

**AADT Segment Report**

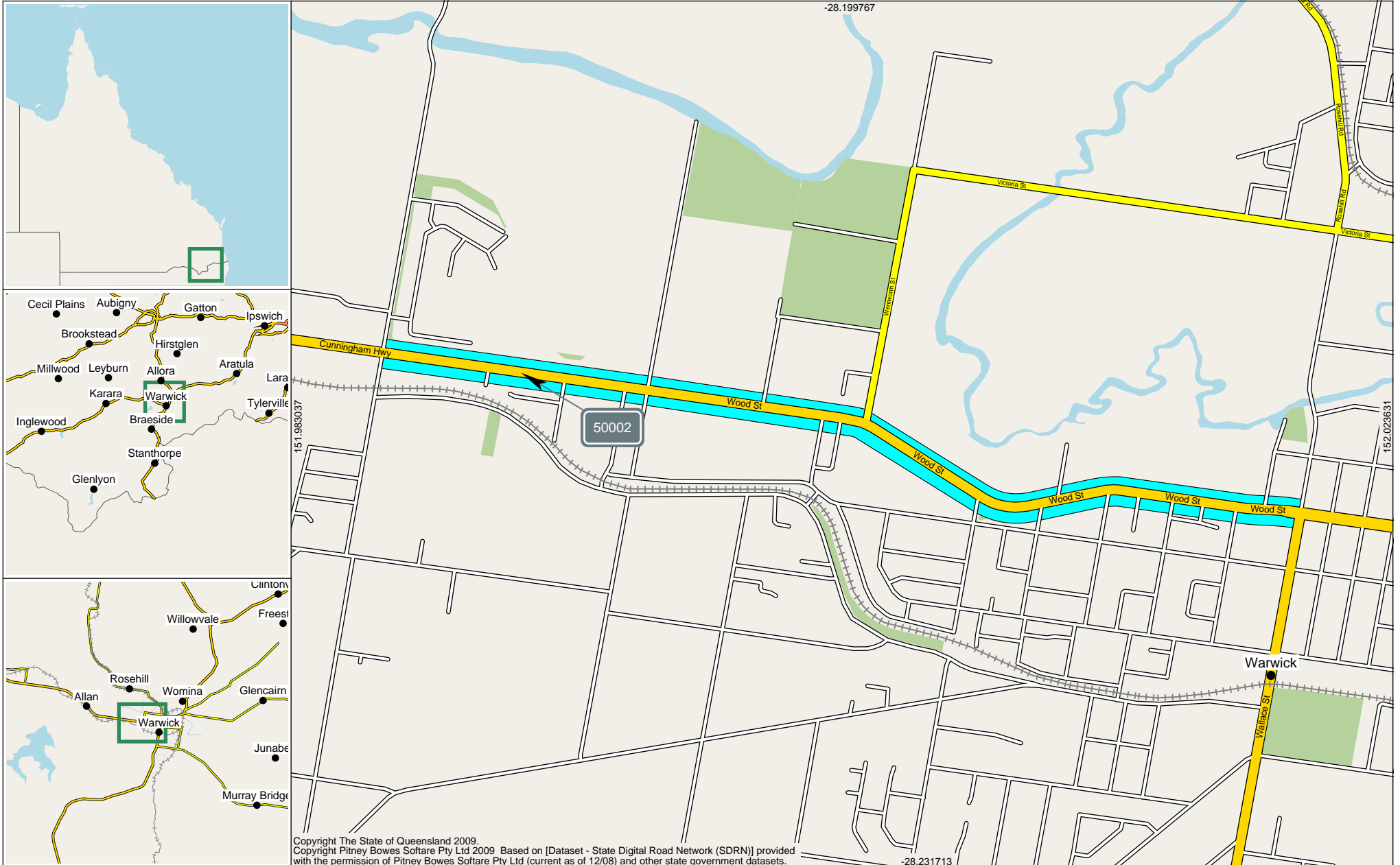
Area 402 - Darling Downs District  
Road Segment from 0.000km to 3.470km

Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)

Segment Site 50002

Traffic Year 2020

Data Collection Year 2020



**AADT Segment Report**

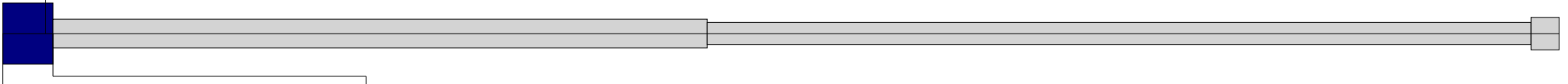
Area 402 - Darling Downs District  
Road Segment from 0.000km to 3.470km

Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)  
Segment Site 50002 Traffic Year 2020 Data Collection Year 2020

Site 50002. Point 250000000. CS-50002\_500m East of Lyndhurst Lane.

2.96 km

The width of each Road Segment is proportional to its AADT.



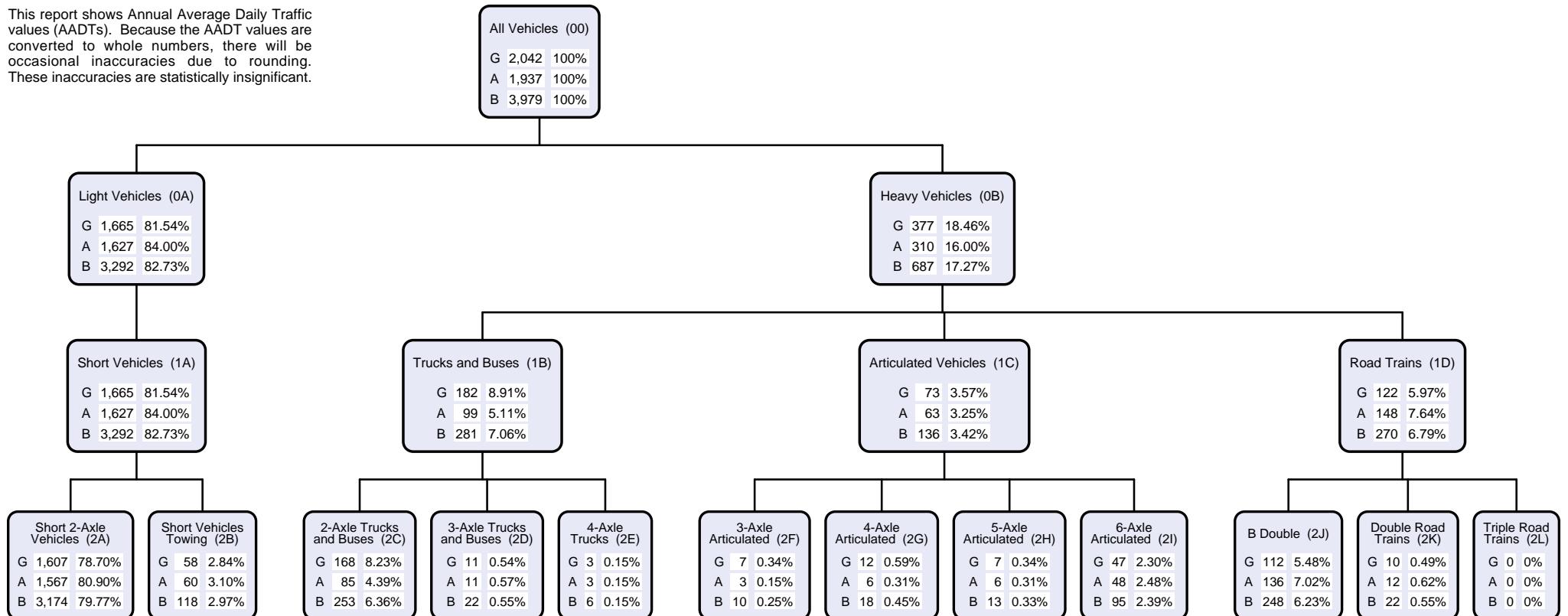
0.00 km

Start Point 250000309. 17C/17B-Wood St @ 22C/Wallace St.

3.47 km

End Point 250000002. Cunningham Hwy @ Lyndhurst Lane.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



## AADT Segment Annual Volume Report

Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

## Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

## AADT Segments

The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

## Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

| District Name              | District |
|----------------------------|----------|
| Central West District      | 401      |
| Darling Downs District     | 402      |
| Far North District         | 403      |
| Fitzroy District           | 404      |
| Mackay/Whitsunday District | 405      |
| Metropolitan District      | 406      |
| North Coast District       | 407      |
| North West District        | 409      |
| Northern District          | 408      |
| South Coast District       | 410      |
| South West District        | 411      |
| Wide Bay/Burnett District  | 412      |

## AADT Values

AADT values are displayed by direction of travel as:

- G Traffic flow in gazettal direction
- A Traffic flow against gazettal direction
- B Traffic flow in both directions

## Data Collection Year

Is the most recent year that data was collected at the data collection site.

### Please Note:

Due to location and/or departmental policy, some sites are not counted every year.

## Gazettal Direction

Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

## Maps

Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

## Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

## Segment Site

Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

## Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

## Site Description

The description of the physical location of the traffic counting device.

## Start and End Point

The unique identifier for the Through Distance along a Road Section.

## Vehicle Class

Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

### Volume or All Vehicles

00 = 0A + 0B

### Light Vehicles

0A = 1A

1A = 2A + 2B

### Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

### Volume

00 All vehicles

### 2-Bin

0A Light vehicles

0B Heavy vehicles

### 4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

### 12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

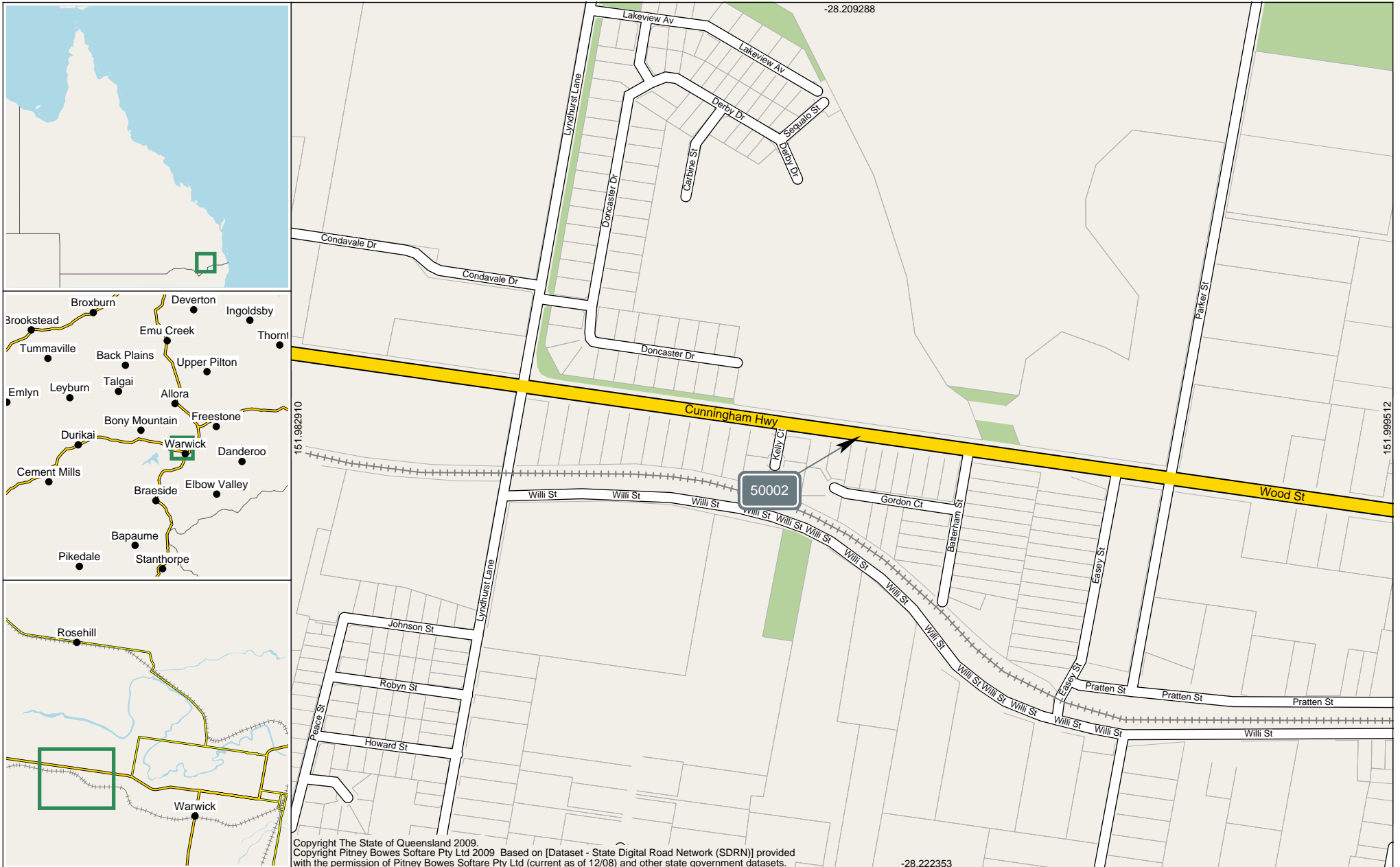
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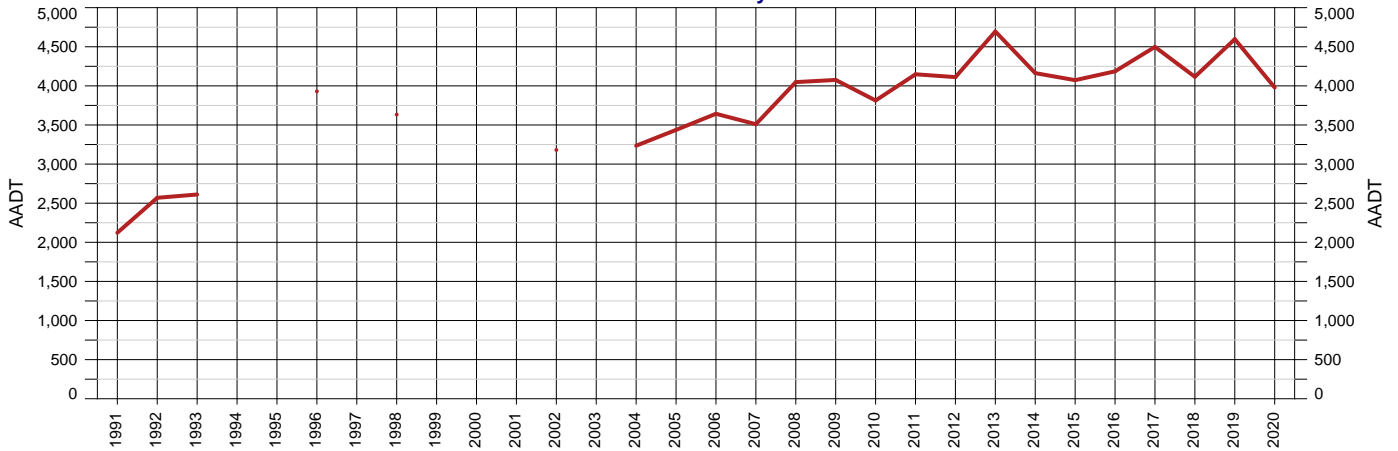
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Area 402 - Darling Downs District  
 Road Section 17C - CUNNINGHAM HIGHWAY (WARWICK - INGLEWOOD)  
 Site 50002 - 17C-500m East of Lyndhurst Lane (Warwick)  
 Thru Dist 2.965  
 Type C - Coverage  
 Stream TB - Bi-directional traffic flow

Year 2020  
 AADT 3,979  
 Avg Week Day 4,496  
 Avg Weekend Day 4,376  
 Growth last Year -13.44%  
 Growth last 5 Yrs -1.62%  
 Growth last 10 Yrs -0.66%

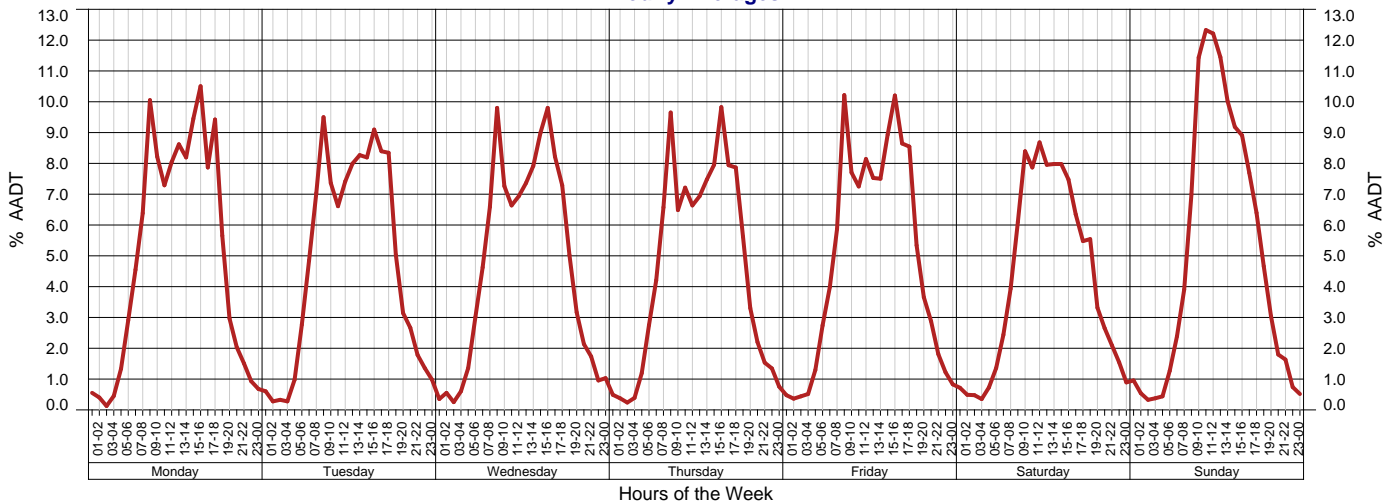
AADT History

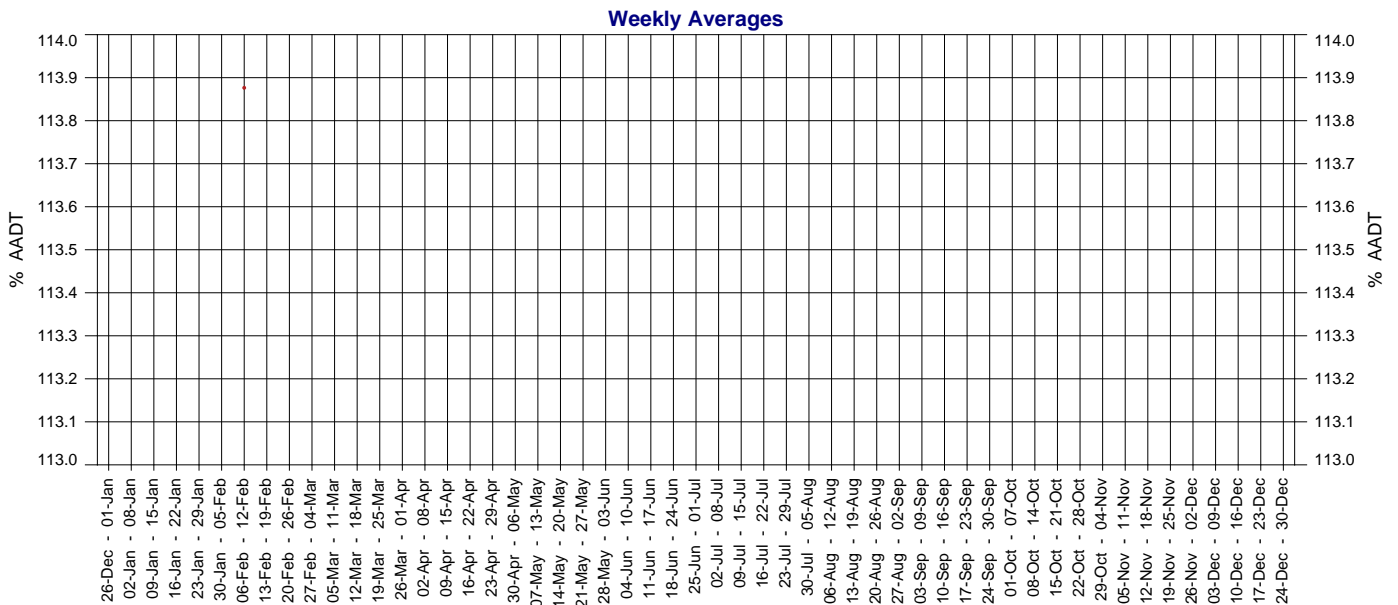
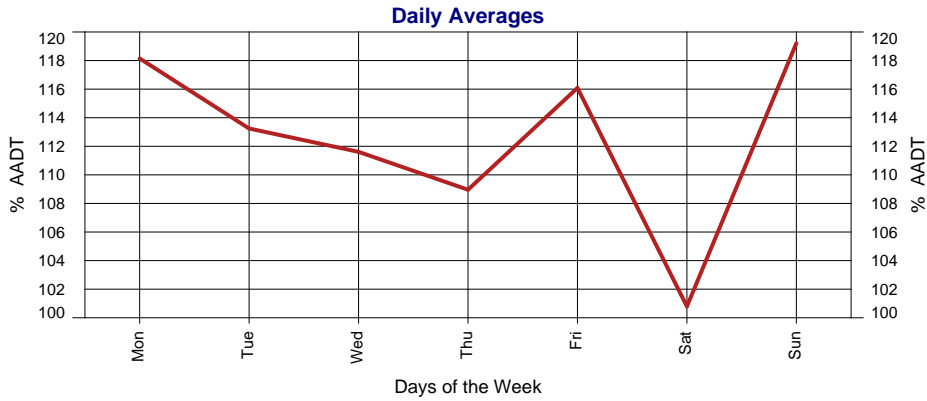


| Year | AADT  | 1-Year Growth | 5-Year Growth | 10-Year Growth |
|------|-------|---------------|---------------|----------------|
| 2020 | 3,979 | -13.44%       | -1.62%        | -0.66%         |
| 2019 | 4,597 | 11.69%        | 2.61%         | 1.51%          |
| 2018 | 4,116 | -8.49%        | -1.43%        | 0.01%          |
| 2017 | 4,498 | 7.45%         | 1.43%         | 1.74%          |
| 2016 | 4,186 | 2.77%         | -0.34%        | 0.99%          |
| 2015 | 4,073 | -2.16%        | -0.14%        | 1.01%          |
| 2014 | 4,163 | -11.33%       | 0.68%         | 1.85%          |
| 2013 | 4,695 | 14.18%        | 4.29%         |                |
| 2012 | 4,112 | -0.87%        | 1.88%         | 2.49%          |
| 2011 | 4,148 | 8.79%         | 2.78%         |                |
| 2010 | 3,813 | -6.45%        | 1.40%         |                |
| 2009 | 4,076 | 0.69%         | 4.61%         |                |
| 2008 | 4,048 | 15.33%        |               | 2.60%          |
| 2007 | 3,510 | -3.65%        | 1.92%         |                |
| 2006 | 3,643 | 5.99%         |               | 0.06%          |

| Year | AADT  | 1-Year Growth | 5-Year Growth | 10-Year Growth |
|------|-------|---------------|---------------|----------------|
| 2005 | 3,437 | 6.24%         |               |                |
| 2004 | 3,235 |               |               |                |
| 2003 |       |               |               |                |
| 2002 | 3,181 |               |               | 0.91%          |
| 2001 |       |               |               |                |
| 2000 |       |               |               |                |
| 1999 |       |               |               |                |
| 1998 | 3,633 |               | 5.29%         | 5.00%          |
| 1997 |       |               |               |                |
| 1996 | 3,930 |               | 12.77%        | 6.58%          |
| 1995 |       |               |               |                |
| 1994 |       |               |               |                |
| 1993 | 2,611 | 1.63%         | 1.80%         | 1.76%          |
| 1992 | 2,569 | 21.07%        | 1.35%         | 1.81%          |
| 1991 | 2,122 | -12.71%       | -4.34%        | -0.51%         |

Hourly Averages





### 2020 Calendar

| January |    |    |    |    |    |    | February |    |    |    |    |    |    | March |    |    |    |    |    |    | April |    |    |    |    |    |    |   |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|---|---|
| M       | T  | W  | T  | F  | S  | S  | M        | T  | W  | T  | F  | S  | S  | M     | T  | W  | T  | F  | S  | S  | M     | T  | W  | T  | F  | S  | S  |   |   |
|         |    | 1  | 2  | 3  | 4  | 5  |          |    | 3  | 4  | 5  | 6  | 7  | 8     | 9  | 30 | 31 |    |    |    |       | 1  |    |    | 1  | 2  | 3  | 4 | 5 |
| 6       | 7  | 8  | 9  | 10 | 11 | 12 | 10       | 11 | 12 | 13 | 14 | 15 | 16 | 2     | 3  | 4  | 5  | 6  | 7  | 8  | 6     | 7  | 8  | 9  | 10 | 11 | 12 |   |   |
| 13      | 14 | 15 | 16 | 17 | 18 | 19 | 17       | 18 | 19 | 20 | 21 | 22 | 23 | 9     | 10 | 11 | 12 | 13 | 14 | 15 | 13    | 14 | 15 | 16 | 17 | 18 | 19 |   |   |
| 20      | 21 | 22 | 23 | 24 | 25 | 26 | 24       | 25 | 26 | 27 | 28 | 29 | 16 | 17    | 18 | 19 | 20 | 21 | 22 | 20 | 21    | 22 | 23 | 24 | 25 | 26 |    |   |   |
| 27      | 28 | 29 | 30 | 31 |    |    |          |    |    |    |    |    | 23 | 24    | 25 | 26 | 27 | 28 | 29 | 27 | 28    | 29 | 30 |    |    |    |    |   |   |

| May |    |    |    |    |    |    | June |    |    |    |    |    |    | July |    |    |    |    |    |    | August |    |    |    |    |    |    |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|
| M   | T  | W  | T  | F  | S  | S  | M    | T  | W  | T  | F  | S  | S  | M    | T  | W  | T  | F  | S  | S  | M      | T  | W  | T  | F  | S  | S  |
|     |    |    |    | 1  | 2  | 3  | 1    | 2  | 3  | 4  | 5  | 6  | 7  |      |    | 1  | 2  | 3  | 4  | 5  | 31     |    |    |    |    | 1  | 2  |
| 4   | 5  | 6  | 7  | 8  | 9  | 10 | 8    | 9  | 10 | 11 | 12 | 13 | 14 | 6    | 7  | 8  | 9  | 10 | 11 | 12 | 3      | 4  | 5  | 6  | 7  | 8  | 9  |
| 11  | 12 | 13 | 14 | 15 | 16 | 17 | 15   | 16 | 17 | 18 | 19 | 20 | 21 | 13   | 14 | 15 | 16 | 17 | 18 | 19 | 10     | 11 | 12 | 13 | 14 | 15 | 16 |
| 18  | 19 | 20 | 21 | 22 | 23 | 24 | 22   | 23 | 24 | 25 | 26 | 27 | 28 | 20   | 21 | 22 | 23 | 24 | 25 | 26 | 17     | 18 | 19 | 20 | 21 | 22 | 23 |
| 25  | 26 | 27 | 28 | 29 | 30 | 31 | 29   | 30 |    |    |    |    | 27 | 28   | 29 | 30 | 31 | 24 | 25 | 26 | 27     | 28 | 29 | 30 |    |    |    |

| September |    |    |    |    |    |    | October |    |    |    |    |    |    | November |    |    |    |    |    |    | December |    |    |    |    |    |    |   |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|---|
| M         | T  | W  | T  | F  | S  | S  | M       | T  | W  | T  | F  | S  | S  | M        | T  | W  | T  | F  | S  | S  | M        | T  | W  | T  | F  | S  | S  |   |
|           |    | 1  | 2  | 3  | 4  | 5  | 6       |    |    | 1  | 2  | 3  | 4  | 30       |    |    |    |    |    | 1  |          |    | 1  | 2  | 3  | 4  | 5  | 6 |
| 7         | 8  | 9  | 10 | 11 | 12 | 13 | 5       | 6  | 7  | 8  | 9  | 10 | 11 | 2        | 3  | 4  | 5  | 6  | 7  | 8  | 7        | 8  | 9  | 10 | 11 | 12 | 13 |   |
| 14        | 15 | 16 | 17 | 18 | 19 | 20 | 12      | 13 | 14 | 15 | 16 | 17 | 18 | 9        | 10 | 11 | 12 | 13 | 14 | 15 | 14       | 15 | 16 | 17 | 18 | 19 | 20 |   |
| 21        | 22 | 23 | 24 | 25 | 26 | 27 | 19      | 20 | 21 | 22 | 23 | 24 | 25 | 16       | 17 | 18 | 19 | 20 | 21 | 22 | 21       | 22 | 23 | 24 | 25 | 26 | 27 |   |
| 28        | 29 | 30 |    |    |    |    | 26      | 27 | 28 | 29 | 30 | 31 | 23 | 24       | 25 | 26 | 27 | 28 | 29 | 28 | 29       | 30 | 31 |    |    |    |    |   |

Days on which traffic data was collected.

## Annual Volume Report

Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

## Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

## AADT History

Displays the years when traffic data was collected at this count site.

## Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

| District Name              | District |
|----------------------------|----------|
| Central West District      | 401      |
| Darling Downs District     | 402      |
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| Fitzroy District           | 404      |
| Mackay/Whitsunday District | 405      |
| Metropolitan District      | 406      |
| North Coast District       | 407      |
| North West District        | 409      |
| Northern District          | 408      |
| South Coast District       | 410      |
| South West District        | 411      |
| Wide Bay/Burnett District  | 412      |

## Avg Week Day

Average daily traffic volume during the week days, Monday to Friday.

## Avg Weekend Day

Average daily traffic volume during the weekend, Saturday and Sunday.

## Calendar

Days on which traffic data was collected are highlighted in green.

## Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

## Growth Percentage

Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

## Hour, Day & Week Averages

The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

## Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

## Site

The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

## Stream

The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

## Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

## Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

## Year

Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

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