NEW HOPE GROUP

Appendix K
SIDRA Summary

Table S14 from Sidra Output Tables

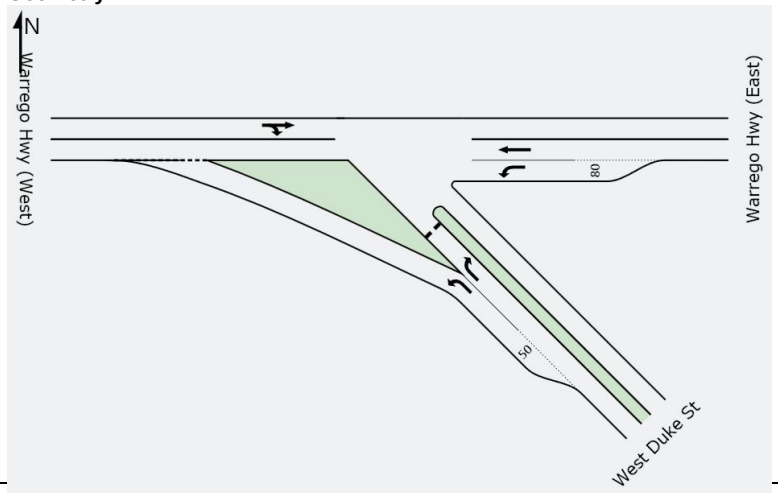
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	20			20	21				0.022	11.5	1	50
2 R			6	6	0				0.017	17.3	0	50
	20	0	6	26	16				0.022	12.9	1	
East: Warrego Hwy (East)												
1 L	4			4	0				0.002	11.0	0	80
2 T		238		238	19				0.137	0.0	0	500
	4	238	0	242	18				0.137	0.2		
West: Warrego Hwy (West)												
1 TR		252	9	261	21				0.157	1.8	9	500
	0	252	9	261	21				0.157	1.8	9	
ALL VEHICLES	Total Flow 529	% HV 20							Max X 0.157	Aver. Delay 1.6	Max Queue 9	

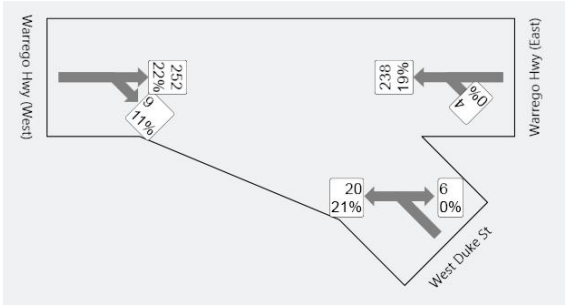
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

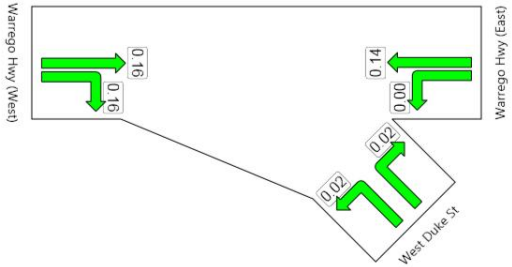
Geometry



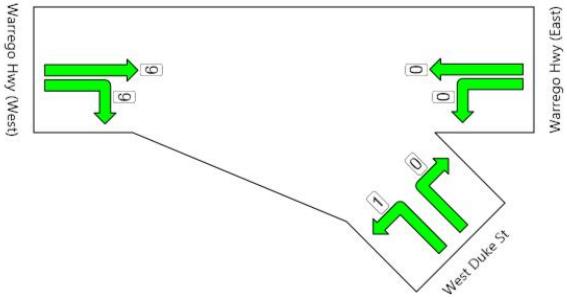
Demand flows



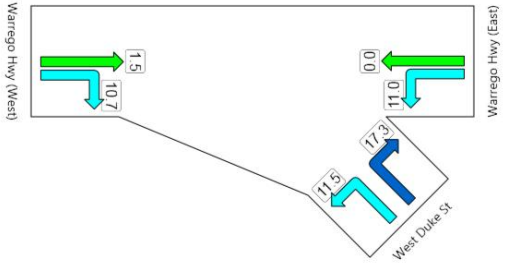
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

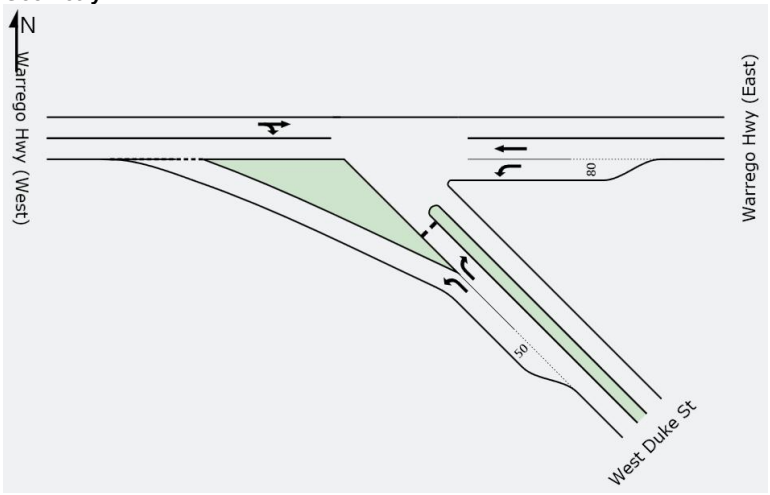
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	21			21	21				0.024	11.6	1	50
2 R			6	6	0				0.019	18.4	0	50
	21	0	6	27	16				0.024	13.2	1	
East: Warrego Hwy (East)												
1 L	4			4	0				0.002	11.0	0	80
2 T		256		256	19				0.147	0.0	0	500
	4	256	0	260	18				0.147	0.2		
West: Warrego Hwy (West)												
1 TR		279	11	289	21				0.173	2.0	11	500
	0	279	11	289	21				0.173	2.0	11	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	577	19	0.173	1.7	11

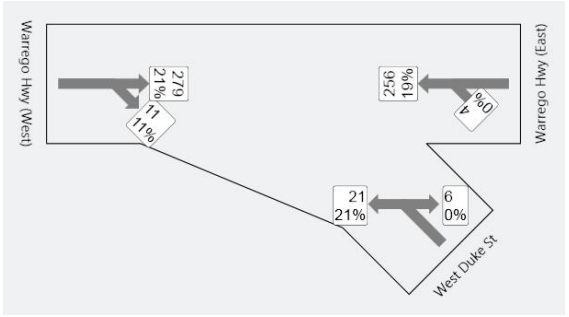
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

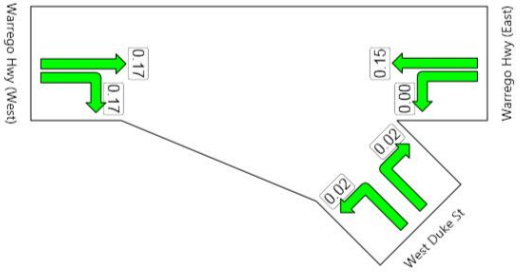
Geometry



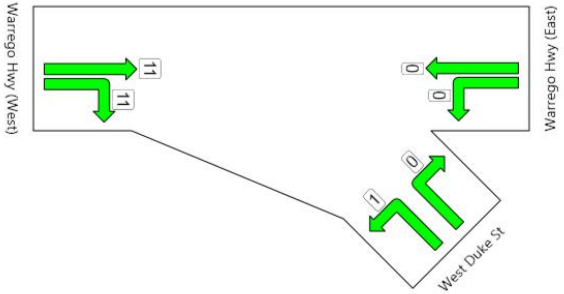
Demand flows



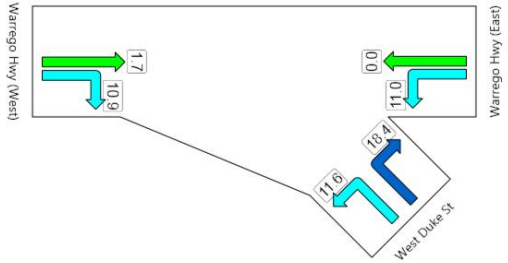
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

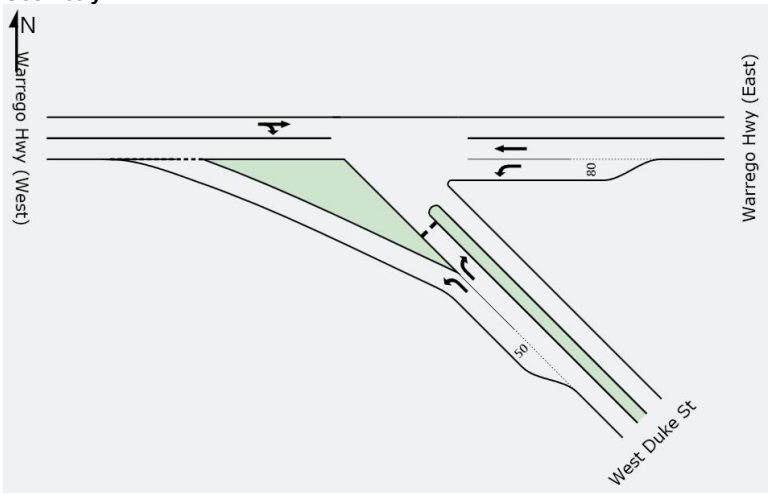
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	21			21	21				0.024	11.6	1	50
2 R			6	6	0				0.019	18.2	0	50
	21	0	6	27	16				0.024	13.2	1	
East: Warrego Hwy (East)												
1 L	4			4	0				0.002	11.0	0	80
2 T		256		256	19				0.147	0.0	0	500
	4	256	0	260	18				0.147	0.2		
West: Warrego Hwy (West)												
1 TR		269	11	280	21				0.168	2.0	10	500
	0	269	11	280	21				0.168	2.0	10	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	567	20	0.168	1.7	10

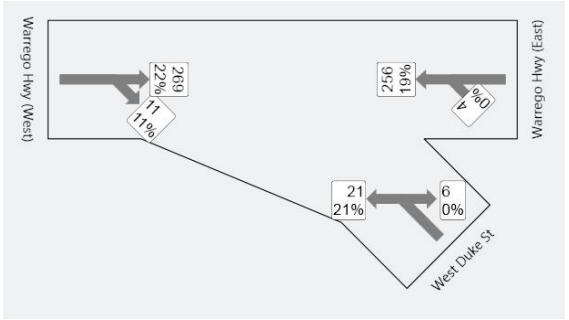
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

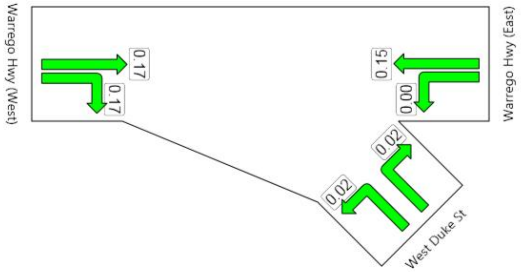
Geometry



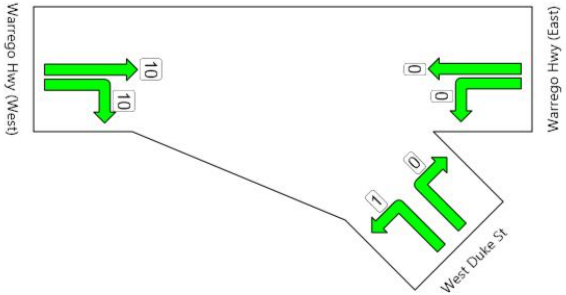
Demand flows



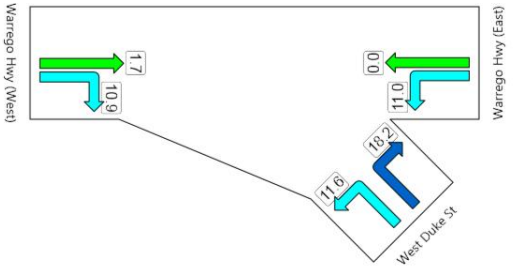
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

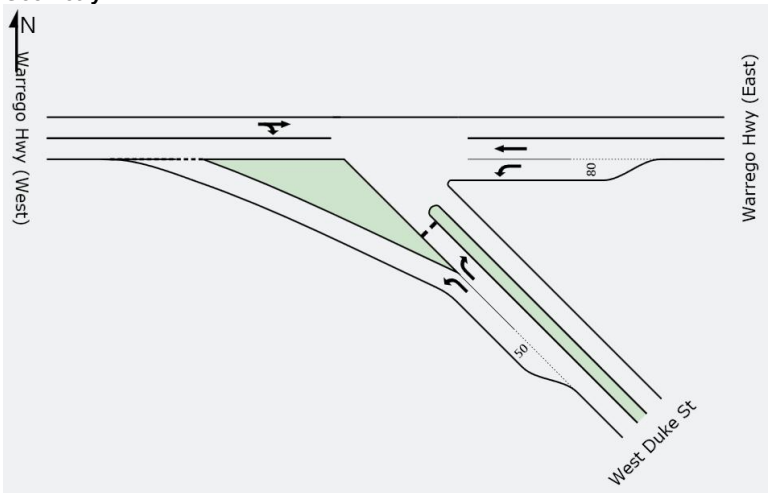
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	22			22	21				0.026	11.7	1	50
2 R			7	7	0				0.023	18.9	1	50
	22	0	7	29	16				0.026	13.5	1	
East: Warrego Hwy (East)												
1 L	4			4	0				0.002	11.0	0	80
2 T		268		268	18				0.154	0.0	0	500
	4	268	0	273	18				0.154	0.2		
West: Warrego Hwy (West)												
1 TR		283	11	294	21				0.176	2.1	11	500
	0	283	11	294	21				0.176	2.1	11	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	596	19	0.176	1.8	11

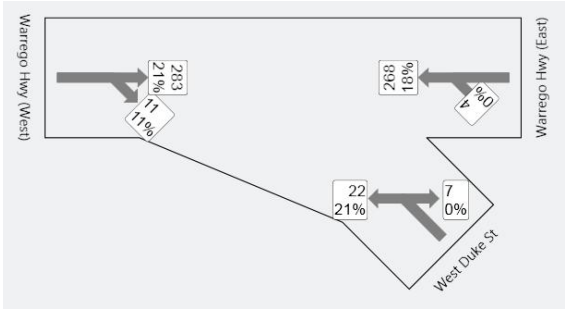
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

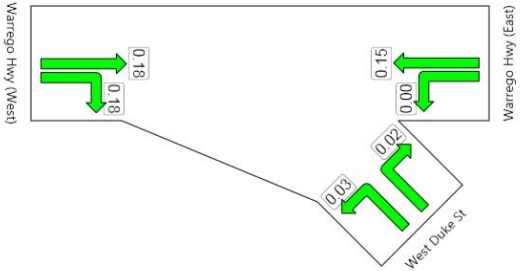
Geometry



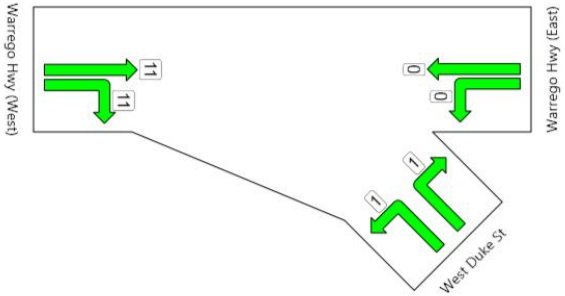
Demand flows



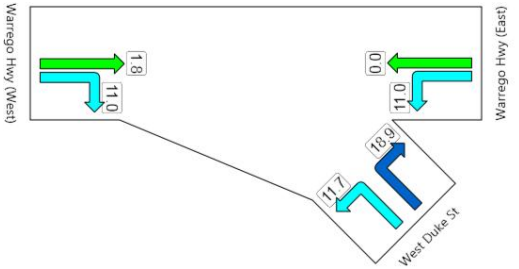
Degree of saturation



Queue distance (m)



Average delay



SKM

Warrego Highway / West Duke Street
AM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

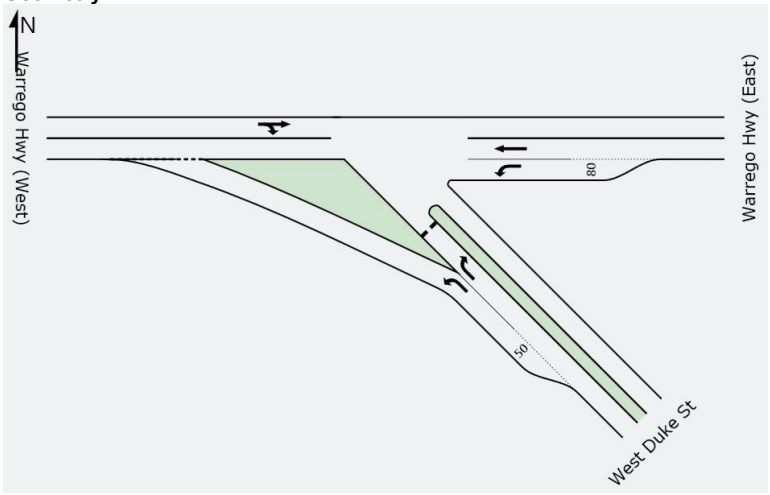
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	22			22	21				0.025	11.7	1	50
2 R			7	7	0				0.023	18.7	1	50
	22	0	7	29	16				0.025	13.5	1	
East: Warrego Hwy (East)												
1 L	4			4	0				0.002	11.0	0	80
2 T		264		264	19				0.152	0.0	0	500
	4	264	0	268	18				0.152	0.2		
West: Warrego Hwy (West)												
1 TR		279	11	289	21				0.174	2.1	11	500
	0	279	11	289	21				0.174	2.1	11	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	587	20	0.174	1.8	11

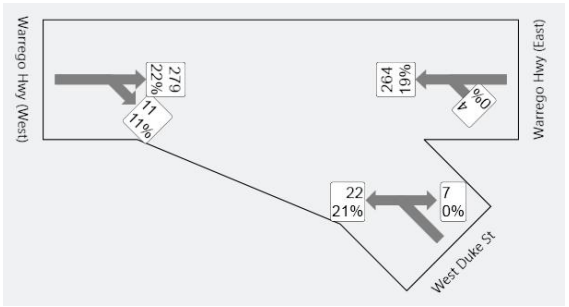
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

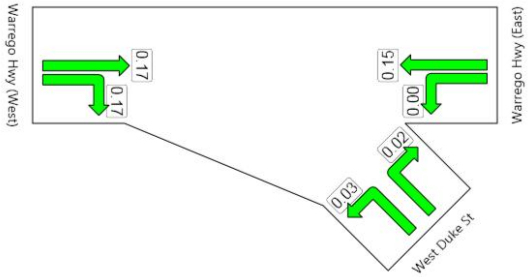
Geometry



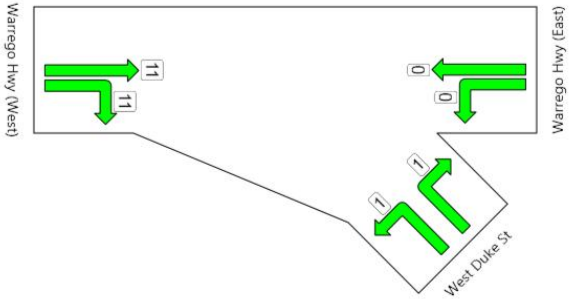
Demand flows



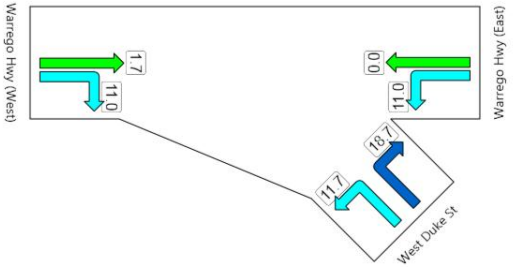
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

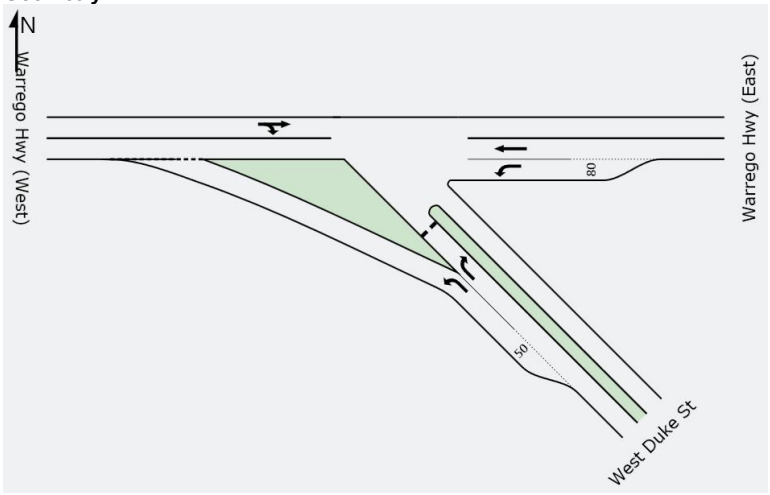
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	17			17	56				0.036	16.8	1	50
2 R			5	5	0				0.033	31.3	1	50
	17	0	5	22	43				0.036	20.2	1	
East: Warrego Hwy (East)												
1 L	5			5	0				0.003	11.0	0	80
2 T		361		361	27				0.217	0.0	0	500
	5	361	0	366	26				0.217	0.2		
West: Warrego Hwy (West)												
1 TR		468	5	474	26				0.290	6.6	38	500
	0	468	5	474	26				0.290	6.6	38	
ALL VEHICLES			Total Flow	% HV					Max X	Aver. Delay	Max Queue	
			862	27					0.290	4.2	38	

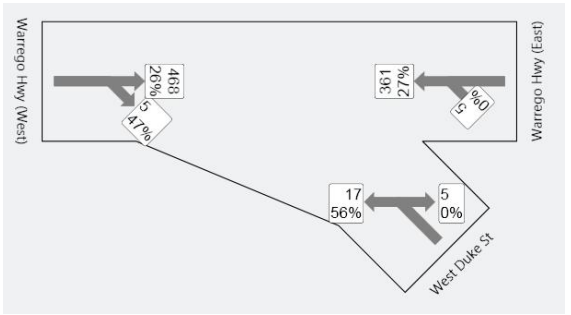
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

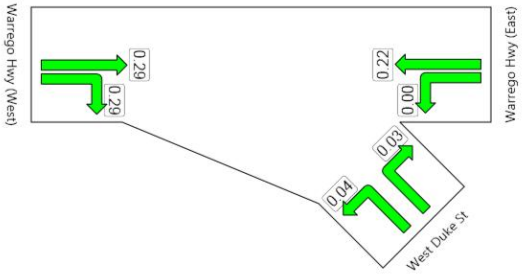
Geometry



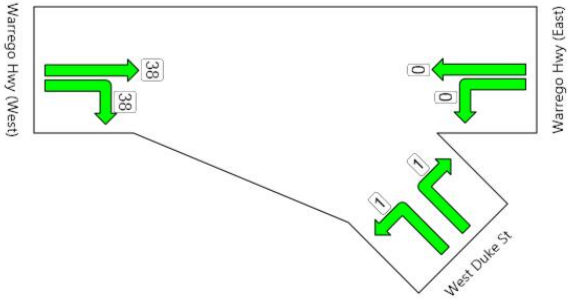
Demand flows



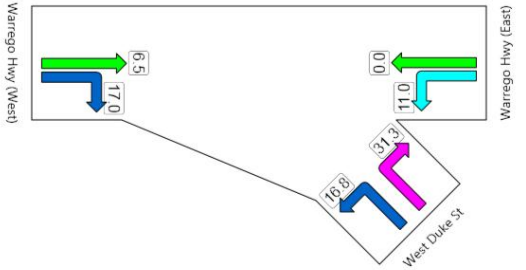
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

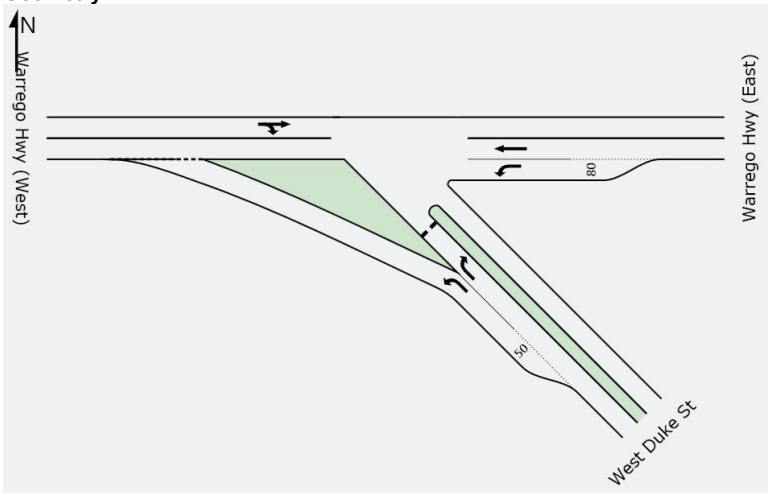
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	17			17	56				0.036	16.8	1	50
2 R			5	5	0				0.033	31.2	1	50
	17	0	5	22	43				0.036	20.2	1	
East: Warrego Hwy (East)												
1 L	5			5	0				0.003	11.0	0	80
2 T		361		361	27				0.218	0.0	0	500
	5	361	0	366	27				0.218	0.2		
West: Warrego Hwy (West)												
1 TR		464	5	469	26				0.288	6.7	37	500
	0	464	5	469	26				0.288	6.7	37	
ALL VEHICLES				Total Flow 858	% HV 27				Max X 0.288	Aver. Delay 4.2	Max Queue 37	

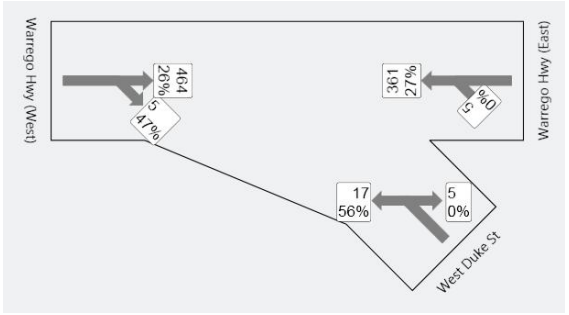
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

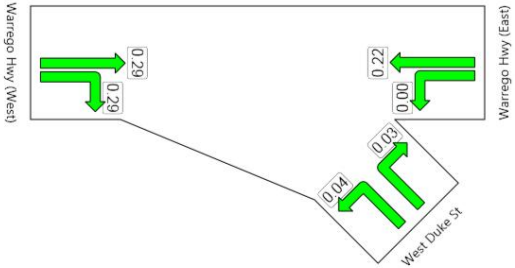
Geometry



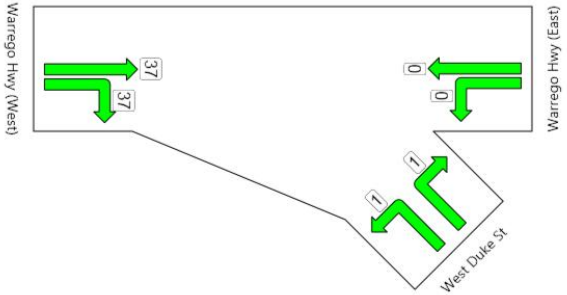
Demand flows



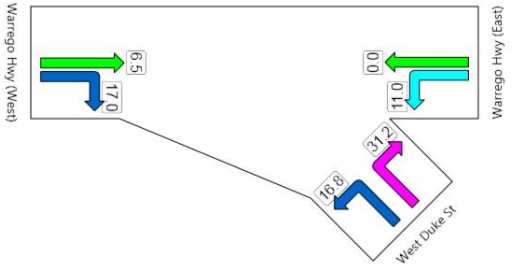
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
AM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

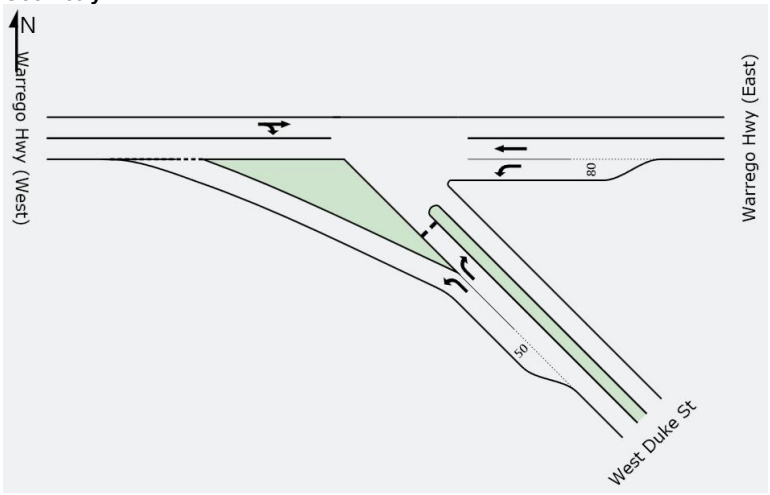
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	11			11	0				0.009	10.0	0	50
2 R			3	3	33				0.016	26.9	0	50
	11	0	3	14	8				0.016	13.9	0	
East: Warrego Hwy (East)												
1 L	3			3	0				0.002	11.0	0	80
2 T		228		228	17				0.130	0.0	0	500
	3	228	0	232	17				0.130	0.1		
West: Warrego Hwy (West)												
1 TR		297	3	300	25				0.180	1.4	10	500
	0	297	3	300	25				0.180	1.4	10	
ALL VEHICLES			Total Flow		% HV				Max X	Aver. Delay	Max Queue	
			545		21				0.180	1.2	10	

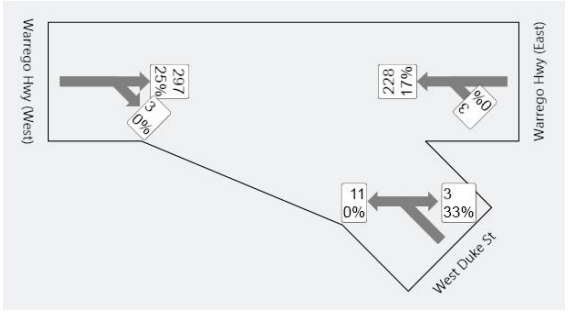
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

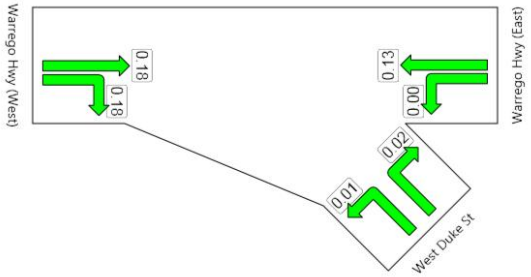
Geometry



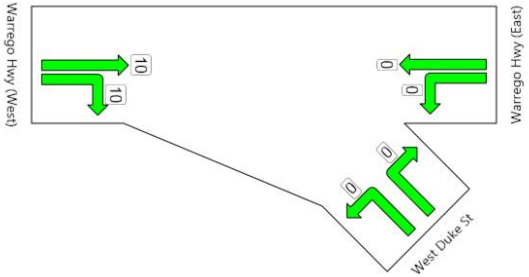
Demand flows



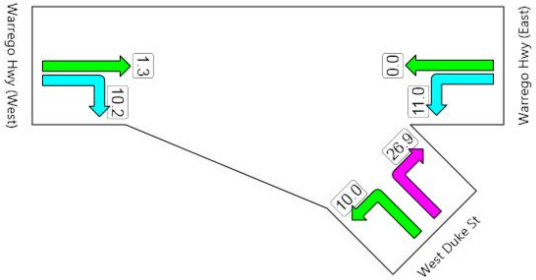
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

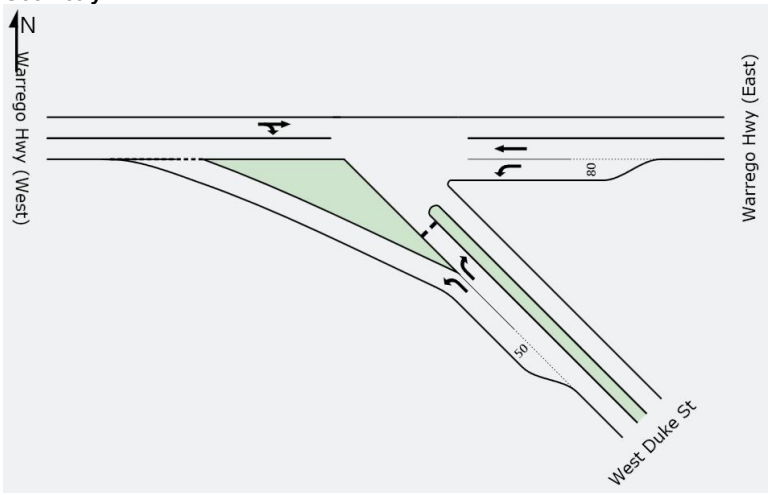
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	12			12	0				0.011	10.1	0	50
2 R			3	3	33				0.018	29.4	1	50
	12	0	3	15	7				0.018	14.2	1	
East: Warrego Hwy (East)												
1 L	3			3	0				0.002	11.0	0	80
2 T		254		254	16				0.144	0.0	0	500
	3	254	0	257	16				0.144	0.1		
West: Warrego Hwy (West)												
1 TR		318	3	321	25				0.192	1.5	11	500
	0	318	3	321	25				0.192	1.5	11	
ALL VEHICLES				Total Flow 593	% HV 21				Max X 0.192	Aver. Delay 1.2	Max Queue 11	

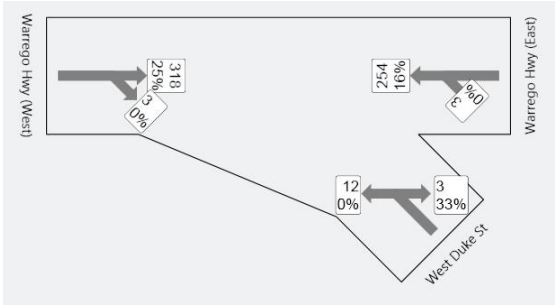
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

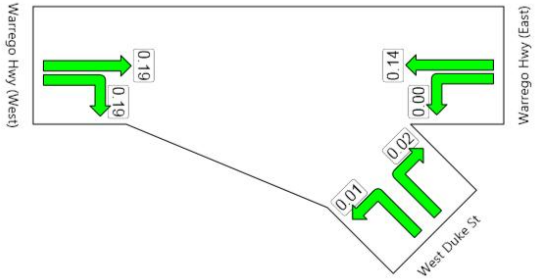
Geometry



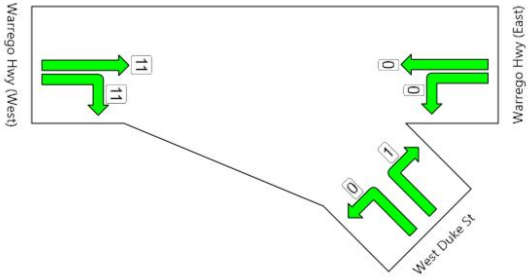
Demand flows



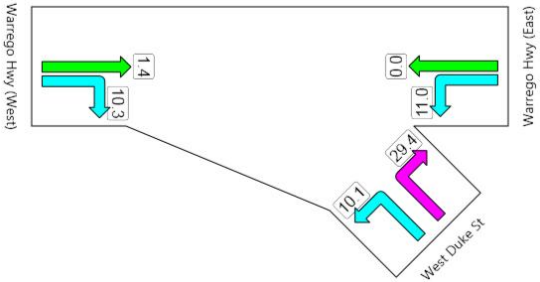
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

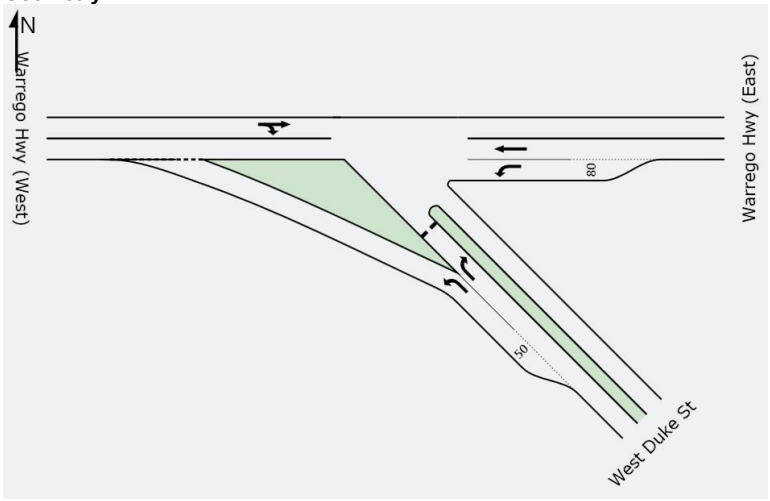
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	12			12	0				0.011	10.0	0	50
2 R			3	3	33				0.018	29.0	1	50
	12	0	3	15	7				0.018	14.1	1	
East: Warrego Hwy (East)												
1 L	3			3	0				0.002	11.0	0	80
2 T		244		244	17				0.139	0.0	0	500
	3	244	0	247	17				0.139	0.1		
West: Warrego Hwy (West)												
1 TR		318	3	321	25				0.192	1.5	11	500
	0	318	3	321	25				0.192	1.5	11	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	583	21	0.192	1.2	11

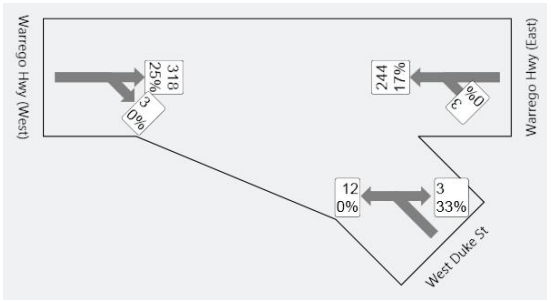
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

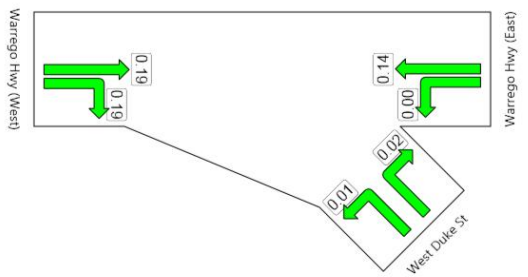
Geometry



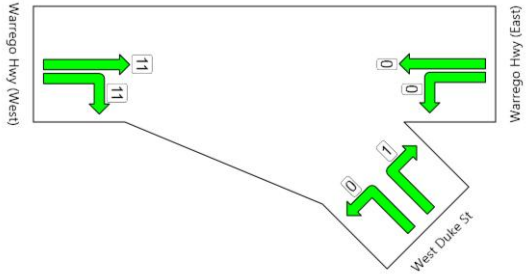
Demand flows



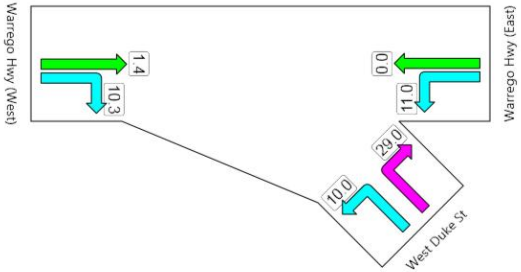
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

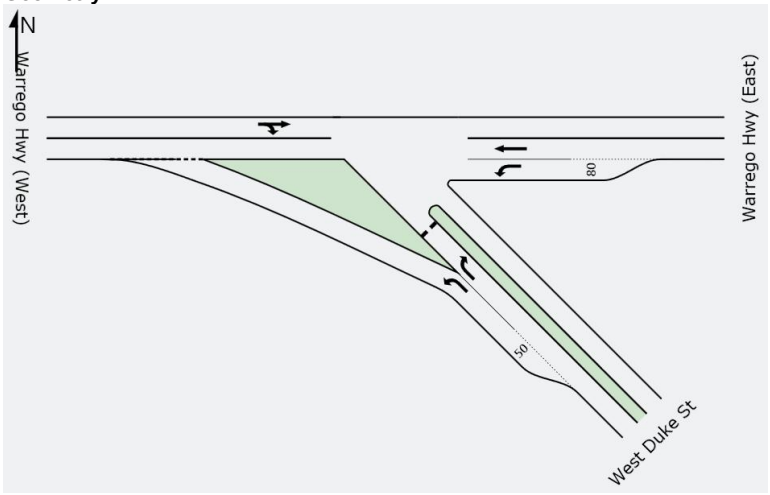
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	12			12	0				0.011	10.1	0	50
2 R			3	3	33				0.019	30.7	1	50
	12	0	3	15	7				0.019	14.5	1	
East: Warrego Hwy (East)												
1 L	3			3	0				0.002	11.0	0	80
2 T		258		258	17				0.147	0.0	0	500
	3	258	0	261	17				0.147	0.1		
West: Warrego Hwy (West)												
1 TR		334	3	337	24				0.201	1.6	12	500
	0	334	3	337	24				0.201	1.6	12	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	613	21	0.201	1.3	12

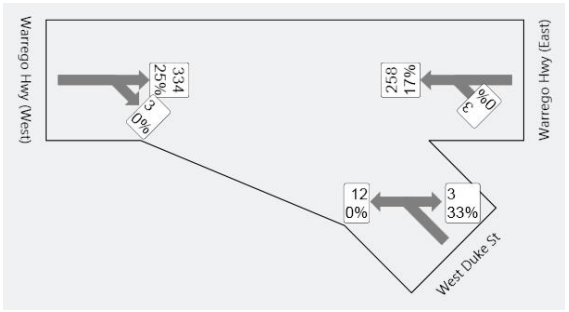
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

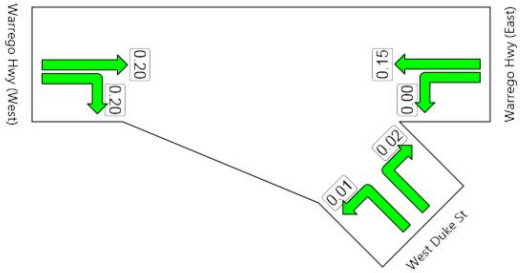
Geometry



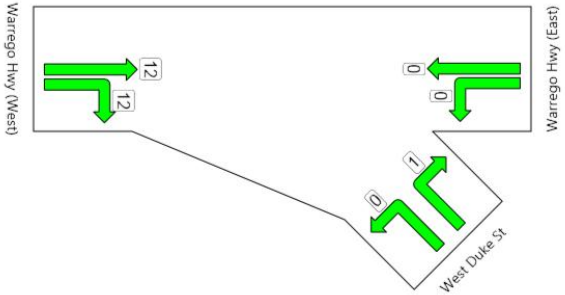
Demand flows



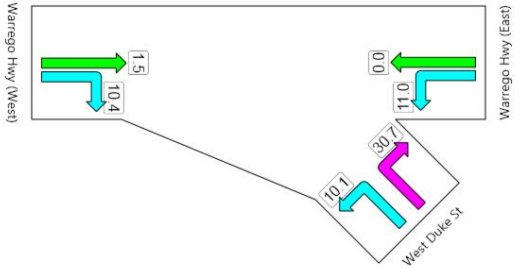
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

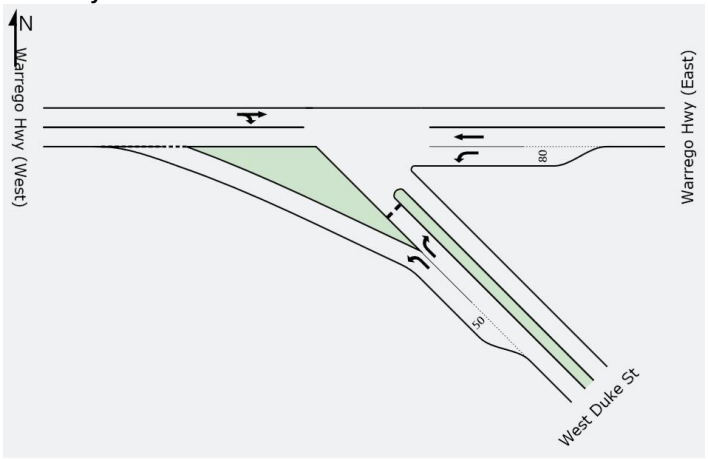
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	12			12	0				0.011	10.1	0	50
2 R			3	3	33				0.019	30.1	1	50
	12	0	3	15	7				0.019	14.4	1	
East: Warrego Hwy (East)												
1 L	3			3	0				0.002	11.0	0	80
2 T		253		253	17				0.144	0.0	0	500
	3	253	0	256	17				0.144	0.1		
West: Warrego Hwy (West)												
1 TR		329	3	333	24				0.199	1.5	12	500
	0	329	3	333	24				0.199	1.5	12	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	603	21	0.199	1.3	12

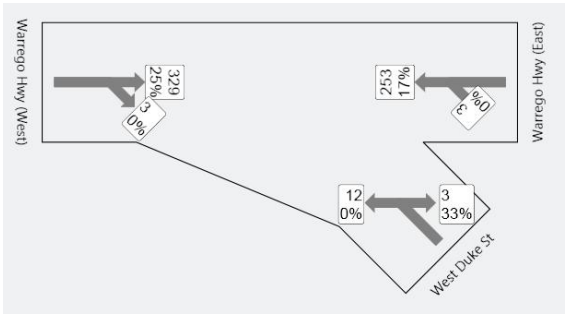
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

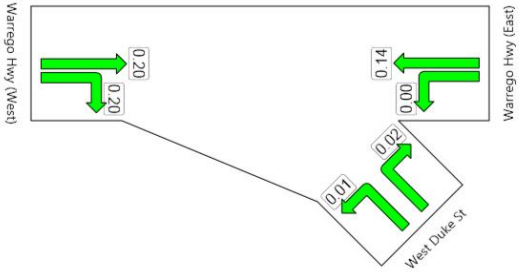
Geometry



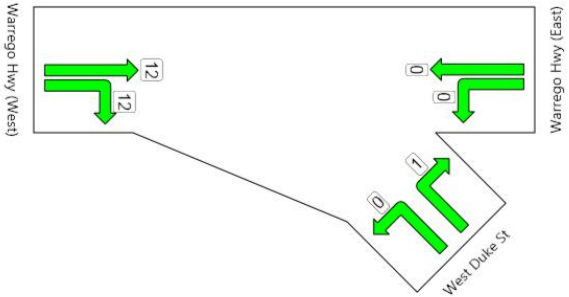
Demand flows



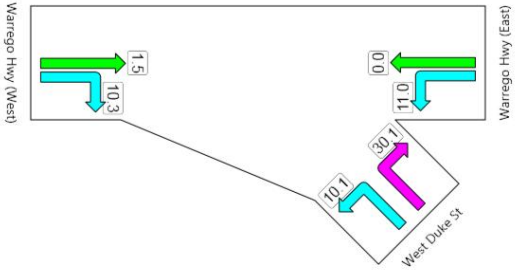
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Give-Way Sign Controlled Intersection

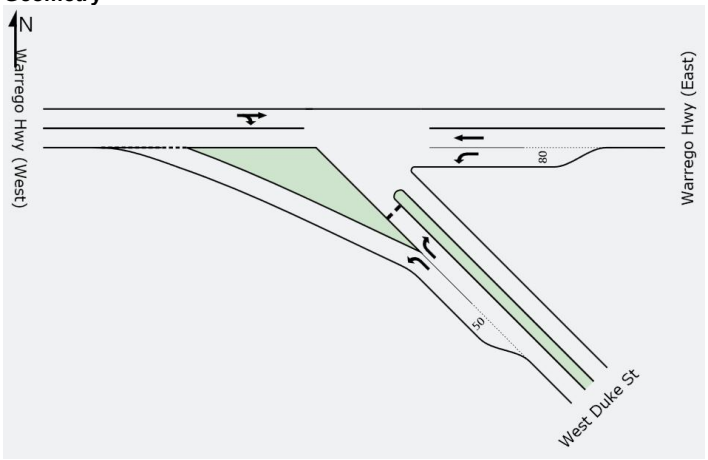
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	17			17	0				0.019	11.1	1	50
2 R			5	5	47				0.131	99.3	4	50
	17	0	5	22	11				0.131	32.1	4	
East: Warrego Hwy (East)												
1 L	5			5	0				0.003	11.0	0	80
2 T		402		402	24				0.238	0.0	0	500
	5	402	0	407	23				0.238	0.1		
West: Warrego Hwy (West)												
1 TR		468	5	474	34				0.300	3.5	26	500
	0	468	5	474	34				0.300	3.5	26	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	903	29	0.300	2.7	26

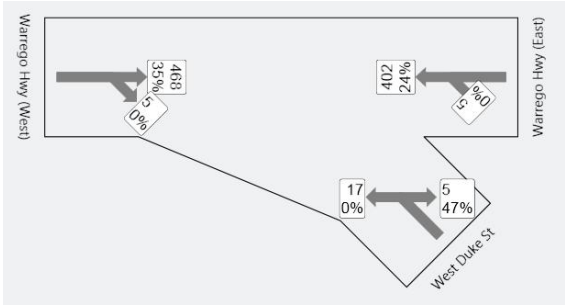
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

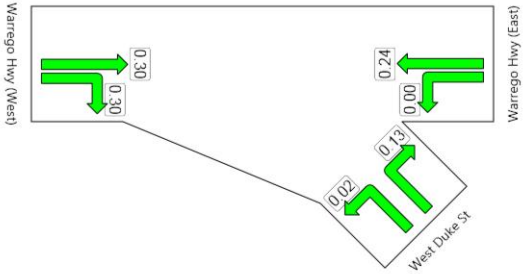
Geometry



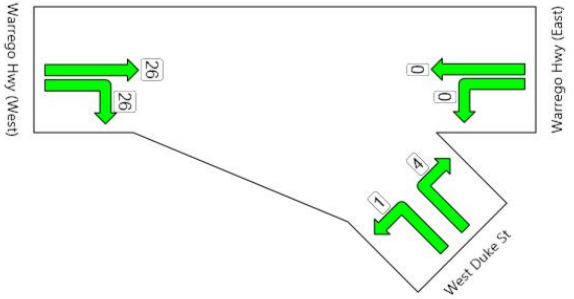
Demand flows



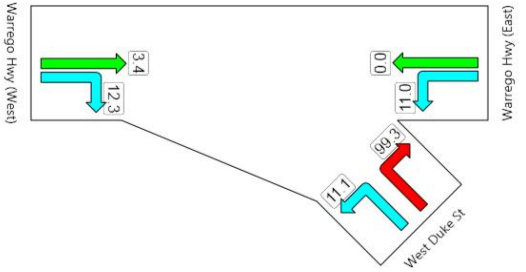
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

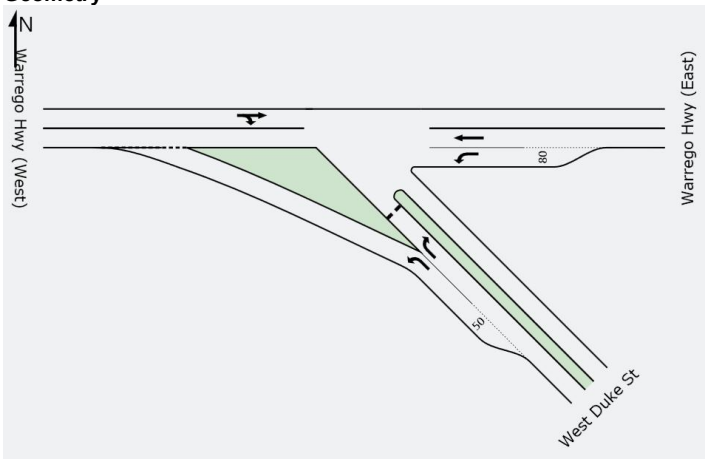
Intersection ID: 1
Give-Way Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
SouthEast: West Duke St												
1 L	17			17	0				0.019	11.0	0	50
2 R			5	5	47				0.121	92.2	3	50
	17	0	5	22	11				0.121	30.3	3	
East: Warrego Hwy (East)												
1 L	5			5	0				0.003	11.0	0	80
2 T		383		383	24				0.227	0.0	0	500
	5	383	0	388	23				0.227	0.1		
West: Warrego Hwy (West)												
1 TR		464	5	469	34				0.297	3.2	24	500
	0	464	5	469	34				0.297	3.2	24	
ALL VEHICLES			Total Flow		% HV				Max X	Aver. Delay	Max Queue	
			880		29				0.297	2.5	24	

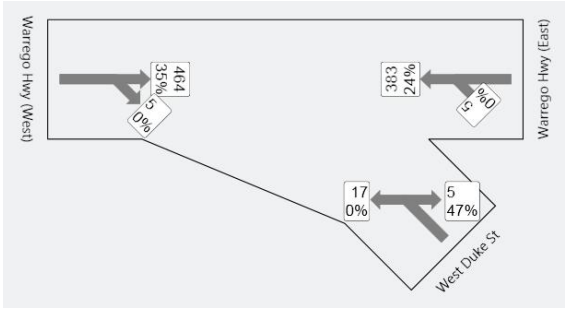
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

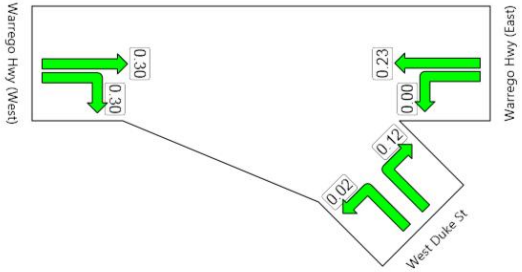
Geometry



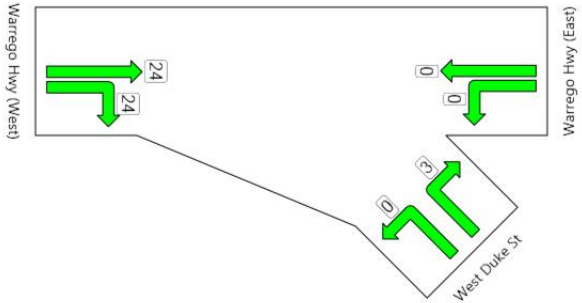
Demand flows



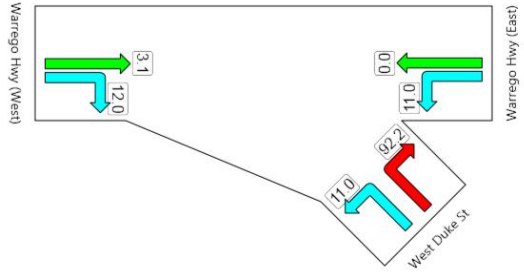
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / West Duke Street
PM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

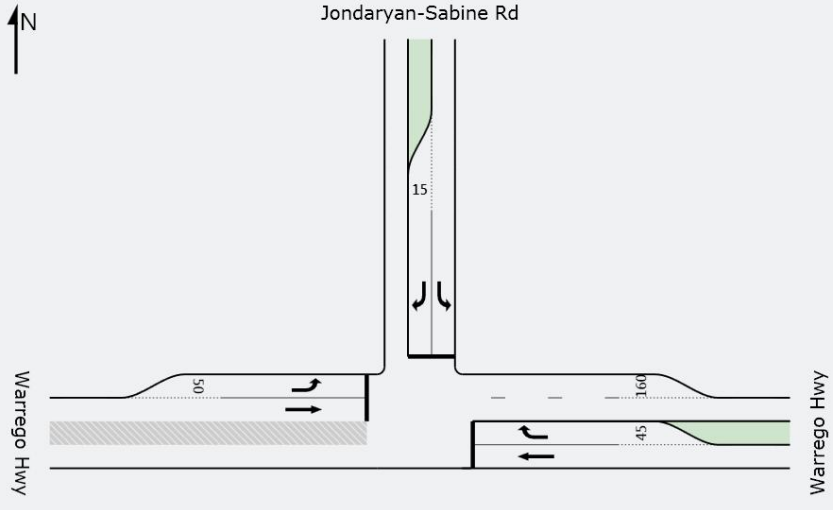
Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		316		316	23	1950	3540	60	0.186	0.0	0	500
2 R			15	15	29	1950	3540		0.059	12.6	4	45
	0	316	15	331	23				0.186	0.6	4	
North: Jondaryan-Sabine Rd												
1 L	17			17	25	1950	3540		0.012	10.7	4	500
2 R			9	9	11	1950	3540		0.088	12.1	2	15
	17	0	9	26	20				0.088	11.2	4	
West: Warrego Hwy												
1 L	9			9	33	1950	3540		0.035	12.1	2	50
2 T		237		237	15	1950	3540	60	0.133	0.0	0	500
	9	237	0	246	15				0.133	0.5	2	
ALL VEHICLES				Total Flow 603	% HV 20		Cycle Time 3600		Max X 0.186	Aver. Delay 1.0	Max Queue 4	

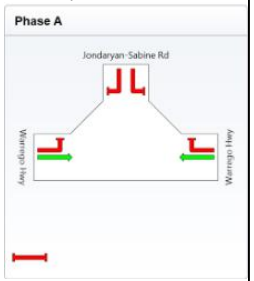
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

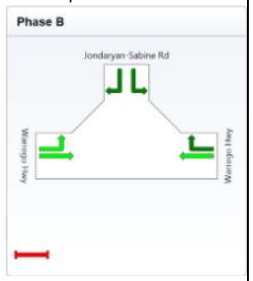
Geometry



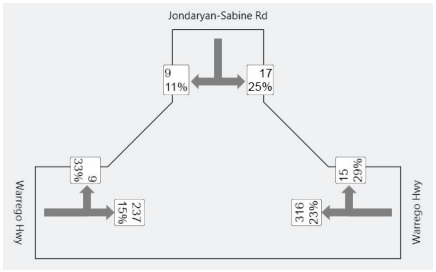
Phasing Summary
Phase A
Phase Time 60s
Phase Split 2%



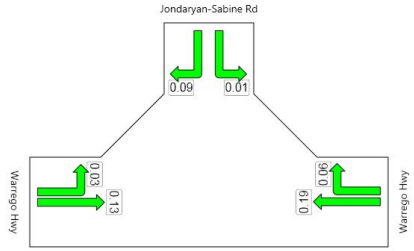
Phase B
Phase Time 3540s
Phase Split 98%



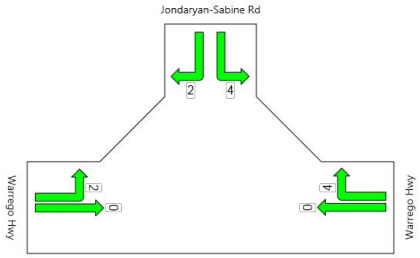
Demand flows



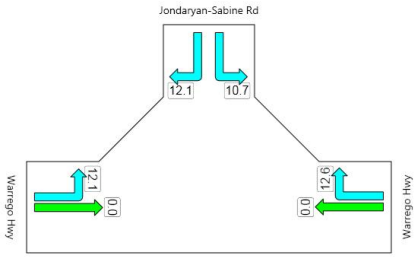
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

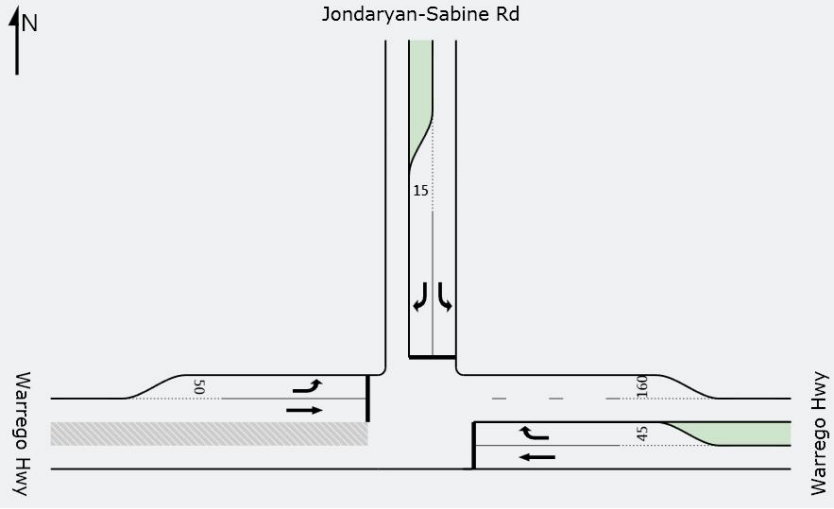
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		339		339	23	1950	3540	60	0.200	0.0	0	500
2 R			59	59	42	1950	3538		0.266	18.7	17	45
	0	339	59	398	26				0.266	2.8	17	
North: Jondaryan-Sabine Rd												
1 L	43			43	38	1950	3540		0.034	11.2	11	500
2 R			12	12	15	1950	3537		0.116	13.2	3	15
	43	0	12	55	33				0.116	11.6	11	
West: Warrego Hwy												
1 L	46			46	44	1950	3540		0.183	16.3	13	50
2 T		263		263	14	1950	3540	60	0.147	0.0	0	500
	46	263	0	309	19				0.183	2.4	13	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	762	23	3600	0.266	3.3	17

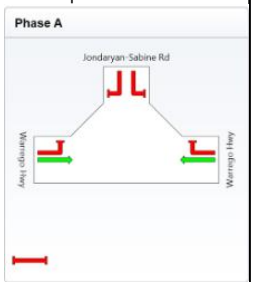
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

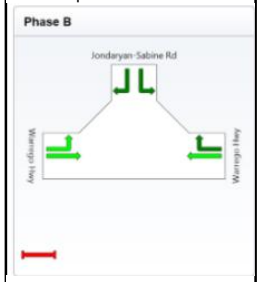
Geometry



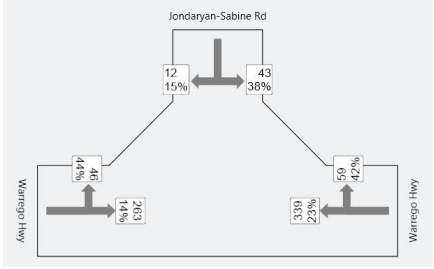
Phasing Summary
Phase A
Phase Time 60s
Phase Split 2%



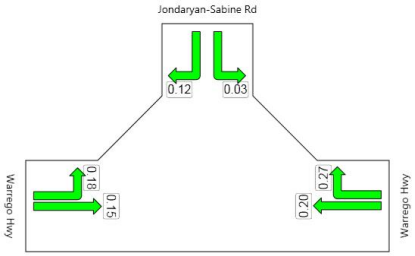
Phase B
Phase Time 3540s
Phase Split 98%



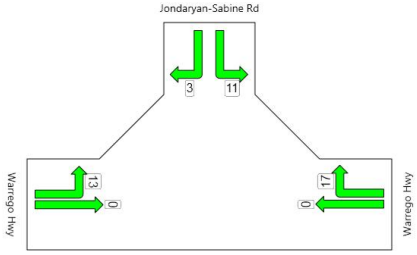
Demand flows



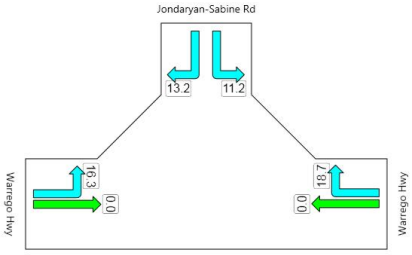
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

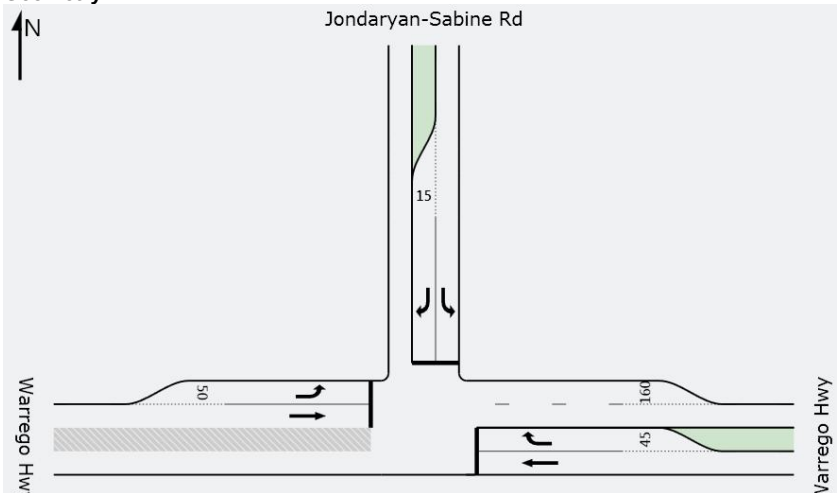
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		339		339	23	1950	3540	60	0.200	0.0	0	500
2 R			16	16	29	1950	3540		0.063	12.7	4	45
	0	339	16	355	23				0.200	0.6	4	
North: Jondaryan-Sabine Rd												
1 L	18			18	25	1950	3540		0.013	10.7	4	500
2 R			11	11	11	1950	3540		0.098	12.4	2	15
	18	0	11	28	20				0.098	11.3	4	
West: Warrego Hwy												
1 L	11			11	33	1950	3540		0.039	12.2	3	50
2 T		254		254	15	1950	3540	60	0.142	0.0	0	500
	11	254	0	264	15				0.142	0.5	3	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	647	20	3600	0.200	1.0	4

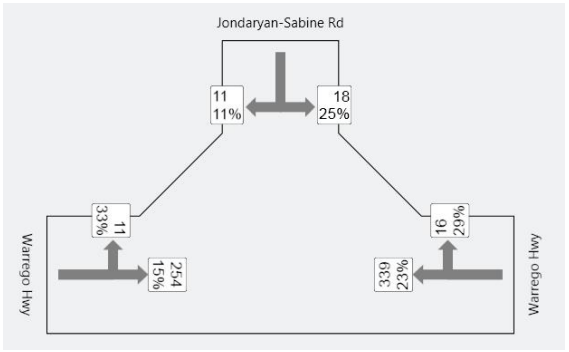
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

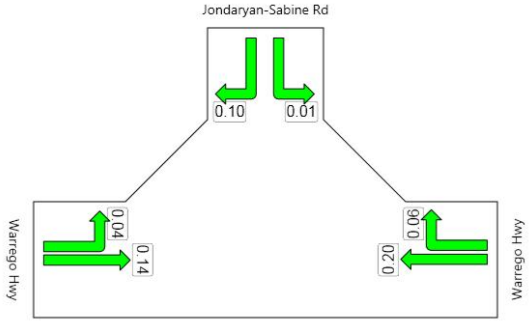
Geometry



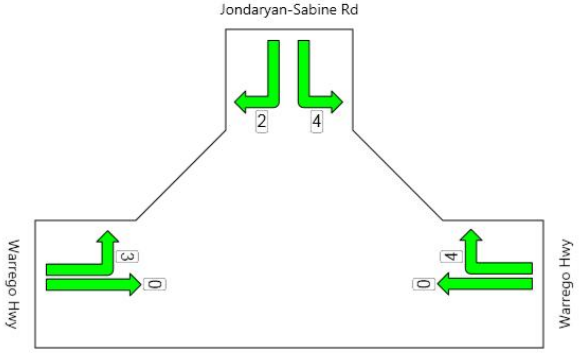
Demand flows



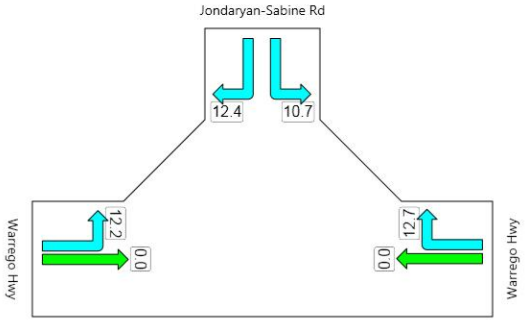
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

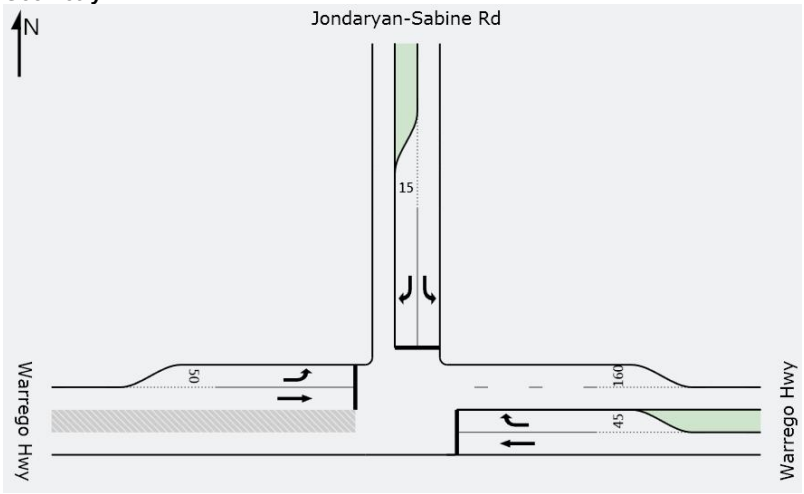
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		351		351	23	1950	3540	60	0.207	0.0	0	500
2 R			41	41	31	1950	3539		0.170	15.6	10	45
	0	351	41	392	24				0.207	1.6	10	
North: Jondaryan-Sabine Rd												
1 L	43			43	30	1950	3540		0.033	10.9	11	500
2 R			27	27	25	1950	3539		0.286	18.5	7	15
	43	0	27	71	28				0.286	13.8	11	
West: Warrego Hwy												
1 L	27			27	33	1950	3540		0.101	13.8	7	50
2 T		262		262	15	1950	3540	60	0.147	0.0	0	500
	27	262	0	289	16				0.147	1.3	7	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	752	21	3600	0.286	2.6	11

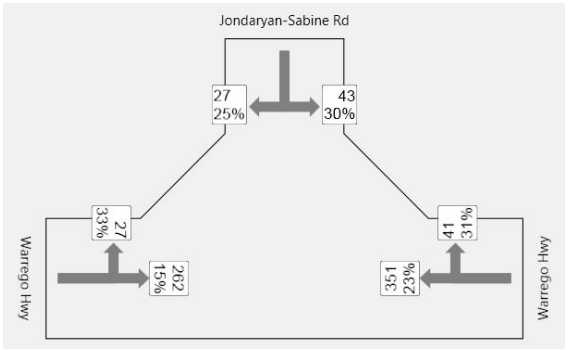
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

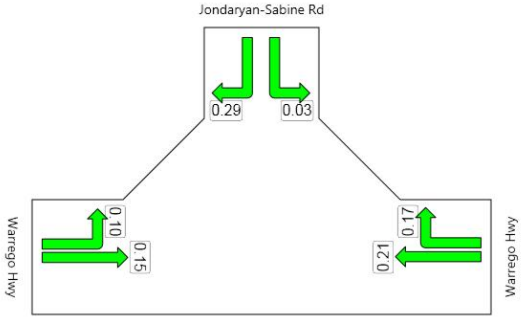
Geometry



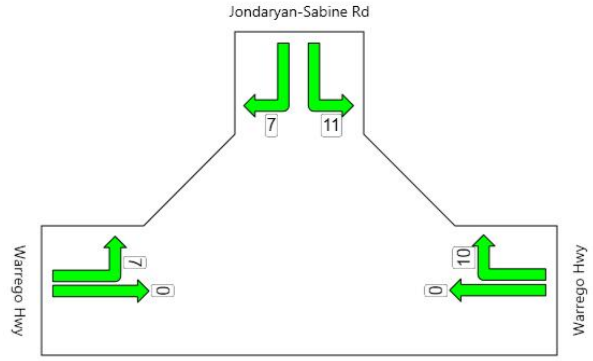
Demand flows



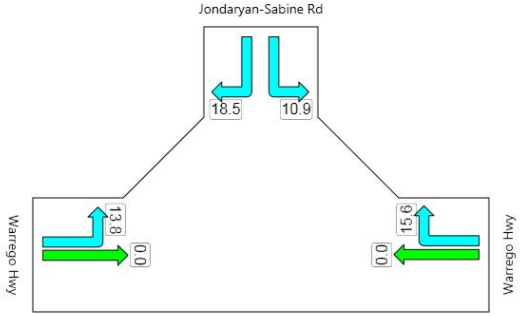
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

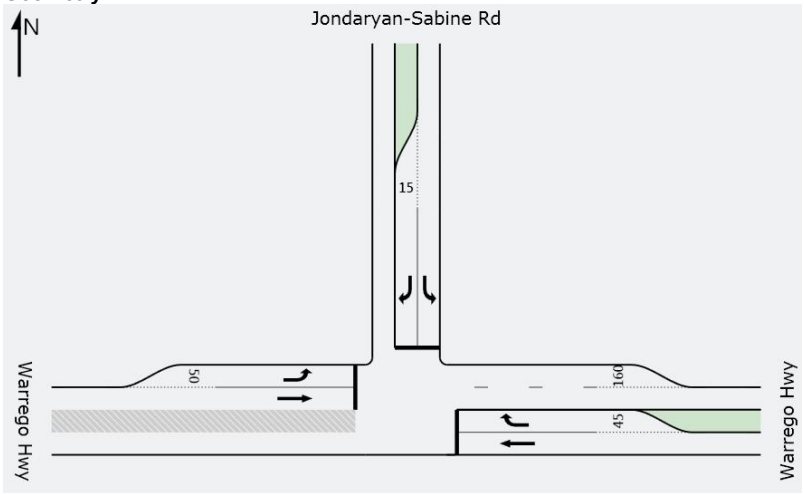
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		351		351	23	1950	3540	60	0.207	0.0	0	500
2 R			17	17	29	1950	3540		0.067	12.8	4	45
	0	351	17	367	23				0.207	0.6	4	
North: Jondaryan-Sabine Rd												
1 L	19			19	25	1950	3540		0.014	10.7	4	500
2 R			11	11	11	1950	3540		0.098	12.4	2	15
	19	0	11	29	20				0.098	11.3	4	
West: Warrego Hwy												
1 L	11			11	33	1950	3540		0.039	12.2	3	50
2 T		262		262	15	1950	3540	60	0.147	0.0	0	500
	11	262	0	273	15				0.147	0.5	3	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	669	20	3600	0.207	1.0	4

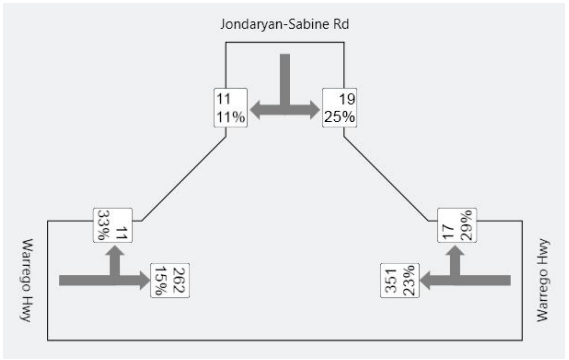
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

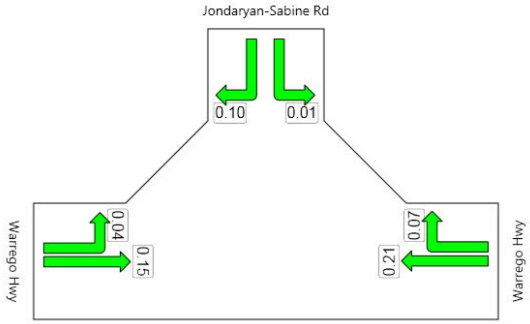
Geometry



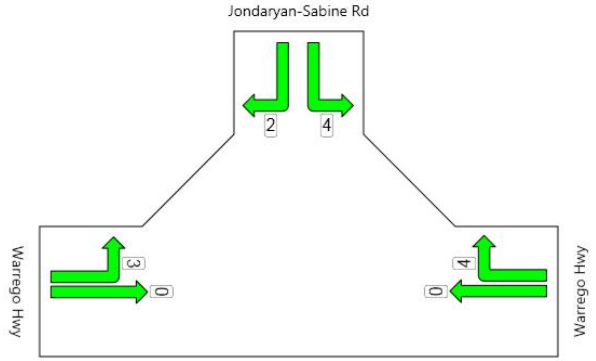
Demand flows



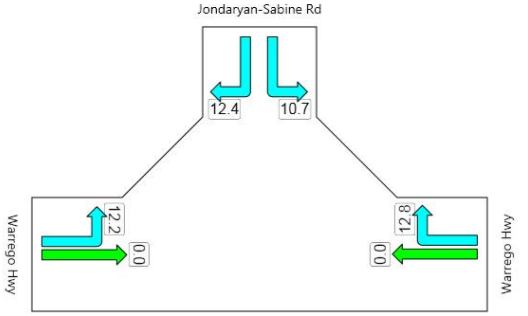
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

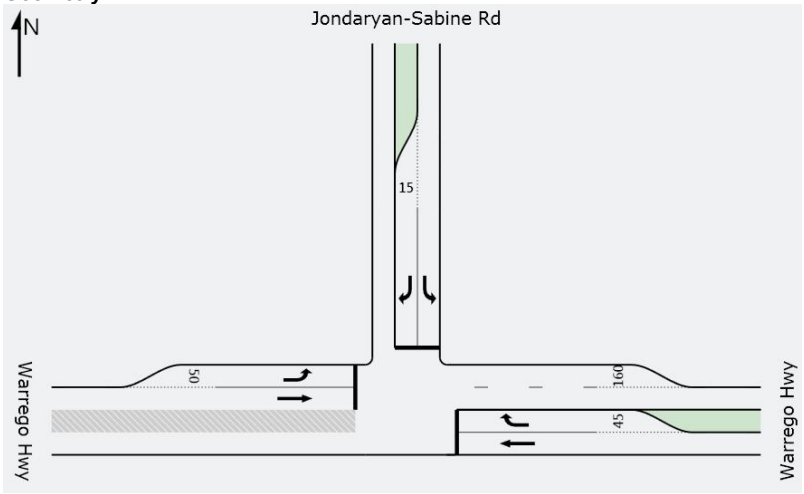
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		394		394	41	1950	3540	60	0.256	0.0	0	500
2 R			48	48	43	1950	3539		0.216	17.2	13	45
	0	394	48	442	41				0.256	1.9	13	
North: Jondaryan-Sabine Rd												
1 L	42			42	48	1950	3540		0.035	11.6	12	500
2 R			34	34	33	1950	3538		0.380	21.8	9	15
	42	0	34	76	42				0.380	16.1	12	
West: Warrego Hwy												
1 L	25			25	57	1950	3540		0.108	14.8	7	50
2 T		237		237	15	1950	3540	60	0.133	0.0	0	500
	25	237	0	262	19				0.133	1.4	7	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	780	34	3600	0.380	3.1	13

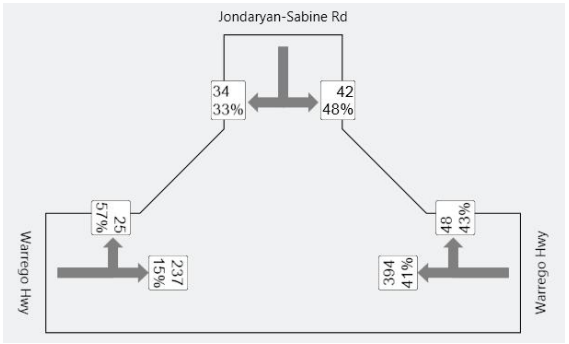
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

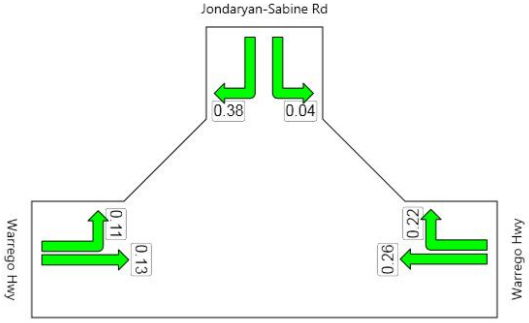
Geometry



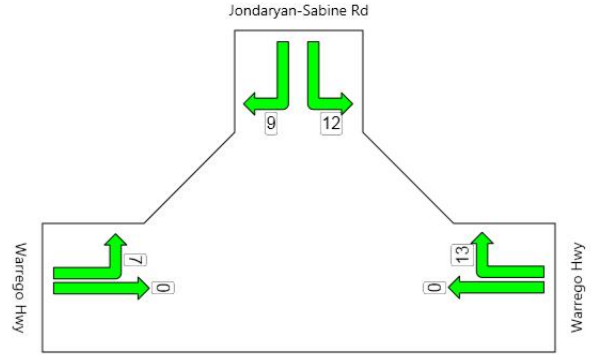
Demand flows



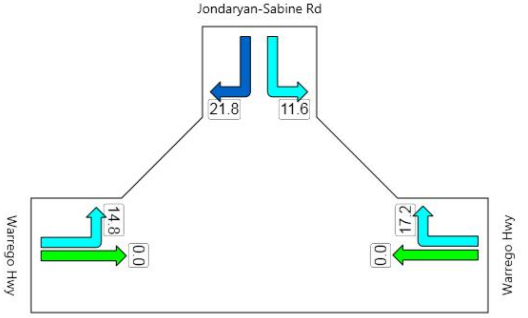
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

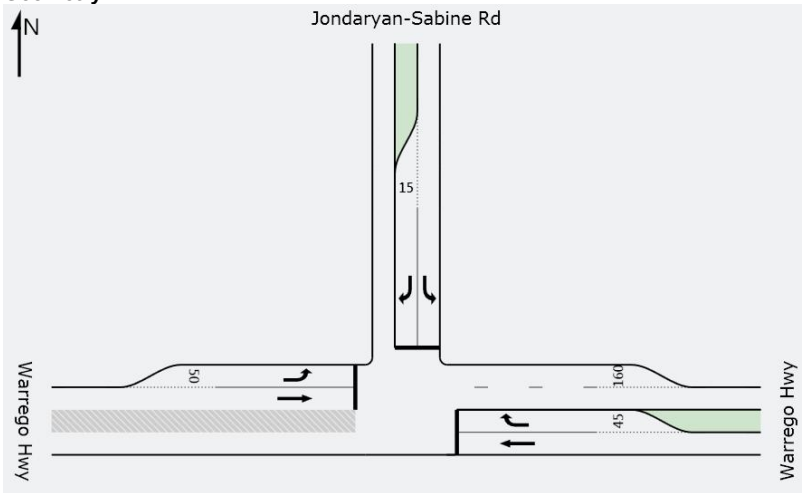
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		394		394	41	1950	3540	60	0.256	0.0	0	500
2 R			48	48	38	1950	3540		0.208	16.7	13	45
	0	394	48	442	41				0.256	1.8	13	
North: Jondaryan-Sabine Rd												
1 L	18			18	51	1950	3540		0.016	11.7	5	500
2 R			17	17	14	1950	3538		0.166	14.6	4	15
	18	0	17	35	33				0.166	13.1	5	
West: Warrego Hwy												
1 L	8			8	85	1950	3540		0.041	14.2	3	50
2 T		467		467	16	1950	3540	60	0.265	0.0	0	500
	8	467	0	476	18				0.265	0.3	3	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	953	29	3600	0.265	1.5	13

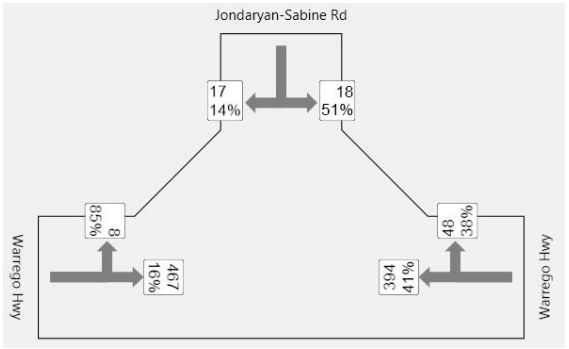
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

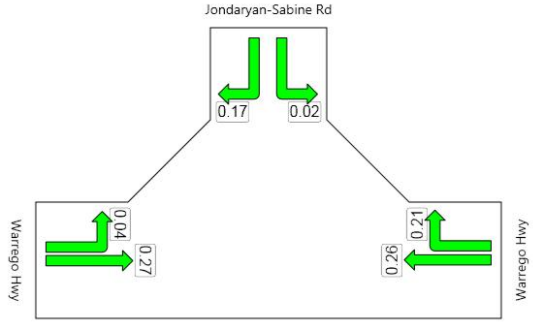
Geometry



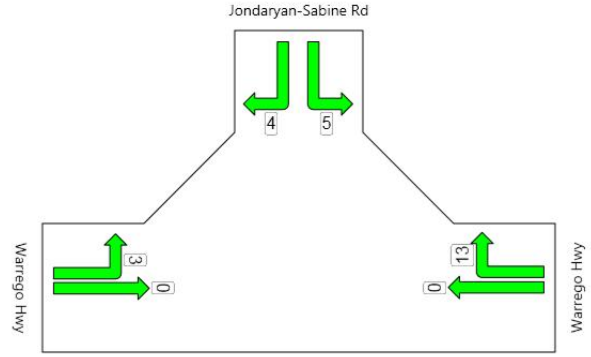
Demand flows



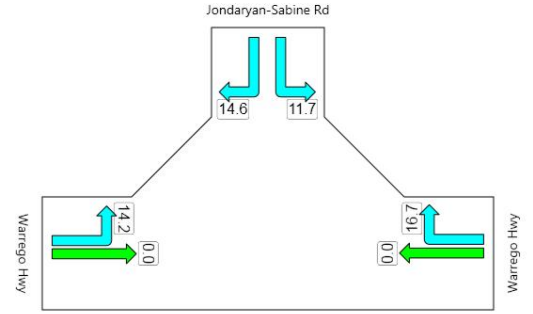
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
AM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

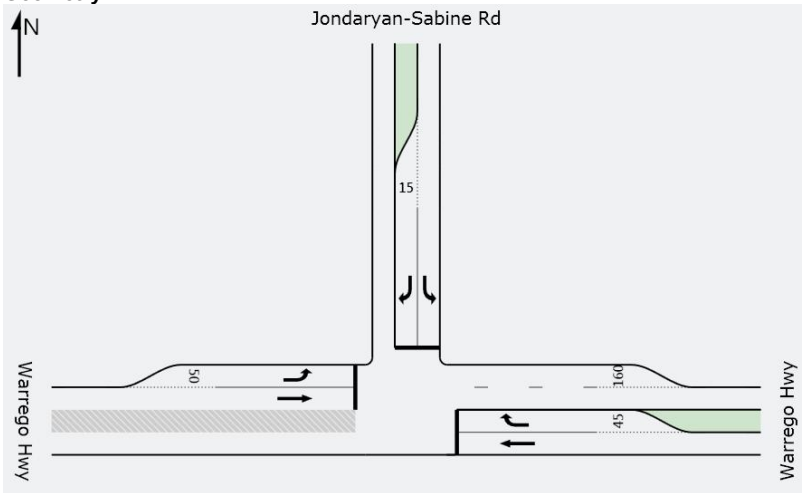
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		252		252	17	1950	3540	60	0.143	0.0	0	500
2 R			16	16	13	1950	3540		0.057	11.9	3	45
	0	252	16	267	17				0.143	0.7	3	
North: Jondaryan-Sabine Rd												
1 L	12			12	18	1950	3540		0.008	10.4	3	500
2 R			11	11	0	1950	3540		0.089	11.6	2	15
	12	0	11	22	10				0.089	11.0	3	
West: Warrego Hwy												
1 L	5			5	0	1950	3540		0.015	10.6	1	50
2 T		299		299	21	1950	3540	60	0.174	0.0	0	500
	5	299	0	304	21				0.174	0.2	1	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	594	18	3600	0.174	0.8	3

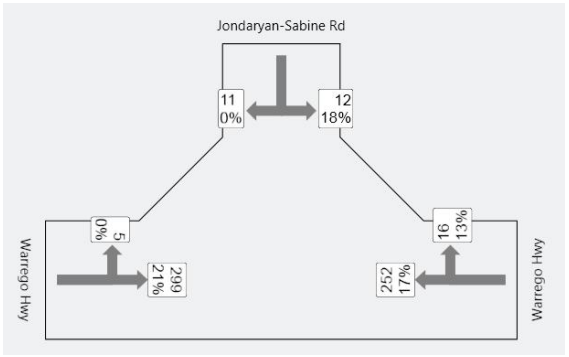
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

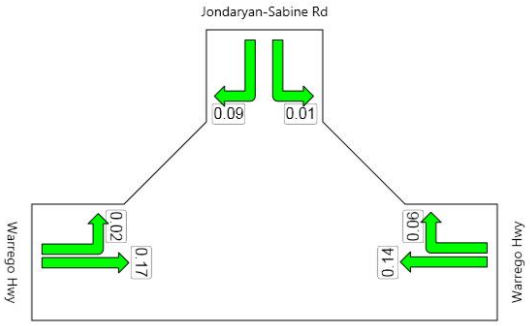
Geometry



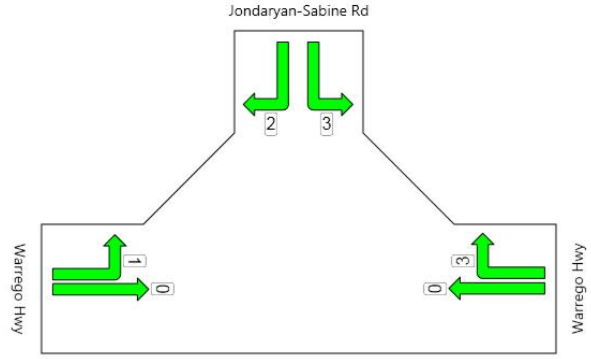
Demand flows



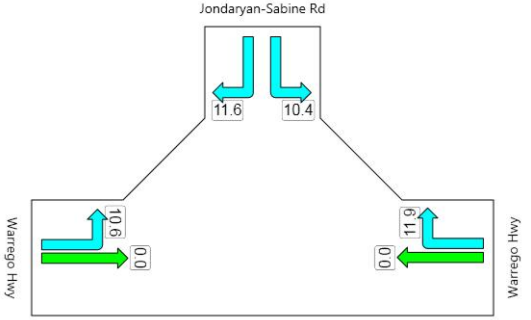
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

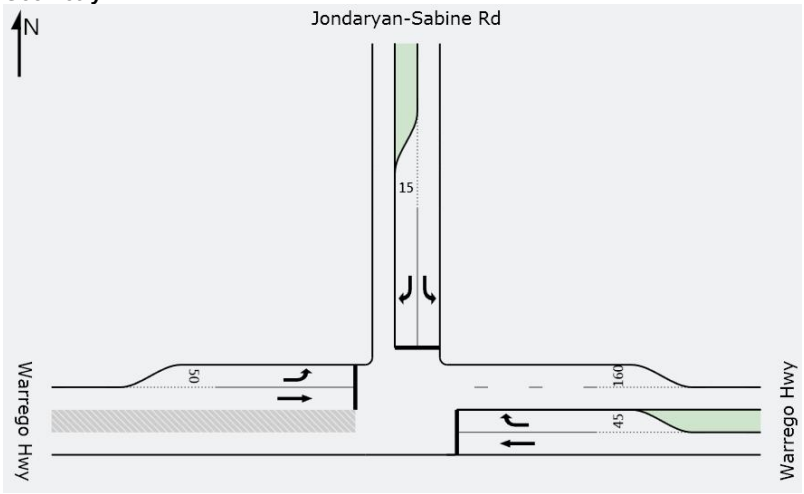
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		269		269	17	1950	3540	60	0.153	0.0	0	500
2 R			42	42	34	1950	3540		0.175	17.0	11	45
	0	269	42	312	19				0.175	2.3	11	
North: Jondaryan-Sabine Rd												
1 L	84			84	43	1950	3540		0.071	11.4	24	500
2 R			21	21	22	1950	3538		0.219	16.5	5	15
	84	0	21	105	39				0.219	12.4	24	
West: Warrego Hwy												
1 L	5			5	0	1950	3540		0.015	10.6	1	50
2 T		320		320	25	1950	3540	60	0.191	0.0	0	500
	5	320	0	325	25				0.191	0.2	1	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	742	24	3600	0.219	2.8	24

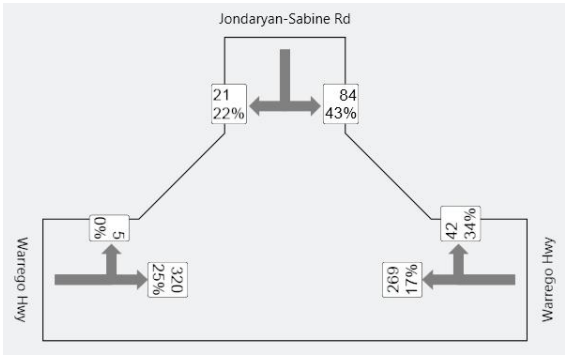
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

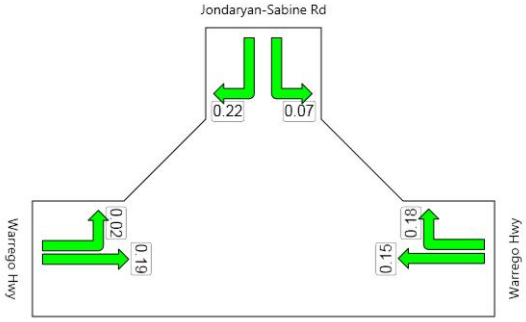
Geometry



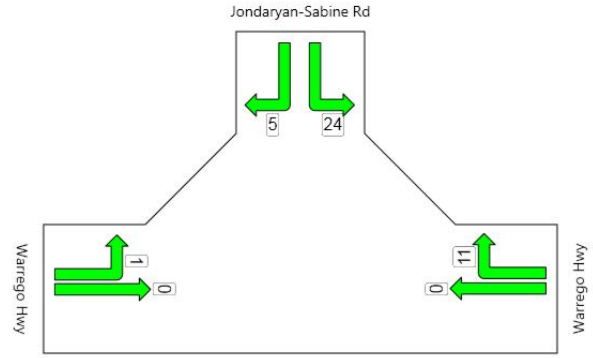
Demand flows



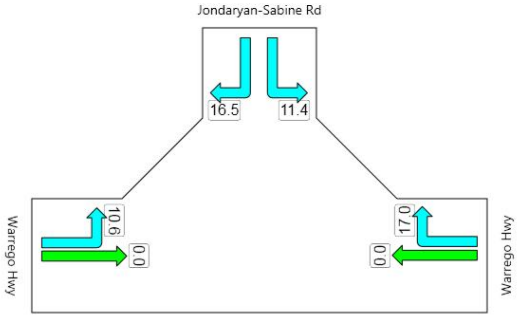
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

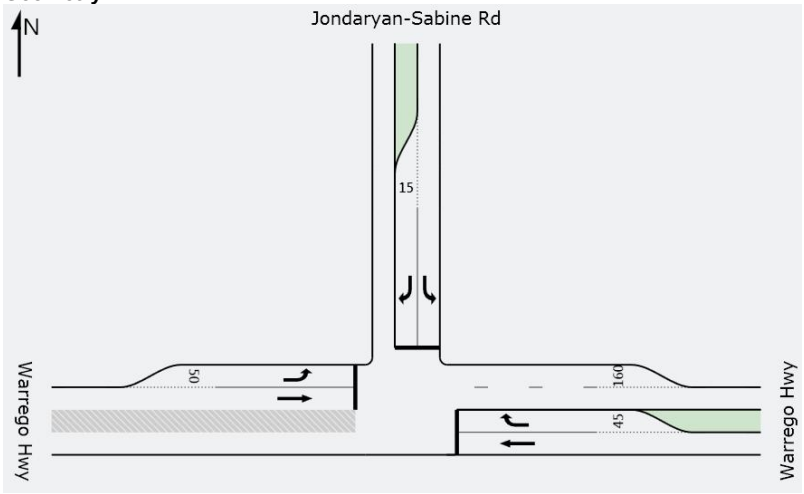
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		269		269	17	1950	3540	60	0.153	0.0	0	500
2 R			17	17	13	1950	3540		0.061	13.0	4	45
	0	269	17	286	17				0.153	0.8	4	
North: Jondaryan-Sabine Rd												
1 L	13			13	18	1950	3540		0.009	10.4	3	500
2 R			12	12	0	1950	3540		0.098	11.9	2	15
	13	0	12	24	9				0.098	11.1	3	
West: Warrego Hwy												
1 L	5			5	0	1950	3540		0.015	10.6	1	50
2 T		320		320	25	1950	3540	60	0.191	0.0	0	500
	5	320	0	325	25				0.191	0.2	1	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	636	20	3600	0.191	0.9	4

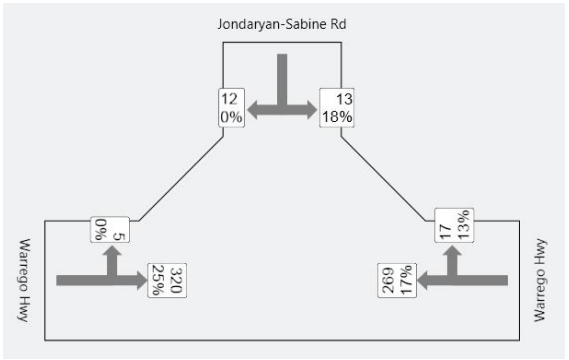
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

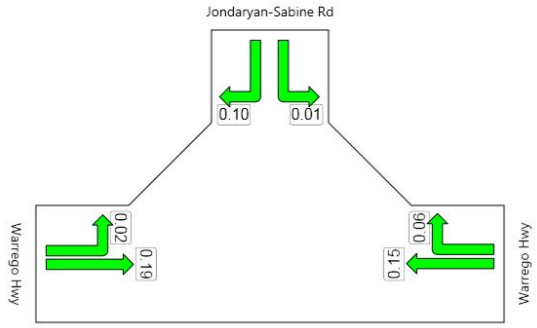
Geometry



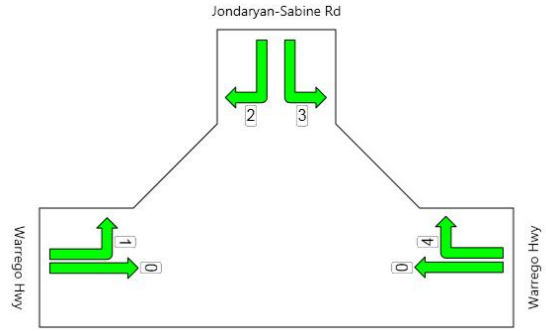
Demand flows



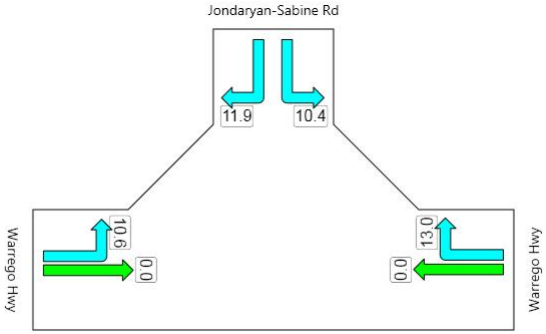
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

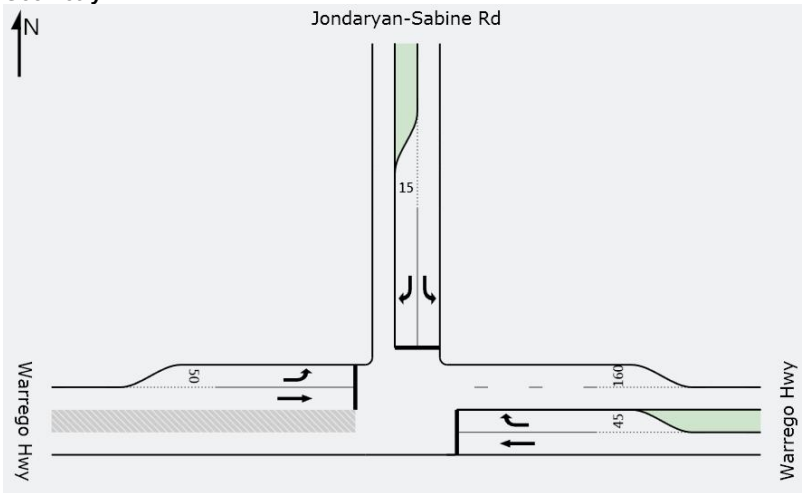
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		279		279	17	1950	3540	60	0.159	0.0	0	500
2 R			42	42	25	1950	3600		0.032	11.0	0	45
	0	279	42	321	18				0.159	1.4		
North: Jondaryan-Sabine Rd												
1 L	37			37	28	1950	3540		0.028	10.8	9	500
2 R			28	28	20	1950	3540		0.283	18.0	7	15
	37	0	28	65	25				0.283	13.9	9	
West: Warrego Hwy												
1 L	23			23	25	1950	3540	60	0.015	11.0	0	50
2 T		332		332	25	1950	3540	60	0.198	0.0	0	500
	23	332	0	355	25				0.198	0.7		

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	741	22	3600	0.283	2.2	9

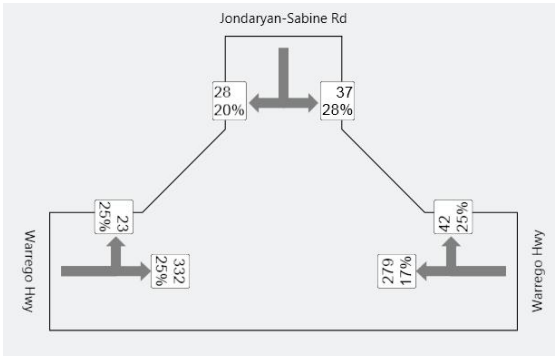
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

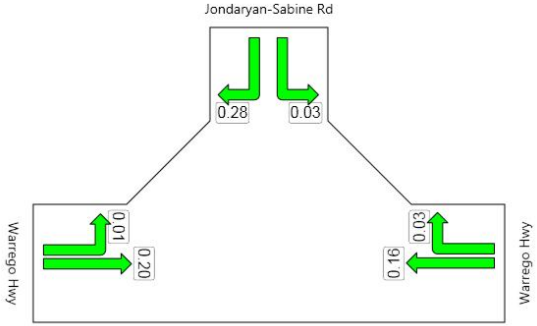
Geometry



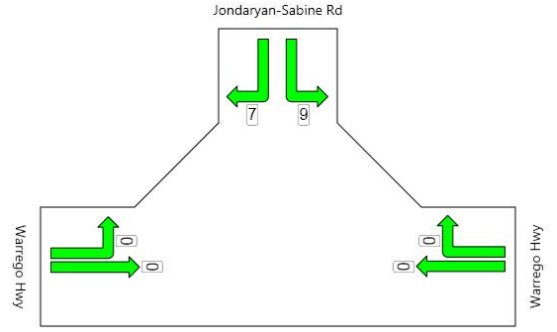
Demand flows



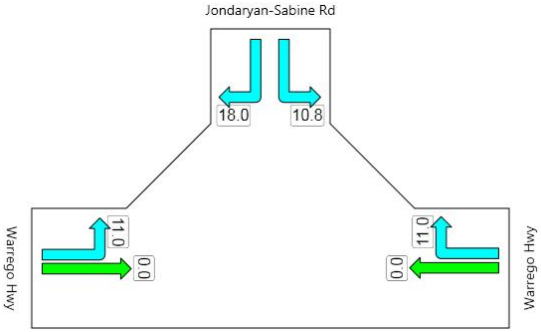
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

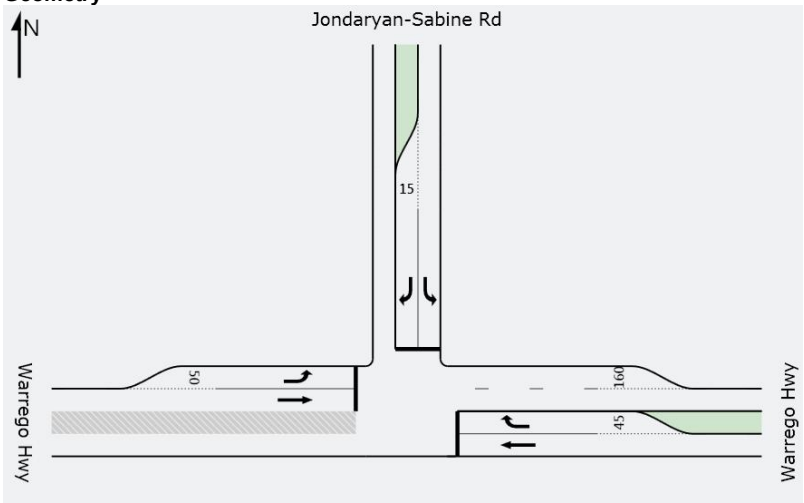
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		279		279	17	1950	3540	60	0.159	0.0	0	500
2 R			18	18	6	1950	3600		0.012	10.3	0	45
	0	279	18	297	16				0.159	0.6		
North: Jondaryan-Sabine Rd												
1 L	13			13	6	1950	3540		0.008	9.9	3	500
2 R			12	12	0	1950	3540		0.098	11.9	2	15
	13	0	12	24	3				0.098	10.9	3	
West: Warrego Hwy												
1 L	6			6	0	1950	3540	60	0.003	10.1	0	50
2 T		332		332	25	1950	3540	60	0.198	0.0	0	500
	6	332	0	338	25				0.198	0.2		

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	659	20	3600	0.198	0.8	3

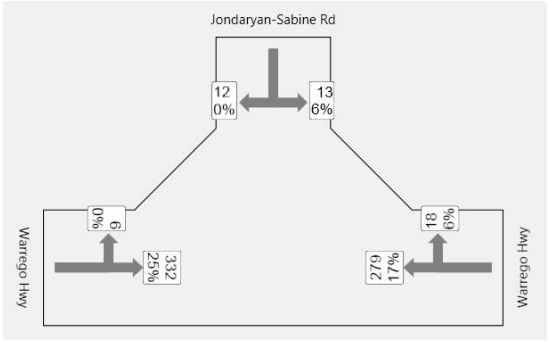
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

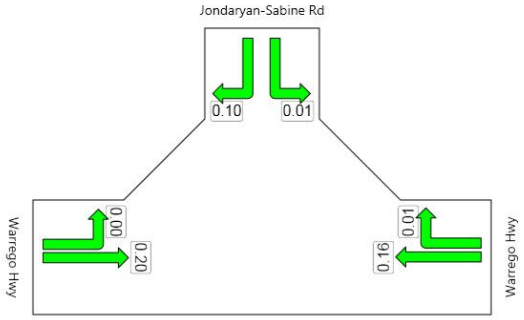
Geometry



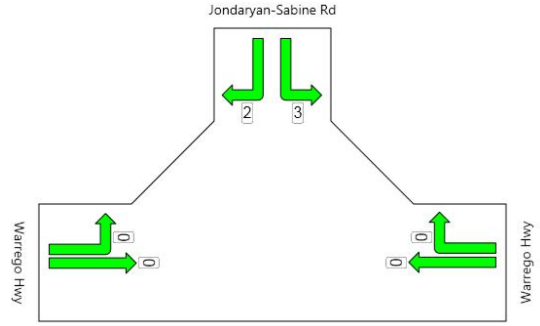
Demand flows



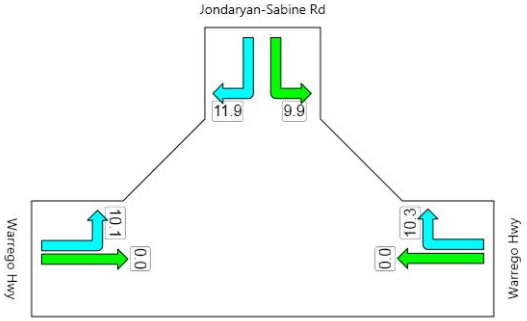
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

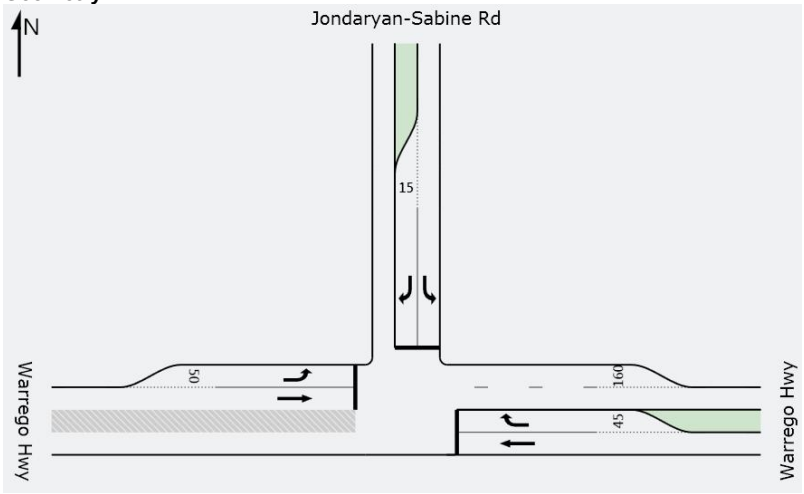
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		394		394	24	1950	3540	60	0.233	0.0	0	500
2 R			48	48	35	1950	3539		0.208	16.7	13	45
	0	394	48	442	25				0.233	1.8	13	
North: Jondaryan-Sabine Rd												
1 L	42			42	40	1950	3540		0.036	11.3	11	500
2 R			34	34	28	1950	3538		0.367	21.2	9	15
	42	0	34	76	34				0.367	15.7	11	
West: Warrego Hwy												
1 L	25			25	35	1950	3540		0.094	13.7	6	50
2 T		467		467	35	1950	3540	60	0.295	0.0	0	500
	25	467	0	493	35				0.295	0.7	6	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	1011	31	3600	0.367	2.3	13

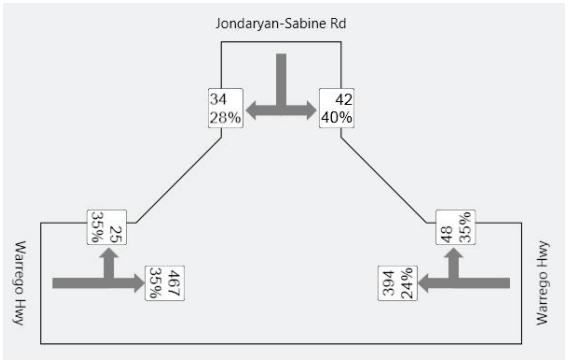
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

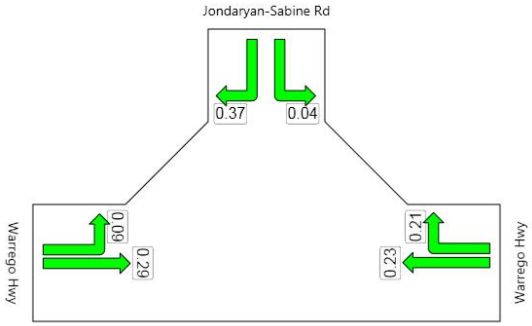
Geometry



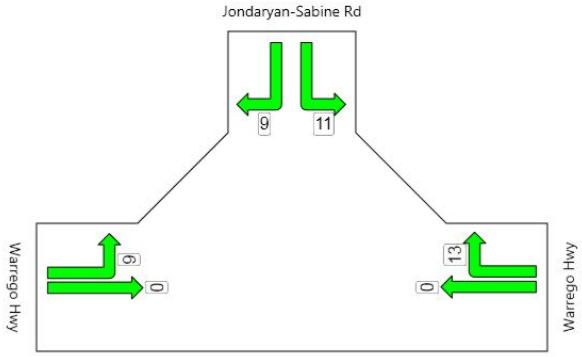
Demand flows



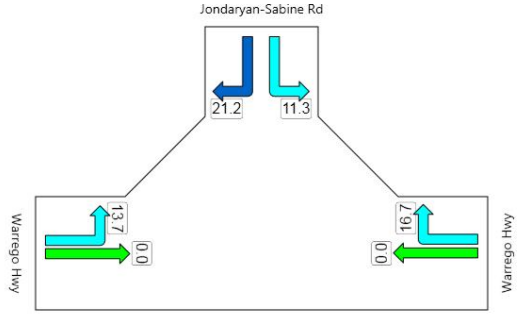
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time =3600 sec (Sum of User-given Phase Times)

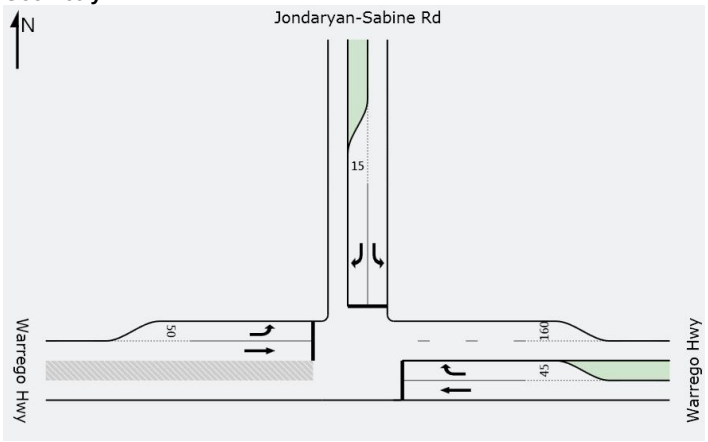
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Hwy												
1 T		394		394	24	1950	3540	60	0.233	0.0	0	500
2 R			24	24	8	1950	3540		0.084	12.4	5	45
	0	394	24	418	23				0.233	0.7	5	
North: Jondaryan-Sabine Rd												
1 L	18			18	9	1950	3540		0.012	10.0	4	500
2 R			17	17	0	1950	3539		0.146	13.3	3	15
	18	0	17	35	5				0.146	11.6	4	
West: Warrego Hwy												
1 L	8			8	0	1950	3540		0.024	10.7	2	50
2 T		467		467	35	1950	3540	60	0.295	0.0	0	500
	8	467	0	476	35				0.295	0.2	2	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	928	28	3600	0.295	0.9	5

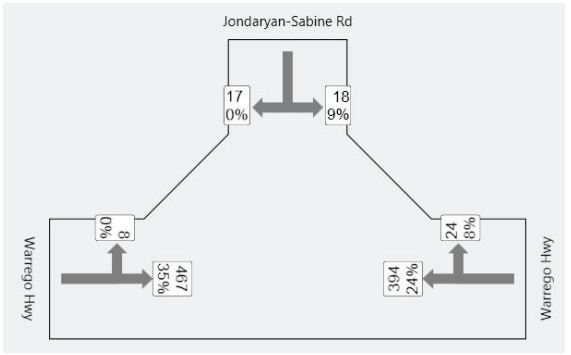
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

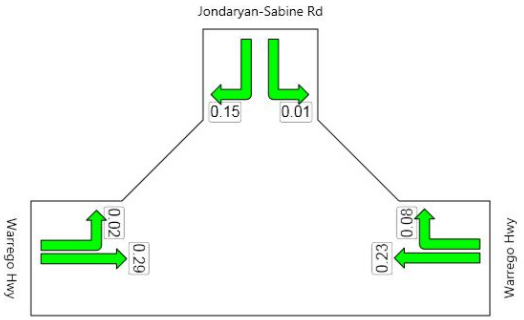
Geometry



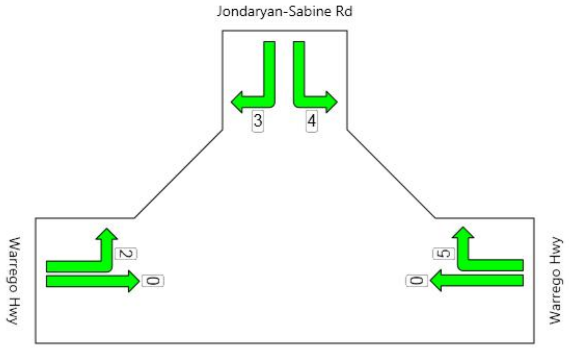
Demand flows



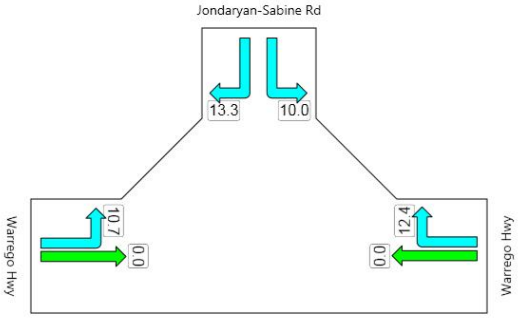
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
PM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

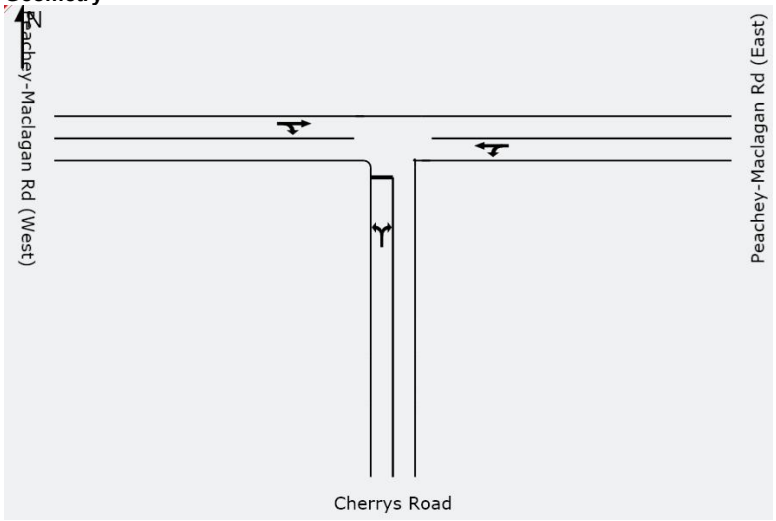
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.6	0	500
	1	0	1	2	0				0.002	11.6	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	32		33	42				0.021	0.4	0	500
	1	32	0	33	42				0.021	0.4		
West: Peachey-Maclagan Rd (West)												
1 TR		45	1	46	9				0.025	0.4	1	500
	0	45	1	46	9				0.025	0.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	81	22	0.025	0.7	1

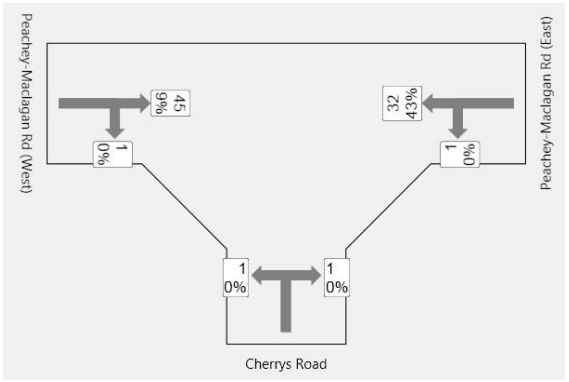
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

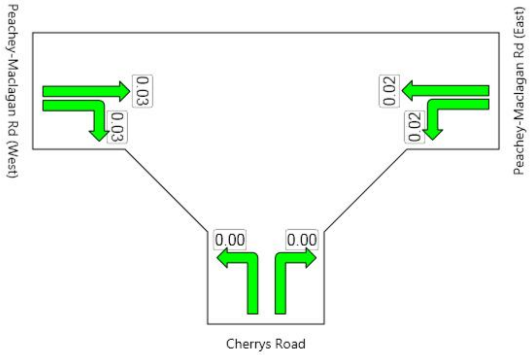
Geometry



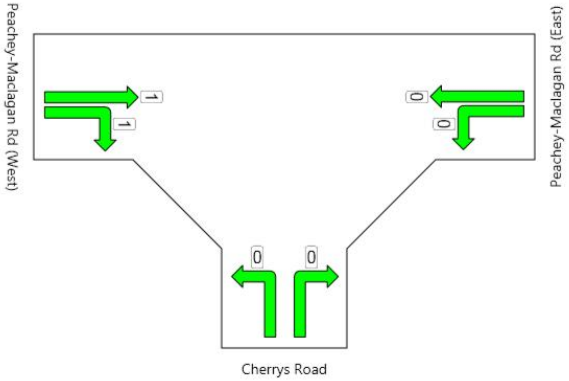
Demand flows



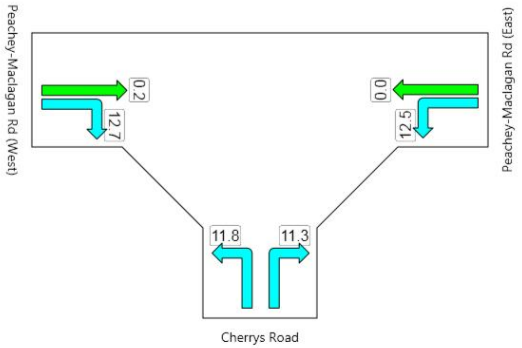
Degree of saturation



Queue distance (m)



Average delay



Peachey-Maclagan Rd / Cherrys Road
AM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

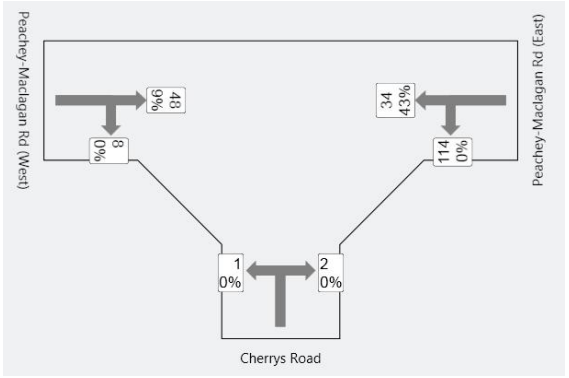
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		2	3	0				0.004	12.1	0	500
	1	0	2	3	0				0.004	12.1	0	
East: Peachey-Maclagan Rd (East)												
1 LT	114	34		147	10				0.083	9.7	0	500
	114	34	0	147	10				0.083	9.7		
West: Peachey-Maclagan Rd (West)												
1 TR		48	8	57	8				0.033	2.4	1	500
	0	48	8	57	8				0.033	2.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	207	9	0.083	7.7	1

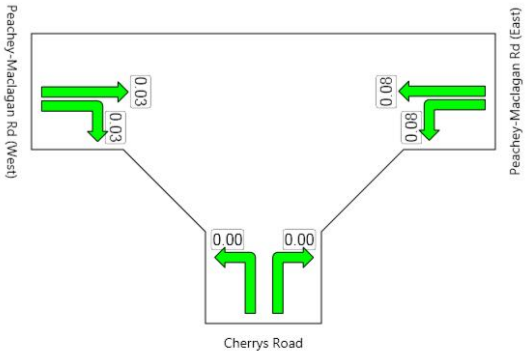
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

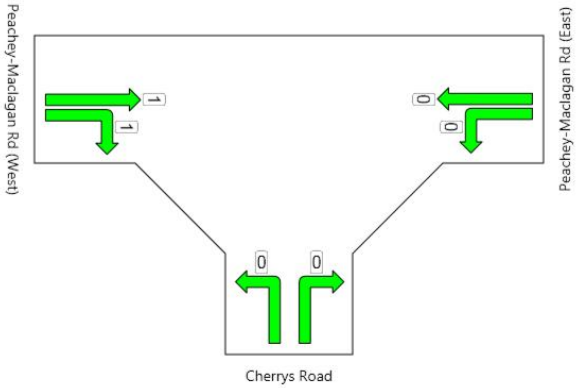
Demand flows



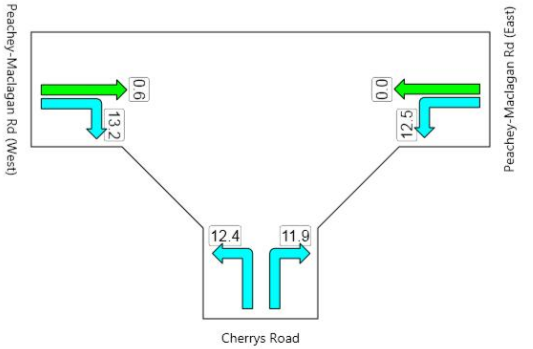
Degree of saturation



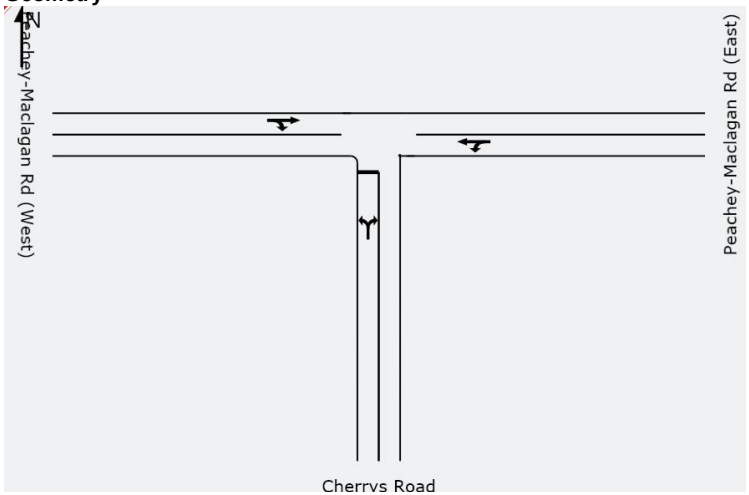
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

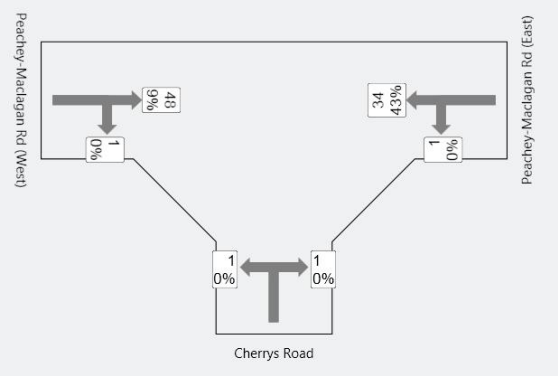
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.6	0	500
	1	0	1	2	0				0.002	11.6	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	34		35	42				0.023	0.4	0	500
	1	34	0	35	42				0.023	0.4		
West: Peachey-Maclagan Rd (West)												
1 TR		48	1	49	9				0.027	0.4	1	500
	0	48	1	49	9				0.027	0.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	86	22	0.027	0.7	1

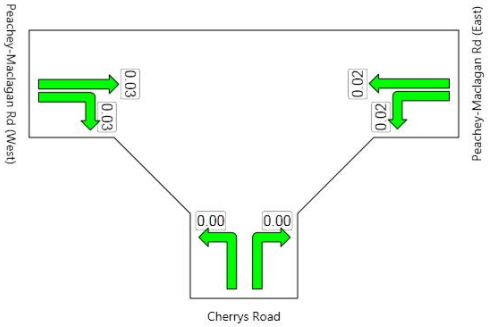
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

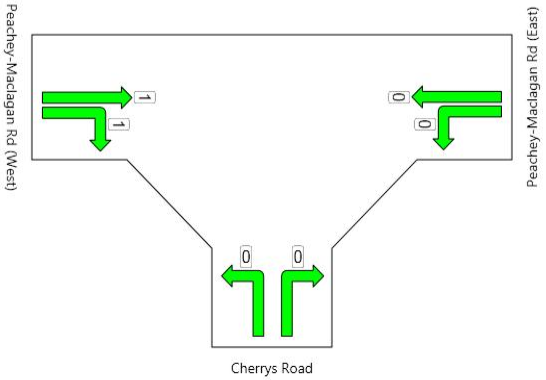
Demand flows



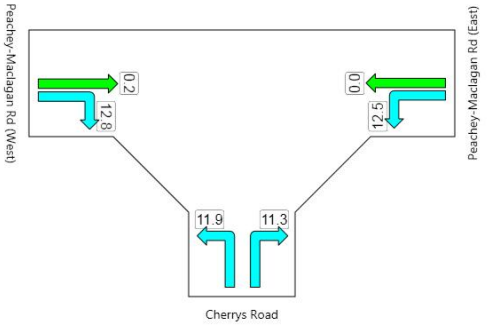
Degree of saturation



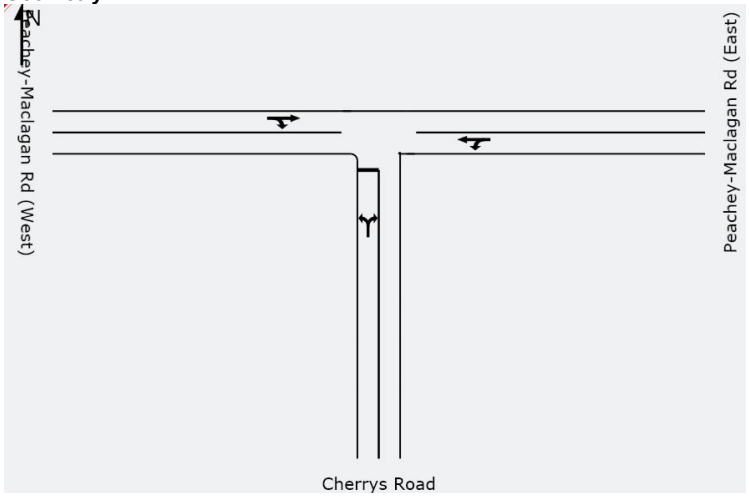
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

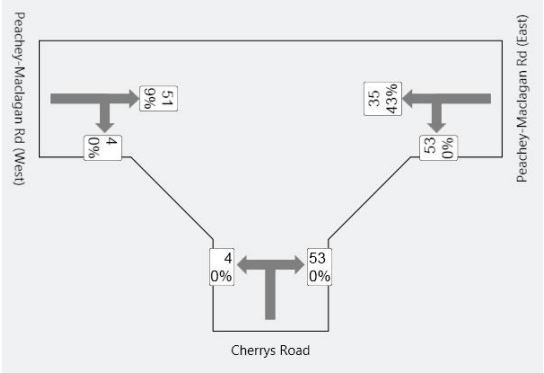
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	4		53	57	0				0.074	12.0	2	500
	4	0	53	57	0				0.074	12.0	2	
East: Peachey-Maclagan Rd (East)												
1 LT	53	35		87	17				0.051	7.6	0	500
	53	35	0	87	17				0.051	7.6		
West: Peachey-Maclagan Rd (West)												
1 TR		51	4	55	9				0.031	1.3	1	500
	0	51	4	55	9				0.031	1.3	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	199	10	0.074	7.1	2

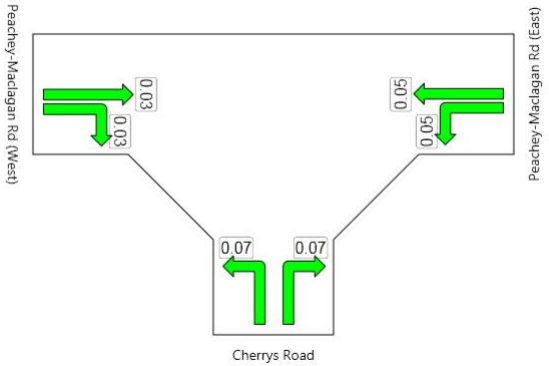
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

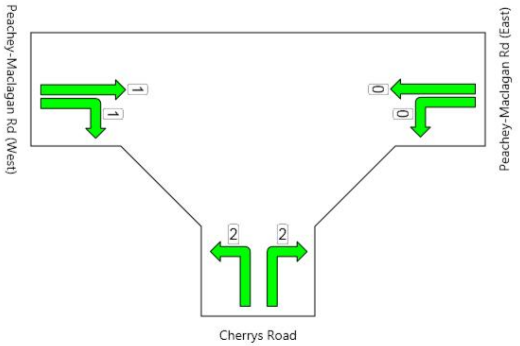
Demand flows



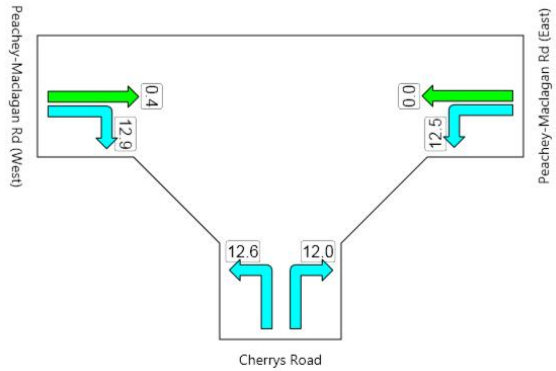
Degree of saturation



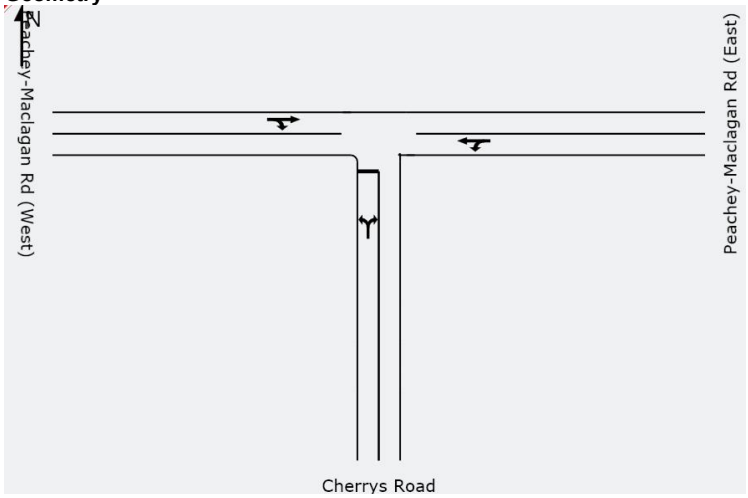
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

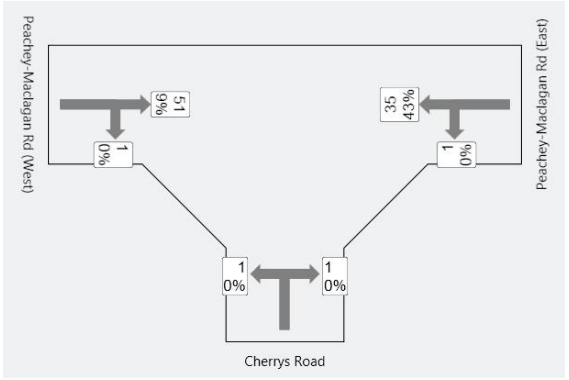
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.6	0	500
	1	0	1	2	0				0.002	11.6	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	35		36	42				0.023	0.4	0	500
	1	35	0	36	42				0.023	0.4		
West: Peachey-Maclagan Rd (West)												
1 TR		51	1	52	9				0.028	0.4	1	500
	0	51	1	52	9				0.028	0.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	89	22	0.028	0.7	1

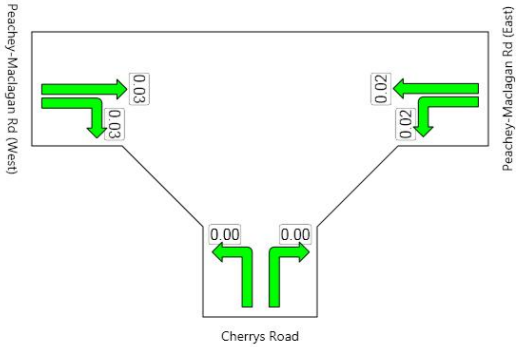
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

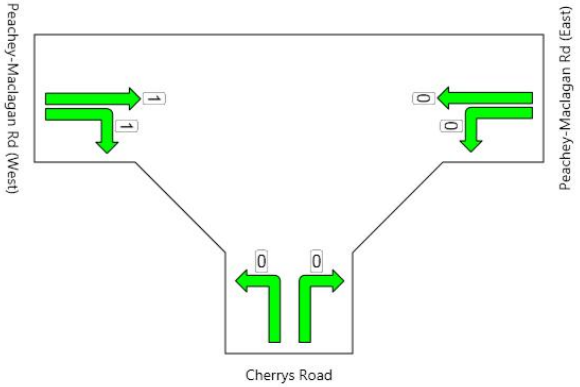
Demand flows



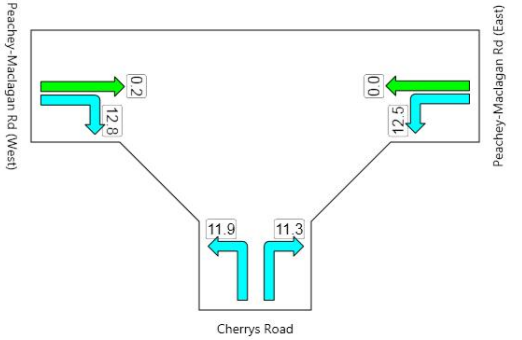
Degree of saturation



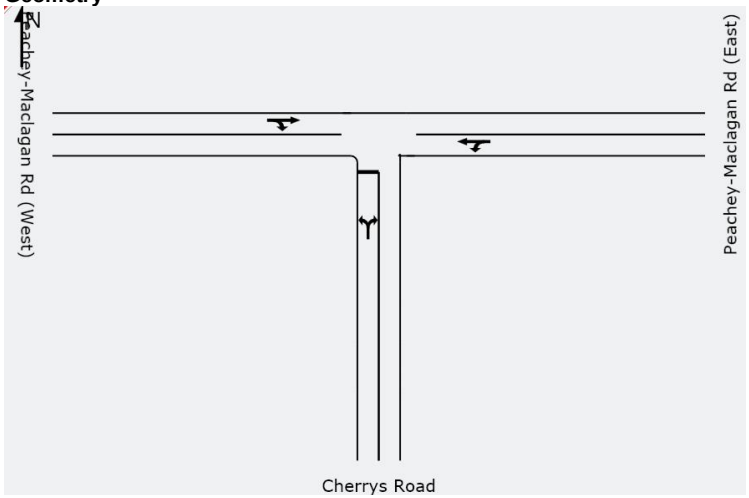
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

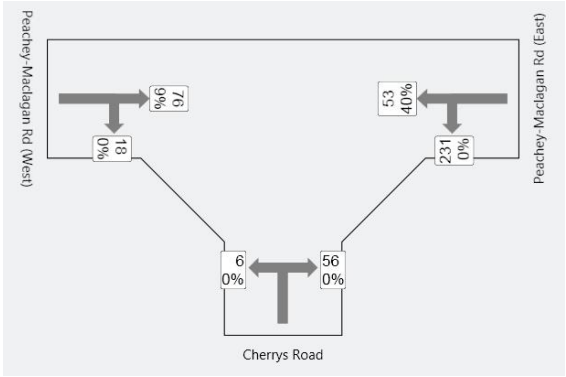
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	6		56	62	0				0.100	13.7	3	500
	6	0	56	62	0				0.100	13.7	3	
East: Peachey-Maclagan Rd (East)												
1 LT	231	53		283	8				0.158	10.2	0	500
	231	53	0	283	8				0.158	10.2		
West: Peachey-Maclagan Rd (West)												
1 TR		76	18	94	7				0.058	3.7	3	500
	0	76	18	94	7				0.058	3.7	3	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	439	6	0.158	9.3	3

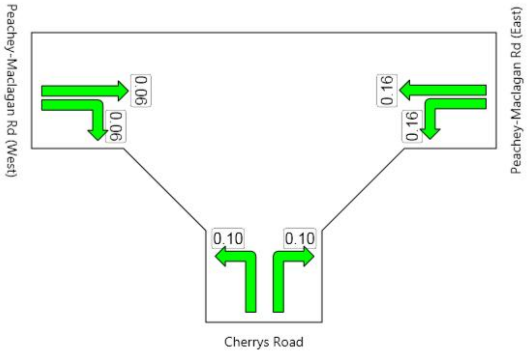
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

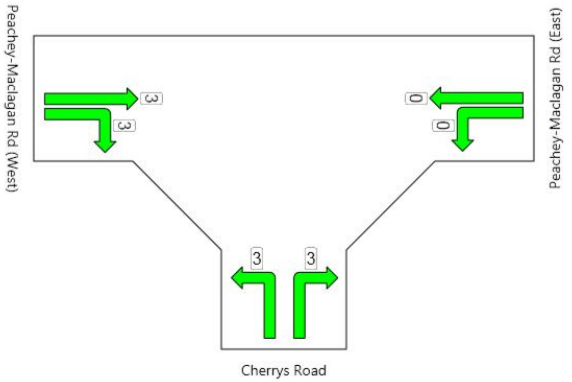
Demand flows



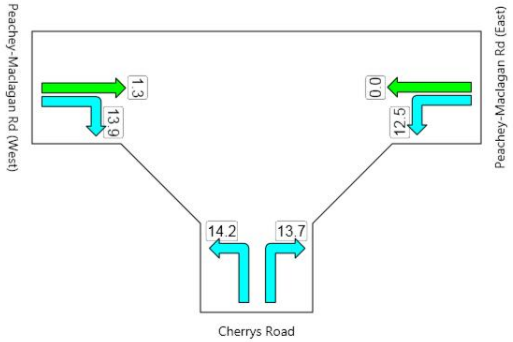
Degree of saturation



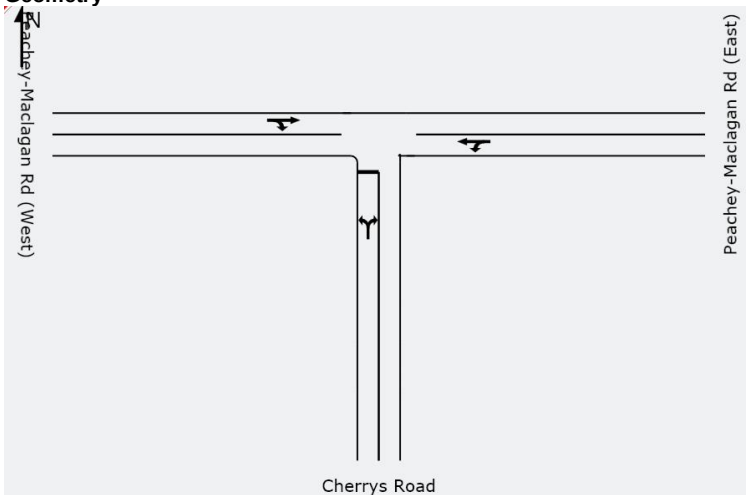
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

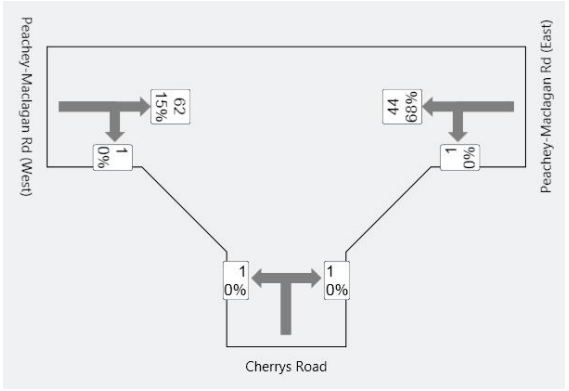
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.8	0	500
	1	0	1	2	0				0.002	11.8	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	44		45	66				0.033	0.3	0	500
	1	44	0	45	66				0.033	0.3		
West: Peachey-Maclagan Rd (West)												
1 TR		62	1	63	15				0.036	0.5	1	500
	0	62	1	63	15				0.036	0.5	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	111	36	0.036	0.6	1

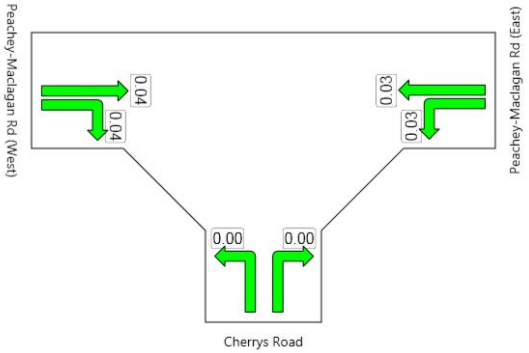
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

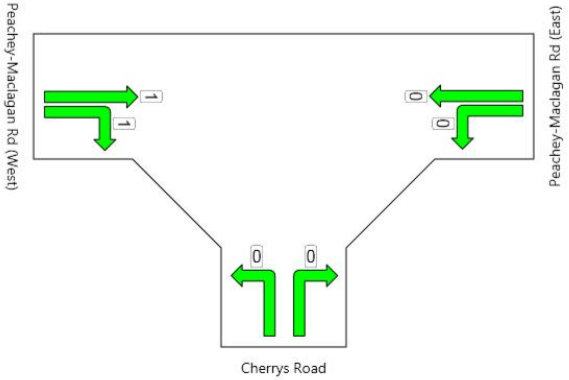
Demand flows



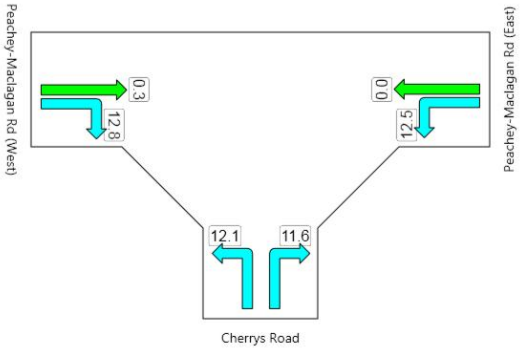
Degree of saturation



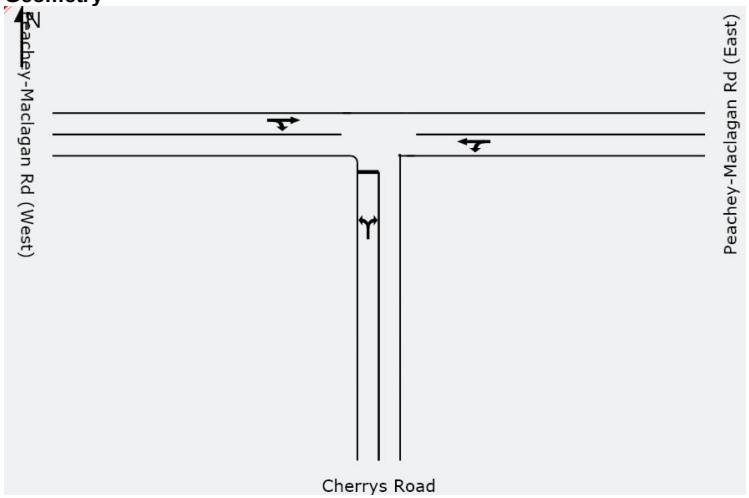
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
AM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

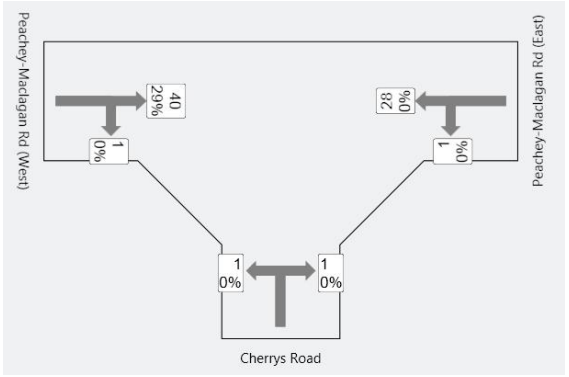
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.5	0	500
	1	0	1	2	0				0.002	11.5	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	28		29	0				0.015	0.4	0	500
	1	28	0	29	0				0.015	0.4		
West: Peachey-Maclagan Rd (West)												
1 TR		40	1	41	28				0.025	0.4	1	500
	0	40	1	41	28				0.025	0.4	1	
ALL VEHICLES	Total Flow	% HV							Max X	Aver. Delay	Max Queue	
	73	16							0.025	0.8	1	

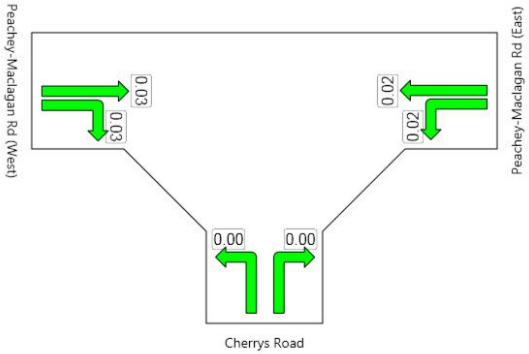
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

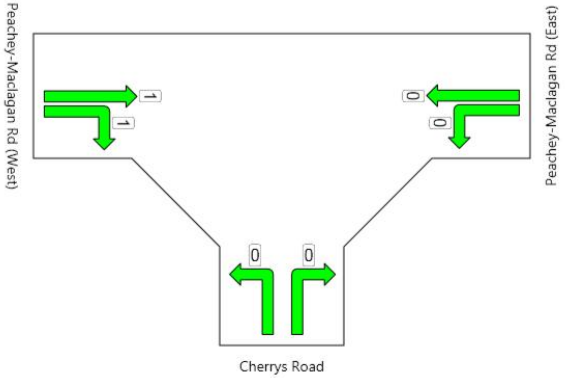
Demand flows



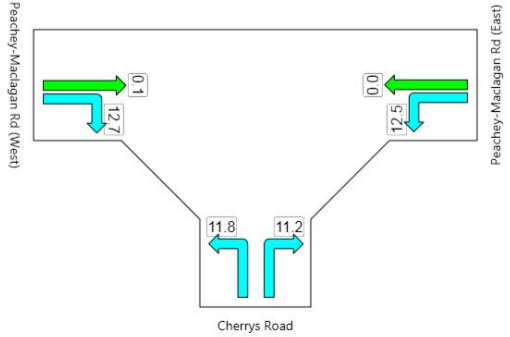
Degree of saturation



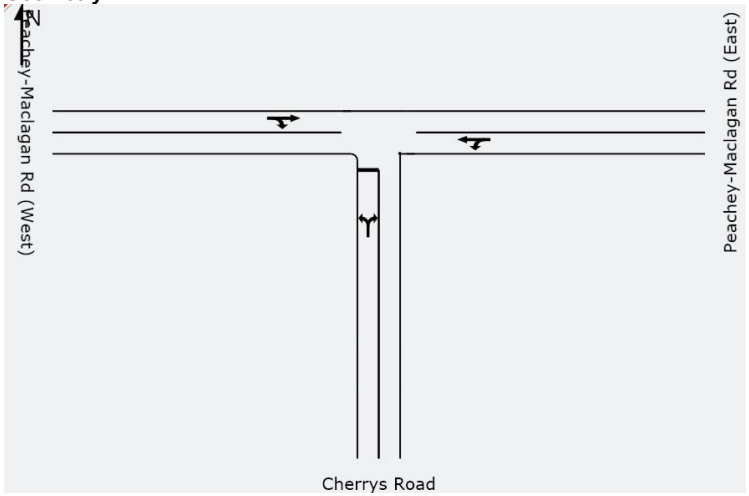
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
PM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

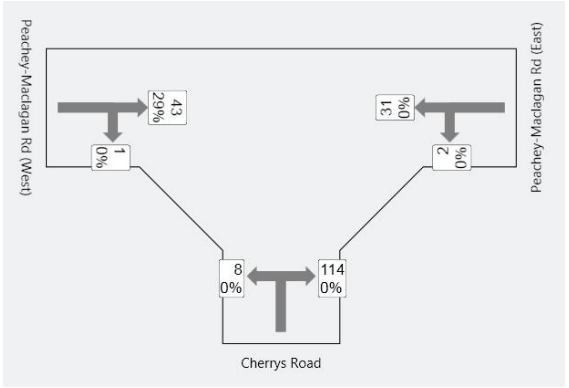
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	8		114	122	0				0.150	11.7	4	500
	8	0	114	122	0				0.150	11.7	4	
East: Peachey-Maclagan Rd (East)												
1 LT	2	31		33	0				0.017	0.8	0	500
	2	31	0	33	0				0.017	0.8		
West: Peachey-Maclagan Rd (West)												
1 TR		43	1	44	28				0.027	0.4	1	500
	0	43	1	44	28				0.027	0.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	199	6	0.150	7.4	4

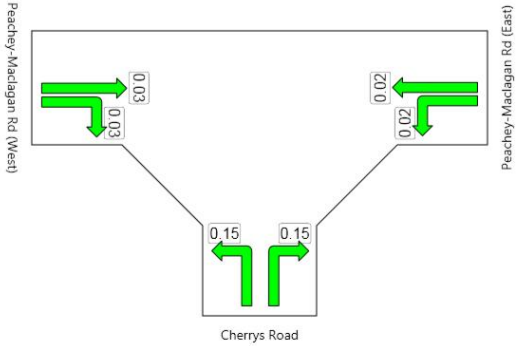
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

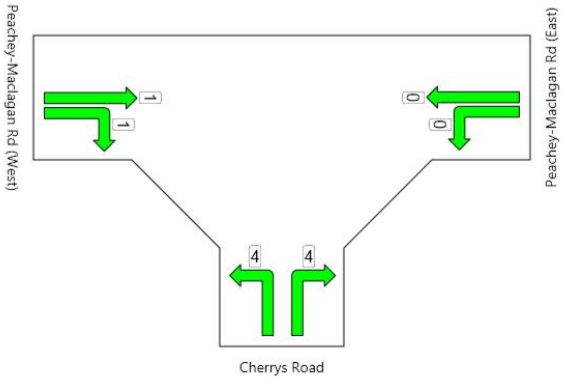
Demand flows



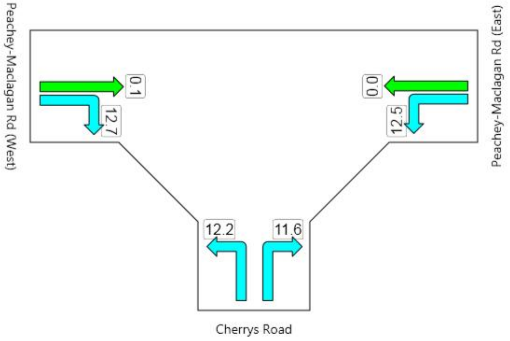
Degree of saturation



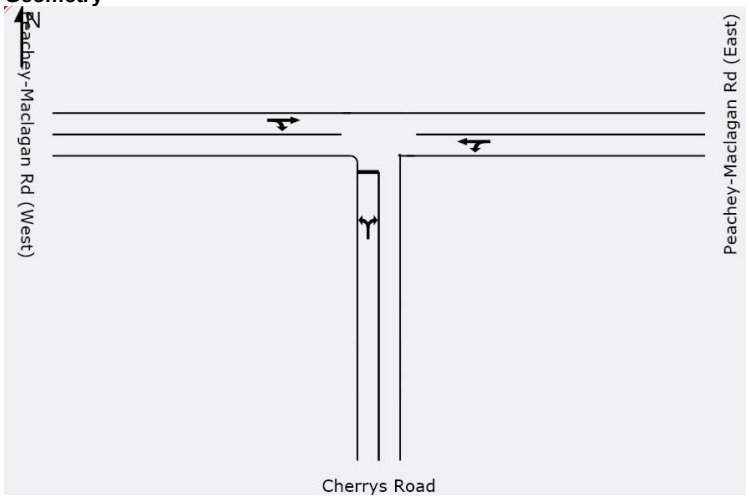
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
PM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

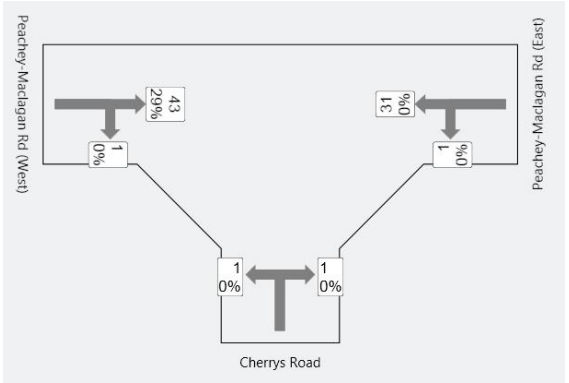
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.5	0	500
	1	0	1	2	0				0.002	11.5	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	31		32	0				0.016	0.4	0	500
	1	31	0	32	0				0.016	0.4		
West: Peachey-Maclagan Rd (West)												
1 TR		43	1	44	28				0.027	0.4	1	500
	0	43	1	44	28				0.027	0.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	78	16	0.027	0.7	1

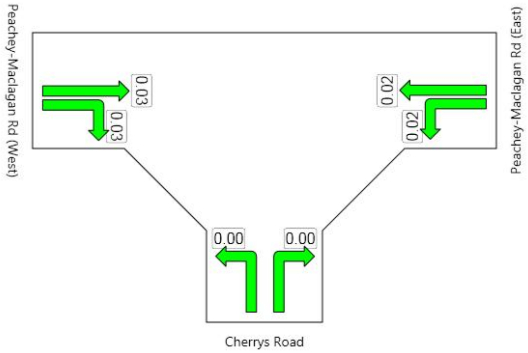
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

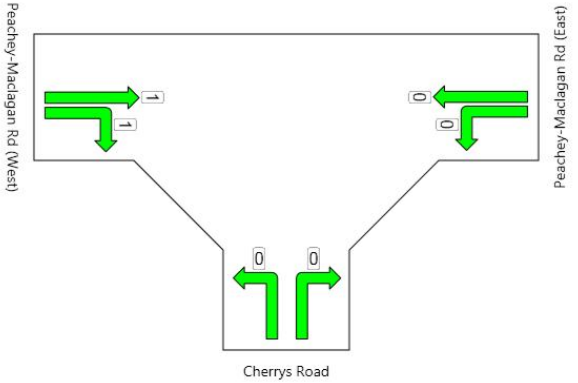
Demand flows



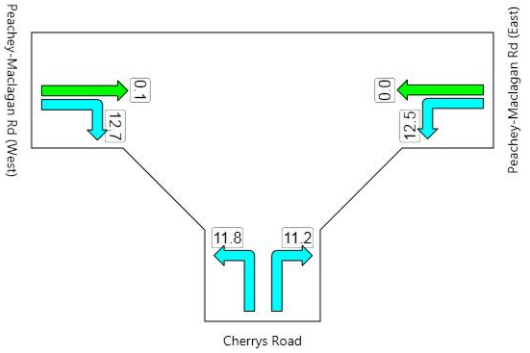
Degree of saturation



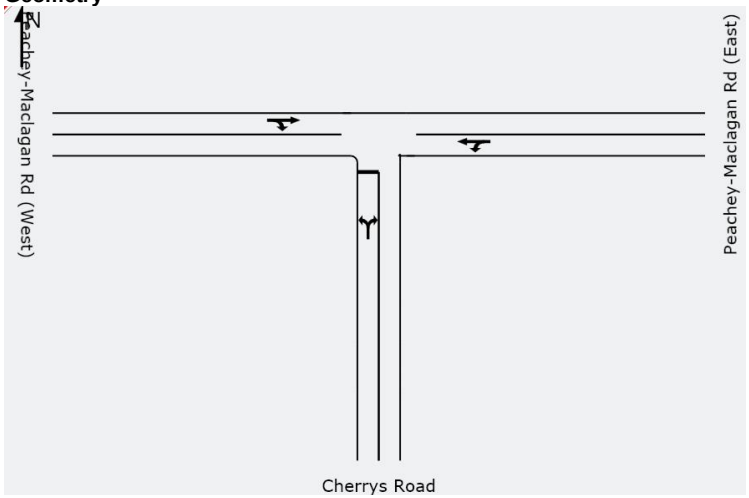
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
PM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

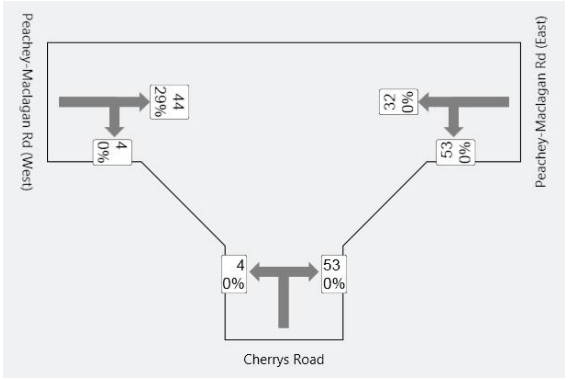
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	4		53	57	0				0.073	11.9	2	500
	4	0	53	57	0				0.073	11.9	2	
East: Peachey-Maclagan Rd (East)												
1 LT	53	32		84	0				0.045	7.8	0	500
	53	32	0	84	0				0.045	7.8		
West: Peachey-Maclagan Rd (West)												
1 TR		44	4	48	26				0.030	1.4	1	500
	0	44	4	48	26				0.030	1.4	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	189	7	0.073	7.4	2

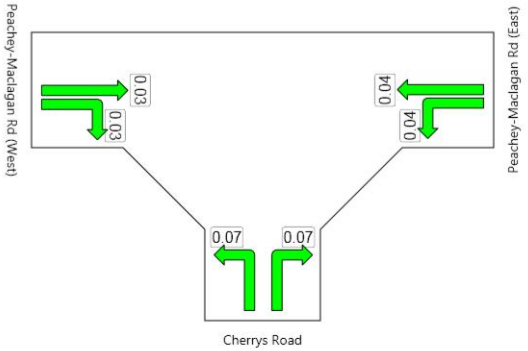
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

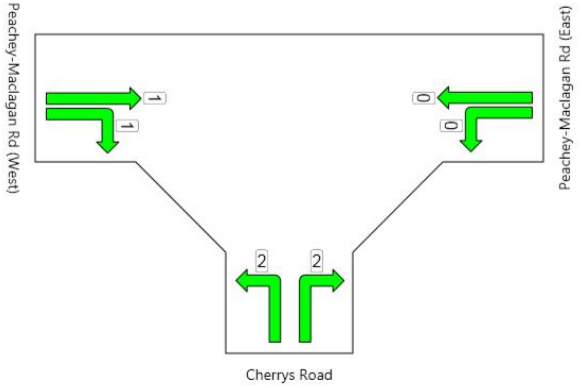
Demand flows



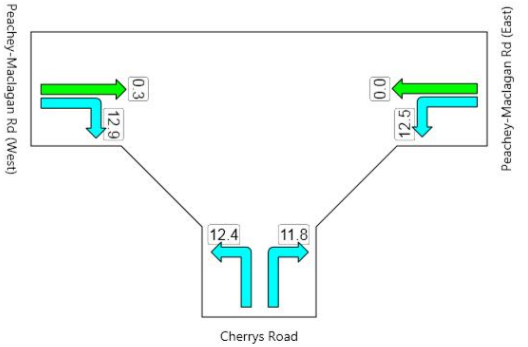
Degree of saturation



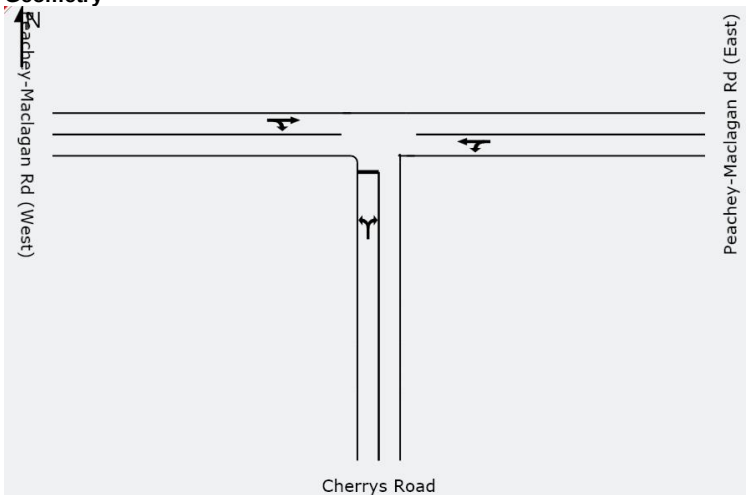
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
PM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

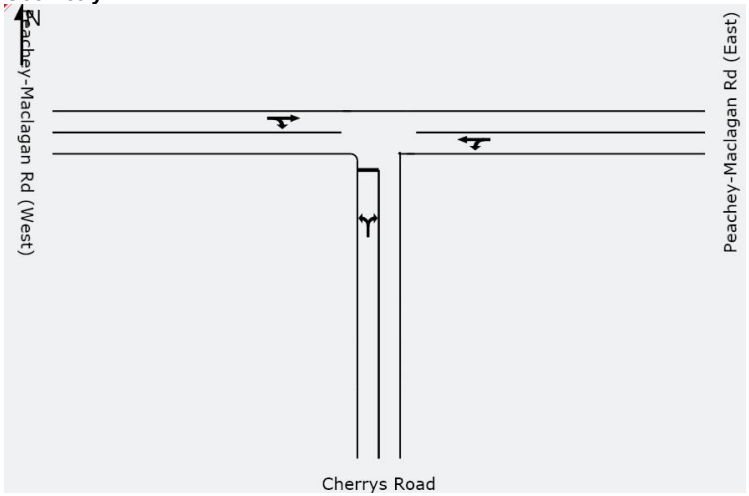
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.3	0	500
	1	0	1	2	0				0.002	11.3	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	1		2	0				0.001	6.3	0	500
	1	1	0	2	0				0.001	6.3		
West: Peachey-Maclagan Rd (West)												
1 TR	44	1	45	28					0.028	0.3	1	500
	0	44	1	45	28				0.028	0.3	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	49	26	0.028	1.0	1

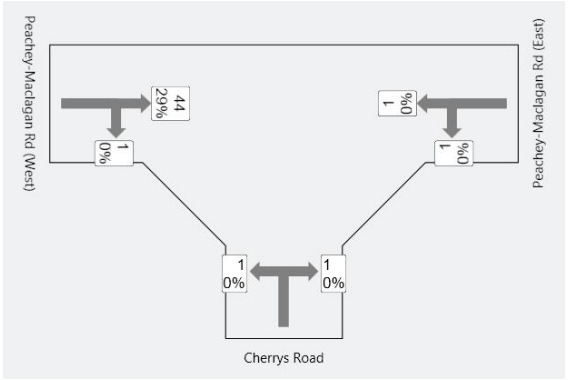
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

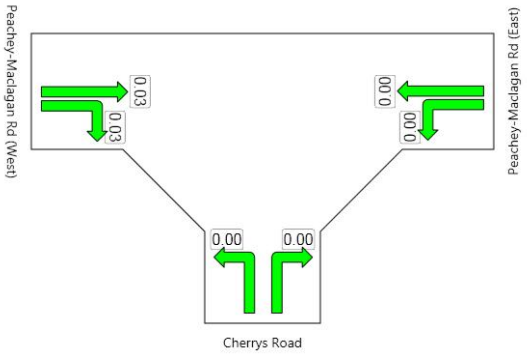
Geometry



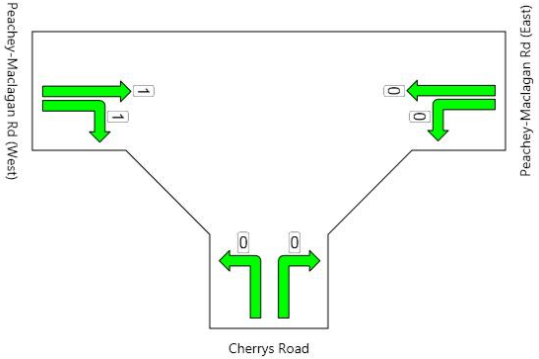
Demand flows



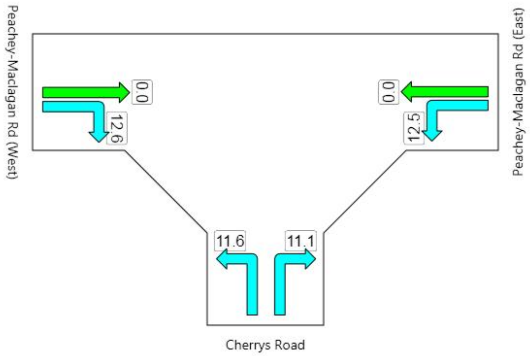
Degree of saturation



Queue distance (m)



Average delay



Peachey-Maclagan Rd / Cherrys Road
PM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

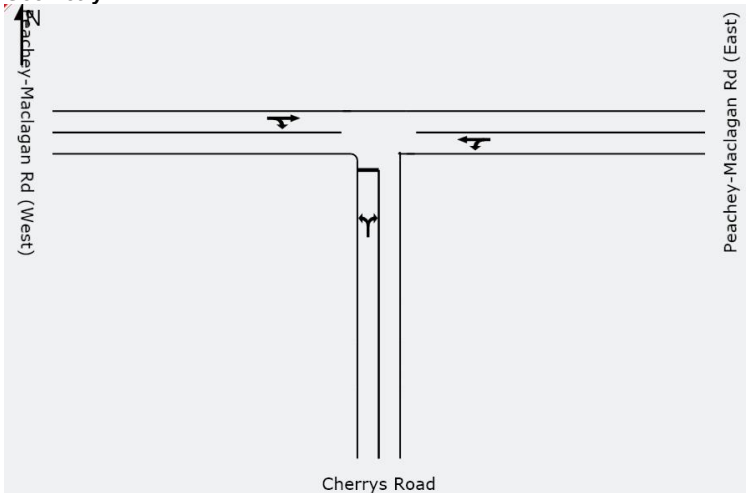
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	4		53	57	0				0.078	12.3	2	500
	4	0	53	57	0				0.078	12.3	2	
East: Peachey-Maclagan Rd (East)												
1 LT	56	47		103	0				0.054	6.8	0	500
	56	47	0	103	0				0.054	6.8		
West: Peachey-Maclagan Rd (West)												
1 TR		62	4	66	38				0.044	1.2	2	500
	0	62	4	66	38				0.044	1.2	2	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	226	11	0.078	6.5	2

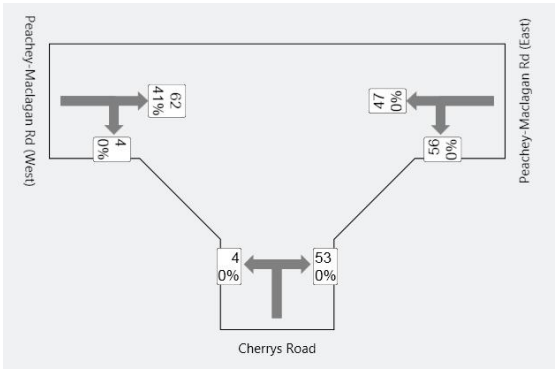
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

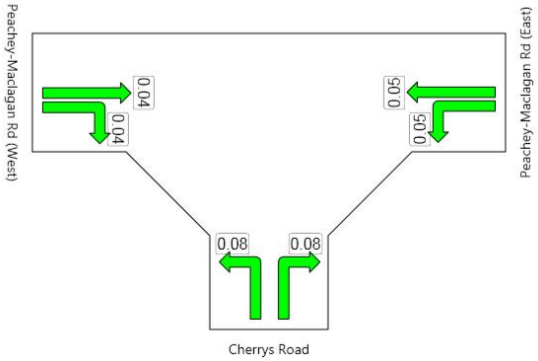
Geometry



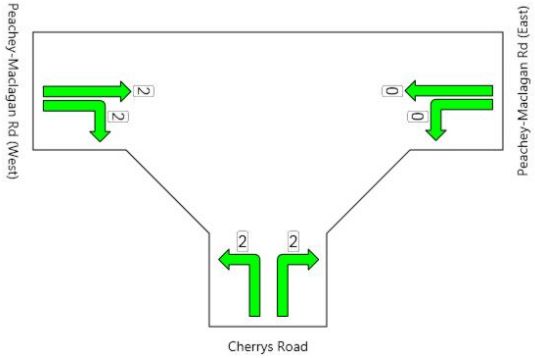
Demand flows



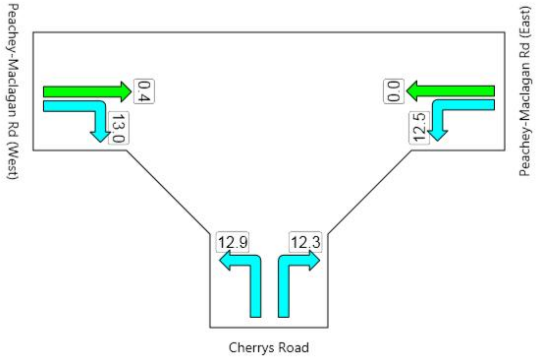
Degree of saturation



Queue distance (m)



Average delay



Peachey-Maclagan Rd / Cherrys Road
PM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

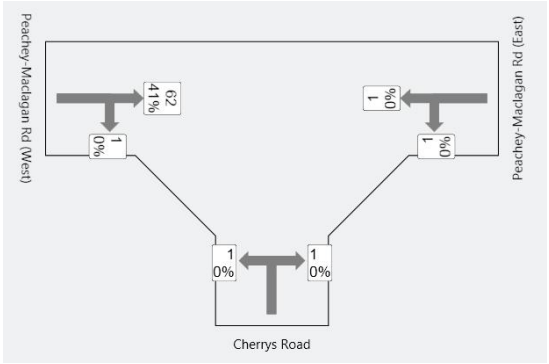
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Cherrys Road												
1 LR	1		1	2	0				0.002	11.5	0	500
	1	0	1	2	0				0.002	11.5	0	
East: Peachey-Maclagan Rd (East)												
1 LT	1	1		2	0				0.001	6.3	0	500
	1	1	0	2	0				0.001	6.3		
West: Peachey-Maclagan Rd (West)												
1 TR	62	1	63	40					0.041	0.2	2	500
	0	62	1	63	40				0.041	0.2	2	
ALL VEHICLES	Total Flow 67	% HV 38							Max X 0.041	Aver. Delay 0.8	Max Queue 2	

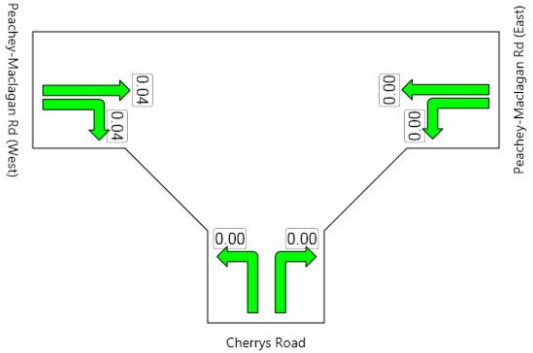
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

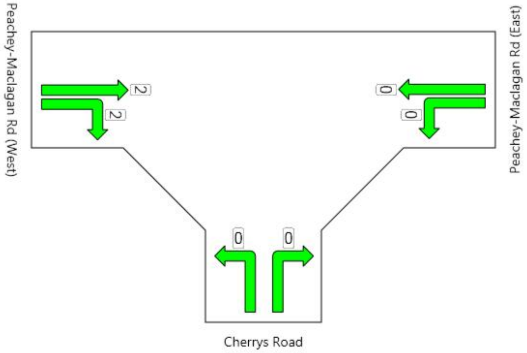
Demand flows



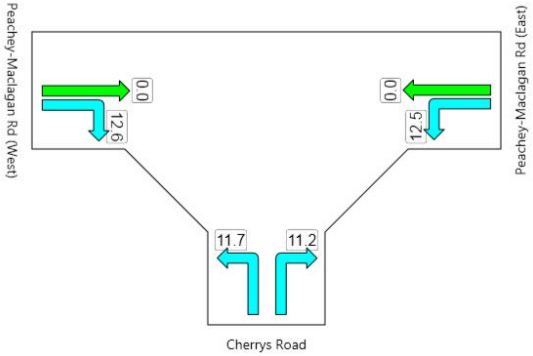
Degree of saturation



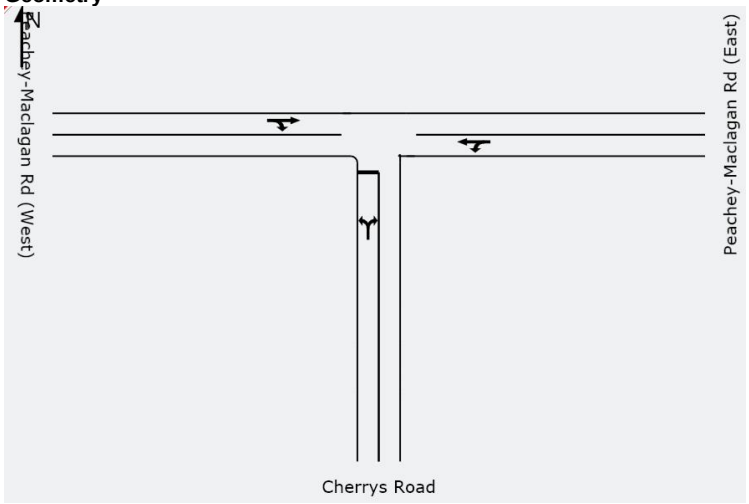
Queue distance (m)



Average delay



Geometry



Peachey-Maclagan Rd / Cherrys Road
PM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

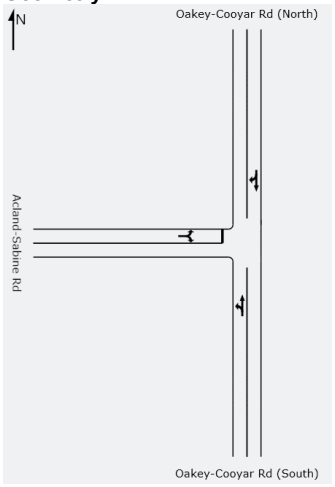
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	2	24		26	28				0.016	1.0	0	500
	2	24	0	26	28				0.016	1.0		
North: Oakey-Cooyar Rd (North)												
1 TR		63	1	64	7				0.035	0.3	1	500
	0	63	1	64	7				0.035	0.3	1	
West: Acland-Sabine Rd												
1 LR	1		1	2	0				0.002	14.4	0	500
	1	0	1	2	0				0.002	14.4	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	93	12	0.035	0.8	1

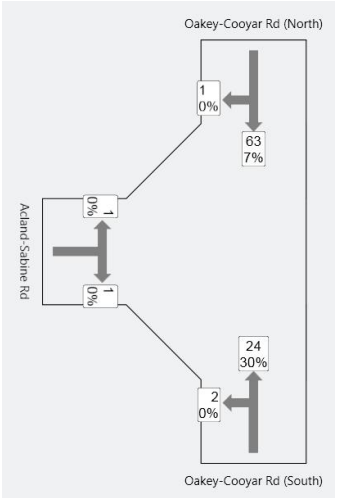
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

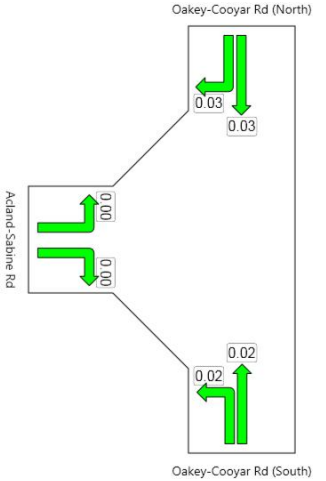
Geometry



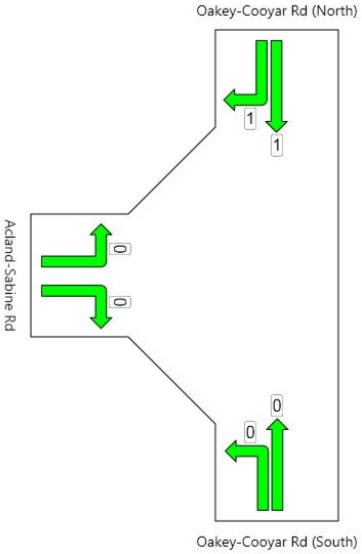
Demand flows



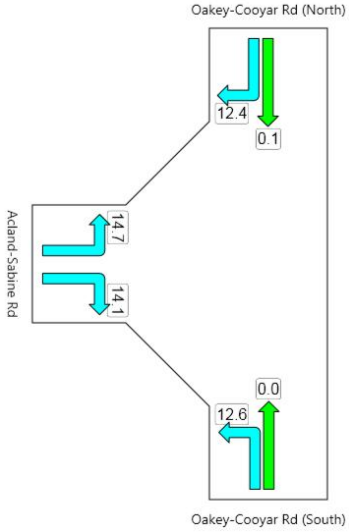
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

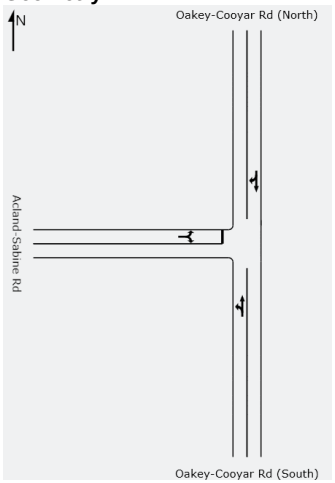
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	2	140		142	6				0.076	0.2	0	500
	2	140	0	142	6				0.076	0.2		
North: Oakey-Cooyar Rd (North)												
1 TR		69	1	71	6				0.038	0.7	2	500
	0	69	1	71	6				0.038	0.7	2	
West: Acland-Sabine Rd												
1 LR	1		1	2	0				0.003	15.2	0	500
	1	0	1	2	0				0.003	15.2	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	215	6	0.076	0.5	2

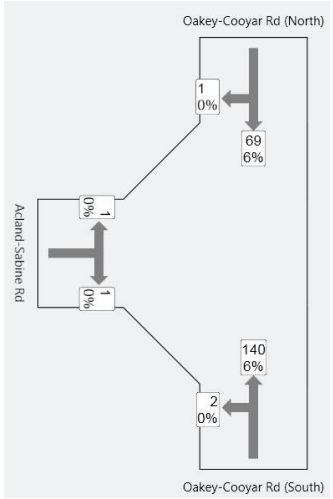
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

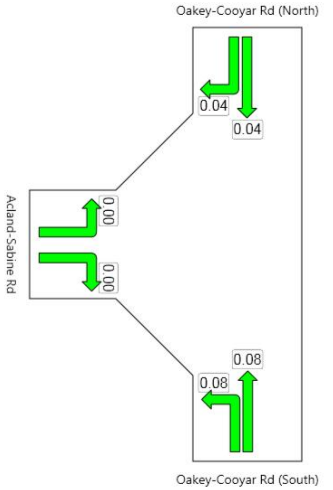
Geometry



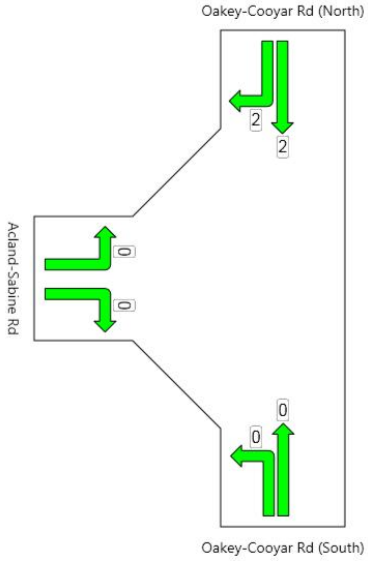
Demand flows



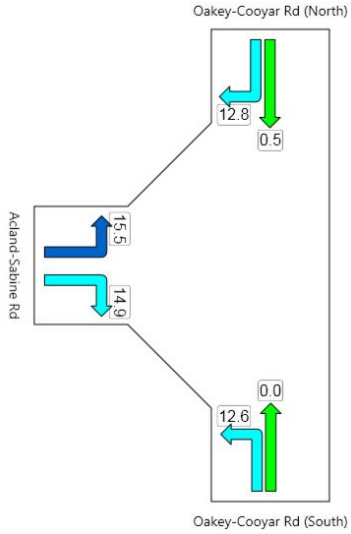
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

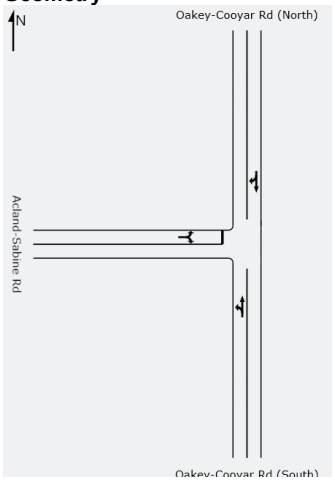
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	2	26		28	28				0.017	0.9	0	500
	2	26	0	28	28				0.017	0.9		
North: Oakey-Cooyar Rd (North)												
1 TR		68	1	69	7				0.037	0.3	1	500
	0	68	1	69	7				0.037	0.3	1	
West: Acland-Sabine Rd												
1 LR	1		1	2	0				0.002	14.5	0	500
	1	0	1	2	0				0.002	14.5	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	100	13	0.037	0.8	1

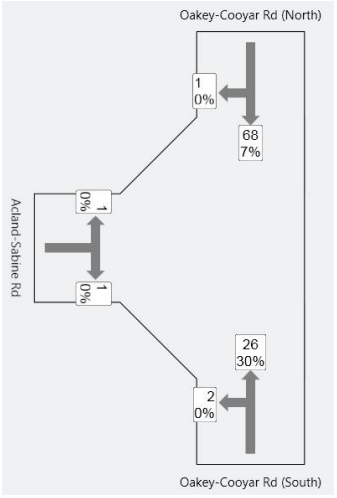
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

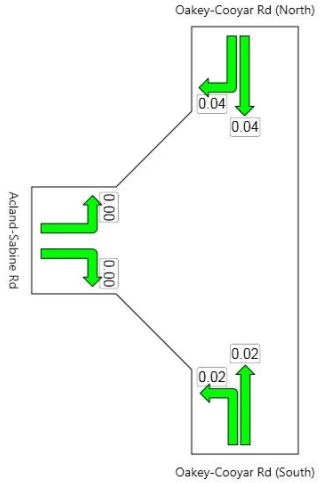
Geometry



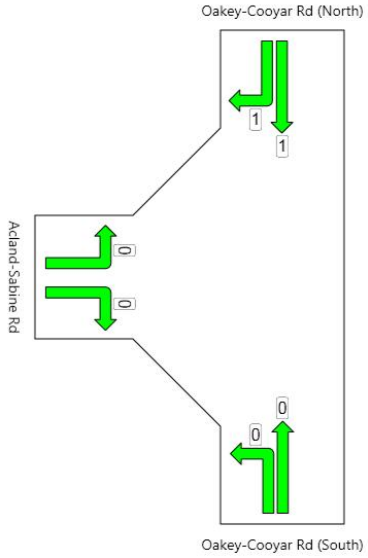
Demand flows



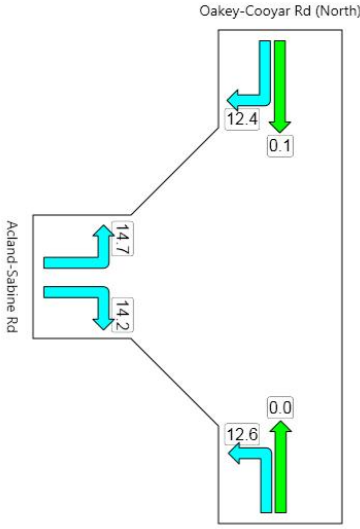
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

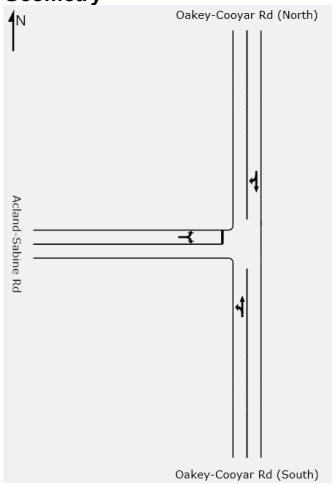
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	2	80		82	10				0.045	0.3	0	500
	2	80	0	82	10				0.045	0.3		
North: Oakey-Cooyar Rd (North)												
1 TR		123	1	124	4				0.066	0.4	3	500
	0	123	1	124	4				0.066	0.4	3	
West: Acland-Sabine Rd												
1 LR	1		1	2	0				0.003	15.1	0	500
	1	0	1	2	0				0.003	15.1	0	
ALL VEHICLES				Total Flow 208	% HV 6				Max X 0.066	Aver. Delay 0.5	Max Queue 3	

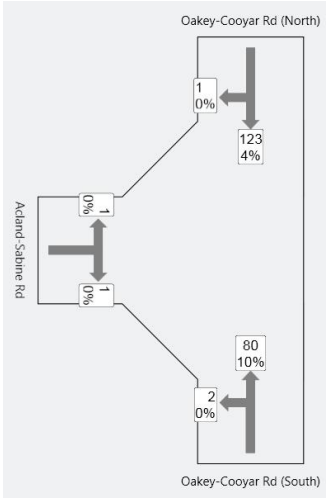
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

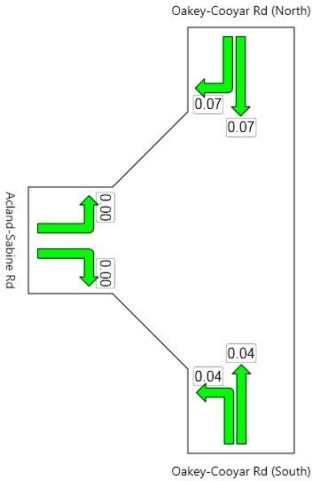
Geometry



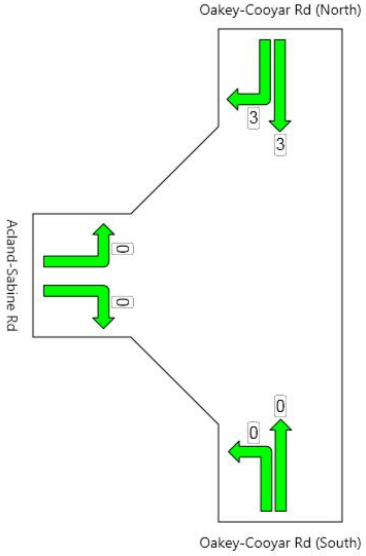
Demand flows



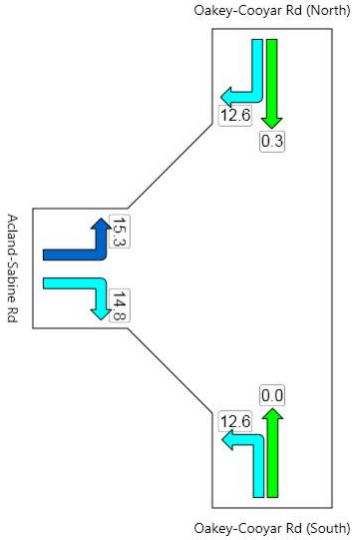
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

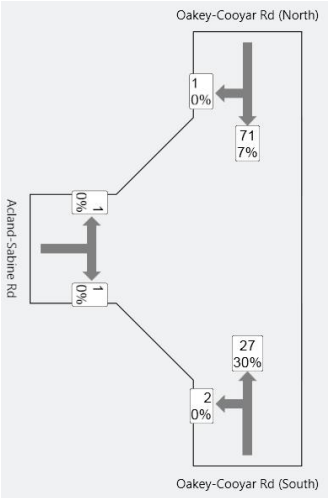
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	2	27		29	28				0.018	0.9	0	500
	2	27	0	29	28				0.018	0.9		
North: Oakey-Cooyar Rd (North)												
1 TR		71	1	72	7				0.038	0.3	2	500
	0	71	1	72	7				0.038	0.3	2	
West: Acland-Sabine Rd												
1 LR	1		1	2	0				0.002	14.5	0	500
	1	0	1	2	0				0.002	14.5	0	
ALL VEHICLES	Total Flow 103	% HV 13							Max X 0.038	Aver. Delay 0.8	Max Queue 2	

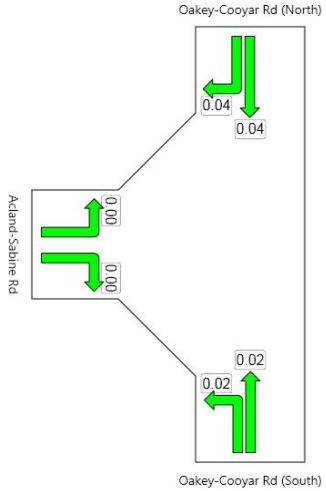
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

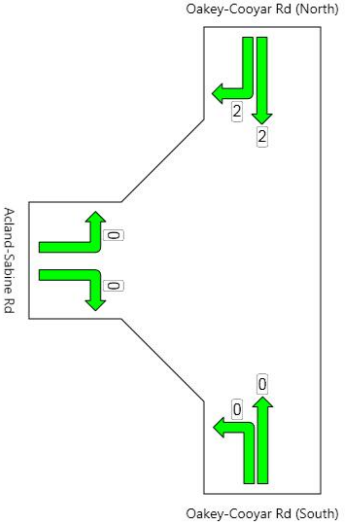
Demand flows



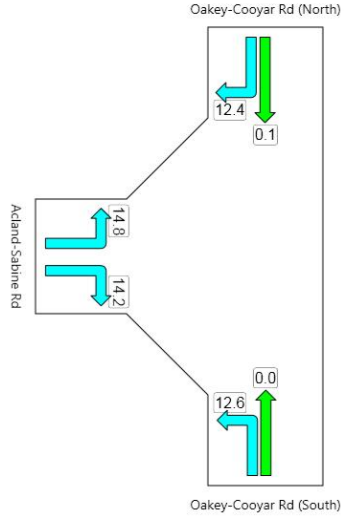
Degree of saturation



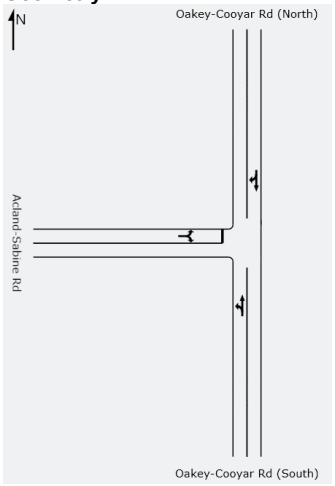
Queue distance (m)



Average delay



Geometry



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

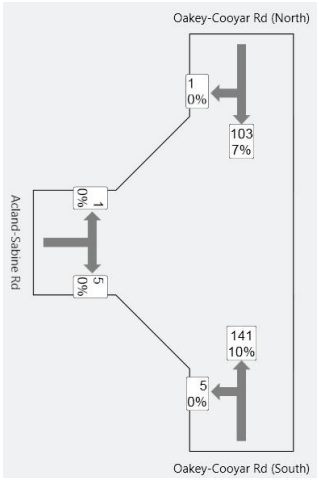
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	5	141		146	10				0.080	0.5	0	500
	5	141	0	146	10				0.080	0.5		
North: Oakey-Cooyar Rd (North)												
1 TR		103	1	104	7				0.056	0.7	2	500
	0	103	1	104	7				0.056	0.7	2	
West: Acland-Sabine Rd												
1 LR	1		5	6	0				0.010	15.9	0	500
	1	0	5	6	0				0.010	15.9	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	257	8	0.080	0.9	2

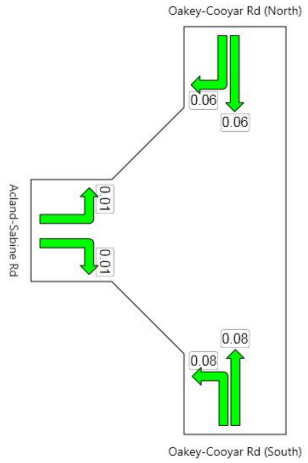
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

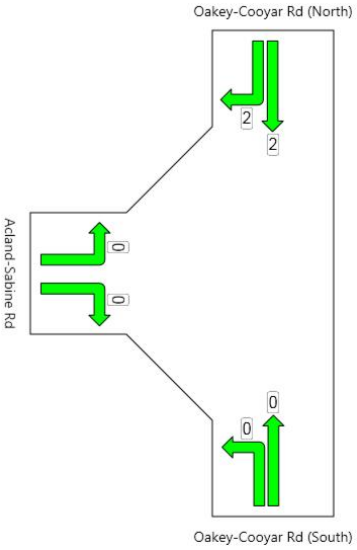
Demand flows



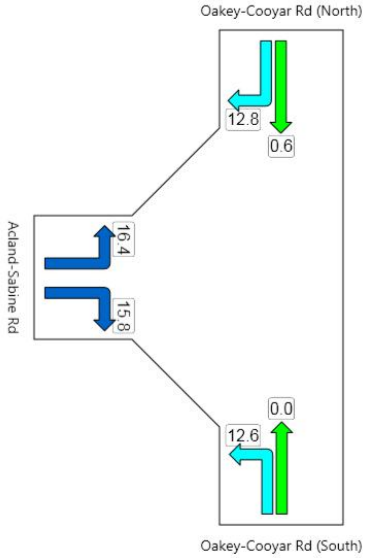
Degree of saturation



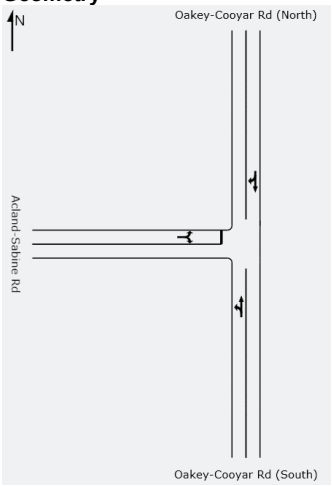
Queue distance (m)



Average delay



Geometry



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
10 Year Horizon (2027)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

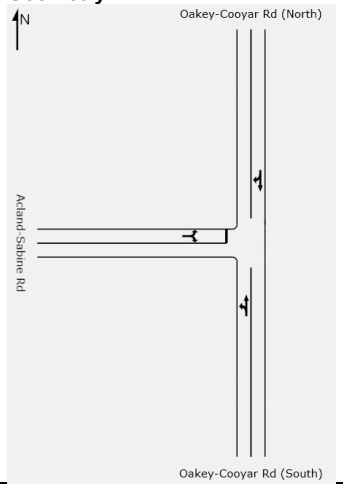
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	5	88		94	17				0.054	0.7	0	500
	5	88	0	94	17				0.054	0.7		
North: Oakey-Cooyar Rd (North)												
1 TR		51	1	52	18				0.030	0.6	1	500
	0	51	1	52	18				0.030	0.6	1	
West: Acland-Sabine Rd												
1 LR	1		5	6	0				0.008	15.0	0	500
	1	0	5	6	0				0.008	15.0	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	152	17	0.054	1.3	1

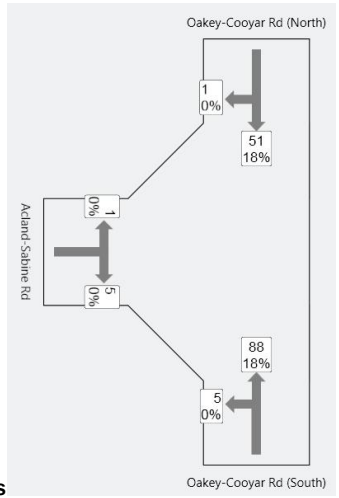
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

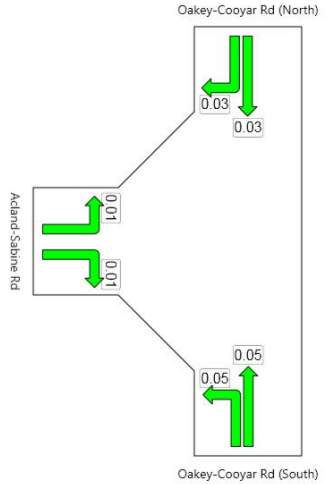
Geometry



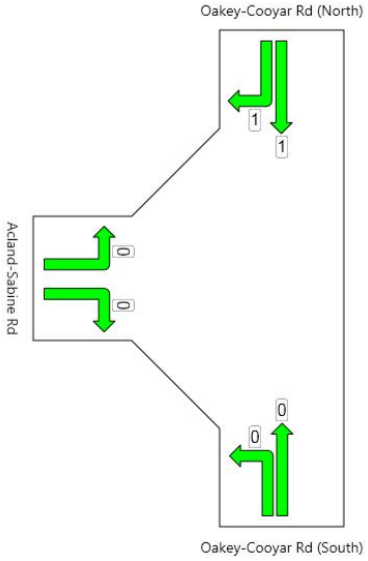
Demand flows



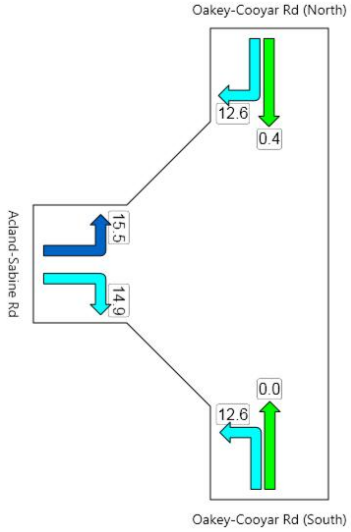
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
AM Peak
10 Year Horizon (2027) – Background Traffic Only

Table S14 from Sidra Output Tables

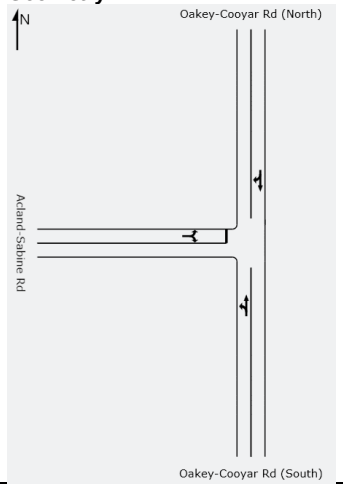
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	3	57		60	9				0.033	0.7	0	500
	3	57	0	60	9				0.033	0.7		
North: Oakey-Cooyar Rd (North)												
1 TR	33	1	34	25					0.020	0.6	1	500
	0	33	1	34	25				0.020	0.6	1	
West: Acland-Sabine Rd												
1 LR	1		3	4	25				0.006	17.5	0	500
	1	0	3	4	25				0.006	17.5	0	
ALL VEHICLES	Total Flow	% HV							Max X	Aver. Delay	Max Queue	
	98	15							0.033	1.4	1	

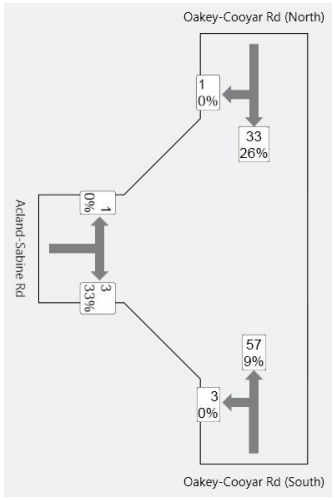
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

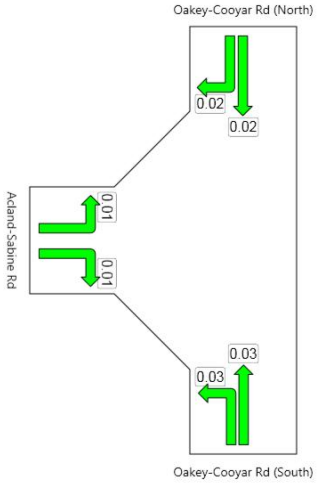
Geometry



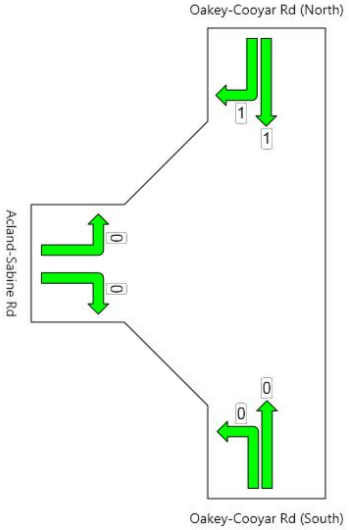
Demand flows



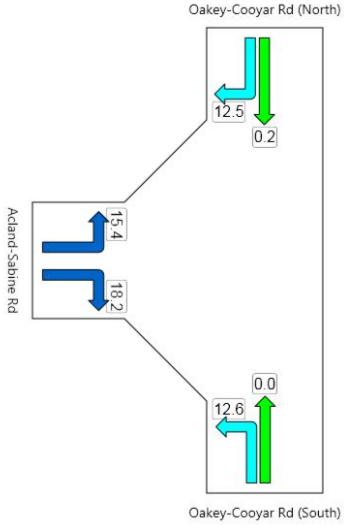
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
Base Case (2014)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

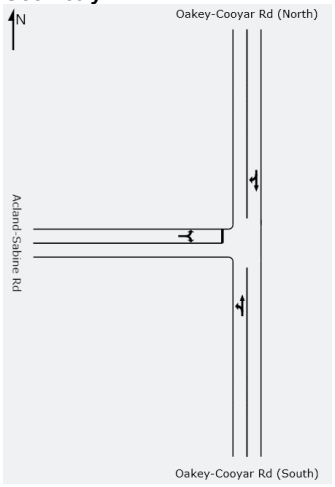
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	3	63		66	9				0.036	0.6	0	500
	3	63	0	66	9				0.036	0.6		
North: Oakey-Cooyar Rd (North)												
1 TR		148	1	149	6				0.080	0.3	3	500
	0	148	1	149	6				0.080	0.3	3	
West: Acland-Sabine Rd												
1 LR	1		3	4	25				0.008	19.0	0	500
	1	0	3	4	25				0.008	19.0	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	220	7	0.080	0.8	3

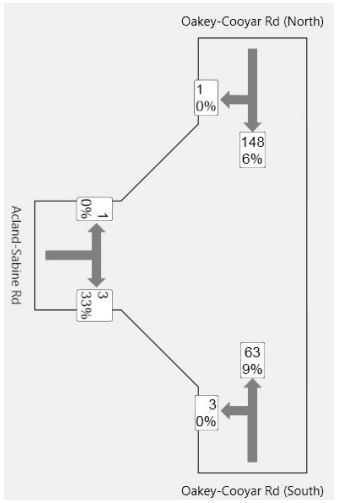
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

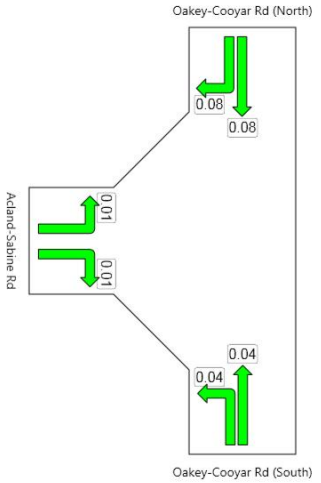
Geometry



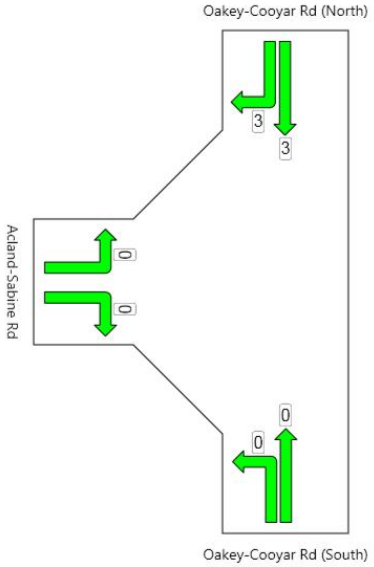
Demand flows



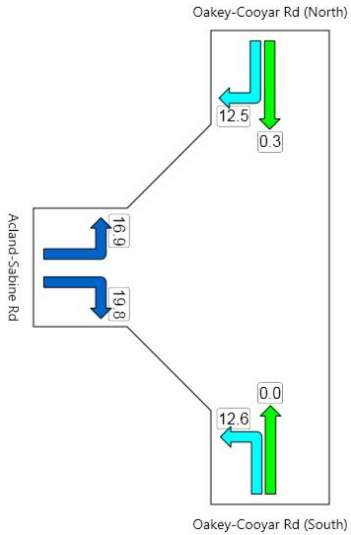
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
Peak Construction Phase (2016)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

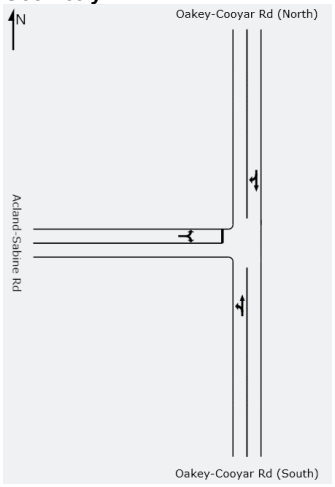
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	3	61		64	9				0.035	0.6	0	500
	3	61	0	64	9				0.035	0.6		
North: Oakey-Cooyar Rd (North)												
1 TR	35	1	36	25					0.022	0.6	1	500
	0	35	1	36	25				0.022	0.6	1	
West: Acland-Sabine Rd												
1 LR	1	3	4	25					0.006	17.6	0	500
	1	0	3	4	25				0.006	17.6	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	104	15	0.035	1.3	1

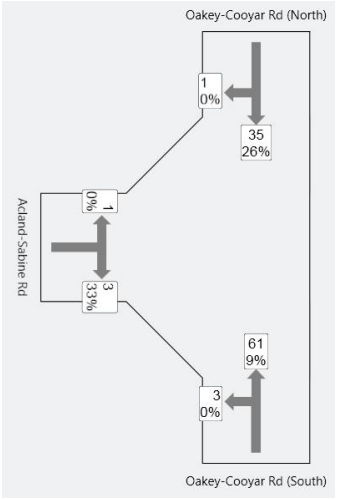
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

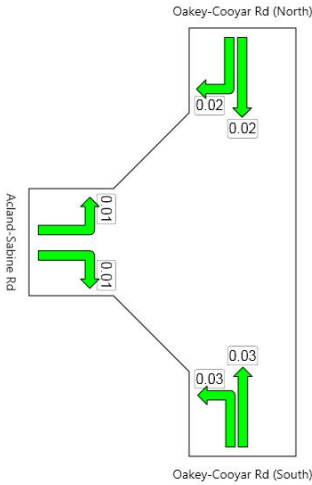
Geometry



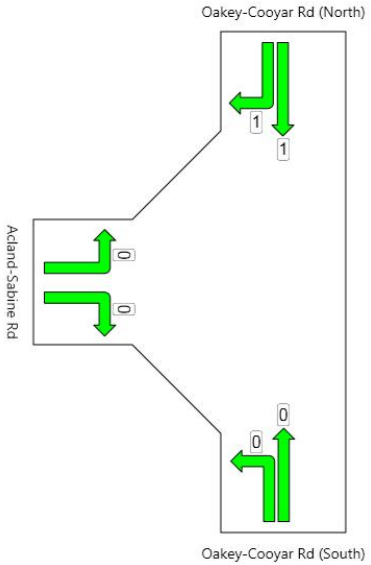
Demand flows



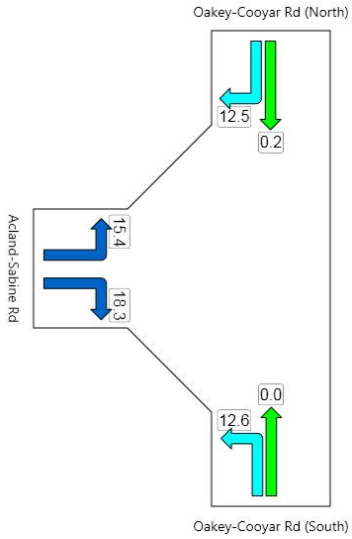
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
Peak Construction Phase (2016) – Background Traffic Only

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

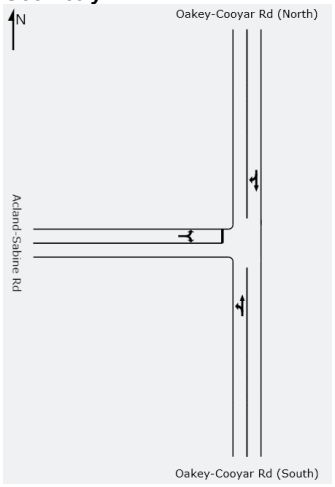
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	3	116		119	5				0.063	0.3	0	500
	3	116	0	119	5				0.063	0.3		
North: Oakey-Cooyar Rd (North)												
1 TR		88	1	89	10				0.049	0.6	2	500
	0	88	1	89	10				0.049	0.6	2	
West: Acland-Sabine Rd												
1 LR	1		3	4	25				0.008	19.0	0	500
	1	0	3	4	25				0.008	19.0	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	213	8	0.063	0.8	2

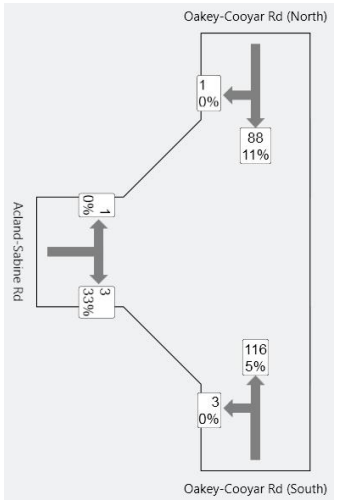
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

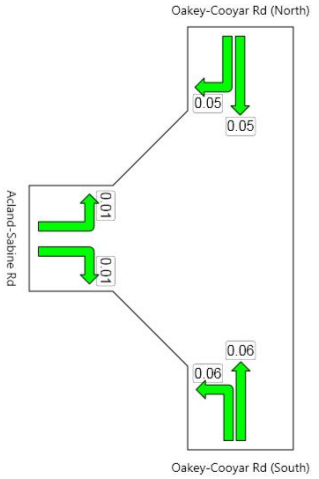
Geometry



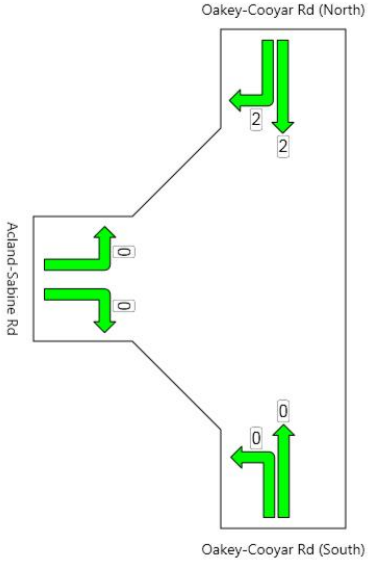
Demand flows



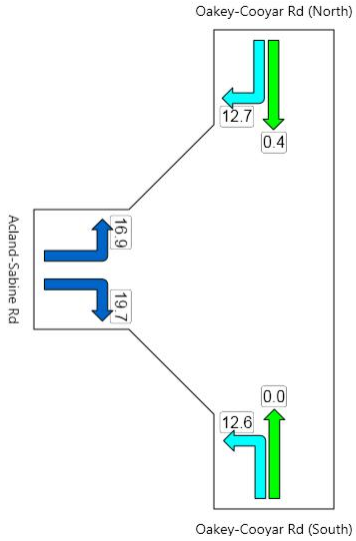
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
Peak Operation Phase (2017)

Table S14 from Sidra Output Tables

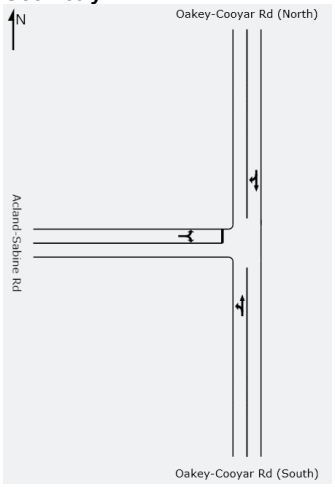
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	3	63		66	5				0.035	0.6	0	500
	3	63	0	66	5				0.035	0.6		
North: Oakey-Cooyar Rd (North)												
1 TR		36	1	37	10				0.020	0.6	1	500
	0	36	1	37	10				0.020	0.6	1	
West: Acland-Sabine Rd												
1 LR	1		3	4	25				0.006	17.5	0	500
	1	0	3	4	25				0.006	17.5	0	
ALL VEHICLES	Total Flow 107	% HV 7							Max X 0.035	Aver. Delay 1.3	Max Queue 1	

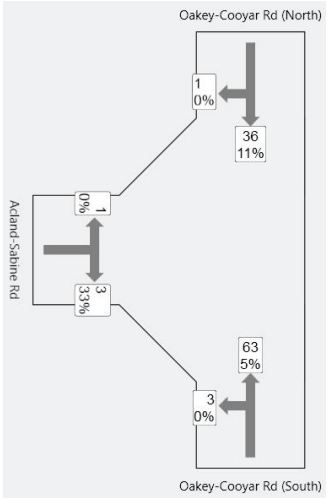
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

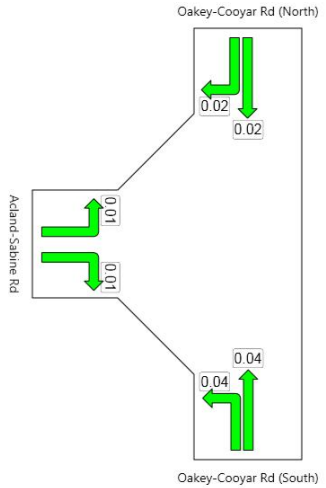
Geometry



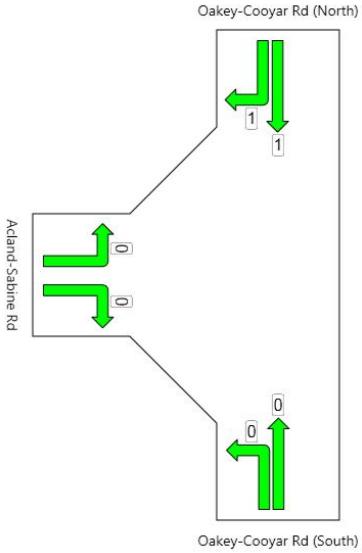
Demand flows



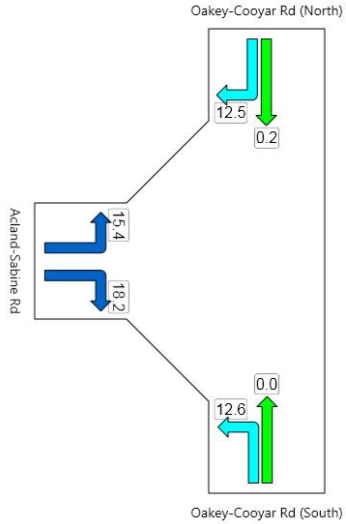
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
Peak Operation Phase (2017) – Background Traffic Only

Table S14 from Sidra Output Tables

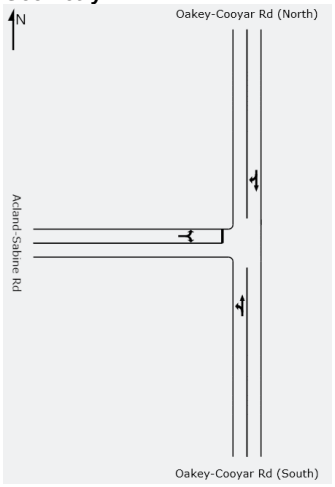
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	5	141		146	7				0.079	0.5	0	500
	5	141	0	146	7				0.079	0.5		
North: Oakey-Cooyar Rd (North)												
1 TR		103	1	104	15				0.059	0.7	3	500
	0	103	1	104	15				0.059	0.7	3	
West: Acland-Sabine Rd												
1 LR	1		5	6	39				0.016	22.5	1	500
	1	0	5	6	39				0.016	22.5	1	
ALL VEHICLES	Total Flow 257	% HV 11							Max X 0.079	Aver. Delay 1.1	Max Queue 3	

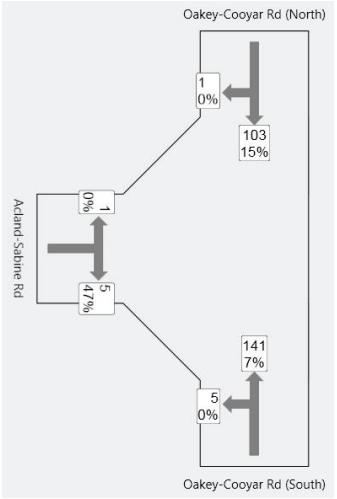
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

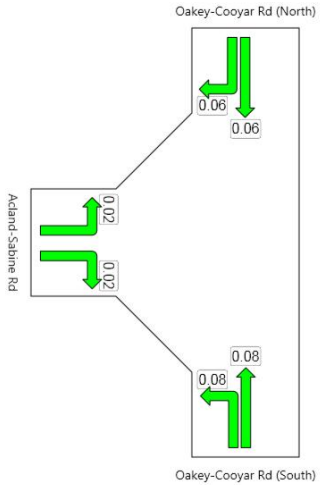
Geometry



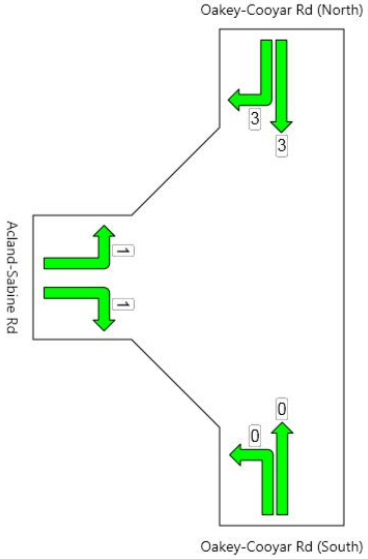
Demand flows



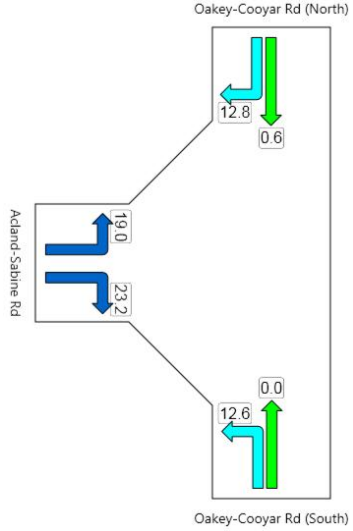
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
10 Year horizon (2027)

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

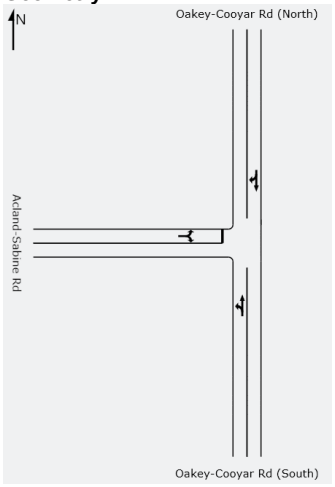
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
South: Oakey-Cooyar Rd (South)												
1 LT	5	88		94	7				0.050	0.7	0	500
	5	88	0	94	7				0.050	0.7		
North: Oakey-Cooyar Rd (North)												
1 TR		51	1	52	15				0.029	0.6	1	500
	0	51	1	52	15				0.029	0.6	1	
West: Acland-Sabine Rd												
1 LR	1		5	6	39				0.012	20.2	0	500
	1	0	5	6	39				0.012	20.2	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	152	11	0.050	1.5	1

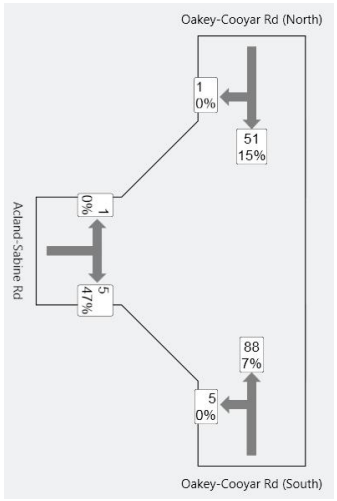
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

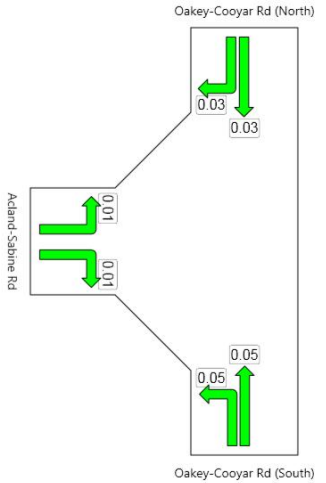
Geometry



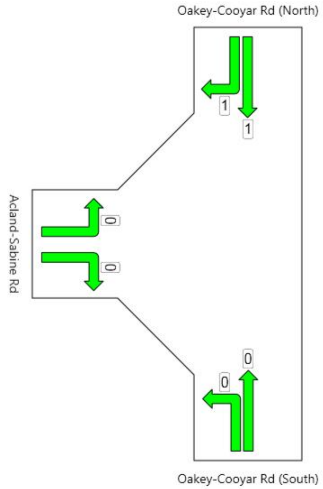
Demand flows



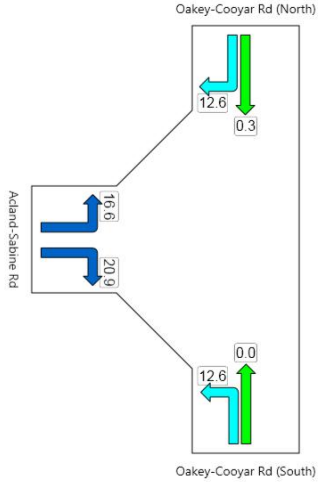
Degree of saturation



Queue distance (m)



Average delay



Oakey-Cooyar Rd/ Acland-Sabine Rd
PM Peak
10 Year horizon (2027) – Background Traffic Only