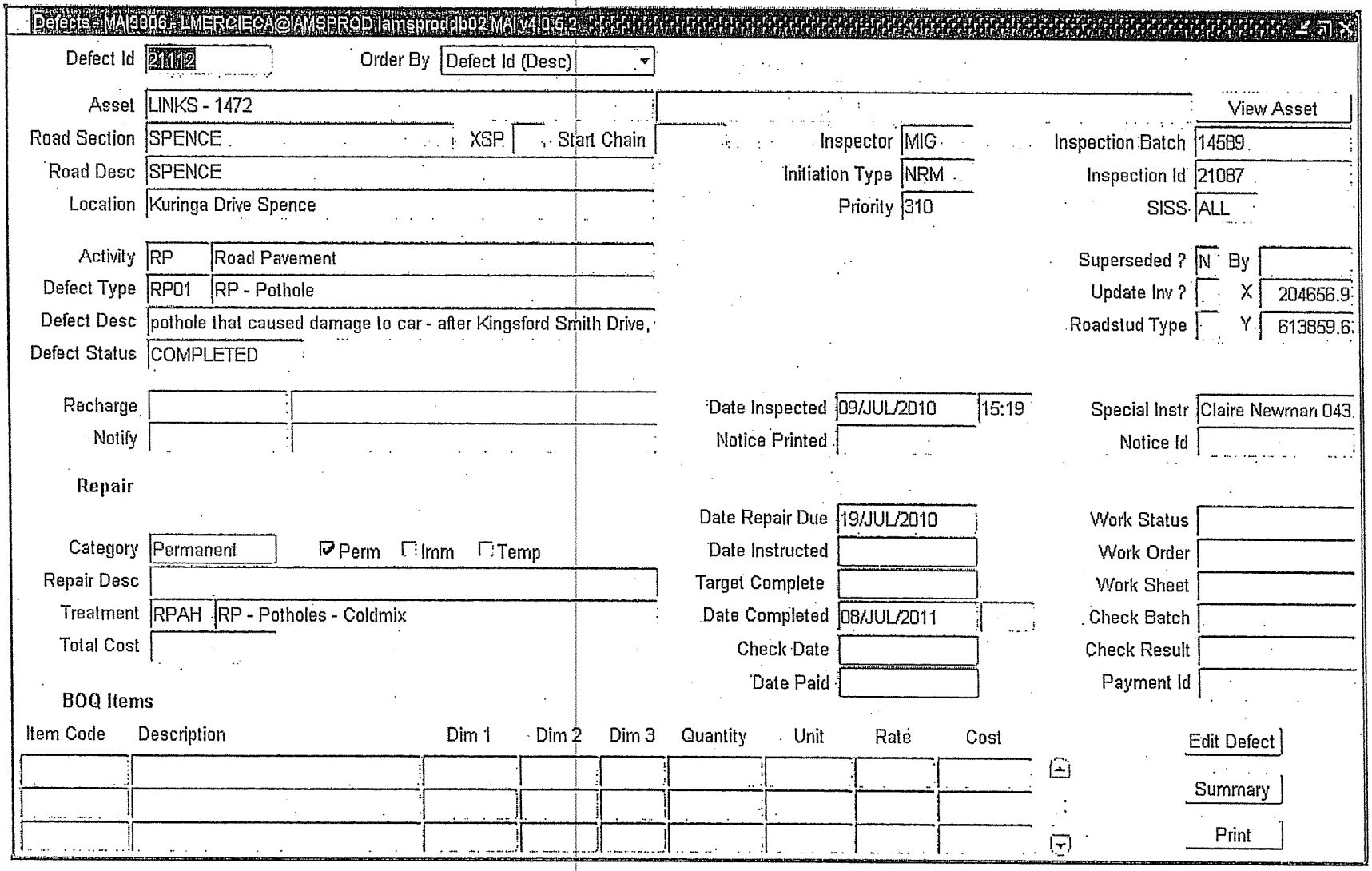
Associated Asset

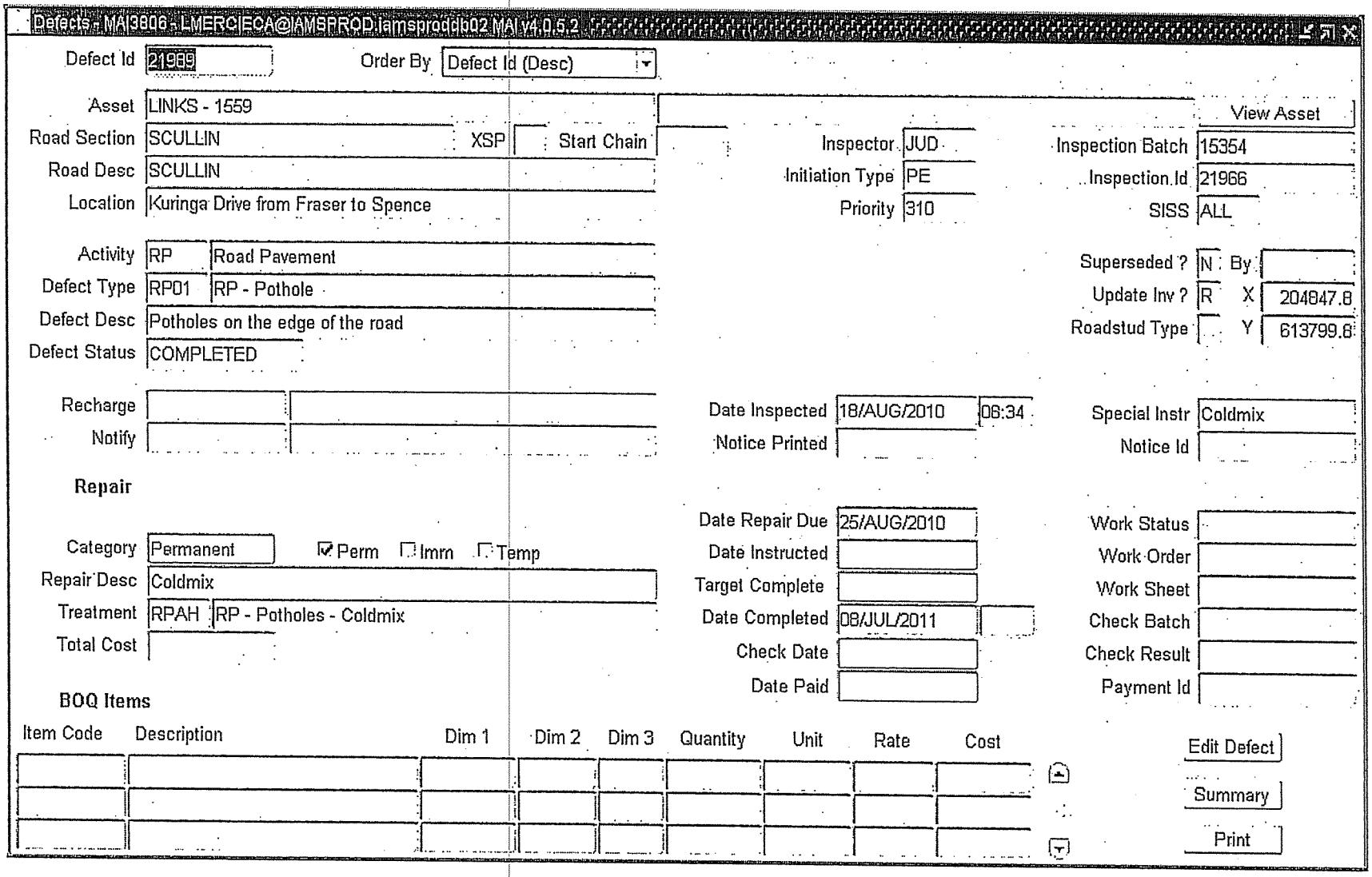
Find SGNG SIGN GROUP - 900460076
Create Start End XSP

Associated Network

Road Type SECT Closed
Road FRASER
Get From Map FRASER
Easting 204775.32614700194
Northing 613825.3060505261


Defects - MAI3806 - EMERCIECA@AMSPROD.tamsprodb02.MAI.v4.0.6.2
Defect Id 16014
Order By Defect Id (Desc)
Asset SIGN GROUP - 900480060
View Asset
Road Section BELCONNEN (RURAL)
XSP
Start Chain
Road Desc BELCONNEN (RURAL)
Location Kuringa Dr,
Inspector DOT
Initiation Type PAT
Priority 310
Inspection Batch 9744
Inspection Id 15025
SISS ALL
Activity SG Sign Groups
Defect Type SG26 SG - Hazard - Blade and Pole Damaged
Defect Desc hazard marker down
Defect Status COMPLETED
Superseded ? N By
Update Inv ? R X 204054.1
Roadstud Type Y 614089.3
Recharge
Notify
Date Inspected 06/AUG/2009 06:36
Notice Printed
Special Instr ASAP please comp
Notice Id
Repair
Category Permanent
Perm
Imm
Temp
Repair Desc
Treatment SGAZ SG - Hazard - Replace Blade and Pole
Total Cost
Date Repair Due 16/AUG/2009
Date Instructed
Target Complete
Date Completed
Check Date
Date Paid
Work Status
Work Order
Work Sheet
Check Batch
Check Result
Payment Id
BOQ Items
Item Code
Description
Dim 1
Dim 2
Dim 3
Quantity
Unit
Rate
Cost
Edit Defect
Summary
Print


Defects - MAI9806 - LMERCIECA@AMSPROD.amsprod.b02.MAI v4.0.6.2
Defect Id 21112
Order By Defect Id (Desc)
Asset LINKS - 1472
View Asset
Road Section SPENCE
XSP
Start Chain
Inspector MIG
Inspection Batch 14589
Road Desc SPENCE
Initiation Type NRM
Inspection Id 21087
Location Kuringa Drive Spence
Priority 310
SISS ALL
Activity RP Road Pavement
Superseded ? N By
Defect Type RP01 RP - Pothole
Update Inv ? X 204656.9
Defect Desc pothole that caused damage to car - after Kingsford Smith Drive,
Roadstud Type Y 613859.6
Defect Status COMPLETED
Recharge
Date Inspected 09/JUL/2010 15:19
Special Instr Claire Newman 043
Notify
Notice Printed
Notice Id
Repair
Date Repair Due 19/JUL/2010
Work Status
Category Permanent
Perm
Imm
Temp
Date Instructed
Work Order
Repair Desc
Target Complete
Work Sheet
Treatment RPAH RP - Potholes - Coldmix
Date Completed 08/JUL/2011
Check Batch
Total Cost
Check Date
Check Result
Date Paid
Payment Id
BOQ Items
Item Code
Description
Dim 1
Dim 2
Dim 3
Quantity
Unit
Rate
Cost
Edit Defect
Summary
Print


Defects - MAI3806 - LMERC|ECA@AMSPROD.iamsproddb02 MAI v4.0.6.2
Defect Id 21969
Order By Defect Id (Desc)
Asset LINKS - 1559
View Asset
Road Section SCULLIN
XSP
Start Chain
Road Desc SCULLIN
Location Kuringa Drive from Fraser to Spence
Inspector JUD
Initiation Type PE
Priority 310
Inspection Batch 15354
Inspection Id 21966
SISS ALL
Activity RP Road Pavement
Defect Type RP01 RP - Pothole
Defect Desc Potholes on the edge of the road
Defect Status COMPLETED
Superseded ? N By
Update Inv ? R X 204847.8
Roadstud Type Y 613799.6
Recharge
Notify
Date Inspected 18/AUG/2010 08:34
Notice Printed
Special Instr Coldmix
Notice Id
Repair
Category Permanent
Perm
Imm
Temp
Repair Desc Coldmix
Treatment RPAH RP - Potholes - Coldmix
Total Cost
Date Repair Due 25/AUG/2010
Date Instructed
Target Complete
Date Completed 08/JUL/2011
Check Date
Date Paid
Work Status
Work Order
Work Sheet
Check Batch
Check Result
Payment Id
BOQ Items
Item Code
Description
Dim 1
Dim 2
Dim 3
Quantity
Unit
Rate
Cost
Edit Defect
Summary
Print

Defects - MAI3806 - LMERCIECA@AMSPROD.iamsproddb02 MAI v4.0.5.2

Defect Id: 24869 | Order By: Defect Id (Desc)

Asset: BARRIER AND GUARDRAIL - VB00154 | View Asset

Road Section: FRASER | XSP: | Start Chain:
Road Desc: FRASER
Location: KURINGA DR

Inspector: HBN | Inspection Batch: 17497
Initiation Type: NRM | Inspection Id: 24878
Priority: 330 | SISS: ALL

Activity: BA | Barrier
Defect Type: BA21 | Barrier - W Beam dmgd
Defect Desc: 2 W-Beam barrier rail damaged with post
Defect Status: COMPLETED

Superseded ?: N | By:
Update Inv ?: | X: 203442.7
Roadstud Type: | Y: 614280.7

Recharge:
Notify:

Date Inspected: 16/DEC/2010 | 08:10
Notice Printed:

Special Instr: use map for locatio
Notice Id:

Repair

Category: Permanent | ☑ Perm ☐ Imm ☐ Temp
Repair Desc:
Treatment: BAPG | BA - W Beam Damaged-Replace
Total Cost:

Date Repair Due: 15/JAN/2011
Date Instructed:
Target Complete:
Date Completed: 12/JAN/2011
Check Date:
Date Paid:

Work Status:
Work Order:
Work Sheet:
Check Batch:
Check Result:
Payment Id:

BOQ Items

Item Code	Description	Dim 1	Dim 2	Dim 3	Quantity	Unit	Rate	Cost
BA01	GW4 Barrier Beam					4 m		

Edit Defect

Summary

Print

Defects - MAI3806 - LMERCIECA@IAMSPROD.iamsproddb02 MAI v4.0.5.2

Defect Id: 24876
Order By: Defect Id (Desc)

Field	Value	Field	Value	Field	Value
Asset	BARRIER AND GUARDRAIL - VB00157				View Asset
Road Section	FRASER XSP Start Chain	Inspector	HBN	Inspection Batch	17504
Road Desc	FRASER	Initiation Type	NRM	Inspection Id	24885
Location	kURINGA DR, Fraser,	Priority	330	SISS	ALL
Activity	BA Barrier			Superseded ?	N By
Defect Type	BA21 Barrier - W Beam dmgd			Update Inv ?	X 203622.6
Defect Desc	Approach End (ET 2000) with one rail damaged			Roadstud Type	Y 614233.6
Defect Status	COMPLETED				
Recharge		Date Inspected	16/DEC/2010 08:22	Special Instr	use map for locatior
Notify		Notice Printed		Notice Id	

Repair

Field	Value	Field	Value	Field	Value
		Date Repair Due	15/JAN/2011	Work Status	
Category	Permanent ☑ Perm ☐ Imm ☐ Temp	Date Instructed		Work Order	
Repair Desc		Target Complete		Work Sheet	
Treatment	BAPG BA - W Beam Damaged-Replace	Date Completed	19/JAN/2011	Check Batch	
Total Cost		Check Date		Check Result	
		Date Paid		Payment Id	

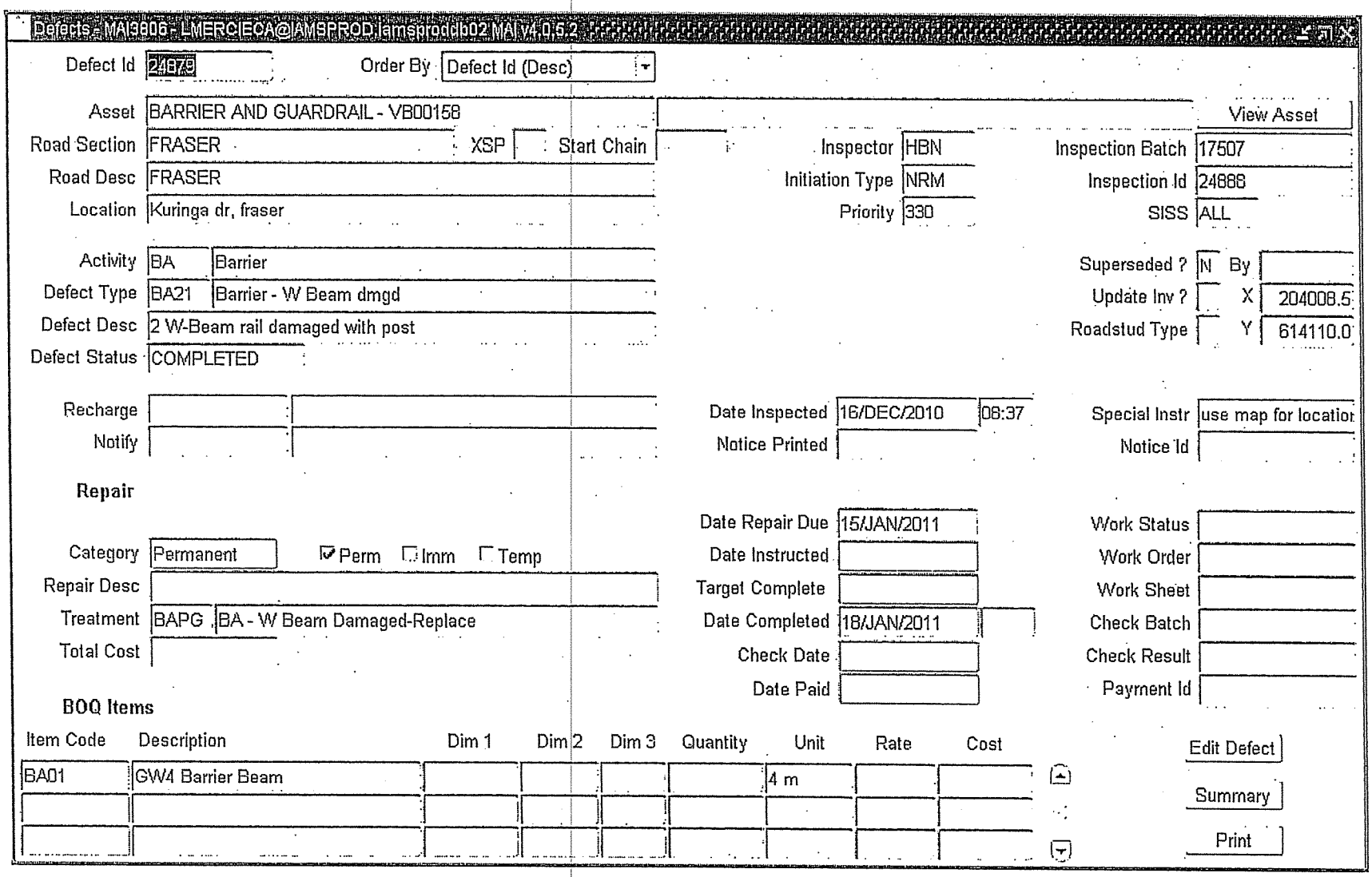
BOQ Items

Item Code	Description	Dim 1	Dim 2	Dim 3	Quantity	Unit	Rate	Cost
BA01	GW4 Barrier Beam					4 m		

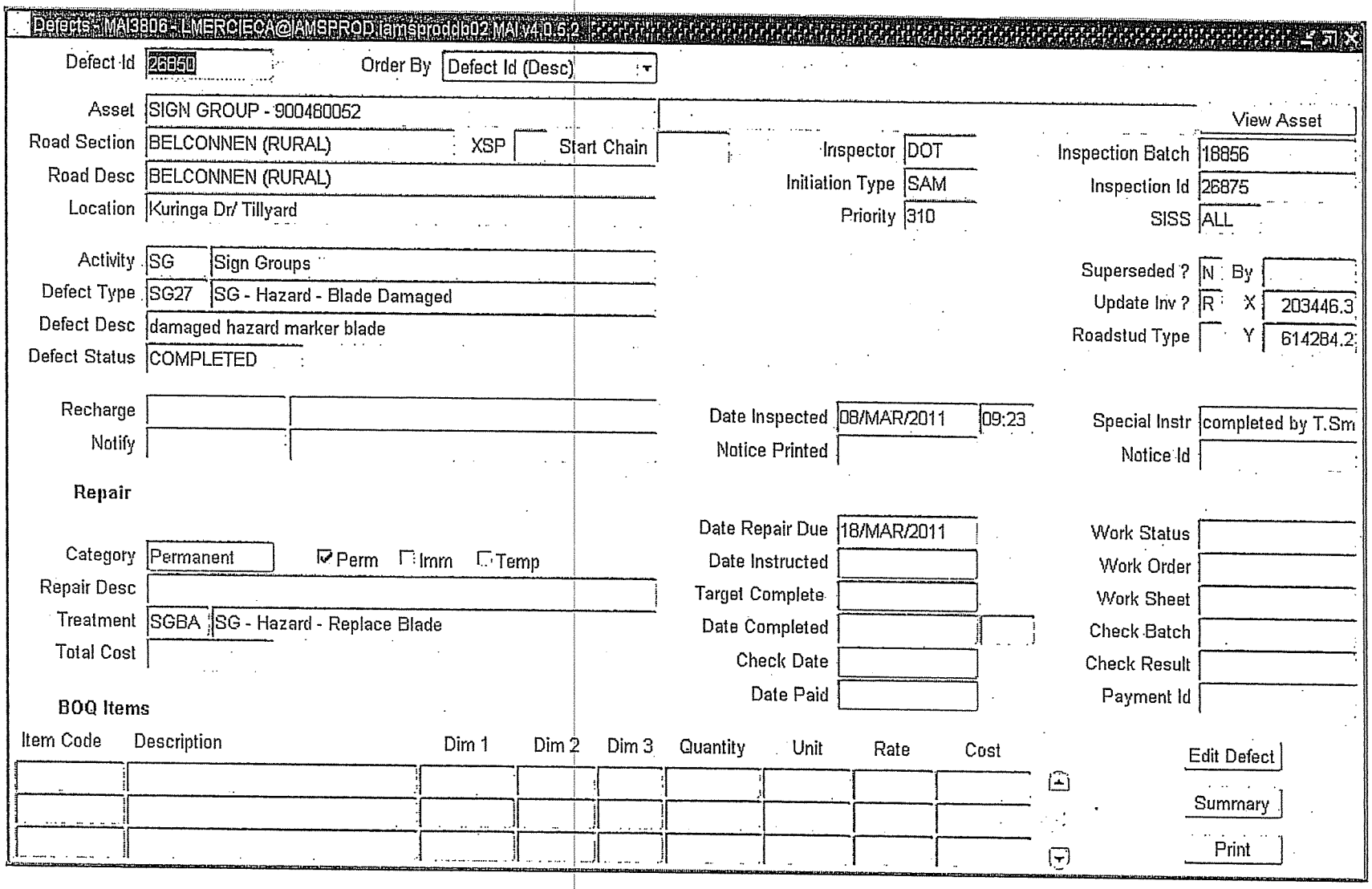
Edit Defect

Summary

Print


Defects - MAI9806 - LMERCIECA@IAMSPROD.iamsprod.b02.MAI v4.0.5.2
Defect Id 24879
Order By Defect Id (Desc)
Asset BARRIER AND GUARDRAIL - VB00158
View Asset
Road Section FRASER
XSP
Start Chain
Road Desc FRASER
Location Kuringa dr, fraser
Inspector HBN
Initiation Type NRM
Priority 330
Inspection Batch 17507
Inspection Id 24888
SISS ALL
Activity BA Barrier
Defect Type BA21 Barrier - W Beam dmgd
Defect Desc 2 W-Beam rail damaged with post
Defect Status COMPLETED
Superseded ? N By
Update Inv ? X 204008.5
Roadstud Type Y 614110.0
Recharge
Notify
Date Inspected 16/DEC/2010 08:37
Notice Printed
Special Instr use map for locatior
Notice Id
Repair
Category Permanent
Perm
Imm
Temp
Repair Desc
Treatment BAPG BA - W Beam Damaged-Replace
Total Cost
Date Repair Due 15/JAN/2011
Date Instructed
Target Complete
Date Completed 18/JAN/2011
Check Date
Date Paid
Work Status
Work Order
Work Sheet
Check Batch
Check Result
Payment Id
BOQ Items
Item Code
Description
Dim 1
Dim 2
Dim 3
Quantity
Unit
Rate
Cost
BA01
GW4 Barrier Beam
4 m
Edit Defect
Summary
Print

12.


Defects - MAI3806 - LMERC[ECA@AMSPROD.lamsprod.db02.MAI.v4.0.5.2
Defect Id 26850
Order By Defect Id (Desc)
Asset SIGN GROUP - 900460052
View Asset
Road Section BELCONNEN (RURAL)
XSP
Start Chain
Road Desc BELCONNEN (RURAL)
Location Kuringa Dr/ Tillyard
Inspector DOT
Initiation Type SAM
Priority 310
Inspection Batch 18856
Inspection Id 26875
SISS ALL
Activity SG Sign Groups
Defect Type SG27 SG - Hazard - Blade Damaged
Defect Desc damaged hazard marker blade
Defect Status COMPLETED
Superseded ? N By
Update Inv ? R X 203446.3
Roadstud Type Y 614284.2
Recharge
Notify
Date Inspected 08/MAR/2011 09:23
Notice Printed
Special Instr completed by T.Sm
Notice Id
Repair
Category Permanent
Perm
Imm
Temp
Repair Desc
Treatment SGBA SG - Hazard - Replace Blade
Total Cost
Date Repair Due 18/MAR/2011
Date Instructed
Target Complete
Date Completed
Check Date
Date Paid
Work Status
Work Order
Work Sheet
Check Batch
Check Result
Payment Id
BOQ Items
Item Code
Description
Dim 1
Dim 2
Dim 3
Quantity
Unit
Rate
Cost
Edit Defect
Summary
Print