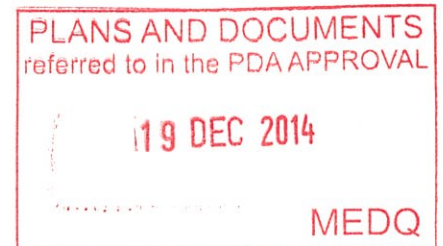
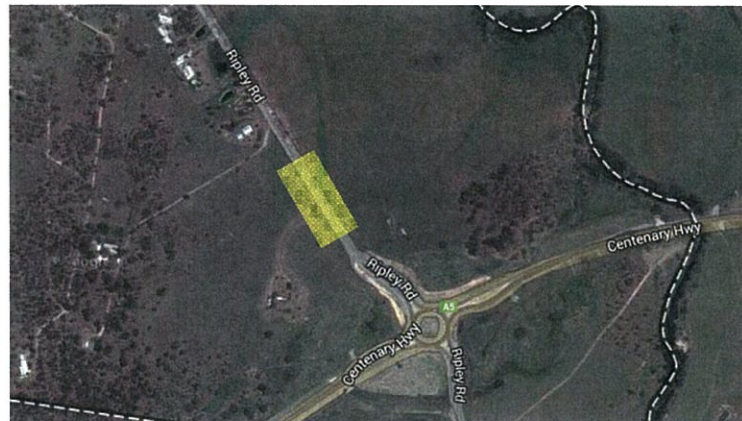


5.3 SUMMARY OF PREFERRED INTERSECTION CONFIGURATIONS (2015)

The preferred intersection configurations for the Ripley Road/Main Street and Ripley Road/Green Street intersections are shown in Figure 5.3 below. These are the configurations proposed to be constructed initially as part of the development. The queue storage distances are shown and the run pockets on Ripley Road would need to be designed in accordance with Austroads guidelines.



source: <https://maps.google.com.au/maps>

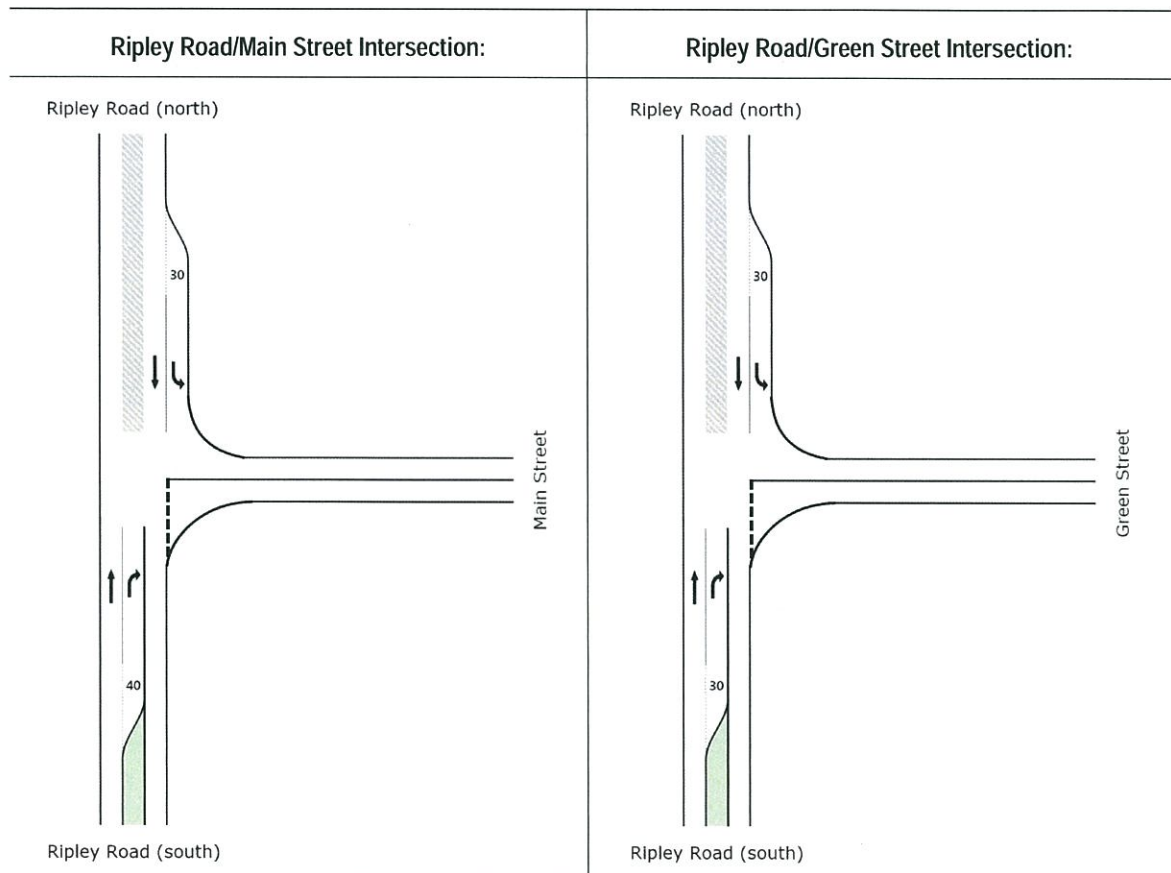


Figure 5.3: 2016 Preferred Intersection Configurations

The model results for the Ripley Road/Main Street intersection indicate that this intersection arrangement would cater sufficiently for the Stage 1 of the development. As background traffic builds there may be some re-assignment of traffic from Main Street to Green Street given the considerable amount of spare capacity available at the Green Street intersection. Also, further upgrades over time will be required to move towards the "ultimate" 2031 configurations identified in Chapter 6 of this report.

Based on the above, the Ripley Road intersections of Main Street and Green Street will operate below the maximum practical operating capacity for the year-of-opening (2016), without adverse impacts due to the Town Centre development traffic.