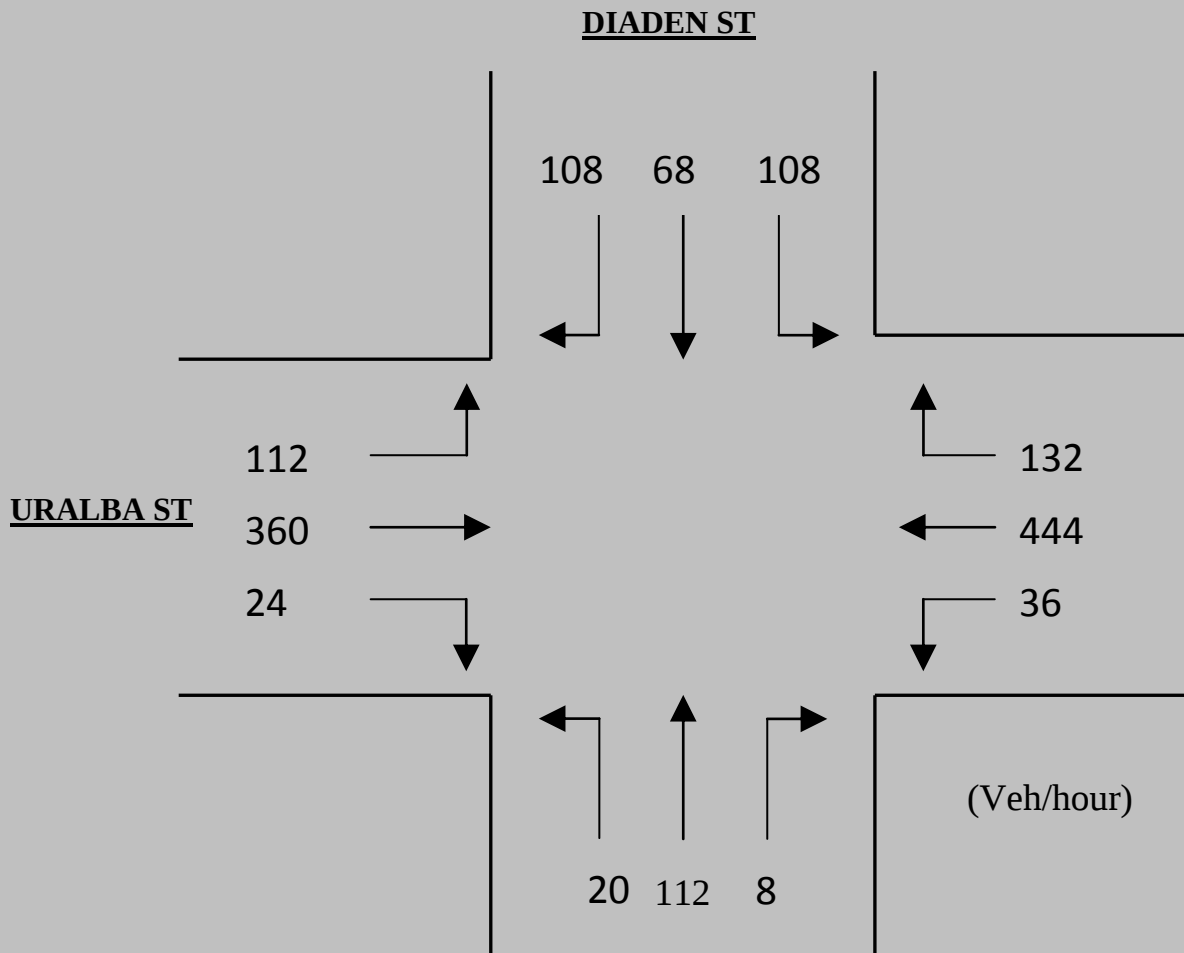
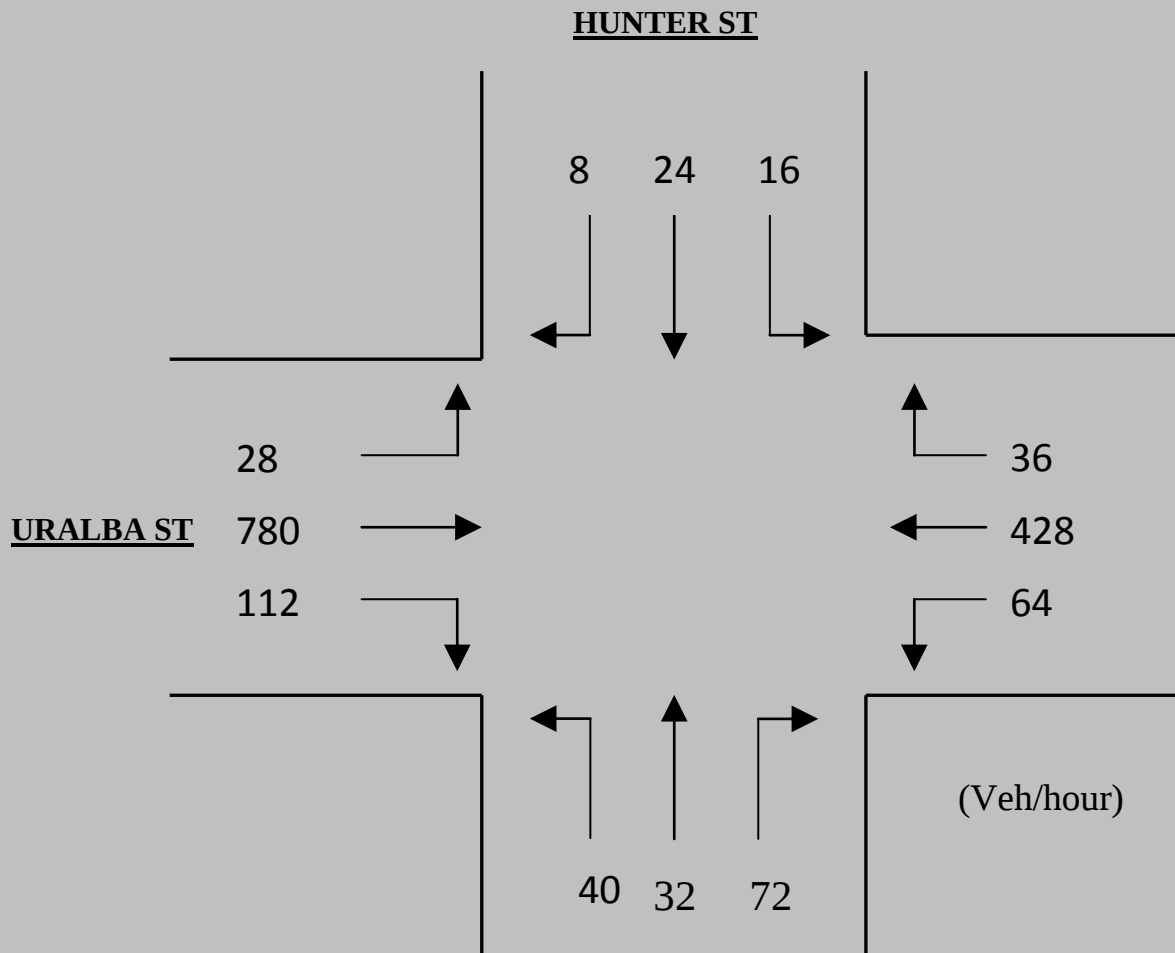

APPENDIX D

Intersection Counts and Analysis

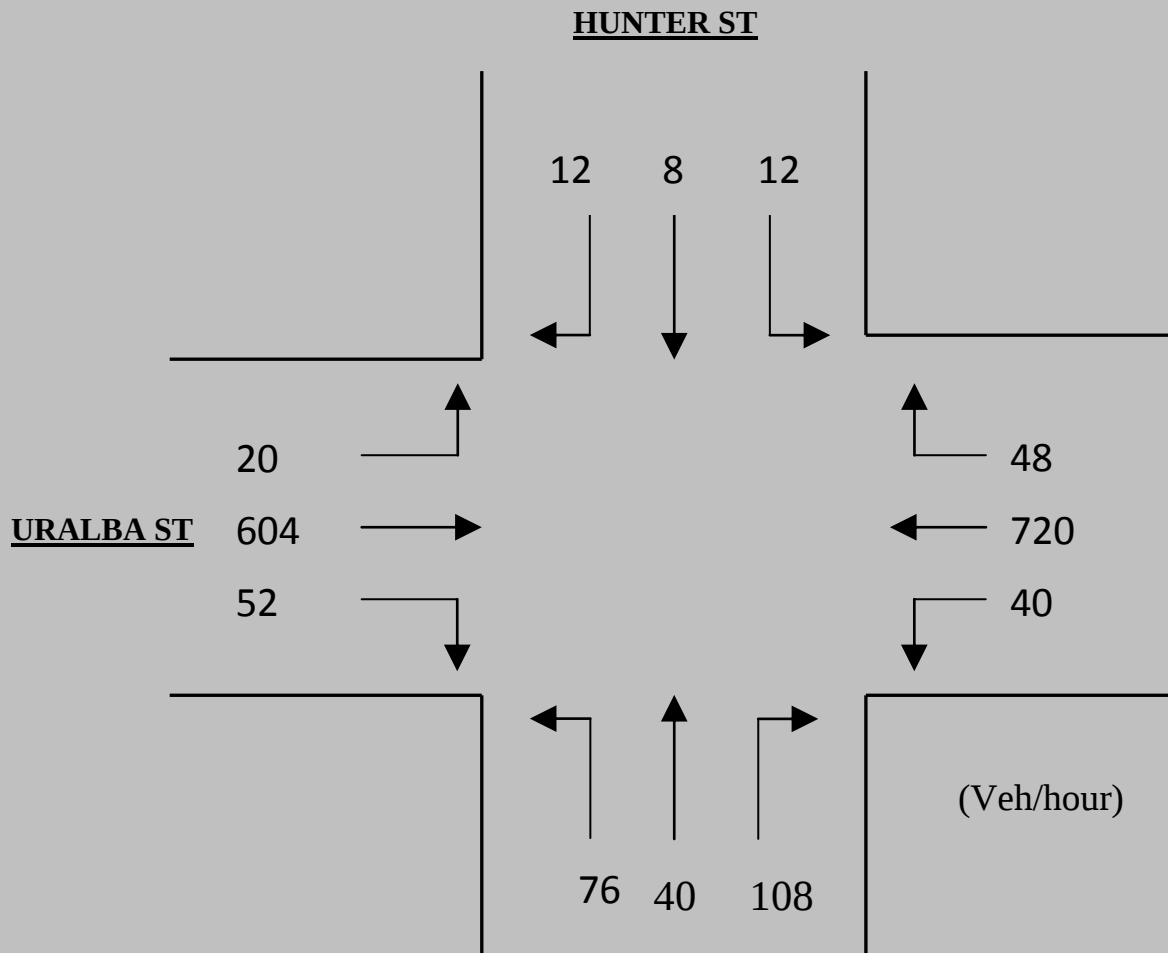
Job No. : 121234
Job Name : Lismore Hospital
Job Title : Traffic Counts for Uralba St / Diaden St Intersection – Afternoon 8/5/12



Job No. : 121234
Job Name : Lismore Hospital
Job Title : Traffic Counts for Hunter St / Uralba St Intersection – Afternoon 8/5/12



Job No. : 121234
Job Name : Lismore Hospital
Job Title : Traffic Counts for Hunter St / Uralba St Intersection – Morning 9/5/12

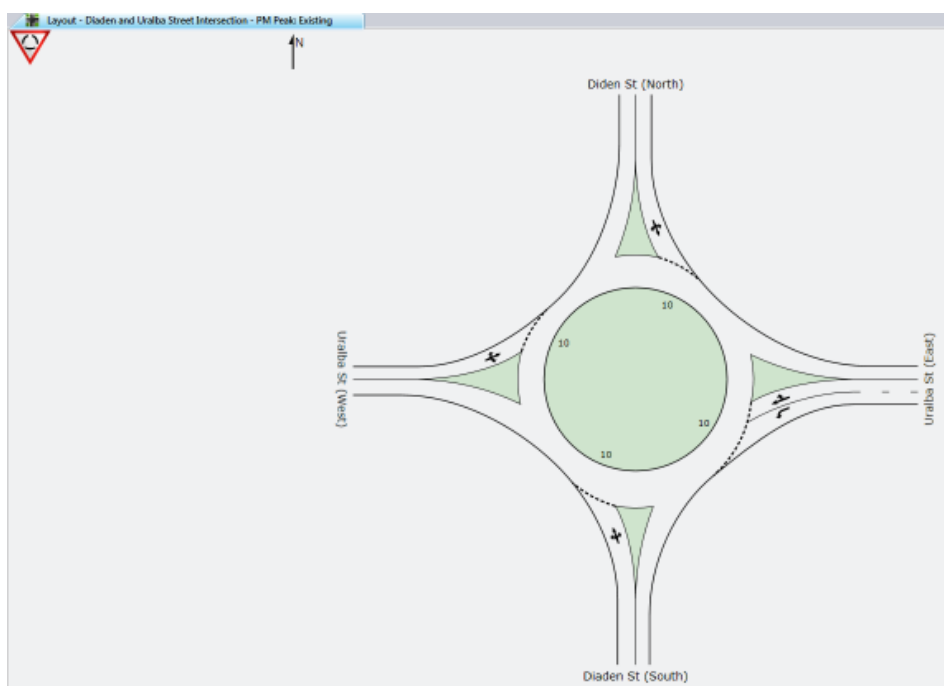


SIDRA ANALYSIS SUMMARY RESULTS

19 December 2012

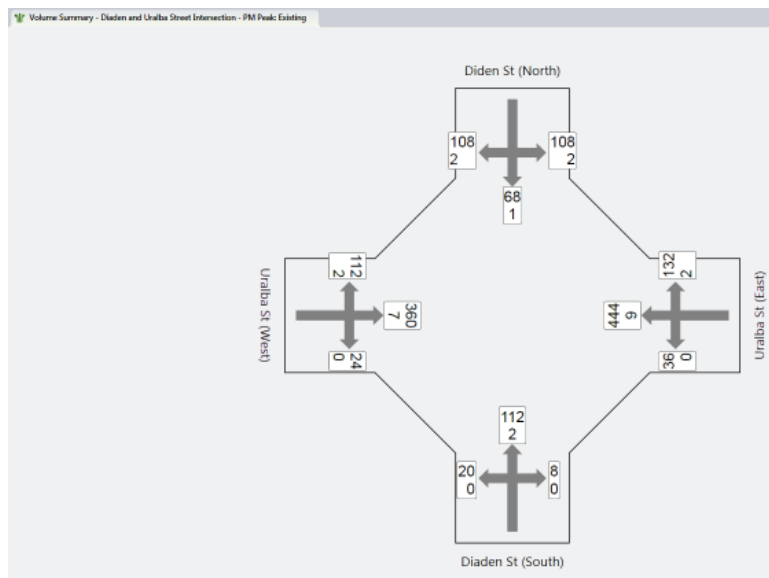
Diaden – Uralba Streets intersection

Layout



PM Peak

Existing Volumes



MOVEMENT SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak:
Existing

Diaden and Uralba Street Intersection - PM Peak: Existing

Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h		%			v/c	sec			
South: Diaden St (South)											
1	L	20	0.0	0.188	8.9	LOS A	0.9	6.4	0.61	0.80	32.8
2	T	114	1.8	0.188	7.8	LOS A	0.9	6.4	0.61	0.74	33.4
3	R	8	0.0	0.188	11.8	LOS A	0.9	6.4	0.61	0.89	30.5
Approach		142	1.4	0.188	8.2	LOS A	0.9	6.4	0.61	0.75	33.1
East: Uralba St (East)											
4	L	36	0.0	0.053	8.5	LOS A	0.3	2.0	0.49	0.62	32.6
5	T	453	2.0	0.498	6.7	LOS A	4.5	32.1	0.63	0.59	33.2
6	R	134	1.5	0.498	10.8	LOS A	4.5	32.1	0.63	0.74	31.7
Approach		623	1.8	0.498	7.7	LOS A	4.5	32.1	0.62	0.63	32.8
North: Diden St (North)											
7	L	110	1.8	0.364	8.8	LOS A	2.2	15.8	0.65	0.76	32.4
8	T	69	1.4	0.364	7.8	LOS A	2.2	15.8	0.65	0.71	32.5
9	R	110	1.8	0.364	11.9	LOS A	2.2	15.8	0.65	0.83	30.1
Approach		289	1.7	0.364	9.7	LOS A	2.2	15.8	0.65	0.77	31.5
West: Uralba St (West)											
10	L	114	1.8	0.527	8.5	LOS A	4.2	30.0	0.67	0.71	35.2
11	T	367	1.9	0.527	7.6	LOS A	4.2	30.0	0.67	0.67	35.1
12	R	24	0.0	0.527	11.6	LOS A	4.2	30.0	0.67	0.80	33.0
Approach		505	1.8	0.527	8.0	LOS A	4.2	30.0	0.67	0.69	35.0
All Vehicles		1559	1.7	0.527	8.2	LOS A	4.5	32.1	0.64	0.68	33.4

LANE SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak:
Existing

Diaden and Uralba Street Intersection - PM Peak: Existing

Roundabout

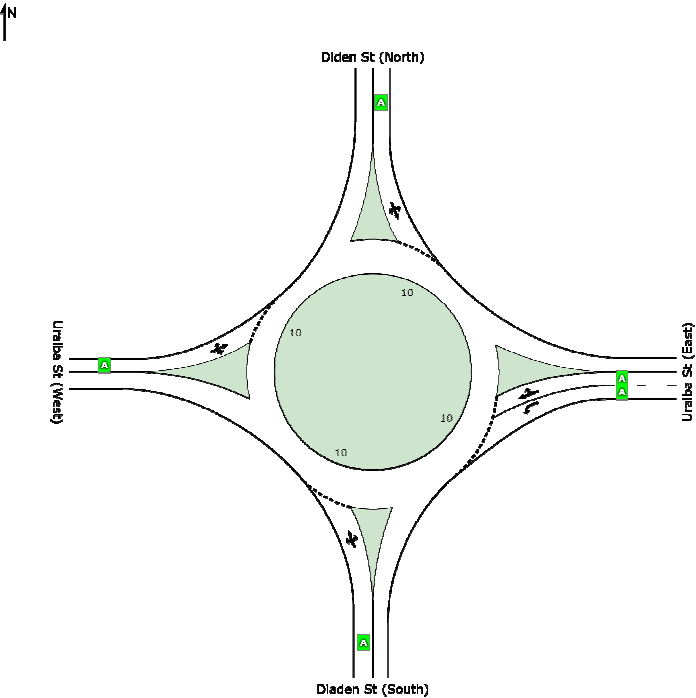
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							%	veh/h				
South: Diaden St (South)																
Lane 1	20	114	8	142	1.4	754	0.188	100	8.2	LOS A	0.9	6.4	120	–	0.0	0.0
Approach	20	114	8	142	1.4		0.188		8.2	LOS A	0.9	6.4				
East: Uralba St (East)																
Lane 1	36	0	0	36	0.0	673	0.053	100	8.5	LOS A	0.3	2.0	210	–	0.0	0.0
Lane 2	0	453	134	587	1.9	1178	0.498	100	7.6	LOS A	4.5	32.1	210	–	0.0	0.0
Approach	36	453	134	623	1.8		0.498		7.7	LOS A	4.5	32.1				
North: Diden St (North)																
Lane 1	110	69	110	289	1.7	794	0.364	100	9.7	LOS A	2.2	15.8	140	–	0.0	0.0
Approach	110	69	110	289	1.7		0.364		9.7	LOS A	2.2	15.8				
West: Uralba St (West)																
Lane 1	114	367	24	505	1.8	959	0.527	100	8.0	LOS A	4.2	30.0	220	–	0.0	0.0
Approach	114	367	24	505	1.8		0.527		8.0	LOS A	4.2	30.0				
Intersection				1559	1.7		0.527		8.2	LOS A	4.5	32.1				

LEVEL OF SERVICE SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak:
Existing

Diaden and Uralba Street Intersection - PM Peak: Existing

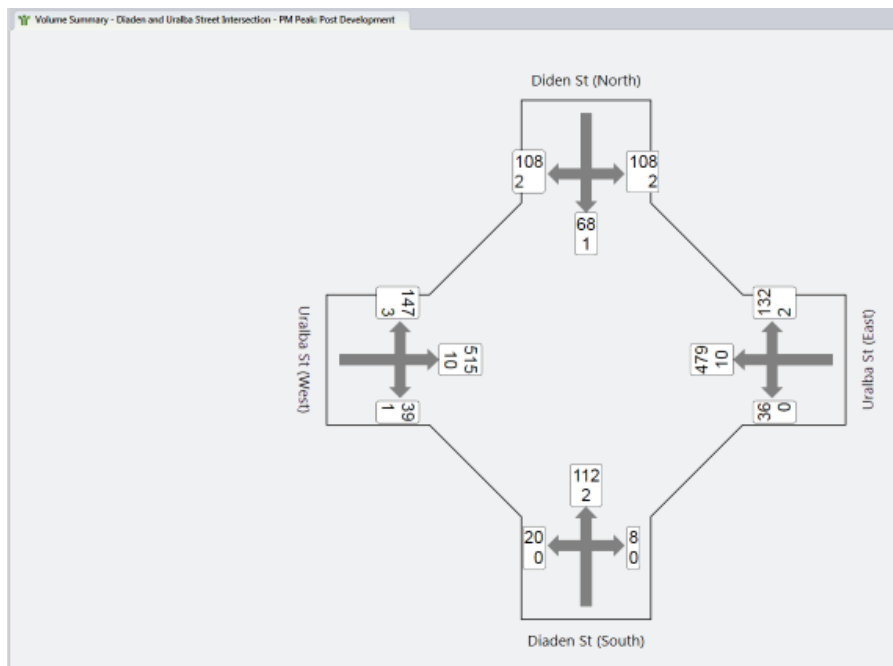
Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

PM Peak – Post Development

Post Development Volumes



MOVEMENT SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak: Post
Development

Diaden and Uralba Street Intersection - PM Peak: Post Development

Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		Vehicles	Distance		per veh	km/h
South: Diaden St (South)											
1	L	20	0.0	0.198	9.2	LOS A	1.0	7.0	0.64	0.82	32.4
2	T	114	1.8	0.198	8.1	LOS A	1.0	7.0	0.64	0.76	33.1
3	R	8	0.0	0.198	12.1	LOS A	1.0	7.0	0.64	0.90	30.3
Approach		142	1.4	0.198	8.5	LOS A	1.0	7.0	0.64	0.78	32.9
East: Uralba St (East)											
4	L	36	0.0	0.055	8.8	LOS A	0.3	2.1	0.52	0.63	32.3
5	T	489	2.0	0.540	6.9	LOS A	5.1	36.5	0.68	0.62	32.8
6	R	134	1.5	0.540	11.0	LOS A	5.1	36.5	0.68	0.74	31.5
Approach		659	1.8	0.540	7.9	LOS A	5.1	36.5	0.67	0.65	32.5
North: Diaden St (North)											
7	L	110	1.8	0.449	11.0	LOS A	3.2	22.4	0.80	0.91	29.7
8	T	69	1.4	0.449	10.0	LOS A	3.2	22.4	0.80	0.88	30.1
9	R	110	1.8	0.449	14.0	LOS A	3.2	22.4	0.80	0.95	28.0
Approach		289	1.7	0.449	11.9	LOS A	3.2	22.4	0.80	0.92	29.1
West: Uralba St (West)											
10	L	150	2.0	0.727	11.4	LOS A	9.6	68.3	0.85	0.83	32.2
11	T	525	1.9	0.727	10.5	LOS A	9.6	68.3	0.85	0.82	32.5
12	R	40	2.5	0.727	14.6	LOS B	9.6	68.3	0.85	0.87	30.4
Approach		715	2.0	0.727	10.9	LOS A	9.6	68.3	0.85	0.82	32.3
All Vehicles		1805	1.8	0.727	9.8	LOS A	9.6	68.3	0.76	0.77	31.9

LANE SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak: Post
Development

Diaden and Uralba Street Intersection - PM Peak: Post Development

Roundabout

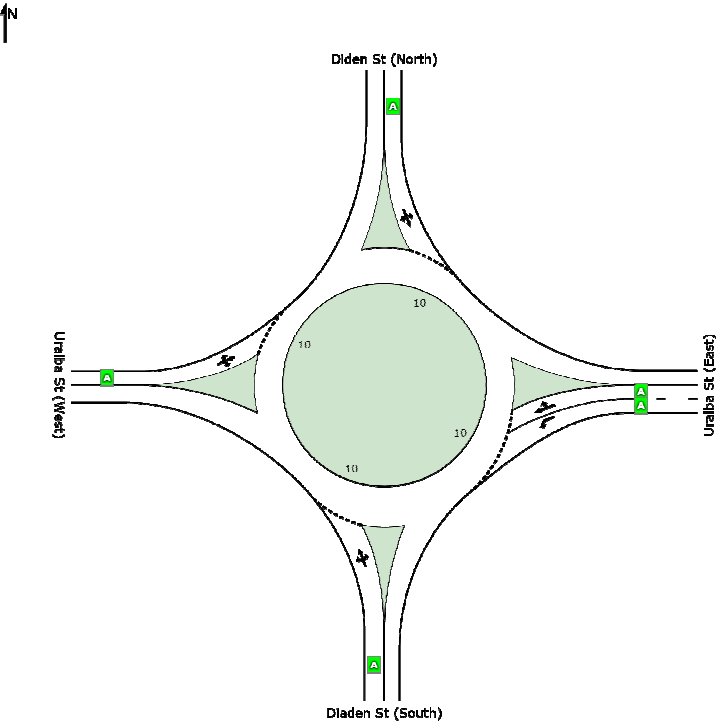
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Diaden St (South)																
Lane 1	20	114	8	142	1.4	716	0.198	100	8.5	LOS A	1.0	7.0	120	–	0.0	0.0
Approach	20	114	8	142	1.4		0.198		8.5	LOS A	1.0	7.0				
East: Uralba St (East)																
Lane 1	36	0	0	36	0.0	654	0.055	100	8.8	LOS A	0.3	2.1	210	–	0.0	0.0
Lane 2	0	489	134	623	1.9	1153	0.540	100	7.8	LOS A	5.1	36.5	210	–	0.0	0.0
Approach	36	489	134	659	1.8		0.540		7.9	LOS A	5.1	36.5				
North: Diden St (North)																
Lane 1	110	69	110	289	1.7	644	0.449	100	11.9	LOS A	3.2	22.4	140	–	0.0	0.0
Approach	110	69	110	289	1.7		0.449		11.9	LOS A	3.2	22.4				
West: Uralba St (West)																
Lane 1	150	525	40	715	2.0	983	0.727	100	10.9	LOS A	9.6	68.3	220	–	0.0	0.0
Approach	150	525	40	715	2.0		0.727		10.9	LOS A	9.6	68.3				
Intersection				1805	1.8		0.727		9.8	LOS A	9.6	68.3				

LEVEL OF SERVICE SUMMARY

Site: Diaden and Uralba Street
Intersection - PM Peak: Post
Development

Diaden and Uralba Street Intersection - PM Peak: Post Development

Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

SIDRA ANALYSIS SUMMARY RESULTS

19 December 2012

Hunter – Uralba Streets intersection

Layout

