

Appendix A

Appendix A

Surveyed Traffic Volumes

Hurworth Street (south)

	Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16			
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total						
12	24	2	0	26	0	2	0	0	30	0	30	2	0	0	0	0	0	0	3	101	32	6	830	10	18	3	0	0						
11	3	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0							
10	5	1	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0							
9	5	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0							
8	5	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0							
7	5	1	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	105	5	2	0	0	0	0	0	0							
6	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	143	9	0	0	0	0	0	0	0							
5	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	94	2	1	0	0	0	0	0	0							
4	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	89	2	1	0	0	0	0	0	0							
Total	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

	Movement 10					Movement 11					Movement 12					Movement 13					Movement 14					Movement 15					Movement 16				
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total						
1	13	0	0	13	1	1	0	0	1	0	20	2	0	22	0	0	0	0	0	0	7	1	0	0	922	94	1	0	95	11	6	0	0	0	6
2	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	1	124	1	0	1	125	0	0	0	135	4	1	0	0	0	1
3	6	0	0	6	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	133	2	0	2	154	0	0	0	154	1	0	0	0	0	0	
4	4	0	0	4	1	0	0	0	0	0	5	0	0	5	0	0	0	0	0	109	0	0	1	110	2	0	0	110	2	1	0	0	0	1	
5	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	122	1	1	2	125	2	0	0	125	2	1	0	0	0	1	
6	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	1	1	2	92	2	0	0	92	2	1	0	0	0	0	
7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	3	0	0	0	3	
8	27	0	0	27	1	1	0	0	1	0	2	0	0	2	0	0	0	0	0	97	1	7	7	2	922	94	1	0	95	11	6	0	0	0	6

Jeays Street (south)

	Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	
	5	0	0	5	0	2	0	0	2	0	1	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7	0	0	7	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
	6	0	0	6	0	6	0	0	6	0	6	0	0	6	0	6	0	0	0	6	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
	8	0	0	8	0	5	0	0	5	0	3	0	0	3	0	10	0	0	0	10	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
	7	0	0	7	0	3	0	0	3	0	3	0	0	3	0	10	0	0	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
	8	1	0	9	1	1	0	0	1	0	4	0	0	4	0	2	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
	9	1	0	10	0	3	0	0	3	0	1	0	0	1	0	6	0	0	0	6	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
	64	2	0	56	1	23	0	0	23	0	19	1	0	20	0	40	0	0	0	40	0	22	0	0	0	22	0	64	0	0	0	0	0	0	0
	38	1	0	30	1	15	0	0	15	0	14	1	0	15	0	28	0	0	0	28	0	14	0	0	0	14	0	38	0	0	0	0	0	0	0

	Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total			
	44	0	0	44	2	7	0	0	11	0	8	0	0	9	0	39	0	0	0	39	0	0	0	0	34	1	0	0	35	42	1	0	0	43	
	8	1	0	9	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	1	0	0	0	1	0	0	0	4		
	13	0	0	13	1	3	0	0	3	0	1	0	0	1	0	5	0	0	0	5	0	6	0	0	6	0	0	0	6	5	0	0	5		
	11	0	0	11	0	3	0	0	3	0	2	0	0	2	0	8	0	0	0	8	0	5	0	0	8	0	0	0	8	3	0	0	3		
	9	0	0	9	1	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	2	0	0	0	2	3	0	0	3		
	4	0	0	4	1	1	0	0	1	0	0	1	0	1	0	1	0	0	0	1	0	4	0	0	4	0	0	0	4	11	0	0	11		
	10	0	0	10	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	0	5	0	0	5	0	0	0	5	7	0	0	7		
	12	1	0	13	0	2	0	0	2	0	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	1	0	0	4	8	0	0	8		

Brookes Street (south)

Movement 2					Movement 3					Movement 4					Movement 5					Movement 6					Movement 7					Movement 8				
Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total						
124	2	0	126	2	1	0	0	1	0	3	0	0	3	0	2	5	0	0	7	0	7	0	0	7	0	59	3	0	62					
145	1	1	147	6	3	0	0	2	0	2	0	0	0	0	4	0	0	0	4	0	4	0	0	4	0	78	6	1	85					
168	5	0	173	7	10	0	0	0	0	0	0	0	0	0	9	0	0	0	9	1	9	0	0	9	95	4	1	100						
192	2	1	195	7	12	0	0	1	0	1	0	0	1	0	0	11	0	0	11	0	11	0	0	0	82	1	0	83						
160	3	3	166	2	9	0	0	9	0	3	0	0	3	0	9	0	0	0	9	0	9	0	0	0	100	2	2	104						
191	0	1	192	1	16	0	0	16	0	3	0	0	3	1	7	0	0	0	7	0	10	0	0	0	86	1	0	87						
146	7	0	153	3	14	0	0	14	0	1	0	0	1	0	9	1	0	0	10	0	8	0	0	8	64	2	0	66						
127	3	1	131	1	9	0	0	9	0	8	0	0	8	0	14	1	0	0	15	0	12	0	0	0	97	4	3	104						
1253	23	7	1283	29	74	0	0	74	1	21	0	0	21	1	61	2	0	0	63	1	70	0	0	0	661	23	7	691						
374	10	5	726	17	47	0	0	47	1	7	0	0	7	1	31	0	1	0	31	0	39	0	0	0	363	8	3	374						

Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total
103	0	1	104	1	5	0	0	5	0	11	0	0	11	0	16	1	0	0	17	0	9	0	0	134	2	0	136
107	0	1	108	1	4	0	0	4	0	2	0	0	2	0	9	0	0	0	9	0	11	0	0	124	3	0	127
110	1	1	112	1	2	0	0	2	0	8	0	0	8	1	10	0	0	0	10	0	12	0	0	114	0	0	114
118	1	0	119	0	5	1	0	6	0	3	0	0	14	1	14	0	0	0	14	0	3	0	0	164	1	0	165
134	0	1	135	2	8	0	0	8	0	18	0	0	18	0	15	0	0	0	15	0	4	0	0	152	0	0	152
119	1	0	120	3	1	0	0	1	0	5	0	0	5	0	13	0	0	0	13	0	4	0	0	150	1	0	151
111	1	0	112	2	2	0	0	2	0	7	0	0	7	0	6	0	0	0	6	0	11	0	0	152	0	0	152
86	0	0	86	2	4	0	0	4	0	6	0	0	6	0	12	2	0	0	14	0	3	1	0	156	0	0	156
888	4	4	896	12	31	1	0	32	0	60	0	0	60	0	95	3	0	0	98	2	57	1	0	1146	7	0	1153
482	3	1	486	7	16	1	0	17	0	33	0	0	33	0	48	0	0	0	48	1	22	0	0	618	2	0	620

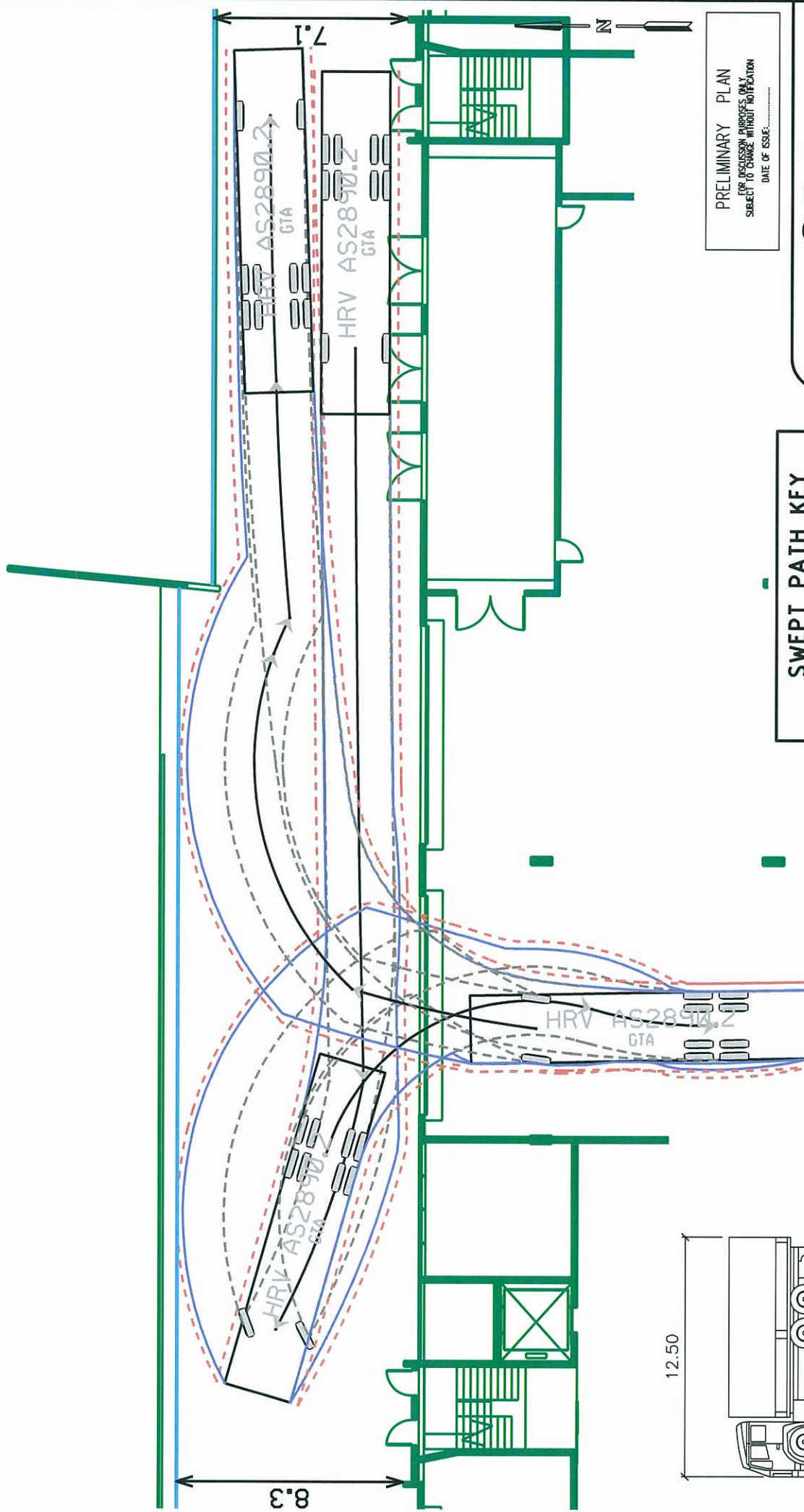
M1	Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7			
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total
	1433	38	7	1478	10	56	2	0	58	0	32	0	0	32	0	0	0	0	0	0	3	0	0	0
	159	3	2	164	1	7	1	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
	126	5	0	131	0	6	1	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
	212	5	1	218	2	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
	167	6	1	174	3	11	0	0	11	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2
	218	5	1	224	1	11	0	0	11	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0
	201	3	0	204	2	4	0	0	4	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1
	182	4	1	187	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2
	168	7	1	176	1	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	130	0	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	134	2	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	156	6	1	163	3	11	0	0	11	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2
	212	1	0	213	2	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
	106	4	0	110	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	195	0	0	195	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
	42	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	637	19	3	820	8	32	0	0	32	1	21	2	0	23	0	0	0	0	0	0	3	0	0	3
	1183	38	7	1478	10	56	2	0	58	0	30	2	0	32	0	0	0	0	0	0	3	3	0	6
	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

M1	Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7			
	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total	Cyclists	Light Vehicles	Heavy Vehicles	Buses & Coaches	Total
	509	5	3	517	10	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	974	15	6	995	20	26	1	0	27	3	21	4	0	25	1	0	0	0	0	2	0	0	0	2
	117	2	1	120	4	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	123	2	1	126	2	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0
	134	0	1	135	2	2	0	0	2	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0
	154	1	0	155	4	2	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
	117	1	1	119	1	4	0	0	4	0	1	1	0	2	1	0	0	0	0	1	0	0	0	1
	104	3	1	108	3	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
	109	2	1	112	3	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
	115	4	0	120	1	4	1	0	5	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0
	176	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	154	2	0	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	226	0	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1531	15	6	1531	20	26	1	0	27	3	21	4	0	25	1	0	0	0	0	0	2	0	0	2
	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	845	5	3	845	10	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2

Appendix B

Swept Path Assessment

Appendix B



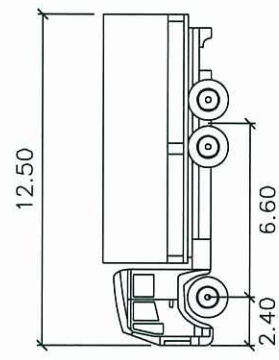
SWEPT PATH KEY

—	VEHICLE CENTRE LINE
- - -	VEHICLE TYRE PATH
—	VEHICLE BODY PATH
- - -	300mm CLEARANCE FROM VEHICLE BODY

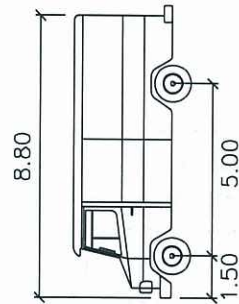
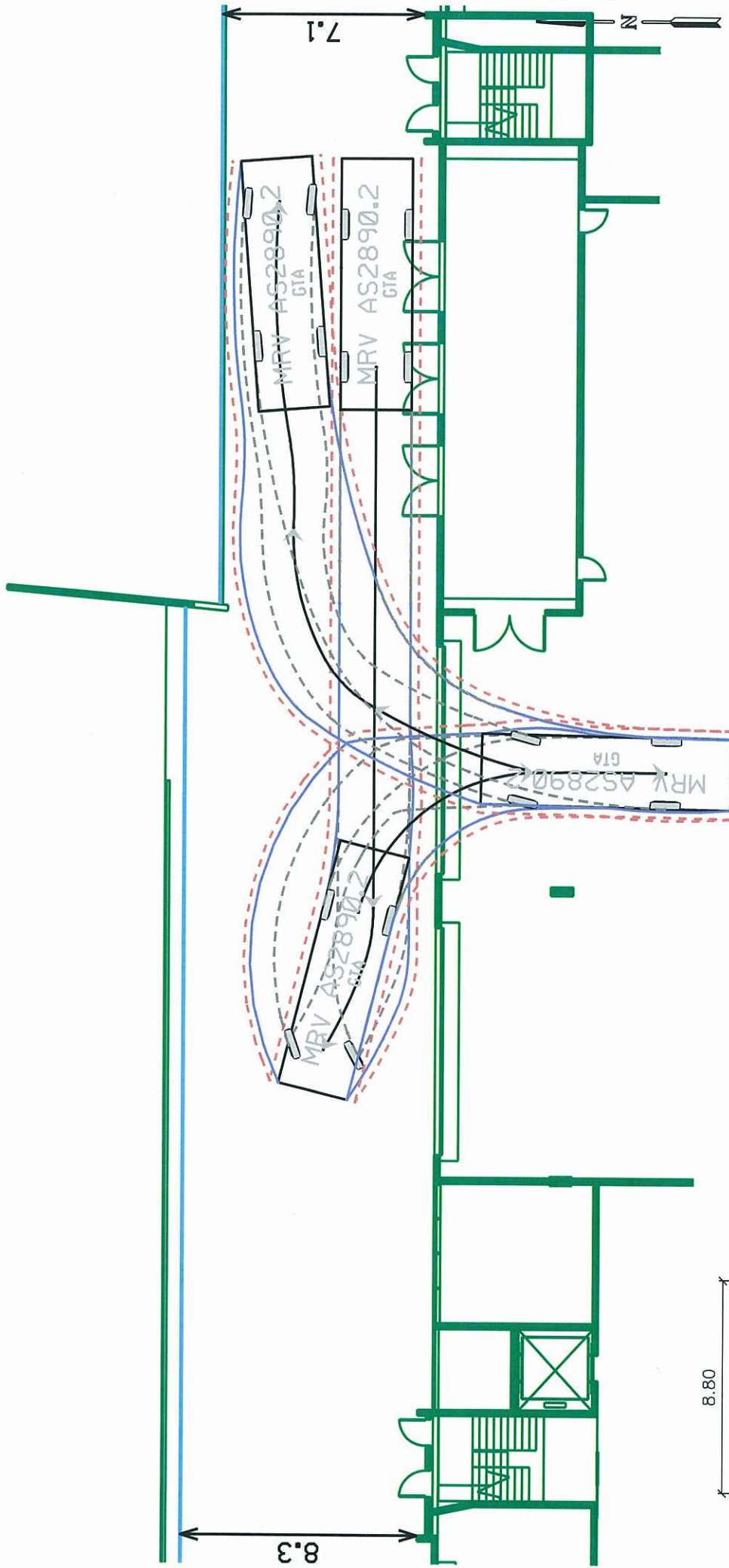
PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE:



SNP HURWORTH STREET, BOWEN HILLS
ACCESS ROAD ASSESSMENT
HRV LOADING
17 JANUARY 2013
SCALE 1:200@A4
13B1087000-SK01



HRV AS2890.2 meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 35.3



MRV AS2890.2 meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 34.0

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE:

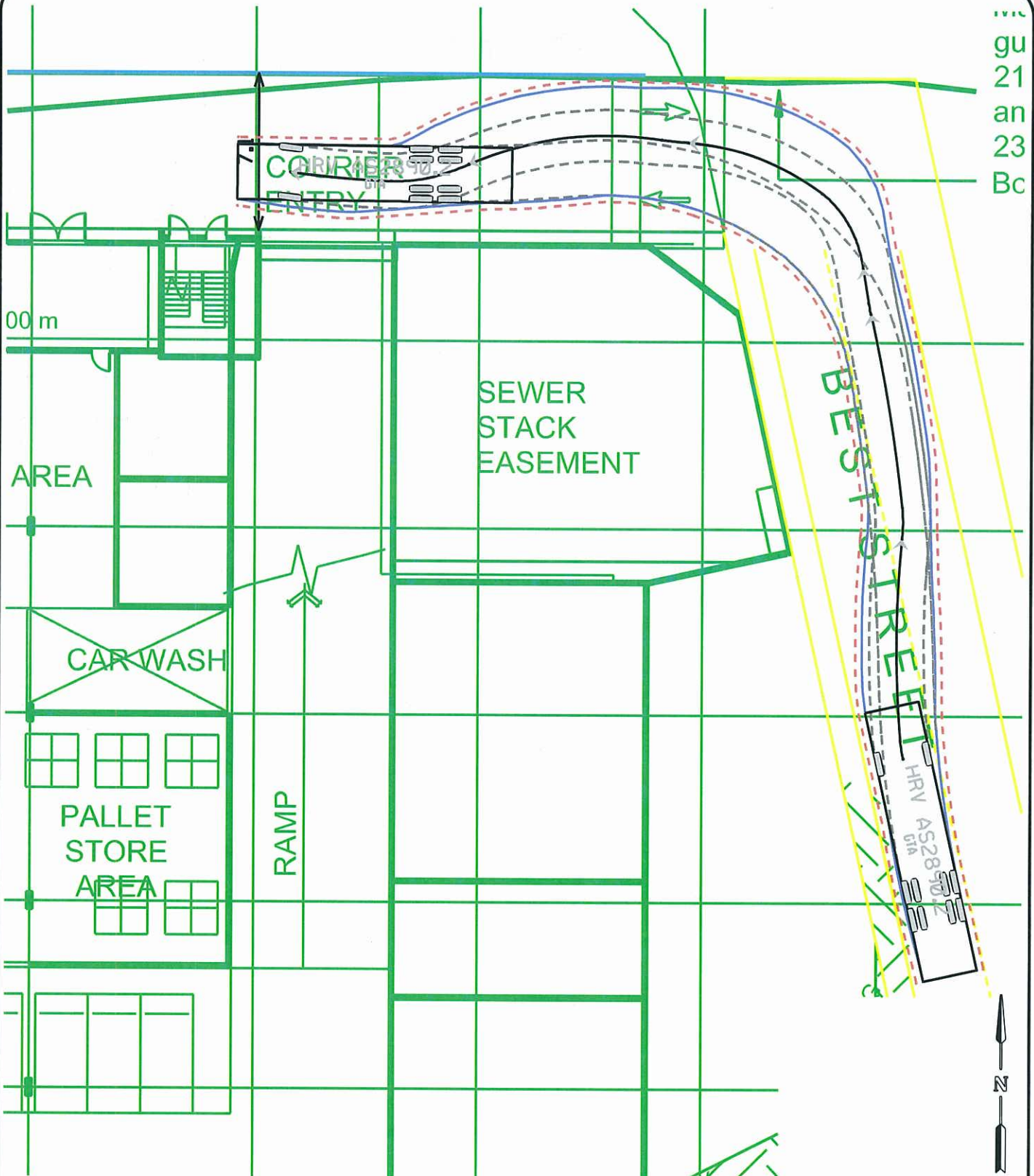


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SNP HURWORTH STREET, BOWEN HILLS
ACCESS ROAD ASSESSMENT
MRV LOADING

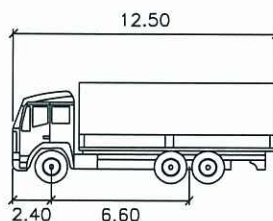
17 JANUARY 2013
SCALE 1:200@A4
13B1087000-SK02

13B
gu
21
an
23
Bc



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



HRV AS2890.2 meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 35.3

PRELIMINARY PLAN

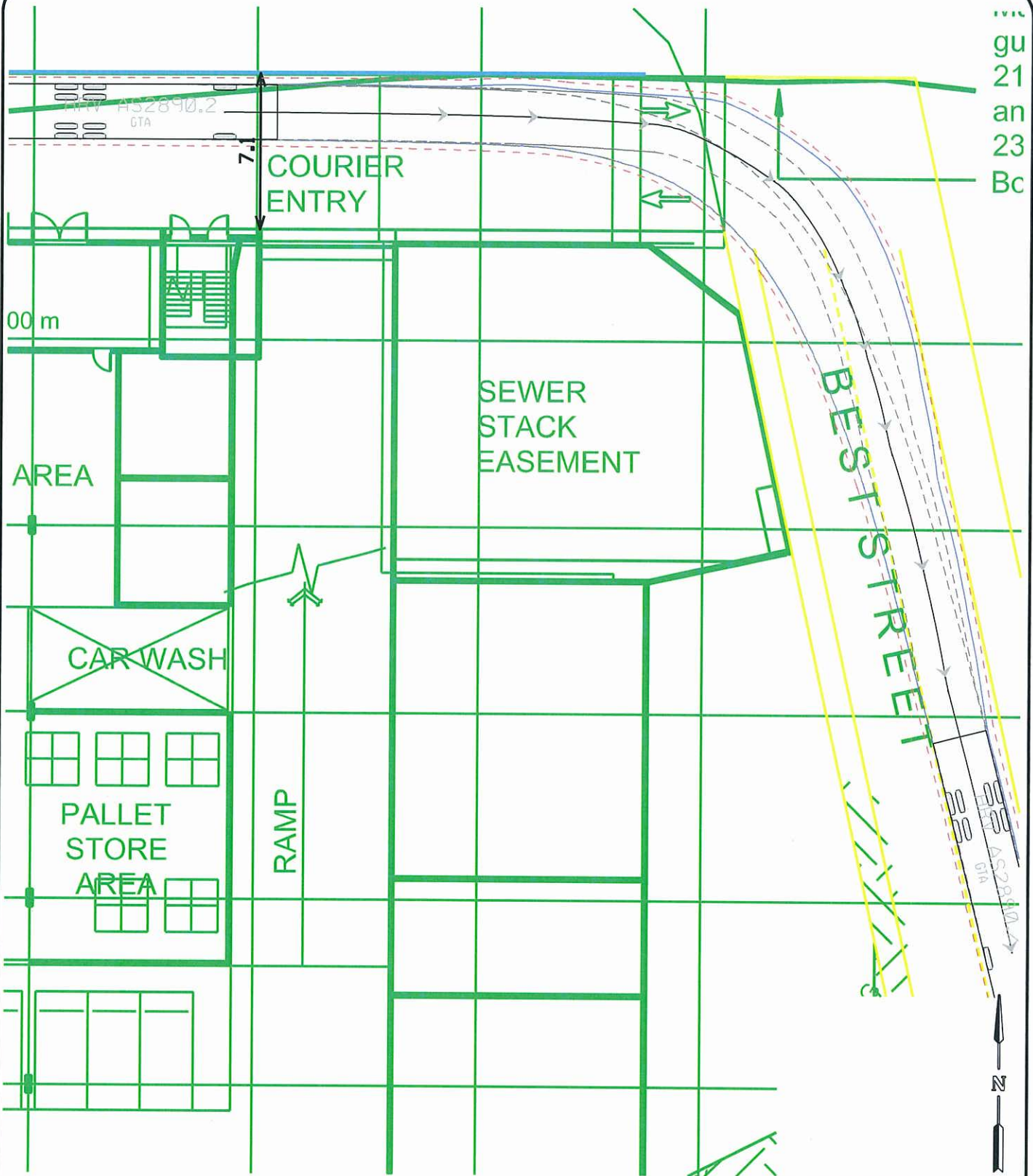
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE:



SNP HURWORTH STREET, BOWEN HILLS
AUTOTURN ASSESSMENT

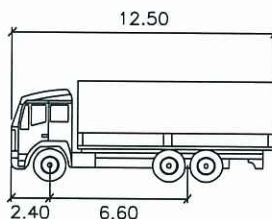
24 JANUARY 2013
SCALE 1:250@A4
13B1087000-SK03

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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



HRV AS2890.2 meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 35.3

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY
 SUBJECT TO CHANGE WITHOUT NOTIFICATION
 DATE OF ISSUE:



SNP HURWORTH STREET, BOWEN HILLS
 AUTOTURN ASSESSMENT

24 JANUARY 2013
 SCALE 1:250@A4
 13B1087000-SK04

Appendix C

SIDRA Intersection Results

LANE SUMMARY

Site: 2014 AM Base

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Hurworth Street (S)																
Lane 1	21	1	20	42	3.0	329	0.128	100	18.1	LOS C	0.4	3.1	500	–	0.0	0.0
Approach	21	1	20	42	3.0		0.128		18.1	LOS C	0.4	3.1				
East: Campbell Street (E)																
Lane 1	19	229	0	248	6.0	1869	0.133	100	0.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	233	7	240	6.0	1808	0.133	100	3.1	LOS A	1.2	8.8	500	–	0.0	0.0
Approach	19	462	7	488	6.0		0.133		1.9	NA	1.2	8.8				
North: Hazelmount Street (N)																
Lane 1	9	1	3	14	15.0	347	0.039	100	17.1	LOS C	0.1	1.0	500	–	0.0	0.0
Approach	9	1	3	14	15.0		0.039		17.1	LOS C	0.1	1.0				
West: Campbell Street (W)																
Lane 1	14	244	0	258	5.0	1883	0.137	100	0.4	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	247	5	253	5.0	1844	0.137	100	2.8	LOS A	1.2	8.9	500	–	0.0	0.0
Approach	14	492	5	511	5.0		0.137		1.6	NA	1.2	8.9				
Intersection				1055	5.5		0.137		2.6	NA	1.2	8.9				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2014 PM Base

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg.	Lane	Average	Level of	95%	Back of	Queue	Lane	SL	Cap. Prob.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	Delay	Service	Vehicles	Distance	m	Length	Type	Adj. Block.
South: Hurworth Street (S)																
Lane 1	14	1	14	28	0.0	178	0.160	100	27.8	LOS D	0.5	3.5	500	–	0.0	0.0
Approach	14	1	14	28	0.0		0.160		27.8	LOS D	0.5	3.5				
East: Campbell Street (E)																
Lane 1	15	363	0	377	1.0	1934	0.195	100	0.3	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	363	6	369	1.0	1891	0.195	100	3.7	LOS A	2.0	14.4	500	–	0.0	0.0
Approach	15	725	6	746	1.0		0.195		2.0	NA	2.0	14.4				
North: Hazelmount Street (N)																
Lane 1	18	1	8	27	0.0	251	0.109	100	21.3	LOS C	0.3	2.4	500	–	0.0	0.0
Approach	18	1	8	27	0.0		0.109		21.3	LOS C	0.3	2.4				
West: Campbell Street (W)																
Lane 1	1	284	0	285	1.0	1937	0.147	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	279	2	281	1.0	1908	0.147	100	5.0	LOS A	1.8	12.6	500	–	0.0	0.0
Approach	1	563	2	566	1.0		0.147		2.5	NA	1.8	12.6				
Intersection				1368	1.0		0.195		3.1	NA	2.0	14.4				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Base

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back	of Queue	Lane	SL	Cap.	Prob.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	Satn	Util.	Delay	Service	Vehicles	Distance	Length	Type	Adj.	Block.
							v/c	%	sec		veh	m	m		%	%
South: Hurworth Street (S)																
Lane 1	24	1	22	47	3.0	280	0.169	100	20.3	LOS C	0.6	4.0	500	–	0.0	0.0
Approach	24	1	22	47	3.0		0.169		20.3	LOS C	0.6	4.0				
East: Campbell Street (E)																
Lane 1	21	254	0	275	6.0	1869	0.147	100	0.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	256	8	265	6.0	1798	0.147	100	3.6	LOS A	1.4	10.4	500	–	0.0	0.0
Approach	21	511	8	540	6.0		0.147		2.1	NA	1.4	10.4				
North: Hazelmount Street (N)																
Lane 1	11	1	3	15	15.0	304	0.048	100	18.7	LOS C	0.2	1.2	500	–	0.0	0.0
Approach	11	1	3	15	15.0		0.048		18.7	LOS C	0.2	1.2				
West: Campbell Street (W)																
Lane 1	16	271	0	286	5.0	1883	0.152	100	0.5	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	273	6	279	5.0	1835	0.152	100	3.3	LOS A	1.4	10.5	500	–	0.0	0.0
Approach	16	543	6	565	5.0		0.152		1.9	NA	1.4	10.5				
Intersection				1167	5.5		0.169		2.9	NA	1.4	10.5				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 PM Base

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back of Queue	Distance	Lane	SL	Cap.	Prob.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	Satn	Util.	Delay	Service	Vehicles	m	Length	Type	Adj.	Block.
							v/c	%	sec				m		%	%
South: Hurworth Street (S)																
Lane 1	16	1	16	33	0.0	136	0.240	100	36.8	LOS E	0.8	5.3	500	–	0.0	0.0
Approach	16	1	16	33	0.0		0.240		36.8	LOS E	0.8	5.3				
East: Campbell Street (E)																
Lane 1	17	401	0	418	1.0	1933	0.216	100	0.3	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	400	7	407	1.0	1883	0.216	100	4.3	LOS A	2.4	17.2	500	–	0.0	0.0
Approach	17	801	7	825	1.0		0.216		2.3	NA	2.4	17.2				
North: Hazelmount Street (N)																
Lane 1	20	1	9	31	0.0	196	0.156	100	25.6	LOS D	0.5	3.3	500	–	0.0	0.0
Approach	20	1	9	31	0.0		0.156		25.6	LOS D	0.5	3.3				
West: Campbell Street (W)																
Lane 1	1	314	0	315	1.0	1937	0.162	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	308	2	310	1.0	1907	0.162	100	6.1	LOS A	2.2	15.5	500	–	0.0	0.0
Approach	1	621	2	624	1.0		0.162		3.0	NA	2.2	15.5				
Intersection				1513	1.0		0.240		3.8	NA	2.4	17.2				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 AM Design

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Hurworth Street (S)																
Lane 1	29	1	28	59	3.0	315	0.187	100	18.9	LOS C	0.6	4.6	500	–	0.0	0.0
Approach	29	1	28	59	3.0		0.187		18.9	LOS C	0.6	4.6				
East: Campbell Street (E)																
Lane 1	52	212	0	264	6.0	1857	0.142	100	1.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	250	7	257	6.0	1813	0.142	100	3.1	LOS A	1.3	9.5	500	–	0.0	0.0
Approach	52	462	7	521	6.0		0.142		2.4	NA	1.3	9.5				
North: Hazelmount Street (N)																
Lane 1	9	1	3	14	15.0	337	0.041	100	17.5	LOS C	0.1	1.1	500	–	0.0	0.0
Approach	9	1	3	14	15.0		0.041		17.5	LOS C	0.1	1.1				
West: Campbell Street (W)																
Lane 1	14	254	0	268	5.0	1883	0.142	100	0.4	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	238	14	251	5.0	1768	0.142	100	3.4	LOS A	1.3	9.2	500	–	0.0	0.0
Approach	14	492	14	519	5.0		0.142		1.9	NA	1.3	9.2				
Intersection				1113	5.5		0.187		3.2	NA	1.3	9.5				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 PM Design

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back of Queue	95% Back of Queue	Lane	SL	Cap.	Prob.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	Satn	Util.	Delay	Service	Vehicles	Distance	Length	Type	Adj.	Block.
							v/c	%	sec		veh	m	m		%	%
South: Hurworth Street (S)																
Lane 1	44	1	44	89	0.0	176	0.508	100	38.6	LOS E	2.1	14.5	500	–	0.0	0.0
Approach	44	1	44	89	0.0		0.508		38.6	LOS E	2.1	14.5				
East: Campbell Street (E)																
Lane 1	25	357	0	382	1.0	1931	0.198	100	0.5	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	368	6	375	1.0	1892	0.198	100	3.7	LOS A	2.1	14.6	500	–	0.0	0.0
Approach	25	725	6	757	1.0		0.198		2.1	NA	2.1	14.6				
North: Hazelmount Street (N)																
Lane 1	18	1	8	27	0.0	238	0.115	100	22.1	LOS C	0.4	2.5	500	–	0.0	0.0
Approach	18	1	8	27	0.0		0.115		22.1	LOS C	0.4	2.5				
West: Campbell Street (W)																
Lane 1	1	289	0	290	1.0	1937	0.150	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	274	5	279	1.0	1865	0.150	100	5.3	LOS A	1.8	12.8	500	–	0.0	0.0
Approach	1	563	5	569	1.0		0.150		2.6	NA	1.8	12.8				
Intersection				1443	0.9		0.508		4.9	NA	2.1	14.6				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Design

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Hurworth Street (S)																
Lane 1	33	1	25	59	3.0	284	0.207	100	20.5	LOS C	0.7	5.1	500	–	0.0	0.0
Approach	33	1	25	59	3.0		0.207		20.5	LOS C	0.7	5.1				
East: Campbell Street (E)																
Lane 1	54	237	0	291	6.0	1858	0.156	100	1.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	274	8	282	6.0	1802	0.156	100	3.6	LOS A	1.5	11.2	500	–	0.0	0.0
Approach	54	511	8	573	6.0		0.156		2.6	NA	1.5	11.2				
North: Hazelmount Street (N)																
Lane 1	11	1	3	15	15.0	295	0.050	100	19.1	LOS C	0.2	1.3	500	–	0.0	0.0
Approach	11	1	3	15	15.0		0.050		19.1	LOS C	0.2	1.3				
West: Campbell Street (W)																
Lane 1	16	280	0	295	5.0	1883	0.157	100	0.4	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	264	14	277	5.0	1767	0.157	100	3.8	LOS A	1.5	10.9	500	–	0.0	0.0
Approach	16	543	14	573	5.0		0.157		2.1	NA	1.5	10.9				
Intersection				1219	5.5		0.207		3.4	NA	1.5	11.2				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2024 PM Design

Campbell Street / Hurworth Street intersection

Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Hurworth Street (S)																
Lane 1	45	1	45	92	0.0	134	0.682	100	60.6	LOS F	3.0	21.3	500	–	0.0	0.0
Approach	45	1	45	92	0.0		0.682		60.6	LOS F	3.0	21.3				
East: Campbell Street (E)																
Lane 1	27	396	0	423	1.0	1931	0.219	100	0.5	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	405	7	413	1.0	1884	0.219	100	4.4	LOS A	2.5	17.5	500	–	0.0	0.0
Approach	27	801	7	836	1.0		0.219		2.4	NA	2.5	17.5				
North: Hazelmount Street (N)																
Lane 1	20	1	9	31	0.0	185	0.165	100	26.7	LOS D	0.5	3.5	500	–	0.0	0.0
Approach	20	1	9	31	0.0		0.165		26.7	LOS D	0.5	3.5				
West: Campbell Street (W)																
Lane 1	1	319	0	320	1.0	1937	0.165	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	302	5	307	1.0	1861	0.165	100	6.3	LOS A	2.2	15.6	500	–	0.0	0.0
Approach	1	621	5	627	1.0		0.165		3.1	NA	2.2	15.6				
Intersection				1585	0.9		0.682		6.5	NA	3.0	21.3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 AM Base

Hamilton Place / Jeays Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Length m	SL Type	Cap. Adj. %	Prob. Block %
	L veh/h	T veh/h	R veh/h								Vehicles veh	Distance m				
South: Hamilton Place (S)																
Lane 1	0	354	0	354	3.0	1913	0.185	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	354	0	354	3.0	1913	0.185	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	707	0	707	3.0		0.185		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	24	0	0	24	13.0	414	0.058	100	15.7	LOS C	0.2	1.5	500	–	0.0	0.0
Approach	24	0	0	24	13.0		0.058		15.7	LOS C	0.2	1.5				
North: Hamilton Place (N)																
Lane 1	35	422	0	456	2.0	1917	0.238	100	0.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	458	0	458	2.0	1925	0.238	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	35	880	0	915	2.0		0.238		0.3	NA	0.0	0.0				
Intersection				1646	2.6		0.238		0.4	NA	0.2	1.5				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2014 PM Base

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Hamilton Place (S)																
Lane 1	0	442	0	442	1.0	1937	0.228	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	442	0	442	1.0	1937	0.228	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	884	0	884	1.0		0.228		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	14	0	0	14	17.0	608	0.023	100	12.4	LOS B	0.1	0.6	500	–	0.0	0.0
Approach	14	0	0	14	17.0		0.023		12.4	LOS B	0.1	0.6				
North: Hamilton Place (N)																
Lane 1	16	279	0	295	3.0	1907	0.155	100	0.4	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	296	0	296	3.0	1913	0.155	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	16	575	0	591	3.0		0.155		0.2	NA	0.0	0.0				
Intersection				1488	1.9		0.228		0.2	NA	0.1	0.6				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Base

Hamilton Place / Jeays Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back of Queue		Lane	SL	Cap.	Prob.
	L	T	R								Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	Util.	Delay	Service	veh	m	m	Type	Adj.	Block.
South: Hamilton Place (S)																
Lane 1	0	391	0	391	3.0	1913	0.204	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	391	0	391	3.0	1913	0.204	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	782	0	782	3.0		0.204		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	27	0	0	27	13.0	357	0.077	100	17.3	LOS C	0.2	1.9	500	–	0.0	0.0
Approach	27	0	0	27	13.0		0.077		17.3	LOS C	0.2	1.9				
North: Hamilton Place (N)																
Lane 1	38	466	0	504	2.0	1918	0.263	100	0.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	506	0	506	2.0	1925	0.263	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	38	973	0	1011	2.0		0.263		0.3	NA	0.0	0.0				
Intersection				1820	2.6		0.263		0.4	NA	0.2	1.9				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 PM Base

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Hamilton Place (S)																
Lane 1	0	488	0	488	1.0	1937	0.252	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	488	0	488	1.0	1937	0.252	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	976	0	976	1.0		0.252		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	16	0	0	16	17.0	559	0.028	100	13.1	LOS B	0.1	0.8	500	–	0.0	0.0
Approach	16	0	0	16	17.0		0.028		13.1	LOS B	0.1	0.8				
North: Hamilton Place (N)																
Lane 1	18	308	0	326	3.0	1907	0.171	100	0.5	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	327	0	327	3.0	1913	0.171	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	18	635	0	653	3.0		0.171		0.2	NA	0.0	0.0				
Intersection				1644	1.9		0.252		0.2	NA	0.1	0.8				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 AM Design

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Hamilton Place (S)																
Lane 1	0	354	0	354	3.0	1913	0.185	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	354	0	354	3.0	1913	0.185	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	707	0	707	3.0		0.185		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	26	0	0	26	13.0	407	0.065	100	15.9	LOS C	0.2	1.7	500	–	0.0	0.0
Approach	26	0	0	26	13.0		0.065		15.9	LOS C	0.2	1.7				
North: Hamilton Place (N)																
Lane 1	59	409	0	468	2.0	1913	0.245	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	471	0	471	2.0	1925	0.245	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	59	880	0	939	2.0		0.245		0.5	NA	0.0	0.0				
Intersection				1673	2.6		0.245		0.5	NA	0.2	1.7				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 PM Design

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Hamilton Place (S)																
Lane 1	0	442	0	442	1.0	1937	0.228	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	442	0	442	1.0	1937	0.228	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	884	0	884	1.0		0.228		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	21	0	0	21	17.0	604	0.035	100	12.5	LOS B	0.1	1.0	500	–	0.0	0.0
Approach	21	0	0	21	17.0		0.035		12.5	LOS B	0.1	1.0				
North: Hamilton Place (N)																
Lane 1	24	275	0	299	3.0	1905	0.157	100	0.7	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	300	0	300	3.0	1913	0.157	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	24	575	0	599	3.0		0.157		0.3	NA	0.0	0.0				
Intersection				1504	2.0		0.228		0.3	NA	0.1	1.0				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Design

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Hamilton Place (S)																
Lane 1	0	391	0	391	3.0	1913	0.204	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	391	0	391	3.0	1913	0.204	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	782	0	782	3.0		0.204		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	29	0	0	29	13.0	350	0.084	100	17.5	LOS C	0.3	2.1	500	–	0.0	0.0
Approach	29	0	0	29	13.0		0.084		17.5	LOS C	0.3	2.1				
North: Hamilton Place (N)																
Lane 1	62	454	0	516	2.0	1913	0.270	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	519	0	519	2.0	1925	0.270	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	62	973	0	1035	2.0		0.270		0.5	NA	0.0	0.0				
Intersection				1846	2.6		0.270		0.6	NA	0.3	2.1				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 PM Design

Hamilton Place / Jeays Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back	of Queue	Lane	SL	Cap.	Prob.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	Satn	Util.	Delay	Service	Vehicles	Distance	Length	Type	Adj.	Block.
							v/c	%	sec		veh	m	m		%	%
South: Hamilton Place (S)																
Lane 1	0	488	0	488	1.0	1937	0.252	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	488	0	488	1.0	1937	0.252	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	0	976	0	976	1.0		0.252		0.0	NA	0.0	0.0				
East: Jeays Street																
Lane 1	23	0	0	23	17.0	556	0.042	100	13.2	LOS B	0.1	1.1	500	–	0.0	0.0
Approach	23	0	0	23	17.0		0.042		13.2	LOS B	0.1	1.1				
North: Hamilton Place (N)																
Lane 1	26	304	0	330	3.0	1905	0.173	100	0.7	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	331	0	331	3.0	1913	0.173	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	26	635	0	661	3.0		0.173		0.3	NA	0.0	0.0				
Intersection				1660	2.0		0.252		0.3	NA	0.1	1.1				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 AM Base

Jeays Street / Best Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows				HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							veh	m				
South: Jeays Street (S)																
Lane 1	0	42	13	55	0.0	1895	0.029	100	2.1	LOS A	0.1	1.0	500	–	0.0	0.0
Approach	0	42	13	55	0.0		0.029		2.1	NA	0.1	1.0				
East: Best Street																
Lane 1	31	0	12	42	2.0	1471	0.029	100	8.5	LOS A	0.1	0.8	500	–	0.0	0.0
Approach	31	0	12	42	2.0		0.029		8.5	LOS A	0.1	0.8				
North: Jeays Street (N)																
Lane 1	17	27	0	44	2.0	1888	0.023	100	3.1	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	17	27	0	44	2.0		0.023		3.1	NA	0.0	0.0				
Intersection				141	1.2		0.029		4.3	NA	0.1	1.0				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 PM Base

Jeays Street / Best Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Jeays Street (S)																
Lane 1	0	22	14	36	0.0	1854	0.019	100	3.4	LOS A	0.1	0.7	500	–	0.0	0.0
Approach	0	22	14	36	0.0		0.019		3.4	NA	0.1	0.7				
East: Best Street																
Lane 1	5	0	23	28	0.0	1284	0.022	100	8.7	LOS A	0.1	0.6	500	–	0.0	0.0
Approach	5	0	23	28	0.0		0.022		8.7	LOS A	0.1	0.6				
North: Jeays Street (N)																
Lane 1	7	47	0	55	0.0	1937	0.028	100	1.1	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	7	47	0	55	0.0		0.028		1.1	NA	0.0	0.0				
Intersection				119	0.0		0.028		3.6	NA	0.1	0.7				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Base

Jeays Street / Best Street intersection
Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L	T	R													
	veh/h	veh/h	veh/h													
South: Jeays Street (S)																
Lane 1	0	46	15	61	0.0	1891	0.032	100	2.2	LOS A	0.2	1.1	500	–	0.0	0.0
Approach	0	46	15	61	0.0		0.032		2.2	NA	0.2	1.1				
East: Best Street																
Lane 1	34	0	13	46	2.0	1465	0.032	100	8.5	LOS A	0.1	0.9	500	–	0.0	0.0
Approach	34	0	13	46	2.0		0.032		8.5	LOS A	0.1	0.9				
North: Jeays Street (N)																
Lane 1	19	29	0	48	2.0	1887	0.026	100	3.2	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	19	29	0	48	2.0		0.026		3.2	NA	0.0	0.0				
Intersection				156	1.2		0.032		4.4	NA	0.2	1.1				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2024 PM Base

Jeays Street / Best Street intersection
Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L	T	R													
	veh/h	veh/h	veh/h													
South: Jeays Street (S)																
Lane 1	0	25	16	41	0.0	1850	0.022	100	3.4	LOS A	0.1	0.8	500	–	0.0	0.0
Approach	0	25	16	41	0.0		0.022		3.4	NA	0.1	0.8				
East: Best Street																
Lane 1	6	0	26	33	0.0	1275	0.026	100	8.7	LOS A	0.1	0.6	500	–	0.0	0.0
Approach	6	0	26	33	0.0		0.026		8.7	LOS A	0.1	0.6				
North: Jeays Street (N)																
Lane 1	8	53	0	61	0.0	1937	0.032	100	1.1	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	8	53	0	61	0.0		0.032		1.1	NA	0.0	0.0				
Intersection				135	0.0		0.032		3.7	NA	0.1	0.8				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2014 AM Design

Jeays Street / Best Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Jeays Street (S)																
Lane 1	0	42	111	153	0.0	1759	0.087	100	6.3	LOS A	0.4	3.0	500	–	0.0	0.0
Approach	0	42	111	153	0.0		0.087		6.3	NA	0.4	3.0				
East: Best Street																
Lane 1	54	0	14	67	2.0	1449	0.046	100	8.6	LOS A	0.2	1.3	500	–	0.0	0.0
Approach	54	0	14	67	2.0		0.046		8.6	LOS A	0.2	1.3				
North: Jeays Street (N)																
Lane 1	42	27	0	69	2.0	1867	0.037	100	5.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	42	27	0	69	2.0		0.037		5.0	NA	0.0	0.0				
Intersection				289	0.9		0.087		6.5	NA	0.4	3.0				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 PM Design

Jeays Street / Best Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L	T	R													
	veh/h	veh/h	veh/h													
South: Jeays Street (S)																
Lane 1	0	22	46	68	0.0	1778	0.038	100	5.9	LOS A	0.2	1.3	500	–	0.0	0.0
Approach	0	22	46	68	0.0		0.038		5.9	NA	0.2	1.3				
East: Best Street																
Lane 1	88	0	32	120	0.0	1445	0.083	100	8.5	LOS A	0.3	2.3	500	–	0.0	0.0
Approach	88	0	32	120	0.0		0.083		8.5	LOS A	0.3	2.3				
North: Jeays Street (N)																
Lane 1	16	47	0	63	0.0	1926	0.033	100	2.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	16	47	0	63	0.0		0.033		2.0	NA	0.0	0.0				
Intersection				252	0.0		0.083		6.2	NA	0.3	2.3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Design

Jeays Street / Best Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows				HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							veh	m				
South: Jeays Street (S)																
Lane 1	0	46	113	159	0.0	1759	0.090	100	6.2	LOS A	0.4	3.1	500	–	0.0	0.0
Approach	0	46	113	159	0.0		0.090		6.2	NA	0.4	3.1				
East: Best Street																
Lane 1	57	0	15	72	2.0	1442	0.050	100	8.6	LOS A	0.2	1.4	500	–	0.0	0.0
Approach	57	0	15	72	2.0		0.050		8.6	LOS A	0.2	1.4				
North: Jeays Street (N)																
Lane 1	43	29	0	73	2.0	1868	0.039	100	4.9	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	43	29	0	73	2.0		0.039		4.9	NA	0.0	0.0				
Intersection				303	1.0		0.090		6.5	NA	0.4	3.1				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2024 PM Design

Jeays Street / Best Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Jeays Street (S)																
Lane 1	0	25	47	73	0.0	1777	0.041	100	5.7	LOS A	0.2	1.4	500	–	0.0	0.0
Approach	0	25	47	73	0.0		0.041		5.7	NA	0.2	1.4				
East: Best Street																
Lane 1	89	0	34	123	0.0	1432	0.086	100	8.5	LOS A	0.3	2.4	500	–	0.0	0.0
Approach	89	0	34	123	0.0		0.086		8.5	LOS A	0.3	2.4				
North: Jeays Street (N)																
Lane 1	17	53	0	69	0.0	1927	0.036	100	2.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	17	53	0	69	0.0		0.036		2.0	NA	0.0	0.0				
Intersection				265	0.0		0.086		6.0	NA	0.3	2.4				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 AM Base

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Brookes Street (S)																
Lane 1	0	272	0	272	3.0	1913	0.142	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	130	42	172	3.0	1210	0.142	100	8.0	LOS A	1.2	8.8	500	–	0.0	0.0
Approach	0	402	42	444	3.0		0.142		3.1	NA	1.2	8.8				
East: Mallon Street																
Lane 1	34	0	7	41	0.0	388	0.106	100	16.3	LOS C	0.4	2.5	500	–	0.0	0.0
Approach	34	0	7	41	0.0		0.106		16.3	LOS C	0.4	2.5				
North: Brookes Street (N)																
Lane 1	51	363	0	414	2.0	1913	0.216	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	417	0	417	2.0	1925	0.216	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	51	780	0	831	2.0		0.216		0.5	NA	0.0	0.0				
Intersection				1316	2.3		0.216		1.9	NA	1.2	8.8				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2014 PM Base

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Brookes Street (S)																
Lane 1	0	360	0	360	0.0	1950	0.185	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	305	23	328	0.0	1778	0.185	100	3.9	LOS A	1.8	12.3	500	–	0.0	0.0
Approach	0	665	23	688	0.0		0.185		1.8	NA	1.8	12.3				
East: Mallon Street																
Lane 1	20	0	36	56	0.0	240	0.232	100	24.4	LOS C	0.8	5.8	500	–	0.0	0.0
Approach	20	0	36	56	0.0		0.232		24.4	LOS C	0.8	5.8				
North: Brookes Street (N)																
Lane 1	18	252	0	270	1.0	1931	0.140	100	0.5	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	270	0	270	1.0	1937	0.140	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	18	522	0	540	1.0		0.140		0.3	NA	0.0	0.0				
Intersection				1284	0.4		0.232		2.2	NA	1.8	12.3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 AM Base

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue	Distance	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h								Vehicles veh	m				
South: Brookes Street (S)																
Lane 1	0	310	0	310	3.0	1913	0.162	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	133	46	180	3.0	1108	0.162	100	9.5	LOS A	1.4	10.3	500	–	0.0	0.0
Approach	0	443	46	489	3.0		0.162		3.5	NA	1.4	10.3				
East: Mallon Street																
Lane 1	37	0	8	45	0.0	322	0.141	100	18.6	LOS C	0.5	3.2	500	–	0.0	0.0
Approach	37	0	8	45	0.0		0.141		18.6	LOS C	0.5	3.2				
North: Brookes Street (N)																
Lane 1	56	401	0	457	2.0	1913	0.239	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	460	0	460	2.0	1925	0.239	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	56	861	0	917	2.0		0.239		0.5	NA	0.0	0.0				
Intersection				1452	2.3		0.239		2.1	NA	1.4	10.3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 PM Base

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Brookes Street (S)																
Lane 1	0	401	0	401	0.0	1950	0.206	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	335	26	361	0.0	1753	0.206	100	4.5	LOS A	2.1	14.7	500	–	0.0	0.0
Approach	0	736	26	762	0.0		0.206		2.1	NA	2.1	14.7				
East: Mallon Street																
Lane 1	57	0	39	96	0.0	262	0.366	100	25.6	LOS D	1.5	10.4	500	–	0.0	0.0
Approach	57	0	39	96	0.0		0.366		25.6	LOS D	1.5	10.4				
North: Brookes Street (N)																
Lane 1	20	278	0	298	1.0	1931	0.154	100	0.6	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	299	0	299	1.0	1937	0.154	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	20	577	0	597	1.0		0.154		0.3	NA	0.0	0.0				
Intersection				1455	0.4		0.366		2.9	NA	2.1	14.7				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2014 AM Design

Mallon Street / Brookes Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
South: Brookes Street (S)																
Lane 1	0	365	0	365	3.0	1913	0.191	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	38	91	128	3.0	672	0.191	100	12.5	LOS B	1.0	6.9	500	–	0.0	0.0
Approach	0	402	91	493	3.0		0.191		3.2	NA	1.0	6.9				
East: Mallon Street																
Lane 1	48	0	16	64	0.0	319	0.201	100	19.2	LOS C	0.7	4.8	500	–	0.0	0.0
Approach	48	0	16	64	0.0		0.201		19.2	LOS C	0.7	4.8				
North: Brookes Street (N)																
Lane 1	99	338	0	437	2.0	1903	0.230	100	1.9	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	442	0	442	2.0	1925	0.230	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	99	780	0	879	2.0		0.230		0.9	NA	0.0	0.0				
Intersection				1436	2.3		0.230		2.5	NA	1.0	6.9				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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SIDRA
INTERSECTION

LANE SUMMARY

Site: 2014 PM Design

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue	Distance	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h								Vehicles veh	m				
South: Brookes Street (S)																
Lane 1	0	381	0	381	0.0	1950	0.195	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	284	40	324	0.0	1660	0.195	100	4.5	LOS A	1.8	12.5	500	–	0.0	0.0
Approach	0	665	40	705	0.0		0.195		2.1	NA	1.8	12.5				
East: Mallon Street																
Lane 1	104	0	65	169	0.0	320	0.530	100	25.9	LOS D	2.8	19.4	500	–	0.0	0.0
Approach	104	0	65	169	0.0		0.530		25.9	LOS D	2.8	19.4				
North: Brookes Street (N)																
Lane 1	35	243	0	278	1.0	1925	0.144	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	279	0	279	1.0	1937	0.144	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	35	522	0	557	1.0		0.144		0.5	NA	0.0	0.0				
Intersection				1432	0.4		0.530		4.3	NA	2.8	19.4				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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INTERSECTION

LANE SUMMARY

Site: 2024 AM Design

Mallon Street / Brookes Street intersection
 Giveway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h								Vehicles veh	Distance m				
South: Brookes Street (S)																
Lane 1	0	415	0	415	3.0	1913	0.217	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	28	95	122	3.0	564	0.217	100	14.4	LOS B	1.1	7.6	500	–	0.0	0.0
Approach	0	443	95	538	3.0		0.217		3.3	NA	1.1	7.6				
East: Mallon Street																
Lane 1	52	0	17	68	0.0	262	0.261	100	23.1	LOS C	0.9	6.5	500	–	0.0	0.0
Approach	52	0	17	68	0.0		0.261		23.1	LOS C	0.9	6.5				
North: Brookes Street (N)																
Lane 1	104	376	0	480	2.0	1904	0.252	100	1.8	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	485	0	485	2.0	1925	0.252	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	104	861	0	965	2.0		0.252		0.9	NA	0.0	0.0				
Intersection				1572	2.3		0.261		2.7	NA	1.1	7.6				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model used.

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LANE SUMMARY

Site: 2024 PM Design

Mallon Street / Brookes Street intersection
Giveaway / Yield (Two-Way)

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue	Distance	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h								Vehicles veh	m				
South: Brookes Street (S)																
Lane 1	0	422	0	422	0.0	1950	0.217	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	313	42	356	0.0	1641	0.217	100	5.1	LOS A	2.1	14.9	500	–	0.0	0.0
Approach	0	736	42	778	0.0		0.217		2.3	NA	2.1	14.9				
East: Mallon Street																
Lane 1	109	0	69	179	0.0	260	0.690	100	37.6	LOS E	4.2	29.2	500	–	0.0	0.0
Approach	109	0	69	179	0.0		0.690		37.6	LOS E	4.2	29.2				
North: Brookes Street (N)																
Lane 1	36	270	0	305	1.0	1926	0.159	100	1.0	LOS A	0.0	0.0	500	–	0.0	0.0
Lane 2	0	307	0	307	1.0	1937	0.159	100	0.0	LOS A	0.0	0.0	500	–	0.0	0.0
Approach	36	577	0	613	1.0		0.159		0.5	NA	0.0	0.0				
Intersection				1569	0.4		0.690		5.6	NA	4.2	29.2				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

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