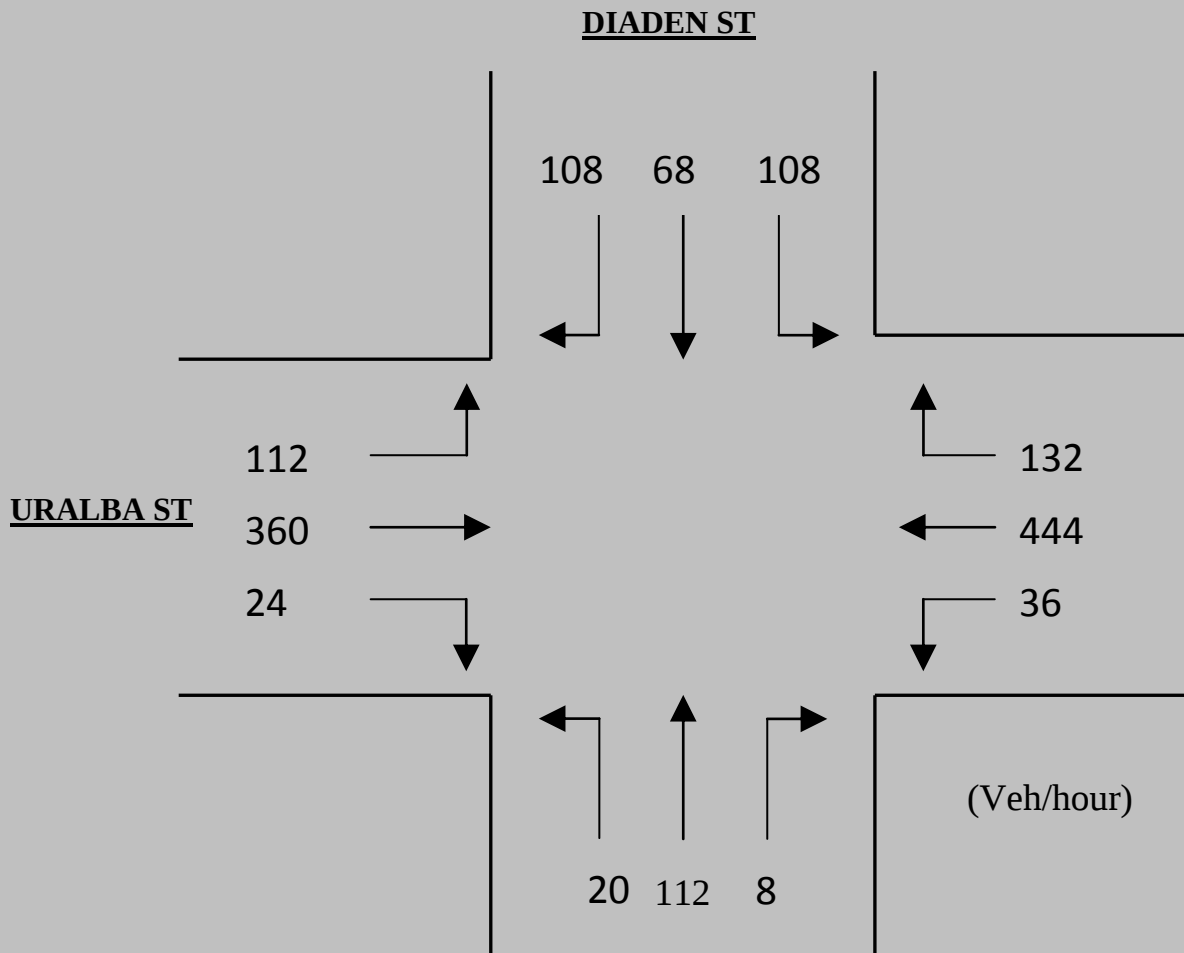
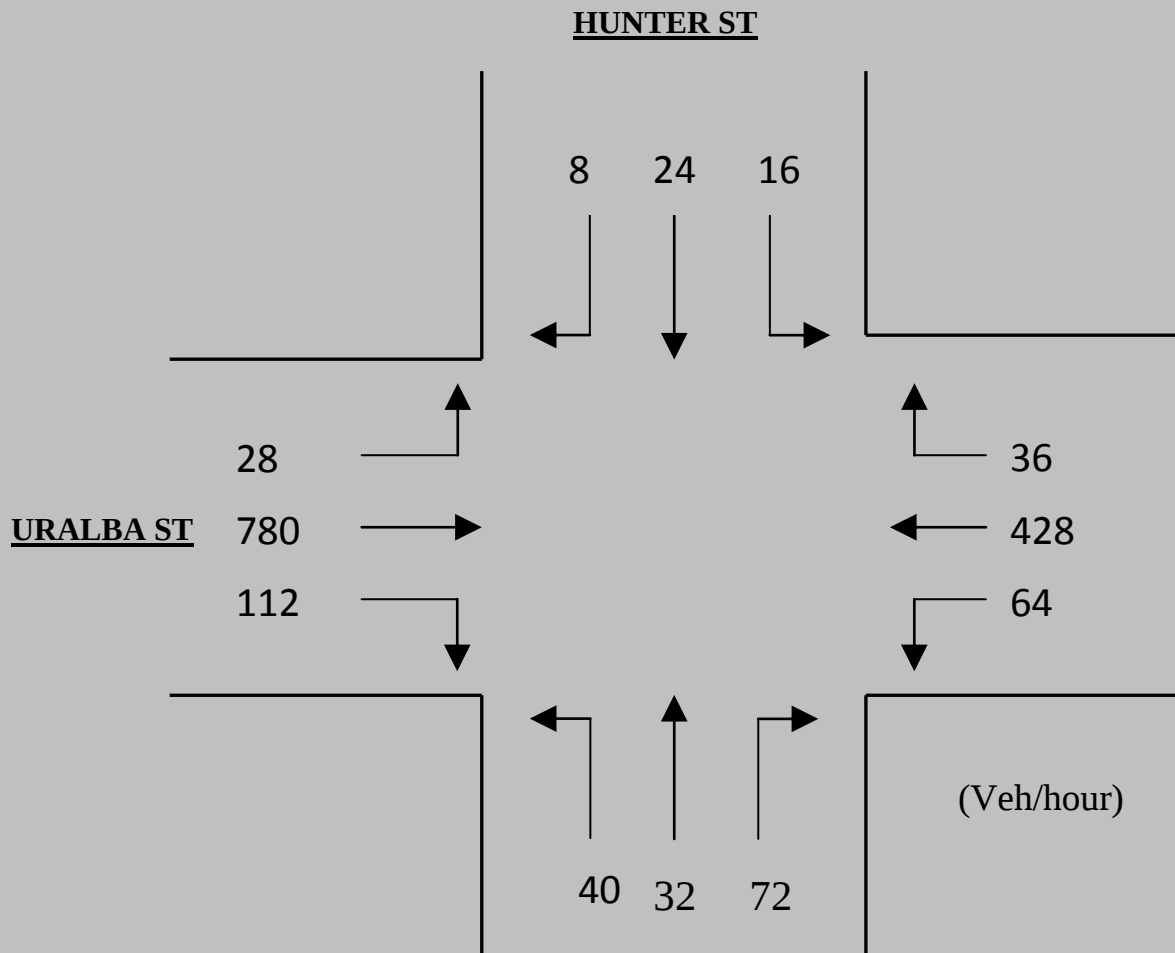

APPENDIX D

Intersection Counts and Analysis

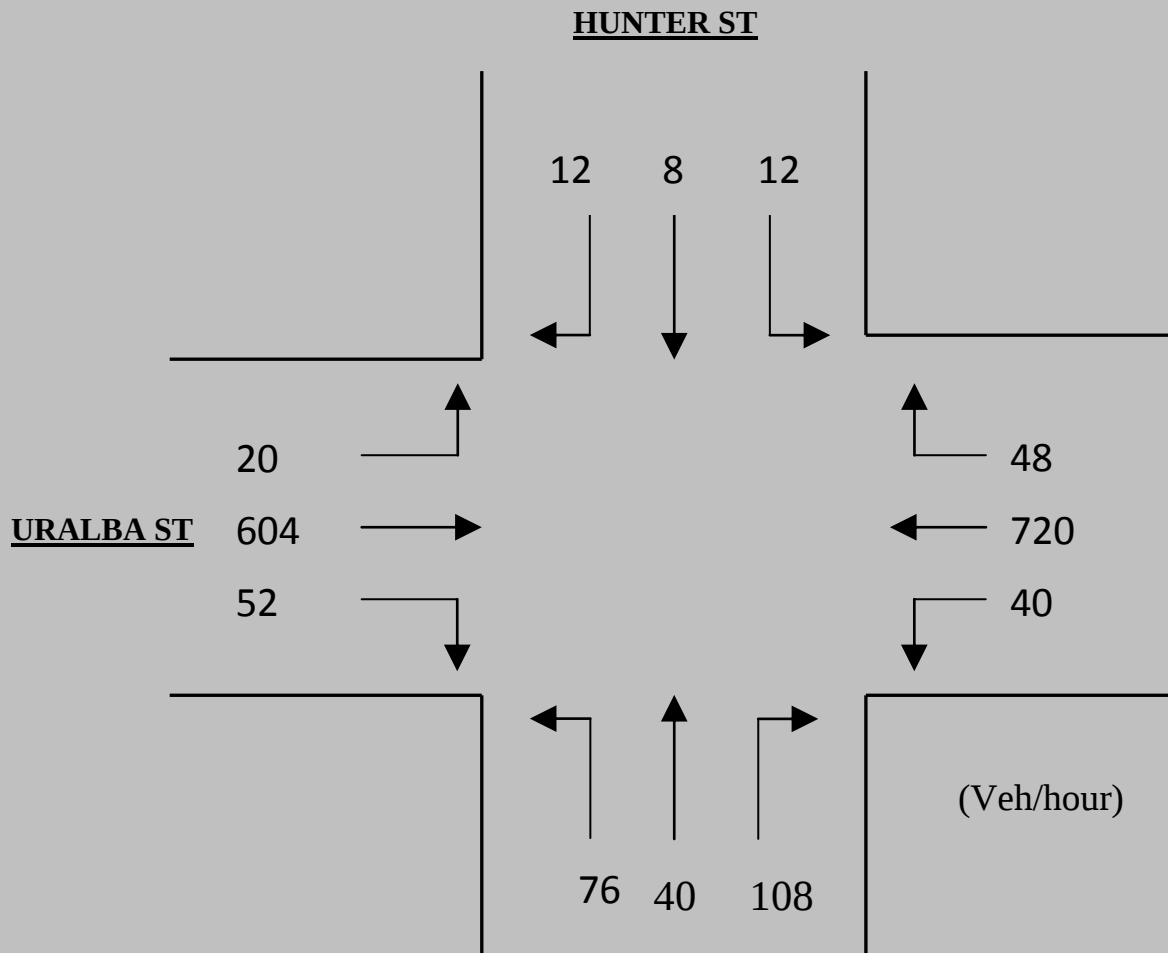
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Job Name : Lismore Hospital
Job Title : Traffic Counts for Uralba St / Diaden St Intersection – Afternoon 8/5/12



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

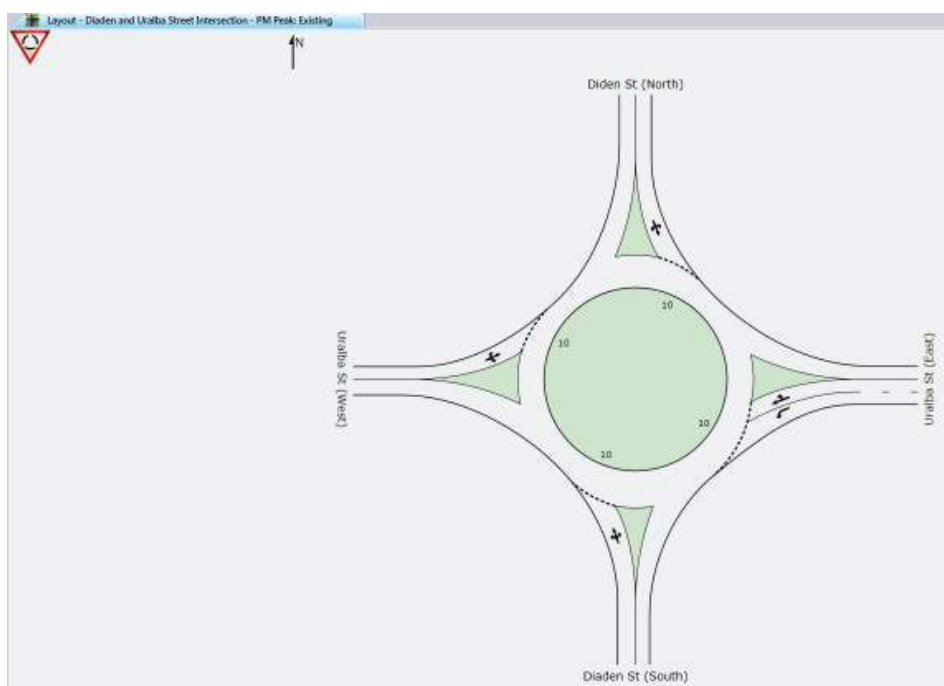


SIDRA ANALYSIS SUMMARY RESULTS

19 December 2012

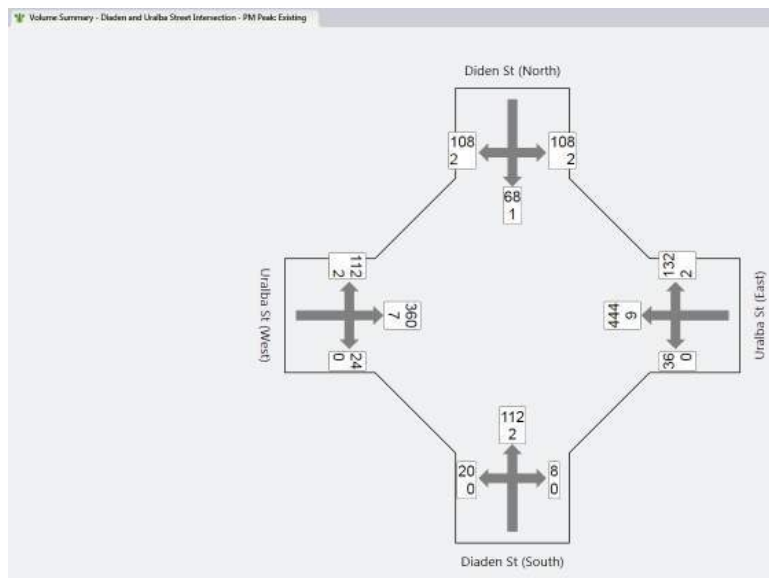
Diaden – Uralba Streets intersection

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 Vehicles	95% Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
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

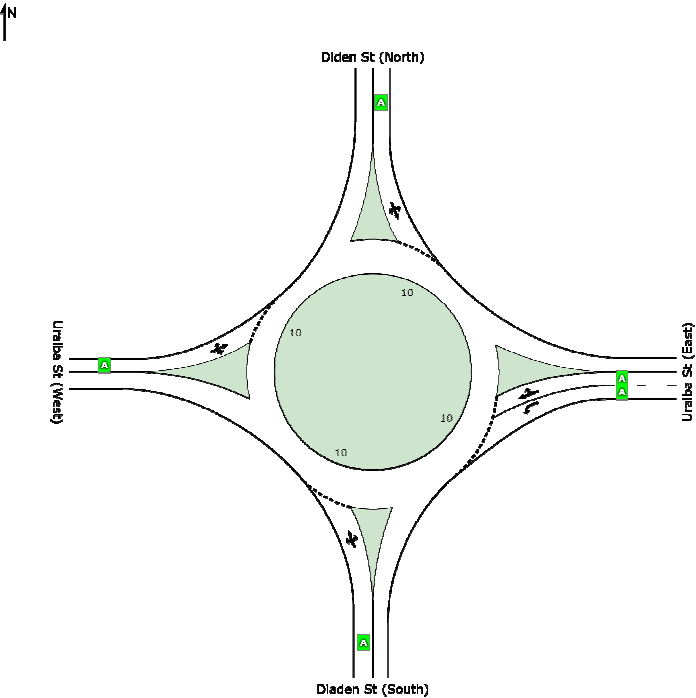
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							%	veh/h				
South: Diaden St (South)																
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

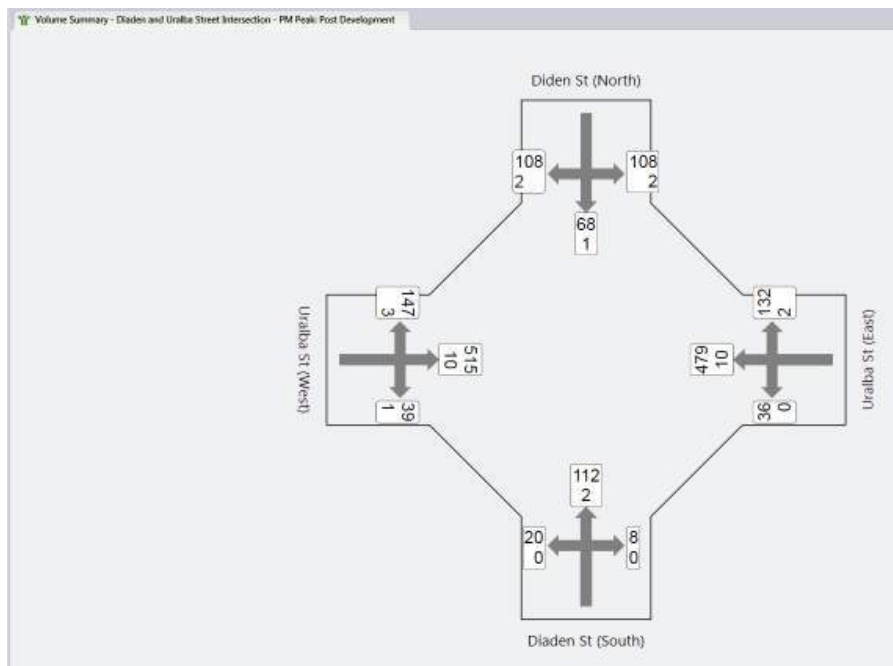
Roundabout



	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			
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: Diden 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

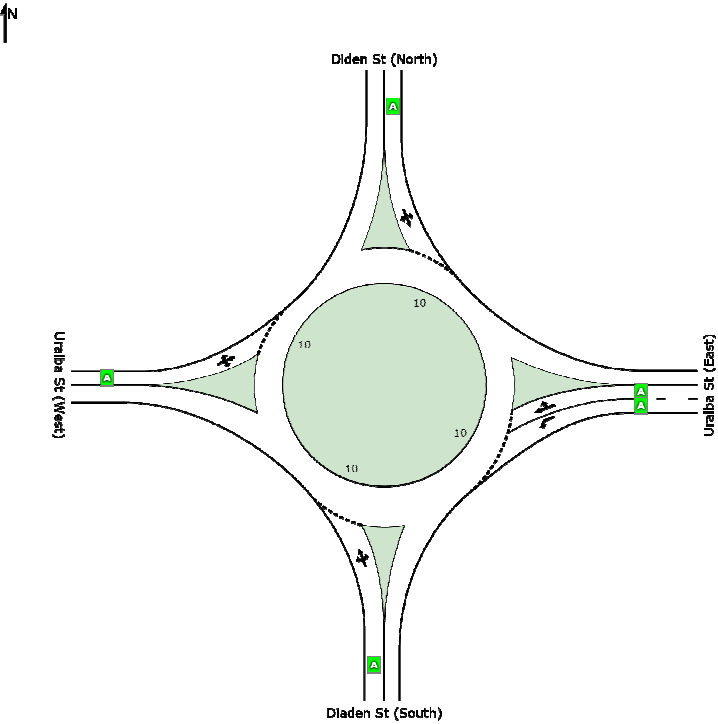
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Diaden St (South)																
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



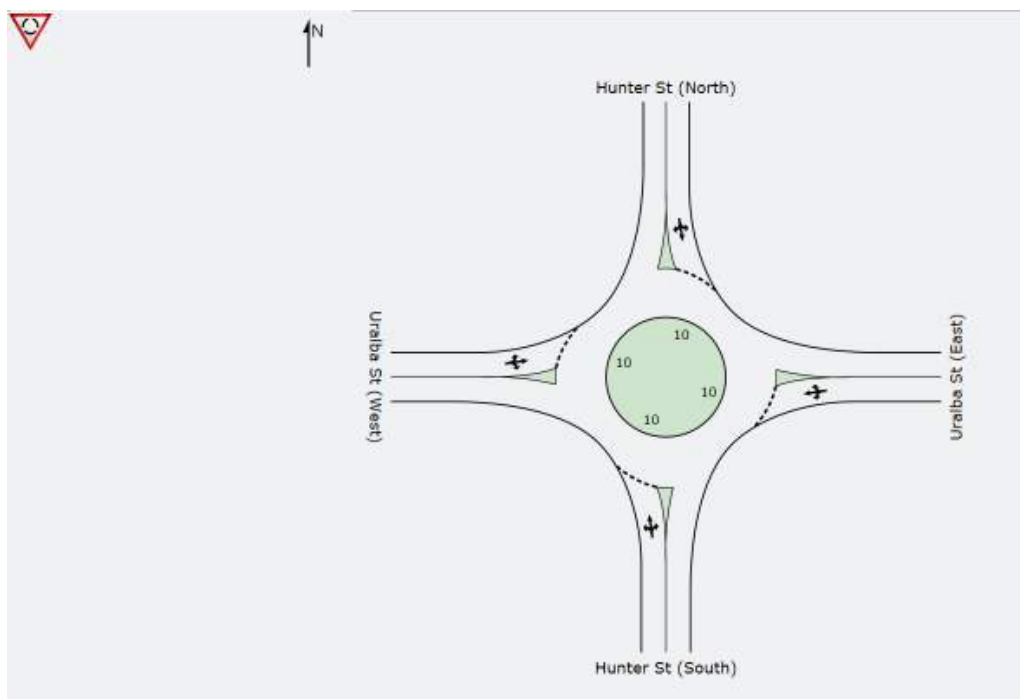
	South	East	North	West	Intersection
LOS	A	A	A	A	A

SIDRA ANALYSIS SUMMARY RESULTS

19 December 2012

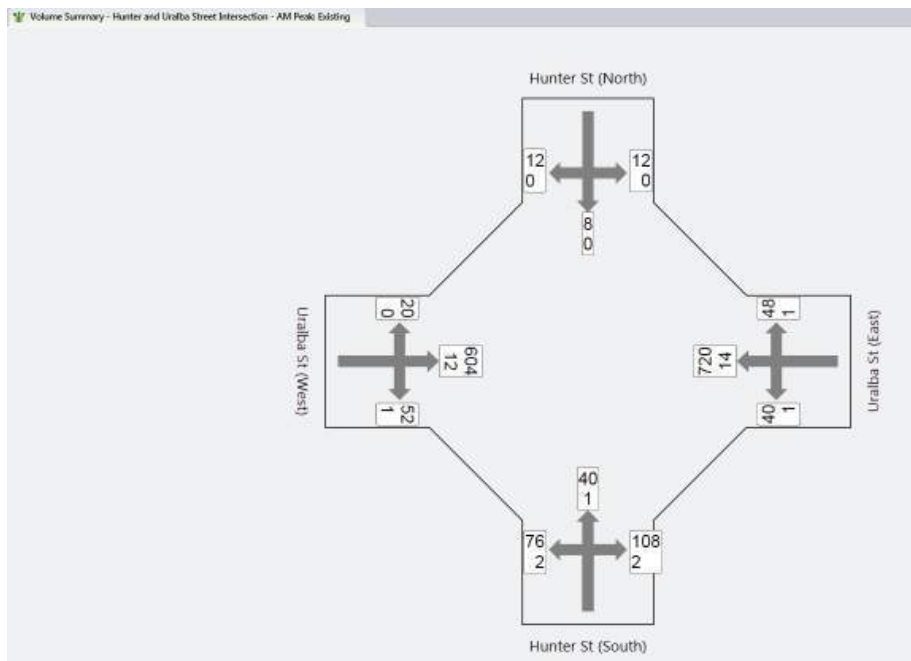
Hunter – Uralba Streets intersection

Layout



AM Peak

Existing Volumes



MOVEMENT SUMMARY

Site: Hunter and Uralba Street
Intersection - AM Peak:
Existing

Hunter and Uralba Street Intersection - AM Peak: Existing

Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Hunter St (South)											
1	L	78	2.6	0.339	10.9	LOS A	1.9	13.7	0.74	0.87	29.7
2	T	41	2.4	0.339	9.9	LOS A	1.9	13.7	0.74	0.83	30.2
3	R	110	1.8	0.339	14.1	LOS A	1.9	13.7	0.74	0.92	28.0
Approach		229	2.2	0.339	12.3	LOS A	1.9	13.7	0.74	0.88	28.9
East: Uralba St (East)											
4	L	41	2.4	0.600	6.2	LOS A	4.1	29.4	0.28	0.59	35.3
5	T	734	1.9	0.600	5.1	LOS A	4.1	29.4	0.28	0.47	36.2
6	R	49	2.0	0.600	9.4	LOS A	4.1	29.4	0.28	0.77	32.7
Approach		824	1.9	0.600	5.4	LOS A	4.1	29.4	0.28	0.50	36.0
North: Hunter St (North)											
7	L	12	0.0	0.053	10.3	LOS A	0.3	1.9	0.67	0.74	30.5
8	T	8	0.0	0.053	9.3	LOS A	0.3	1.9	0.67	0.69	31.0
9	R	12	0.0	0.053	13.6	LOS A	0.3	1.9	0.67	0.81	28.6
Approach		32	0.0	0.053	11.3	LOS A	0.3	1.9	0.67	0.75	29.8
West: Uralba St (West)											
10	L	20	0.0	0.562	6.7	LOS A	3.3	23.4	0.42	0.67	36.6
11	T	616	1.9	0.562	5.6	LOS A	3.3	23.4	0.42	0.56	37.1
12	R	53	1.9	0.562	9.8	LOS A	3.3	23.4	0.42	0.80	34.6
Approach		689	1.9	0.562	5.9	LOS A	3.3	23.4	0.42	0.58	36.9
All Vehicles		1774	1.9	0.600	6.6	LOS A	4.1	29.4	0.40	0.58	35.2

LANE SUMMARY

Site: Hunter and Uralba Street
Intersection - AM Peak:
Existing

Hunter and Uralba Street Intersection - AM Peak: Existing

Roundabout

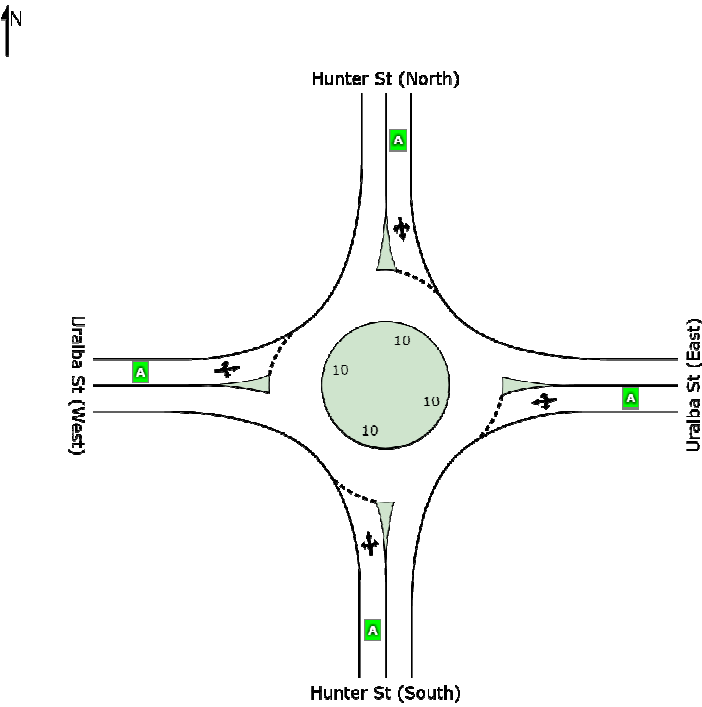
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m			m	%
South: Hunter St (South)																
Lane 1	78	41	110	229	2.2	676	0.339	100	12.3	LOS A	1.9	13.7	150	–	0.0	0.0
Approach	78	41	110	229	2.2		0.339		12.3	LOS A	1.9	13.7				
East: Uralba St (East)																
Lane 1	41	734	49	824	1.9	1374	0.600	100	5.4	LOS A	4.1	29.4	150	–	0.0	0.0
Approach	41	734	49	824	1.9		0.600		5.4	LOS A	4.1	29.4				
North: Hunter St (North)																
Lane 1	12	8	12	32	0.0	604	0.053	100	11.3	LOS A	0.3	1.9	150	–	0.0	0.0
Approach	12	8	12	32	0.0		0.053		11.3	LOS A	0.3	1.9				
West: Uralba St (West)																
Lane 1	20	616	53	689	1.9	1226	0.562	100	5.9	LOS A	3.3	23.4	200	–	0.0	0.0
Approach	20	616	53	689	1.9		0.562		5.9	LOS A	3.3	23.4				
Intersection				1774	1.9		0.600		6.6	LOS A	4.1	29.4				

LEVEL OF SERVICE SUMMARY

Site: Hunter and Uralba Street
Intersection - AM Peak:
Existing

Hunter and Uralba Street Intersection - AM Peak: Existing

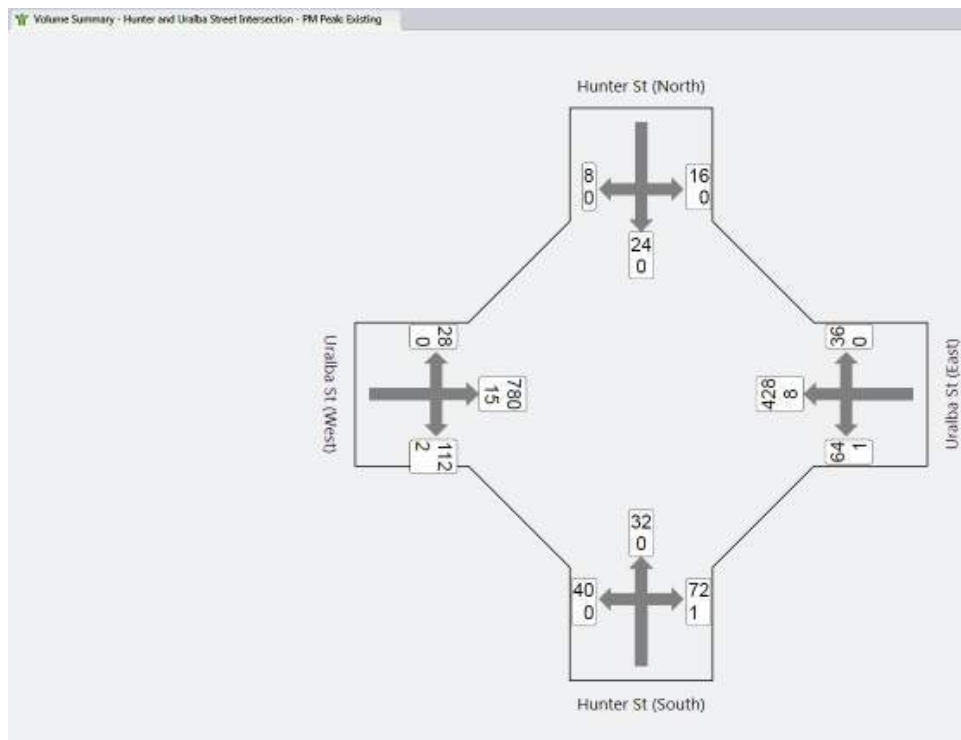
Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

PM Peak

Existing Volumes



MOVEMENT SUMMARY

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

Hunter 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 Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Hunter St (South)											
1	L	40	0.0	0.166	8.0	LOS A	0.8	5.5	0.52	0.69	33.4
2	T	32	0.0	0.166	7.0	LOS A	0.8	5.5	0.52	0.63	33.6
3	R	73	1.4	0.166	11.2	LOS A	0.8	5.5	0.52	0.79	30.8
Approach		145	0.7	0.166	9.4	LOS A	0.8	5.5	0.52	0.73	32.0
East: Uralba St (East)											
4	L	65	1.5	0.432	6.4	LOS A	2.3	16.0	0.32	0.62	35.0
5	T	436	1.8	0.432	5.4	LOS A	2.3	16.0	0.32	0.51	35.8
6	R	36	0.0	0.432	9.5	LOS A	2.3	16.0	0.32	0.79	32.6
Approach		537	1.7	0.432	5.8	LOS A	2.3	16.0	0.32	0.54	35.5
North: Hunter St (North)											
7	L	16	0.0	0.101	13.1	LOS A	0.6	3.9	0.78	0.84	27.8
8	T	24	0.0	0.101	12.1	LOS A	0.6	3.9	0.78	0.81	28.2
9	R	8	0.0	0.101	16.3	LOS B	0.6	3.9	0.78	0.89	26.5
Approach		48	0.0	0.101	13.1	LOS A	0.6	3.9	0.78	0.83	27.8
West: Uralba St (West)											
10	L	28	0.0	0.706	6.7	LOS A	5.2	37.2	0.43	0.63	36.5
11	T	795	1.9	0.706	5.5	LOS A	5.2	37.2	0.43	0.53	37.0
12	R	114	1.8	0.706	9.7	LOS A	5.2	37.2	0.43	0.76	34.5
Approach		937	1.8	0.706	6.1	LOS A	5.2	37.2	0.43	0.56	36.6
All Vehicles		1667	1.6	0.706	6.5	LOS A	5.2	37.2	0.41	0.58	35.6

LANE SUMMARY

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

Hunter and Uralba Street Intersection - PM Peak: Existing

Roundabout

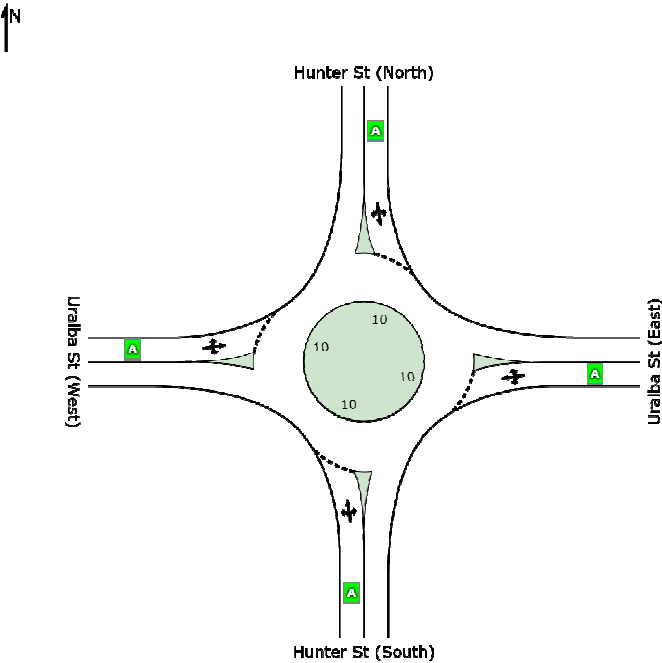
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							%	m				
South: Hunter St (South)																
Lane 1	40	32	73	145	0.7	871	0.166	100	9.4	LOS A	0.8	5.5	150	–	0.0	0.0
Approach	40	32	73	145	0.7		0.166		9.4	LOS A	0.8	5.5				
East: Uralba St (East)																
Lane 1	65	436	36	537	1.7	1243	0.432	100	5.8	LOS A	2.3	16.0	150	–	0.0	0.0
Approach	65	436	36	537	1.7		0.432		5.8	LOS A	2.3	16.0				
North: Hunter St (North)																
Lane 1	16	24	8	48	0.0	474	0.101	100	13.1	LOS A	0.6	3.9	150	–	0.0	0.0
Approach	16	24	8	48	0.0		0.101		13.1	LOS A	0.6	3.9				
West: Uralba St (West)																
Lane 1	28	795	114	937	1.8	1328	0.706	100	6.1	LOS A	5.2	37.2	200	–	0.0	0.0
Approach	28	795	114	937	1.8		0.706		6.1	LOS A	5.2	37.2				
Intersection				1667	1.6		0.706		6.5	LOS A	5.2	37.2				

LEVEL OF SERVICE SUMMARY

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

Hunter and Uralba Street Intersection - PM Peak: Existing

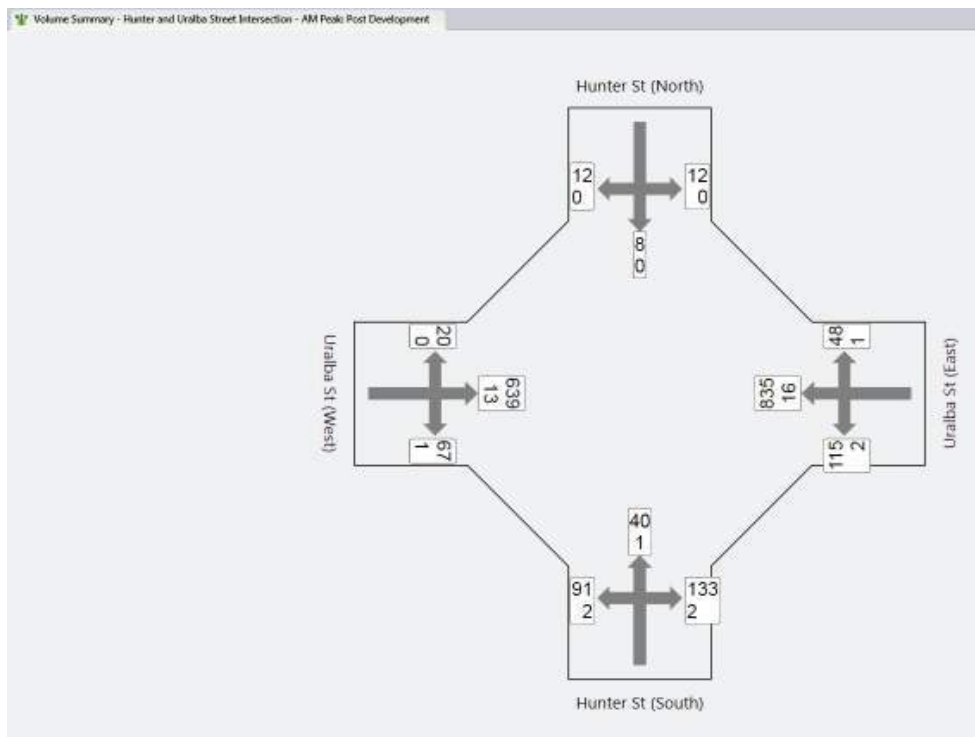
Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

AM Peak – Post Development

Post Development Volumes



MOVEMENT SUMMARY

Site: Hunter and Uralba Street Intersection - AM Peak: Post Development

Hunter and Uralba Street Intersection - AM 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	%	sec		veh	m		per veh	km/h
South: Hunter St (South)										
1	L	93	2.2	14.5	LOS B	3.5	24.5	0.87	1.01	26.2
2	T	41	2.4	13.5	LOS A	3.5	24.5	0.87	1.00	26.5
3	R	135	1.5	17.7	LOS B	3.5	24.5	0.87	1.04	25.2
Approach		269	1.9	16.0	LOS B	3.5	24.5	0.87	1.02	25.7
East: Uralba St (East)										
4	L	117	1.7	6.5	LOS A	7.3	52.0	0.44	0.58	34.4
5	T	851	1.9	5.4	LOS A	7.3	52.0	0.44	0.49	34.9
6	R	49	2.0	9.7	LOS A	7.3	52.0	0.44	0.72	32.5
Approach		1017	1.9	5.8	LOS A	7.3	52.0	0.44	0.51	34.7
North: Hunter St (North)										
7	L	12	0.0	11.1	LOS A	0.3	2.1	0.72	0.76	29.5
8	T	8	0.0	10.2	LOS A	0.3	2.1	0.72	0.73	30.0
9	R	12	0.0	14.4	LOS A	0.3	2.1	0.72	0.82	27.8
Approach		32	0.0	12.1	LOS A	0.3	2.1	0.72	0.78	28.9
West: Uralba St (West)										
10	L	20	0.0	6.9	LOS A	4.1	29.0	0.49	0.69	36.2
11	T	652	2.0	5.8	LOS A	4.1	29.0	0.49	0.58	36.5
12	R	68	1.5	10.0	LOS A	4.1	29.0	0.49	0.80	34.5
Approach		740	1.9	6.2	LOS A	4.1	29.0	0.49	0.61	36.3
All Vehicles		2058	1.8	7.4	LOS A	7.3	52.0	0.52	0.62	33.8

LANE SUMMARY

Site: Hunter and Uralba Street
Intersection - AM Peak: Post
Development

Hunter and Uralba Street Intersection - AM Peak: Post Development

Roundabout

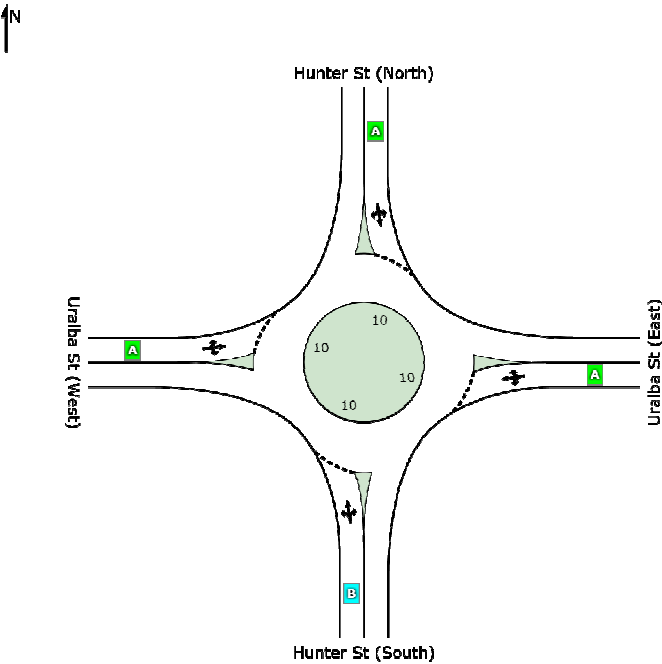
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h							%	v/c				
South: Hunter St (South)																
Lane 1	93	41	135	269	1.9	567	0.474	100	16.0	LOS B	3.5	24.5	150	–	0.0	0.0
Approach	93	41	135	269	1.9		0.474		16.0	LOS B	3.5	24.5				
East: Uralba St (East)																
Lane 1	117	851	49	1017	1.9	1360	0.748	100	5.8	LOS A	7.3	52.0	150	–	0.0	0.0
Approach	117	851	49	1017	1.9		0.748		5.8	LOS A	7.3	52.0				
North: Hunter St (North)																
Lane 1	12	8	12	32	0.0	546	0.059	100	12.1	LOS A	0.3	2.1	150	–	0.0	0.0
Approach	12	8	12	32	0.0		0.059		12.1	LOS A	0.3	2.1				
West: Uralba St (West)																
Lane 1	20	652	68	740	1.9	1197	0.618	100	6.2	LOS A	4.1	29.0	200	–	0.0	0.0
Approach	20	652	68	740	1.9		0.618		6.2	LOS A	4.1	29.0				
Intersection				2058	1.8		0.748		7.4	LOS A	7.3	52.0				

LEVEL OF SERVICE SUMMARY

Site: Hunter and Uralba Street
Intersection - AM Peak: Post
Development

Hunter and Uralba Street Intersection - AM Peak: Post Development

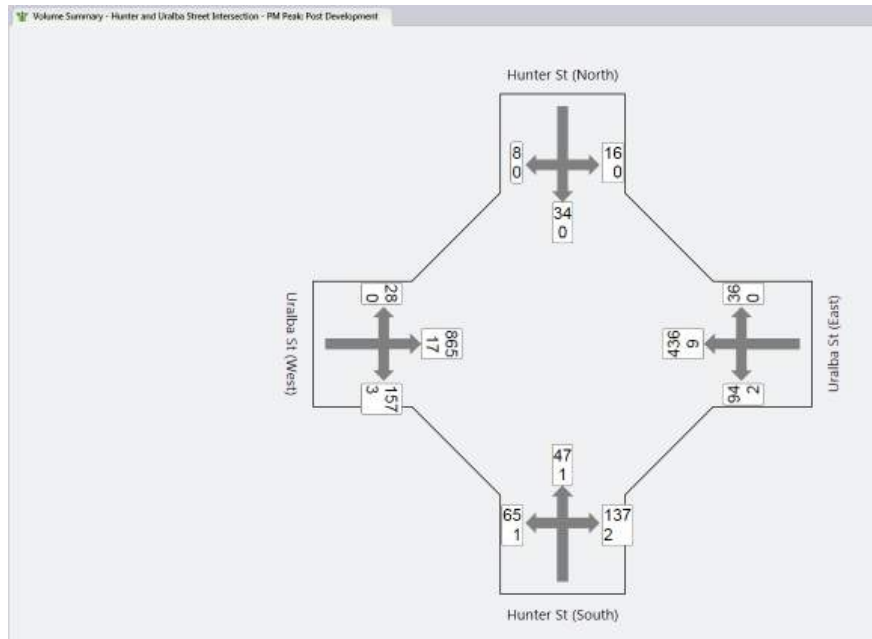
Roundabout



	South	East	North	West	Intersection
LOS	B	A	A	A	A

PM Peak – Post Development

Post Development Volumes



MOVEMENT SUMMARY

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

Hunter and Uralba Street Intersection - PM Peak: Existing

Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hunter St (South)											
1	L	66	1.5	0.297	8.3	LOS A	1.6	11.2	0.59	0.74	32.9
2	T	48	2.1	0.297	7.3	LOS A	1.6	11.2	0.59	0.69	32.9
3	R	139	1.4	0.297	11.5	LOS A	1.6	11.2	0.59	0.82	30.5
Approach		253	1.6	0.297	9.9	LOS A	1.6	11.2	0.59	0.77	31.5
East: Uralba St (East)											
4	L	96	2.1	0.509	6.8	LOS A	3.1	22.2	0.45	0.66	34.3
5	T	445	2.0	0.509	5.8	LOS A	3.1	22.2	0.45	0.57	34.7
6	R	36	0.0	0.509	10.0	LOS A	3.1	22.2	0.45	0.79	32.4
Approach		577	1.9	0.509	6.2	LOS A	3.1	22.2	0.45	0.60	34.5
North: Hunter St (North)											
7	L	16	0.0	0.191	17.7	LOS B	1.2	8.4	0.92	0.97	24.1
8	T	34	0.0	0.191	16.7	LOS B	1.2	8.4	0.92	0.96	24.3
9	R	8	0.0	0.191	20.9	LOS B	1.2	8.4	0.92	0.98	23.4
Approach		58	0.0	0.191	17.6	LOS B	1.2	8.4	0.92	0.96	24.1
West: Uralba St (West)											
10	L	28	0.0	0.864	9.5	LOS A	12.2	86.6	0.78	0.79	34.5
11	T	882	1.9	0.864	8.4	LOS A	12.2	86.6	0.78	0.75	34.5
12	R	160	1.9	0.864	12.6	LOS A	12.2	86.6	0.78	0.84	32.3
Approach		1070	1.9	0.864	9.1	LOS A	12.2	86.6	0.78	0.76	34.1
All Vehicles		1958	1.8	0.864	8.6	LOS A	12.2	86.6	0.66	0.72	33.5

LANE SUMMARY

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

Hunter and Uralba Street Intersection - PM Peak: Existing

Roundabout

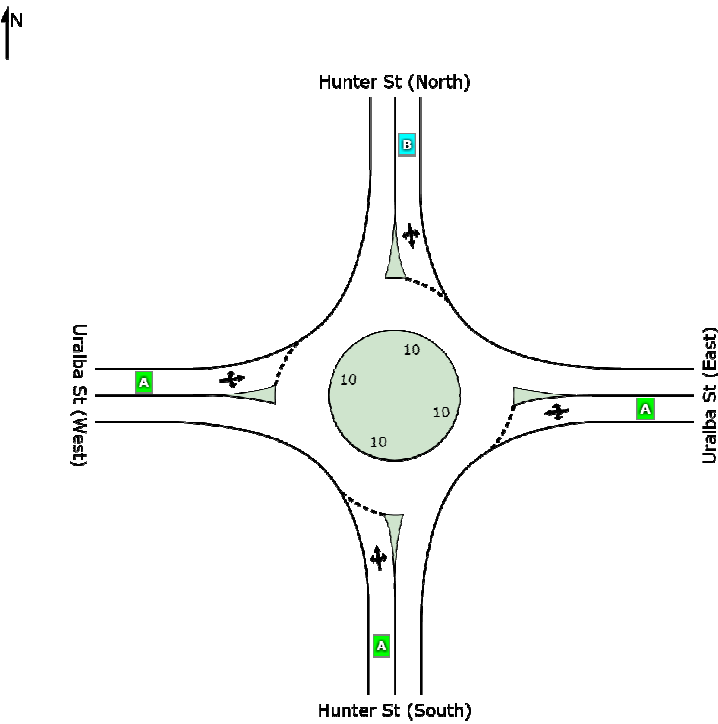
Lane Use and Performance																
	Demand Flows				HV	Cap.	Deg.	Lane	Average	Level of	95% Back of Queue		Lane	SL Type	Cap.	Prob.
	L	T	R	Total							Vehicles	Distance				
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	m	m		%	%
South: Hunter St (South)																
Lane 1	66	48	139	253	1.6	851	0.297	100	9.9	LOS A	1.6	11.2	150	–	0.0	0.0
Approach	66	48	139	253	1.6		0.297		9.9	LOS A	1.6	11.2				
East: Uralba St (East)																
Lane 1	96	445	36	577	1.9	1134	0.509	100	6.2	LOS A	3.1	22.2	150	–	0.0	0.0
Approach	96	445	36	577	1.9		0.509		6.2	LOS A	3.1	22.2				
North: Hunter St (North)																
Lane 1	16	34	8	58	0.0	303	0.191	100	17.6	LOS B	1.2	8.4	150	–	0.0	0.0
Approach	16	34	8	58	0.0		0.191		17.6	LOS B	1.2	8.4				
West: Uralba St (West)																
Lane 1	28	882	160	1070	1.9	1239	0.864	100	9.1	LOS A	12.2	86.6	200	–	0.0	0.0
Approach	28	882	160	1070	1.9		0.864		9.1	LOS A	12.2	86.6				
Intersection				1958	1.8		0.864		8.6	LOS A	12.2	86.6				

LEVEL OF SERVICE SUMMARY

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

Hunter and Uralba Street Intersection - PM Peak: Existing

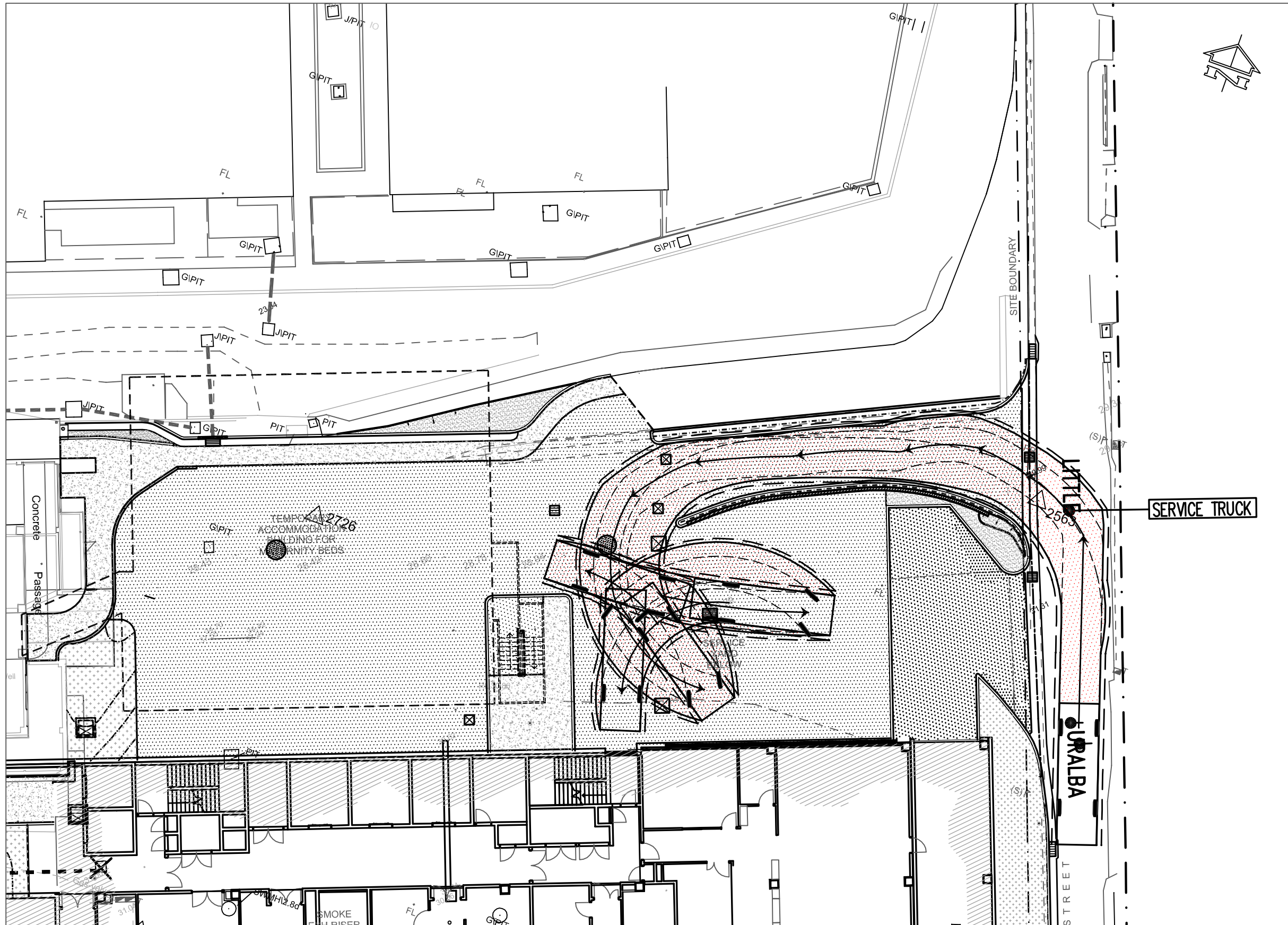
Roundabout



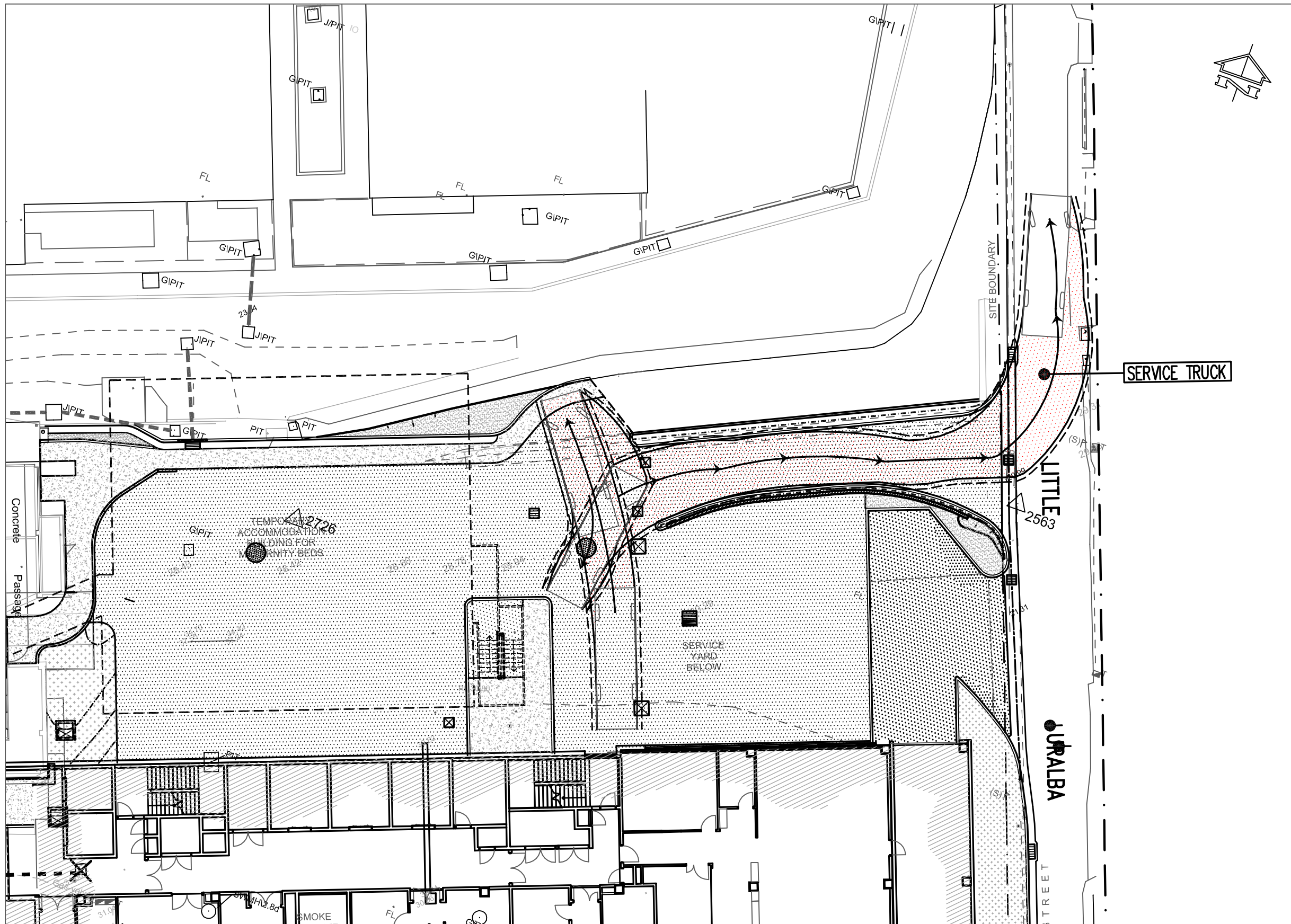
	South	East	North	West	Intersection
LOS	A	A	B	A	A

APPENDIX E

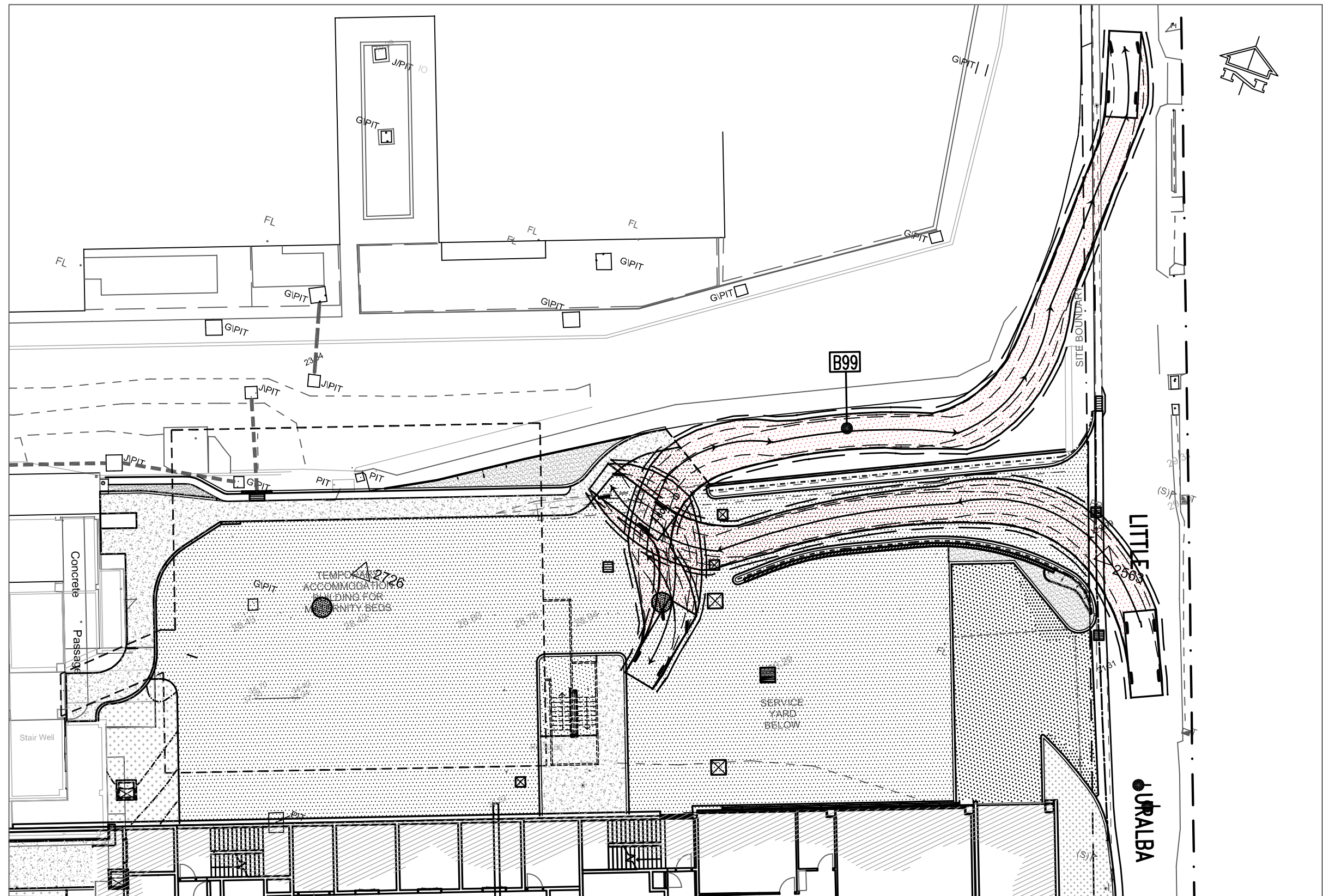
Vehicular Turning Paths



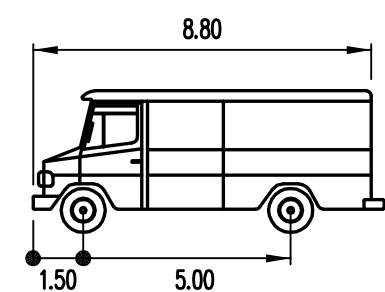
SERVICE YARD - TRUCK DRIVE IN



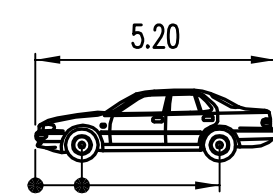
SERVICE YARD - TRUCK DRIVE OUT



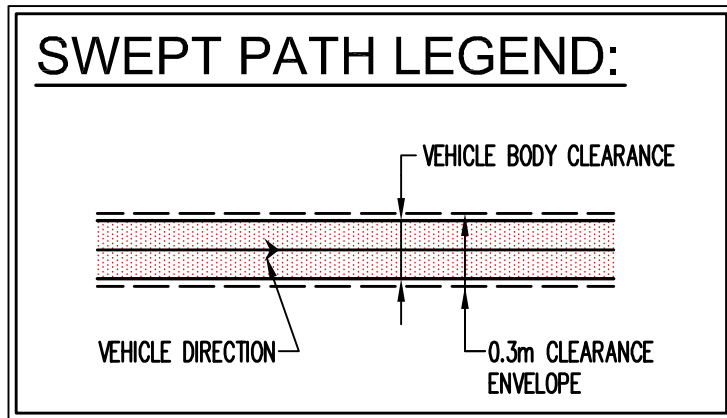
SERVICE YARD - B99 TURNING PATH



SERVICE VEHICLE
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 38.7



CAR
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.5



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B1 0 1 2 3 4 5 6 7 8 9 10

Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
P1	ISSUED FOR DA	HS	WW	26.07.13					
P1	ISSUE FOR COMMENT	HS	WW	25.07.13					

Architect
WOODS BAGOT

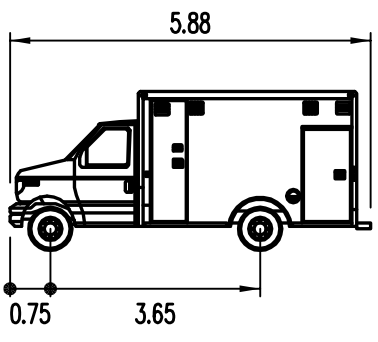
TaylorThomsonWhitting
Consulting Engineers
48 Chandos Street SLEDonalds NSW 2065
T: +61 2 9439 7288 F: +61 2 9438 3148 twh@tthw.com.au
Taylor Thomson Whitting (NSW) Pty Ltd A.C.N. 113 578 377

Project
LISMORE BASE HOSPITAL
REDEVELOPMENT
60 Uralba Street Lismore NSW 2480

Sheet Subject
STAGE 3A
SERVICE YARD TURNING PATH

Scale: B1
1:250
Drawn: WW
Authorised:
Job No: 121204
Drawing No: SKC081
Revision: P2
Plot File Created: Jul 26, 2013 - 4:59pm

ISSUED FOR DA

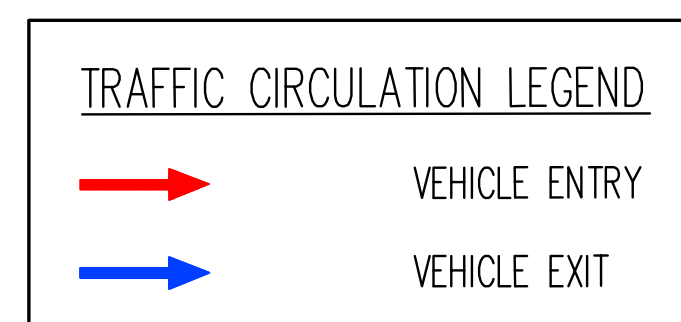
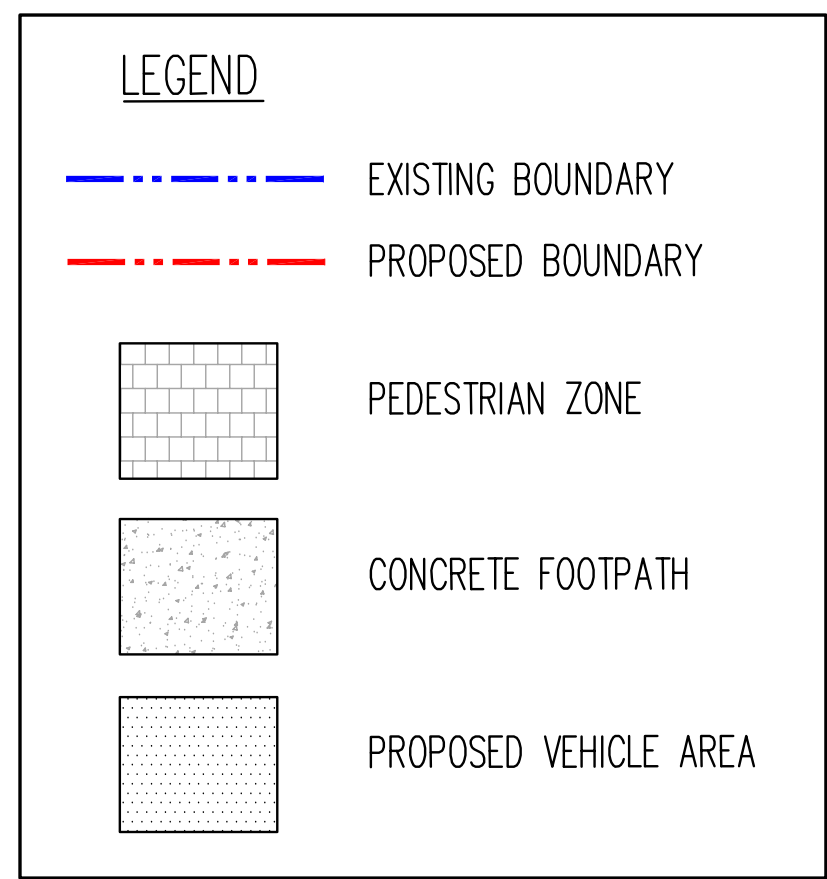


AMBULANCE	meters
Width	: 2.42
Track	: 1.85
Lock to Lock Time	: 6.0
Steering Angle	: 32.0

[illegible]

APPENDIX F

Proposed Traffic Circulation and Signage

[illegible]

 **TaylorThomsonWhitting**
Consulting Engineers
48 Chandos Street St.Leonards NSW 2065
T: +61 2 9439 7288 F: +61 2 9439 3146 twswyd@ttw.com.au
Taylor Thomson Whitting (NSW) Pty Ltd A.C.N. 113 576 337

Sheet Subject	STAGE 3A TRAFFIC CIRCULATION
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Scale : B1	Drawn	Authorised
1:250	WW	
Job No	Drawing No	Revision
121204	SKC070	P4
Plot File Created: Jul 26, 2013 - 4:13pm		

ISSUED FOR DA

[illegible]

 **TaylorThomsonWhitting**
Consulting Engineers
48 Chandos Street St Leonards NSW 2065
T: +61 2 9439 7288 F: +61 2 9439 3146 ttwsysd@ttw.com.au
Taylor Thomson Whitting (NSW) Pty Ltd A.C.N. 113 576 377

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