SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2008 AM Base

Signalised - Fixed time **Cycle Time = 50 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	540	0.0	0.577	8.2	LOS A	65	0.61	0.54	49.0
3	R	339	0.0	0.776	27.6	LOS B	74	0.92	0.99	34.1
Approach		**879**	**0.0**	**0.776**	**15.7**	**LOS B**	**74**	**0.73**	**0.71**	**41.9**
Fowlers Road E										
4	L	194	0.0	0.373	23.8	LOS B	38	0.85	0.78	36.5
6	R	81	0.0	0.156	23.2	LOS B	16	0.79	0.75	36.6
Approach		**275**	**0.0**	**0.373**	**23.6**	**LOS B**	**38**	**0.83**	**0.78**	**36.5**
Princes Highway N										
7	L	81	0.0	0.234	15.4	LOS B	26	0.51	0.75	42.1
8	T	353	0.0	0.234	6.8	LOS A	26	0.47	0.39	50.5
Approach		**434**	**0.0**	**0.234**	**8.5**	**LOS A**	**26**	**0.48**	**0.46**	**48.7**
All Vehicles		**1588**	**0.0**	**0.776**	**15.1**	**LOS B**	**74**	**0.68**	**0.65**	**42.4**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2008 AM Base

Signalised - Fixed time **Cycle Time = 94 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	94	0.0	0.489	20.3	LOS B	89	0.53	0.78	38.5
2	T	896	0.0	0.489	11.7	LOS A	89	0.51	0.45	45.4
Approach		**990**	**0.0**	**0.489**	**12.5**	**LOS A**	**89**	**0.51**	**0.49**	**44.7**
Princes Highway N										
8	T	635	0.0	0.423	12.2	LOS A	71	0.50	0.44	44.9
9	R	39	0.0	0.423	23.5	LOS B	53	0.59	0.79	36.4
Approach		**674**	**0.0**	**0.423**	**12.9**	**LOS A**	**71**	**0.51**	**0.46**	**44.3**
Cleveland Road W										
10	L	38	0.0	0.275	55.1	LOS D	18	0.98	0.73	23.8
12	R	58	0.0	0.419	56.0	LOS D	27	0.99	0.75	23.5
Approach		**96**	**0.0**	**0.419**	**55.7**	**LOS D**	**27**	**0.99**	**0.74**	**23.6**
All Vehicles		**1760**	**0.0**	**0.489**	**15.0**	**LOS B**	**89**	**0.54**	**0.49**	**42.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2008 AM Base

Signalised - Fixed time **Cycle Time = 80 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	208	0.0	0.560	40.2	LOS C	65	0.95	0.82	28.4
23	R	87	0.0	0.234	37.8	LOS C	29	0.88	0.77	29.4
Approach		**295**	**0.0**	**0.560**	**39.5**	**LOS C**	**65**	**0.93**	**0.80**	**28.7**
Princes Highway NE										
24	L	54	0.0	0.297	16.5	LOS B	57	0.52	0.77	41.2
25	T	639	0.0	0.297	8.3	LOS A	58	0.52	0.45	48.9
Approach		**693**	**0.0**	**0.297**	**8.9**	**LOS A**	**58**	**0.52**	**0.48**	**48.2**
Princes Highway SW										
31	T	904	0.0	0.588	11.0	LOS A	123	0.67	0.61	46.0
32	R	163	0.0	0.588	20.7	LOS B	80	0.70	0.82	38.2
Approach		**1067**	**0.0**	**0.588**	**12.5**	**LOS A**	**123**	**0.68**	**0.64**	**44.6**
All Vehicles		**2055**	**0.0**	**0.588**	**15.2**	**LOS B**	**123**	**0.66**	**0.61**	**42.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2008 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	825	0.0	0.212	0.0	LOS A	0	0.00	0.00	60.0
Approach		**826**	**0.0**	**0.212**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	743	0.0	0.191	0.0	LOS A	0	0.00	0.00	60.0
9	R	104	0.0	0.134	10.7	LOS A	5	0.63	0.82	46.3
Approach		**847**	**0.0**	**0.191**	**1.3**	**LOS A**	**5**	**0.08**	**0.10**	**57.9**
Avondale Road SW										
30	L	242	0.0	0.555	21.7	LOS B	26	0.80	1.15	38.7
32	R	1	0.0	0.029	106.0	LOS F	1	0.96	1.00	15.5
Approach		**243**	**0.0**	**0.555**	**22.1**	**LOS B**	**26**	**0.80**	**1.14**	**38.5**
All Vehicles		**1916**	**0.0**	**0.555**	**3.4**	**Not Applicable**	**26**	**0.14**	**0.19**	**55.2**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2008 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	8.2	LOS A	0	0.00	0.67	49.0
2	T	825	0.0	0.212	0.0	LOS A	0	0.00	0.00	60.0
Approach		**826**	**0.0**	**0.212**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	743	0.0	0.191	0.0	LOS A	0	0.00	0.00	60.0
Approach		**743**	**0.0**	**0.191**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	16.6	LOS B	0	0.64	0.82	42.2
Approach		**1**	**0.0**	**0.002**	**16.6**	**LOS B**	**0**	**0.64**	**0.82**	**42.2**
All Vehicles		**1570**	**0.0**	**0.212**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2008 AM Base

Signalised - Fixed time **Cycle Time = 70 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	715	0.0	0.494	7.9	LOS A	69	0.56	0.49	49.3
3	R	95	0.0	0.495	18.0	LOS B	69	0.64	0.80	40.1
Approach		**810**	**0.0**	**0.494**	**9.1**	**LOS A**	**69**	**0.57**	**0.53**	**48.0**
Mount Brown Road E										
4	L	111	0.0	0.299	34.7	LOS C	32	0.89	0.78	30.7
6	R	110	0.0	0.296	34.8	LOS C	32	0.89	0.78	30.6
Approach		**221**	**0.0**	**0.299**	**34.7**	**LOS C**	**32**	**0.89**	**0.78**	**30.6**
Princes Highway N										
7	L	65	0.0	0.187	14.0	LOS A	31	0.45	0.75	43.3
8	T	678	0.0	0.422	6.8	LOS A	74	0.52	0.46	50.6
Approach		**743**	**0.0**	**0.422**	**7.4**	**LOS A**	**74**	**0.51**	**0.48**	**49.9**
All Vehicles		**1774**	**0.0**	**0.495**	**11.6**	**LOS A**	**74**	**0.59**	**0.54**	**45.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2008 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	80	0.0	0.073	8.2	LOS A	0	0.00	0.67	49.0
2	T	749	0.0	0.354	0.0	LOS A	0	0.00	0.00	60.0
Approach		**829**	**0.0**	**0.354**	**0.8**	**LOS A**		**0.00**	**0.06**	**58.7**
Princes Highway N										
8	T	711	0.0	0.302	3.3	LOS A	32	0.45	0.00	54.3
9	R	78	0.0	0.302	14.1	LOS A	32	0.81	0.99	43.2
Approach		**789**	**0.0**	**0.302**	**4.3**	**LOS A**	**32**	**0.48**	**0.10**	**52.9**
Huntley Road W										
10	L	62	0.0	0.134	17.0	LOS B	4	0.65	1.00	41.9
12	R	90	0.0	1.184	472.3	LOS F	176	1.00	2.64	4.3
Approach		**152**	**0.0**	**1.190**	**286.6**	**LOS F**	**176**	**0.86**	**1.97**	**6.8**
All Vehicles		**1770**	**0.0**	**1.184**	**26.9**	**Not Applicable**	**176**	**0.29**	**0.24**	**34.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2008 AM Base

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	6	0.0	0.050	0.2	LOS A	2	0.15	0.00	58.0
6	R	80	0.0	0.050	8.5	LOS A	2	0.15	0.63	48.2
Approach		**86**	**0.0**	**0.050**	**7.9**	**LOS A**	**2**	**0.15**	**0.58**	**48.8**
Penrose Drive N										
7	L	97	0.0	0.120	8.3	LOS A	3	0.20	0.57	48.1
9	R	1	0.0	0.001	8.8	LOS A	0	0.19	0.62	47.9
Approach		**98**	**0.0**	**0.120**	**8.3**	**LOS A**	**3**	**0.20**	**0.57**	**48.1**
Huntley Road W										
10	L	1	0.0	0.005	8.2	LOS A	0	0.00	0.67	49.0
11	T	8	0.0	0.005	0.0	LOS A	0	0.00	0.00	60.0
Approach		**9**	**0.0**	**0.005**	**0.9**	**LOS A**		**0.00**	**0.07**	**58.5**
All Vehicles		**193**	**0.0**	**0.120**	**7.8**	**Not Applicable**	**3**	**0.17**	**0.55**	**48.8**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2008 AM Base

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
5	T	7	0.0	0.004	0.0	LOS A	0	0.07	0.00	59.1
6	R	1	0.0	0.004	9.3	LOS A	0	0.07	0.70	47.6
Approach		**8**	**0.0**	**0.004**	**1.2**	**LOS A**	**0**	**0.07**	**0.09**	**57.3**
Avondale Road (North)										
24	L	1	0.0	0.003	9.2	LOS A	0	0.07	0.65	47.8
26	R	2	0.0	0.003	7.9	LOS A	0	0.07	0.63	49.0
Approach		**3**	**0.0**	**0.003**	**8.3**	**LOS A**	**0**	**0.07**	**0.64**	**48.6**
Avondale Road (West)										
10	L	6	0.0	0.008	8.3	LOS A	0	0.00	0.69	48.8
11	T	10	0.0	0.008	0.0	LOS A	0	0.00	0.00	60.0
Approach		**16**	**0.0**	**0.008**	**3.1**	**LOS A**		**0.00**	**0.26**	**55.3**
All Vehicles		**27**	**0.0**	**0.008**	**3.1**	**Not Applicable**	**0**	**0.03**	**0.25**	**55.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2008 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	1	0.0	0.001	10.9	LOS A	0	0.15	0.89	46.4
3	R	274	0.0	0.245	10.9	LOS A	10	0.20	0.89	46.5
Approach		**275**	**0.0**	**0.245**	**10.9**	**LOS A**	**10**	**0.20**	**0.89**	**46.5**
Avondale Road E										
4	L	127	0.0	0.069	8.2	LOS A	0	0.00	0.67	49.0
5	T	2	0.0	0.069	0.0	LOS A	0	0.00	0.00	60.0
Approach		**129**	**0.0**	**0.069**	**8.1**	**LOS A**		**0.00**	**0.66**	**49.1**
Avondale Road W										
11	T	6	0.0	0.004	0.3	LOS A	0	0.23	0.00	56.9
12	R	1	0.0	0.004	8.6	LOS A	0	0.23	0.60	47.8
Approach		**7**	**0.0**	**0.004**	**1.5**	**LOS A**	**0**	**0.23**	**0.09**	**55.4**
All Vehicles		**411**	**0.0**	**0.245**	**9.8**	**Not Applicable**	**10**	**0.14**	**0.80**	**47.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2008 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
1	L	1	0.0	0.001	12.0	LOS A	0	0.20	0.86	45.6
2	T	1	0.0	0.003	12.8	LOS A	0	0.45	0.82	45.2
3	R	1	0.0	0.003	12.7	LOS A	0	0.45	0.79	45.4
Approach		**3**	**0.0**	**0.003**	**12.5**	**LOS A**	**0**	**0.37**	**0.82**	**45.4**
Avondale Road NE										
24	L	1	0.0	0.056	8.8	LOS A	3	0.38	0.41	47.6
25	T	104	0.0	0.055	0.9	LOS A	3	0.38	0.00	55.1
26	R	1	0.0	0.056	10.1	LOS A	3	0.38	0.67	46.5
Approach		**106**	**0.0**	**0.055**	**1.1**	**LOS A**	**3**	**0.38**	**0.01**	**54.9**
Amaral Avenue N										
7	L	1	0.0	0.001	12.8	LOS A	0	0.34	0.81	45.1
8	T	1	0.0	0.033	12.2	LOS A	1	0.41	0.90	45.7
9	R	26	0.0	0.034	12.1	LOS A	1	0.41	0.88	45.9
Approach		**28**	**0.0**	**0.034**	**12.1**	**LOS A**	**1**	**0.41**	**0.88**	**45.9**
Avondale Road SW										
30	L	38	0.0	0.145	8.2	LOS A	8	0.25	0.50	48.2
31	T	242	0.0	0.145	0.3	LOS A	8	0.25	0.00	56.7
32	R	1	0.0	0.143	9.6	LOS A	8	0.25	0.65	46.9
Approach		**281**	**0.0**	**0.145**	**1.4**	**LOS A**	**8**	**0.25**	**0.07**	**55.3**
All Vehicles		**418**	**0.0**	**0.145**	**2.1**	**Not Applicable**	**8**	**0.29**	**0.11**	**54.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2008 PM Base

Signalised - Fixed time **Cycle Time = 40 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	344	0.0	0.504	11.5	LOS A	50	0.84	0.71	45.6
3	R	186	0.0	0.638	25.6	LOS B	36	0.95	0.87	35.1
Approach		**530**	**0.0**	**0.638**	**16.5**	**LOS B**	**50**	**0.88**	**0.76**	**41.3**
Fowlers Road E										
4	L	280	0.0	0.431	18.8	LOS B	41	0.81	0.79	39.8
6	R	119	0.0	0.183	18.2	LOS B	17	0.73	0.76	39.9
Approach		**399**	**0.0**	**0.431**	**18.6**	**LOS B**	**41**	**0.79**	**0.78**	**39.8**
Princes Highway N										
7	L	142	0.0	0.498	19.7	LOS B	49	0.83	0.81	38.9
8	T	531	0.0	0.498	11.5	LOS A	49	0.83	0.70	45.6
Approach		**673**	**0.0**	**0.498**	**13.2**	**LOS A**	**49**	**0.83**	**0.73**	**44.0**
All Vehicles		**1602**	**0.0**	**0.638**	**15.6**	**LOS B**	**50**	**0.84**	**0.75**	**42.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2008 PM Base

Signalised - Fixed time **Cycle Time = 70 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	36	0.0	0.380	21.7	LOS B	65	0.70	0.80	37.5
2	T	642	0.0	0.381	13.5	LOS A	65	0.70	0.60	43.8
Approach		**678**	**0.0**	**0.381**	**13.9**	**LOS A**	**65**	**0.70**	**0.61**	**43.4**
Princes Highway N										
8	T	928	0.0	0.544	15.2	LOS B	95	0.77	0.68	42.3
9	R	15	0.0	0.544	23.8	LOS B	90	0.77	0.83	36.2
Approach		**943**	**0.0**	**0.544**	**15.3**	**LOS B**	**95**	**0.77**	**0.68**	**42.2**
Cleveland Road W										
10	L	11	0.0	0.069	41.6	LOS C	4	0.95	0.68	27.9
12	R	49	0.0	0.308	43.1	LOS D	18	0.97	0.74	27.4
Approach		**60**	**0.0**	**0.308**	**42.8**	**LOS D**	**18**	**0.97**	**0.73**	**27.5**
All Vehicles		**1681**	**0.0**	**0.544**	**15.8**	**LOS B**	**95**	**0.75**	**0.66**	**41.9**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2008 PM Base

Signalised - Fixed time **Cycle Time = 75 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	188	0.0	0.542	39.1	LOS C	57	0.95	0.81	28.9
23	R	54	0.0	0.156	36.4	LOS C	18	0.87	0.75	29.9
Approach		**242**	**0.0**	**0.542**	**38.5**	**LOS C**	**57**	**0.94**	**0.80**	**29.1**
Princes Highway NE										
24	L	117	0.0	0.386	14.6	LOS B	69	0.50	0.78	42.8
25	T	860	0.0	0.386	6.4	LOS A	70	0.50	0.44	51.0
Approach		**977**	**0.0**	**0.386**	**7.4**	**LOS A**	**70**	**0.50**	**0.48**	**49.8**
Princes Highway SW										
31	T	625	0.0	0.491	7.1	LOS A	92	0.55	0.49	50.2
32	R	199	0.0	0.608	21.8	LOS B	48	0.72	0.83	37.5
Approach		**824**	**0.0**	**0.608**	**10.6**	**LOS A**	**92**	**0.59**	**0.57**	**46.4**
All Vehicles		**2043**	**0.0**	**0.608**	**12.4**	**LOS A**	**92**	**0.59**	**0.56**	**44.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2008 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	712	0.0	0.183	0.0	LOS A	0	0.00	0.00	60.0
Approach		**713**	**0.0**	**0.183**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	814	0.0	0.209	0.0	LOS A	0	0.00	0.00	60.0
9	R	234	0.0	0.263	10.3	LOS A	11	0.63	0.84	46.7
Approach		**1048**	**0.0**	**0.263**	**2.3**	**LOS A**	**11**	**0.14**	**0.19**	**56.4**
Avondale Road SW										
30	L	112	0.0	0.217	15.9	LOS B	7	0.63	1.01	42.9
32	R	1	0.0	0.036	129.3	LOS F	1	0.97	1.00	13.3
Approach		**113**	**0.0**	**0.217**	**16.9**	**LOS B**	**7**	**0.63**	**1.01**	**42.0**
All Vehicles		**1874**	**0.0**	**0.263**	**2.3**	**Not Applicable**	**11**	**0.12**	**0.17**	**56.5**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2008 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	8.2	LOS A	0	0.00	0.67	49.0
2	T	712	0.0	0.183	0.0	LOS A	0	0.00	0.00	60.0
Approach		**713**	**0.0**	**0.183**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	814	0.0	0.209	0.0	LOS A	0	0.00	0.00	60.0
Approach		**814**	**0.0**	**0.209**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	15.3	LOS B	0	0.57	0.82	43.2
Approach		**1**	**0.0**	**0.002**	**15.3**	**LOS B**	**0**	**0.57**	**0.82**	**43.2**
All Vehicles		**1528**	**0.0**	**0.209**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2008 PM Base

Signalised - Fixed time **Cycle Time = 55 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	647	0.0	0.562	10.3	LOS A	67	0.71	0.61	46.7
3	R	109	0.0	0.561	22.5	LOS B	55	0.82	0.82	37.0
Approach		**756**	**0.0**	**0.562**	**12.1**	**LOS A**	**67**	**0.73**	**0.64**	**45.0**
Mount Brown Road E										
4	L	95	0.0	0.201	26.1	LOS B	21	0.82	0.76	34.9
6	R	64	0.0	0.135	25.8	LOS B	14	0.81	0.75	35.0
Approach		**159**	**0.0**	**0.201**	**26.0**	**LOS B**	**21**	**0.82**	**0.76**	**34.9**
Princes Highway N										
7	L	111	0.0	0.245	15.8	LOS B	35	0.58	0.77	41.8
8	T	702	0.0	0.551	9.1	LOS A	83	0.69	0.60	48.0
Approach		**813**	**0.0**	**0.551**	**10.0**	**LOS A**	**83**	**0.67**	**0.63**	**47.0**
All Vehicles		**1728**	**0.0**	**0.562**	**12.4**	**LOS A**	**83**	**0.71**	**0.65**	**44.8**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2008 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	97	0.0	0.073	8.2	LOS A	0	0.00	0.67	49.0
2	T	731	0.0	0.354	0.0	LOS A	0	0.00	0.00	60.0
Approach		**828**	**0.0**	**0.354**	**1.0**	**LOS A**		**0.00**	**0.08**	**58.5**
Princes Highway N										
8	T	760	0.0	0.285	3.5	LOS A	32	0.48	0.00	53.9
9	R	38	0.0	0.286	13.9	LOS A	32	0.80	0.97	43.4
Approach		**798**	**0.0**	**0.285**	**4.0**	**LOS A**	**32**	**0.50**	**0.05**	**53.3**
Huntley Road W										
10	L	25	0.0	0.054	16.5	LOS B	2	0.62	0.98	42.3
12	R	87	0.0	1.145	409.3	LOS F	150	1.00	2.42	4.9
Approach		**112**	**0.0**	**1.149**	**321.6**	**LOS F**	**150**	**0.92**	**2.10**	**6.1**
All Vehicles		**1738**	**0.0**	**1.145**	**23.0**	**Not Applicable**	**150**	**0.29**	**0.19**	**36.6**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2008 PM Base

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	9	0.0	0.064	0.2	LOS A	3	0.14	0.00	58.0
6	R	102	0.0	0.064	8.5	LOS A	3	0.14	0.63	48.2
Approach		**111**	**0.0**	**0.064**	**7.8**	**LOS A**	**3**	**0.14**	**0.58**	**48.9**
Penrose Drive N										
7	L	92	0.0	0.114	8.3	LOS A	3	0.19	0.57	48.1
9	R	1	0.0	0.001	8.9	LOS A	0	0.22	0.62	47.8
Approach		**93**	**0.0**	**0.114**	**8.3**	**LOS A**	**3**	**0.19**	**0.57**	**48.1**
Huntley Road W										
10	L	1	0.0	0.005	8.2	LOS A	0	0.00	0.67	49.0
11	T	8	0.0	0.005	0.0	LOS A	0	0.00	0.00	60.0
Approach		**9**	**0.0**	**0.005**	**0.9**	**LOS A**		**0.00**	**0.07**	**58.5**
All Vehicles		**213**	**0.0**	**0.114**	**7.7**	**Not Applicable**	**3**	**0.16**	**0.55**	**48.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2008 PM Base

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
5	T	11	0.0	0.006	0.0	LOS A	0	0.06	0.00	59.2
6	R	1	0.0	0.006	9.3	LOS A	0	0.06	0.70	47.6
Approach		**12**	**0.0**	**0.006**	**0.8**	**LOS A**	**0**	**0.06**	**0.06**	**58.0**
Avondale Road (North)										
24	L	1	0.0	0.005	9.2	LOS A	0	0.07	0.65	47.8
26	R	5	0.0	0.005	7.9	LOS A	0	0.07	0.63	48.9
Approach		**6**	**0.0**	**0.005**	**8.1**	**LOS A**	**0**	**0.07**	**0.63**	**48.7**
Avondale Road (West)										
10	L	3	0.0	0.007	8.3	LOS A	0	0.00	0.69	48.8
11	T	10	0.0	0.007	0.0	LOS A	0	0.00	0.00	60.0
Approach		**13**	**0.0**	**0.007**	**1.9**	**LOS A**		**0.00**	**0.16**	**57.0**
All Vehicles		**31**	**0.0**	**0.007**	**2.7**	**Not Applicable**	**0**	**0.04**	**0.21**	**55.6**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2008 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	1	0.0	0.001	11.2	LOS A	0	0.23	0.85	46.3
3	R	159	0.0	0.153	11.2	LOS A	5	0.27	0.89	46.3
Approach		**160**	**0.0**	**0.153**	**11.2**	**LOS A**	**5**	**0.27**	**0.89**	**46.3**
Avondale Road E										
4	L	262	0.0	0.144	8.2	LOS A	0	0.00	0.67	49.0
5	T	5	0.0	0.143	0.0	LOS A	0	0.00	0.00	60.0
Approach		**267**	**0.0**	**0.144**	**8.0**	**LOS A**		**0.00**	**0.65**	**49.1**
Avondale Road W										
11	T	3	0.0	0.002	0.8	LOS A	0	0.35	0.00	55.5
12	R	1	0.0	0.002	9.1	LOS A	0	0.35	0.59	47.4
Approach		**4**	**0.0**	**0.002**	**2.9**	**LOS A**	**0**	**0.35**	**0.15**	**53.2**
All Vehicles		**431**	**0.0**	**0.153**	**9.2**	**Not Applicable**	**5**	**0.10**	**0.74**	**48.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2008 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
1	L	1	0.0	0.001	12.6	LOS A	0	0.32	0.82	45.2
2	T	1	0.0	0.003	12.8	LOS A	0	0.46	0.82	45.1
3	R	1	0.0	0.003	12.8	LOS A	0	0.46	0.79	45.3
Approach		**3**	**0.0**	**0.003**	**12.8**	**LOS A**	**0**	**0.41**	**0.81**	**45.2**
Avondale Road NE										
24	L	1	0.0	0.125	8.4	LOS A	7	0.30	0.47	48.0
25	T	234	0.0	0.121	0.5	LOS A	7	0.30	0.00	56.1
26	R	1	0.0	0.125	9.8	LOS A	7	0.30	0.66	46.8
Approach		**236**	**0.0**	**0.121**	**0.6**	**LOS A**	**7**	**0.30**	**0.00**	**56.0**
Amaral Avenue N										
7	L	1	0.0	0.001	12.2	LOS A	0	0.24	0.85	45.5
8	T	1	0.0	0.042	12.2	LOS A	1	0.42	0.90	45.6
9	R	33	0.0	0.042	12.2	LOS A	1	0.42	0.88	45.9
Approach		**35**	**0.0**	**0.042**	**12.2**	**LOS A**	**1**	**0.41**	**0.88**	**45.9**
Avondale Road SW										
30	L	50	0.0	0.085	8.6	LOS A	5	0.41	0.39	47.5
31	T	112	0.0	0.085	0.8	LOS A	5	0.41	0.00	54.8
32	R	1	0.0	0.083	10.0	LOS A	5	0.41	0.66	46.4
Approach		**163**	**0.0**	**0.085**	**3.2**	**LOS A**	**5**	**0.41**	**0.12**	**52.3**
All Vehicles		**437**	**0.0**	**0.125**	**2.6**	**Not Applicable**	**7**	**0.35**	**0.13**	**53.5**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2016 AM Base

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	94	8.5	0.963	124.0	LOS F	373	1.00	1.31	13.6
2	T	429	3.5	0.963	115.5	LOS F	373	1.00	1.31	14.4
3	R	292	1.4	0.951	85.0	LOS F	143	1.00	1.16	18.0
Approach		**815**	**3.3**	**0.963**	**105.6**	**LOS F**	**373**	**1.00**	**1.26**	**15.4**
Fowlers Road E										
4	L	122	2.5	0.370	40.5	LOS C	111	0.74	0.81	28.4
5	T	444	3.6	0.370	33.1	LOS C	112	0.75	0.64	31.4
6	R	86	4.7	0.598	83.2	LOS F	58	1.00	0.79	18.2
Approach		**652**	**3.5**	**0.598**	**41.1**	**LOS C**	**112**	**0.78**	**0.69**	**28.2**
Princes Highway N										
7	L	123	3.3	0.606	66.9	LOS E	151	0.92	0.95	21.1
8	T	206	7.3	0.606	58.6	LOS E	151	0.92	0.89	23.0
9	R	115	8.7	0.642	47.2	LOS D	46	1.00	0.79	26.2
Approach		**444**	**6.5**	**0.642**	**58.0**	**LOS E**	**151**	**0.94**	**0.88**	**23.1**
Fowlers Road W										
10	L	252	4.0	0.963	92.5	LOS F	500	1.00	1.24	16.9
11	T	1230	1.5	0.963	84.1	LOS F	497	1.00	1.24	18.1
12	R	135	5.2	0.942	106.9	LOS F	98	1.00	1.12	15.2
Approach		**1617**	**2.2**	**0.963**	**87.3**	**LOS F**	**500**	**1.00**	**1.23**	**17.6**
All Vehicles		**3528**	**3.3**	**0.963**	**79.3**	**LOS F**	**500**	**0.95**	**1.09**	**18.9**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2016 AM Base

Signalised - Fixed time **Cycle Time = 90 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	94	8.5	0.080	8.3	LOS A	4	0.15	0.63	49.0
2	T	429	3.5	0.563	35.8	LOS C	75	0.95	0.79	30.2
3	R	292	1.4	0.798	35.3	LOS C	79	0.98	0.94	30.5
Approach		**815**	**3.3**	**0.798**	**32.4**	**LOS C**	**79**	**0.87**	**0.82**	**31.8**
Fowlers Road E										
4	L	122	2.5	0.098	8.1	LOS A	4	0.15	0.63	49.0
5	T	444	3.6	0.308	21.2	LOS B	62	0.75	0.63	37.9
6	R	86	4.7	0.407	33.5	LOS C	29	0.96	0.77	31.3
Approach		**652**	**3.5**	**0.407**	**20.4**	**LOS B**	**62**	**0.66**	**0.65**	**38.5**
Princes Highway N										
7	L	123	3.3	0.100	8.1	LOS A	4	0.15	0.63	49.0
8	T	206	7.3	0.277	33.5	LOS C	40	0.89	0.70	31.2
9	R	115	8.7	0.399	28.0	LOS B	31	0.92	0.78	34.1
Approach		**444**	**6.5**	**0.399**	**25.0**	**LOS B**	**40**	**0.69**	**0.70**	**35.6**
Fowlers Road W										
10	L	252	4.0	0.205	8.2	LOS A	10	0.16	0.64	48.9
11	T	1230	1.5	0.843	33.8	LOS C	198	0.98	0.98	31.1
12	R	135	5.2	0.320	20.8	LOS B	30	0.75	0.77	38.3
Approach		**1617**	**2.2**	**0.843**	**28.7**	**LOS C**	**198**	**0.83**	**0.91**	**33.6**
All Vehicles		**3528**	**3.3**	**0.843**	**27.6**	**LOS B**	**198**	**0.79**	**0.82**	**34.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2016 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	74	2.7	0.583	25.1	LOS B	82	0.86	0.83	35.5
2	T	739	3.5	0.584	16.9	LOS B	83	0.86	0.74	41.0
Approach		**813**	**3.4**	**0.584**	**17.6**	**LOS B**	**83**	**0.86**	**0.75**	**40.4**
Princes Highway N										
8	T	402	5.7	0.377	7.7	LOS A	60	0.59	0.51	49.5
9	R	60	1.7	0.151	21.9	LOS B	13	0.77	0.75	37.4
Approach		**462**	**5.2**	**0.377**	**9.6**	**LOS A**	**60**	**0.61**	**0.54**	**47.5**
Cleveland Road W										
10	L	75	1.3	0.094	19.1	LOS B	14	0.62	0.74	39.4
12	R	65	3.1	0.153	28.6	LOS C	17	0.83	0.75	33.6
Approach		**140**	**2.1**	**0.153**	**23.5**	**LOS B**	**17**	**0.72**	**0.74**	**36.5**
All Vehicles		**1415**	**3.9**	**0.584**	**15.6**	**LOS B**	**83**	**0.76**	**0.68**	**42.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2016 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	104	3.8	0.111	16.3	LOS B	17	0.54	0.74	41.5
23	R	138	1.4	0.322	29.5	LOS C	34	0.87	0.78	33.1
Approach		**242**	**2.5**	**0.322**	**23.8**	**LOS B**	**34**	**0.73**	**0.77**	**36.2**
Princes Highway NE										
24	L	108	2.8	0.443	27.8	LOS B	51	0.83	0.80	34.0
25	T	359	6.1	0.443	19.5	LOS B	51	0.80	0.67	39.0
Approach		**467**	**5.4**	**0.442**	**21.4**	**LOS B**	**51**	**0.81**	**0.70**	**37.8**
Princes Highway SW										
31	T	675	3.7	0.461	6.7	LOS A	54	0.48	0.40	50.6
32	R	152	3.9	0.461	18.6	LOS B	54	0.69	0.79	39.6
Approach		**827**	**3.7**	**0.461**	**8.8**	**LOS A**	**54**	**0.52**	**0.48**	**48.1**
All Vehicles		**1536**	**4.0**	**0.461**	**15.0**	**LOS B**	**54**	**0.64**	**0.59**	**42.4**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2016 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	826	3.6	0.217	0.0	LOS A	0	0.00	0.00	60.0
Approach		**827**	**3.6**	**0.217**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	464	5.6	0.124	2.2	LOS A	12	0.34	0.00	55.6
9	R	1	0.0	0.125	11.1	LOS A	12	0.67	0.83	45.9
Approach		**465**	**5.6**	**0.124**	**2.2**	**LOS A**	**12**	**0.34**	**0.00**	**55.6**
Avondale Road SW										
30	L	1	0.0	0.002	16.2	LOS B	0	0.64	0.82	42.6
32	R	1	0.0	0.011	49.8	LOS D	0	0.90	1.00	25.8
Approach		**2**	**0.0**	**0.012**	**33.0**	**LOS C**	**0**	**0.77**	**0.91**	**32.1**
All Vehicles		**1294**	**4.3**	**0.217**	**0.8**	**Not Applicable**	**12**	**0.12**	**0.00**	**58.2**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2016 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	8.2	LOS A	0	0.00	0.67	49.0
2	T	826	3.6	0.217	0.0	LOS A	0	0.00	0.00	60.0
Approach		**827**	**3.6**	**0.217**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes High										
8	T	464	5.6	0.123	0.0	LOS A	0	0.00	0.00	60.0
Approach		**464**	**5.6**	**0.123**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	16.6	LOS B	0	0.64	0.82	42.2
Approach		**1**	**0.0**	**0.002**	**16.6**	**LOS B**	**0**	**0.64**	**0.82**	**42.2**
All Vehicles		**1292**	**4.3**	**0.217**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2016 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	798	3.8	0.485	9.1	LOS A	78	0.68	0.58	47.8
3	R	122	3.3	0.485	18.8	LOS B	68	0.74	0.81	39.5
Approach		**920**	**3.7**	**0.485**	**10.4**	**LOS A**	**78**	**0.68**	**0.61**	**46.5**
Mount Brown Road E										
4	L	154	2.6	0.158	16.0	LOS B	24	0.54	0.75	41.7
6	R	28	0.0	0.065	27.8	LOS B	7	0.81	0.72	33.9
Approach		**182**	**2.2**	**0.158**	**17.8**	**LOS B**	**24**	**0.58**	**0.74**	**40.3**
Princes Highway N										
7	L	12	0.0	0.464	28.7	LOS C	55	0.88	0.81	33.5
8	T	451	5.8	0.462	20.5	LOS B	55	0.88	0.73	38.4
Approach		**463**	**5.6**	**0.462**	**20.7**	**LOS B**	**55**	**0.88**	**0.73**	**38.3**
All Vehicles		**1565**	**4.1**	**0.485**	**14.3**	**LOS A**	**78**	**0.73**	**0.66**	**43.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2016 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	461	6.9	0.423	8.3	LOS A	30	0.52	0.62	47.6
2	T	518	6.2	0.424	7.4	LOS A	30	0.53	0.59	48.2
Approach		**979**	**6.5**	**0.423**	**7.8**	**LOS A**	**30**	**0.53**	**0.60**	**47.9**
Princes Highway N										
8	T	414	6.3	0.473	11.9	LOS A	36	0.91	0.94	45.5
9	R	189	2.6	0.474	17.4	LOS B	34	0.91	0.97	41.2
Approach		**603**	**5.1**	**0.473**	**13.6**	**LOS A**	**36**	**0.91**	**0.95**	**44.0**
Huntley Road W										
10	L	402	1.0	0.643	12.7	LOS A	39	0.76	0.95	44.5
12	R	682	4.1	0.895	30.1	LOS C	139	1.00	1.42	33.5
Approach		**1084**	**3.0**	**0.895**	**23.7**	**LOS B**	**139**	**0.91**	**1.24**	**36.8**
All Vehicles		**2666**	**4.8**	**0.895**	**15.6**	**LOS B**	**139**	**0.77**	**0.94**	**41.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2016 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	445	6.1	0.295	6.6	LOS A	22	0.28	0.49	49.7
6	R	131	3.1	0.219	11.6	LOS A	7	0.28	0.65	45.4
Approach		**576**	**5.4**	**0.294**	**7.7**	**LOS A**	**22**	**0.28**	**0.52**	**48.6**
Penrose Drive N										
7	L	159	2.5	0.250	10.8	LOS A	11	0.72	0.74	46.3
9	R	63	1.6	0.099	15.8	LOS B	5	0.71	0.79	42.3
Approach		**222**	**2.3**	**0.250**	**12.2**	**LOS A**	**11**	**0.71**	**0.76**	**45.1**
Huntley Road W										
10	L	90	1.1	0.162	8.6	LOS A	5	0.39	0.59	48.1
11	T	590	3.9	0.416	7.0	LOS A	30	0.42	0.53	48.8
Approach		**680**	**3.5**	**0.416**	**7.2**	**LOS A**	**30**	**0.42**	**0.54**	**48.7**
All Vehicles		**1478**	**4.1**	**0.416**	**8.2**	**LOS A**	**30**	**0.41**	**0.57**	**48.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2016 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	146	4.8	0.392	5.2	LOS A	30	0.46	0.46	50.1
5	T	258	5.4	0.392	11.1	LOS A	30	0.46	0.62	45.5
6	R	105	7.6	0.392	13.5	LOS A	30	0.46	0.64	44.0
Approach		**509**	**5.7**	**0.392**	**9.9**	**LOS A**	**30**	**0.46**	**0.58**	**46.3**
Avondale Road (North)										
24	L	122	5.7	0.298	10.5	LOS A	19	0.77	0.78	46.7
25	T	119	3.4	0.298	14.2	LOS A	19	0.77	0.81	43.8
26	R	1	0.0	0.333	15.3	LOS B	19	0.77	0.76	43.2
Approach		**242**	**4.5**	**0.298**	**12.3**	**LOS A**	**19**	**0.77**	**0.80**	**45.2**
Future New Road										
27	L	1	0.0	0.500	12.3	LOS A	37	0.92	0.94	44.8
28	T	314	3.5	0.475	11.0	LOS A	37	0.92	0.93	46.2
29	R	11	0.0	0.478	19.2	LOS B	37	0.92	0.87	40.5
Approach		**326**	**3.4**	**0.475**	**11.3**	**LOS A**	**37**	**0.92**	**0.93**	**45.9**
Avondale Road (West)										
10	L	19	5.3	0.594	10.8	LOS A	53	0.81	0.80	46.5
11	T	346	1.4	0.602	8.5	LOS A	53	0.81	0.77	47.6
12	R	245	2.4	0.602	8.5	LOS A	53	0.81	0.73	47.6
Approach		**610**	**2.0**	**0.602**	**8.6**	**LOS A**	**53**	**0.81**	**0.76**	**47.6**
All Vehicles		**1687**	**3.7**	**0.602**	**10.1**	**LOS A**	**53**	**0.72**	**0.74**	**46.5**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2016 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	263	1.1	0.259	7.6	LOS A	8	1.00	0.07	45.2
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**264**	**1.1**	**0.259**	**7.6**	**LOS A**	**8**	**1.00**	**0.07**	**45.3**
Avondale Road E										
4	L	1	0.0	0.002	7.6	LOS A	0	0.31	0.51	48.7
5	T	1	0.0	0.002	6.8	LOS A	0	0.31	0.47	49.5
Approach		**2**	**0.0**	**0.002**	**7.2**	**LOS A**	**0**	**0.31**	**0.49**	**49.1**
Avondale Road W										
11	T	1	0.0	0.083	6.0	LOS A	4	0.02	0.51	51.4
12	R	135	2.2	0.081	11.0	LOS A	4	0.02	0.72	46.4
Approach		**136**	**2.2**	**0.081**	**11.0**	**LOS A**	**4**	**0.02**	**0.72**	**46.4**
All Vehicles		**402**	**1.5**	**0.259**	**8.8**	**LOS A**	**8**	**0.66**	**0.29**	**45.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2016 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	1	0.0	0.002	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**2**	**0.0**	**0.002**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Marshall Street										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**6**	**0.0**	**0.002**	**9.9**	**Not Applicable**	**0**	**0.01**	**0.89**	**47.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2016 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.250	7.5	LOS A	12	0.44	0.59	48.7
26	R	263	1.1	0.247	13.4	LOS A	12	0.44	0.72	44.2
Approach		**264**	**1.1**	**0.247**	**13.4**	**LOS A**	**12**	**0.44**	**0.72**	**44.2**
Fowlers Road N										
7	L	135	2.2	0.222	7.5	LOS A	13	0.02	0.62	49.6
9	R	241	5.0	0.222	10.2	LOS A	13	0.02	0.70	47.1
Approach		**376**	**4.0**	**0.222**	**9.2**	**LOS A**	**13**	**0.02**	**0.67**	**48.0**
Avondale Road SW										
30	L	451	2.9	0.431	8.0	LOS A	27	0.58	0.65	47.9
31	T	1	0.0	0.500	7.9	LOS A	27	0.58	0.65	47.9
Approach		**452**	**2.9**	**0.431**	**8.0**	**LOS A**	**27**	**0.58**	**0.65**	**47.9**
All Vehicles		**1092**	**2.8**	**0.500**	**9.7**	**LOS A**	**27**	**0.35**	**0.67**	**46.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2016 PM Base

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	134	6.7	0.565	51.3	LOS D	174	0.82	0.92	24.9
2	T	304	5.3	0.565	42.9	LOS D	174	0.82	0.79	27.5
3	R	135	3.0	0.823	65.1	LOS E	60	1.00	0.94	21.5
Approach		**573**	**5.1**	**0.823**	**50.1**	**LOS D**	**174**	**0.86**	**0.86**	**25.3**
Fowlers Road E										
4	L	187	1.6	0.949	94.2	LOS F	350	1.00	1.19	16.7
5	T	889	1.9	0.949	86.1	LOS F	350	1.00	1.19	17.8
6	R	86	5.8	0.658	85.4	LOS F	60	1.00	0.81	17.9
Approach		**1162**	**2.2**	**0.949**	**87.4**	**LOS F**	**350**	**1.00**	**1.16**	**17.6**
Princes Hgihway N										
7	L	139	3.6	0.967	106.8	LOS F	520	1.00	1.30	15.2
8	T	622	2.9	0.965	98.5	LOS F	520	1.00	1.30	16.2
9	R	327	3.7	0.935	80.1	LOS F	172	1.00	1.15	18.8
Approach		**1088**	**3.2**	**0.965**	**94.0**	**LOS F**	**520**	**1.00**	**1.26**	**16.7**
Fowlers Road W										
10	L	134	6.7	0.570	55.2	LOS D	147	0.90	0.84	23.9
11	T	502	4.0	0.570	47.6	LOS D	147	0.90	0.78	26.0
12	R	124	6.5	0.953	111.0	LOS F	94	1.00	1.14	14.8
Approach		**760**	**4.9**	**0.952**	**59.3**	**LOS E**	**147**	**0.92**	**0.85**	**22.8**
All Vehicles		**3583**	**3.5**	**0.967**	**77.5**	**LOS F**	**520**	**0.96**	**1.08**	**19.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2016 PM Base

Signalised - Fixed time **Cycle Time = 80 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	134	6.7	0.112	8.3	LOS A	5	0.17	0.64	48.8
2	T	304	5.3	0.379	29.8	LOS C	50	0.90	0.73	33.0
3	R	135	3.0	0.405	24.3	LOS B	27	0.91	0.78	36.1
Approach		**573**	**5.1**	**0.405**	**23.5**	**LOS B**	**50**	**0.73**	**0.72**	**36.5**
Fowlers Road E										
4	L	187	1.6	0.150	8.2	LOS A	7	0.18	0.64	48.8
5	T	889	1.9	0.839	36.2	LOS C	140	1.00	1.01	30.1
6	R	86	5.8	0.138	18.2	LOS B	14	0.71	0.74	40.2
Approach		**1162**	**2.2**	**0.839**	**30.4**	**LOS C**	**140**	**0.85**	**0.93**	**32.7**
Princes Hgihway N										
7	L	139	3.6	0.114	8.2	LOS A	5	0.17	0.64	48.8
8	T	622	2.9	0.765	35.4	LOS C	99	1.00	0.92	30.4
9	R	327	3.7	0.787	28.0	LOS B	73	0.97	0.92	34.0
Approach		**1088**	**3.2**	**0.787**	**29.7**	**LOS C**	**99**	**0.88**	**0.88**	**33.1**
Fowlers Road W										
10	L	134	6.7	0.112	8.3	LOS A	5	0.17	0.64	48.8
11	T	502	4.0	0.480	26.5	LOS B	72	0.89	0.74	34.7
12	R	124	6.5	0.200	18.5	LOS B	21	0.73	0.75	40.0
Approach		**760**	**4.9**	**0.480**	**22.0**	**LOS B**	**72**	**0.73**	**0.72**	**37.4**
All Vehicles		**3583**	**3.5**	**0.839**	**27.3**	**LOS B**	**140**	**0.82**	**0.84**	**34.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2016 PM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	49	4.1	0.418	23.9	LOS B	59	0.79	0.81	36.2
2	T	526	5.1	0.417	15.6	LOS B	59	0.79	0.67	42.0
Approach		**575**	**5.0**	**0.417**	**16.3**	**LOS B**	**59**	**0.79**	**0.68**	**41.4**
Princes Highway N										
8	T	869	3.2	0.803	14.5	LOS B	168	0.86	0.85	42.9
9	R	66	3.0	0.141	19.0	LOS B	13	0.70	0.75	39.4
Approach		**935**	**3.2**	**0.803**	**14.8**	**LOS B**	**168**	**0.85**	**0.84**	**42.6**
Cleveland Road W										
10	L	44	2.3	0.056	18.9	LOS B	8	0.61	0.72	39.5
12	R	53	3.8	0.126	28.4	LOS B	14	0.82	0.74	33.7
Approach		**97**	**3.1**	**0.126**	**24.1**	**LOS B**	**14**	**0.72**	**0.73**	**36.1**
All Vehicles		**1607**	**3.9**	**0.803**	**15.9**	**LOS B**	**168**	**0.82**	**0.78**	**41.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2016 PM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	141	3.5	0.180	19.7	LOS B	26	0.65	0.76	39.0
23	R	120	2.5	0.282	29.3	LOS C	30	0.86	0.78	33.2
Approach		**261**	**3.1**	**0.282**	**24.1**	**LOS B**	**30**	**0.75**	**0.77**	**36.1**
Princes Highway NE										
24	L	226	1.3	0.666	26.0	LOS B	93	0.89	0.85	35.0
25	T	695	3.7	0.665	17.7	LOS B	95	0.89	0.78	40.4
Approach		**921**	**3.1**	**0.665**	**19.7**	**LOS B**	**95**	**0.89**	**0.80**	**38.9**
Princes Highway SW										
31	T	455	5.7	0.426	8.1	LOS A	68	0.61	0.54	49.1
32	R	155	3.9	0.425	24.9	LOS B	37	0.88	0.80	35.6
Approach		**610**	**5.2**	**0.425**	**12.3**	**LOS A**	**68**	**0.68**	**0.60**	**44.8**
All Vehicles		**1792**	**3.9**	**0.666**	**17.9**	**LOS B**	**95**	**0.80**	**0.73**	**40.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2016 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.167	9.1	LOS A	0	0.00	0.69	48.1
2	T	609	5.3	0.162	0.0	LOS A	0	0.00	0.00	60.0
Approach		**610**	**5.2**	**0.162**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	835	3.7	0.220	1.6	LOS A	19	0.33	0.00	55.7
9	R	1	0.0	0.200	9.9	LOS A	19	0.65	0.79	47.0
Approach		**836**	**3.7**	**0.220**	**1.6**	**LOS A**	**19**	**0.33**	**0.00**	**55.7**
Avondale Road SW										
30	L	1	0.0	0.002	13.8	LOS A	0	0.52	0.81	44.4
32	R	1	0.0	0.016	66.4	LOS E	0	0.93	1.00	21.6
Approach		**2**	**0.0**	**0.016**	**40.1**	**LOS C**	**0**	**0.73**	**0.90**	**29.0**
All Vehicles		**1448**	**4.4**	**0.220**	**1.0**	**Not Applicable**	**19**	**0.19**	**0.00**	**57.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2016 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.167	8.2	LOS A	0	0.00	0.67	49.0
2	T	609	5.3	0.162	0.0	LOS A	0	0.00	0.00	60.0
Approach		**610**	**5.2**	**0.162**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes High										
8	T	835	3.7	0.219	0.0	LOS A	0	0.00	0.00	60.0
Approach		**835**	**3.7**	**0.219**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	14.3	LOS A	0	0.52	0.81	44.0
Approach		**1**	**0.0**	**0.002**	**14.3**	**LOS A**	**0**	**0.52**	**0.81**	**44.0**
All Vehicles		**1446**	**4.4**	**0.219**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2016 PM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	596	5.4	0.473	9.2	LOS A	77	0.66	0.57	47.8
3	R	139	2.9	0.473	22.4	LOS B	48	0.83	0.81	37.1
Approach		**735**	**4.9**	**0.473**	**11.7**	**LOS A**	**77**	**0.70**	**0.62**	**45.3**
Mount Brown Road E										
4	L	130	3.1	0.165	19.6	LOS B	24	0.64	0.76	39.1
6	R	14	0.0	0.032	27.6	LOS B	4	0.80	0.69	34.1
Approach		**144**	**2.8**	**0.165**	**20.3**	**LOS B**	**24**	**0.66**	**0.75**	**38.5**
Princes Highway N										
7	L	27	0.0	0.599	25.2	LOS B	85	0.87	0.84	35.4
8	T	809	3.8	0.600	17.0	LOS B	85	0.87	0.75	40.9
Approach		**836**	**3.7**	**0.600**	**17.2**	**LOS B**	**85**	**0.87**	**0.75**	**40.7**
All Vehicles		**1715**	**4.1**	**0.600**	**15.1**	**LOS B**	**85**	**0.78**	**0.69**	**42.4**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2016 PM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	657	4.6	0.640	10.8	LOS A	59	0.81	0.81	46.2
2	T	535	5.8	0.585	9.8	LOS A	48	0.78	0.79	46.7
Approach		**1192**	**5.1**	**0.640**	**10.4**	**LOS A**	**59**	**0.80**	**0.80**	**46.4**
Princes Highway N										
8	T	590	5.3	0.601	11.9	LOS A	53	0.90	0.94	45.4
9	R	349	1.1	0.602	17.4	LOS B	51	0.90	0.98	41.2
Approach		**939**	**3.7**	**0.602**	**13.9**	**LOS A**	**53**	**0.90**	**0.96**	**43.7**
Huntley Road W										
10	L	199	2.0	0.375	10.1	LOS A	16	0.73	0.80	47.0
12	R	528	6.6	0.780	24.3	LOS B	90	1.00	1.20	36.7
Approach		**727**	**5.4**	**0.780**	**20.4**	**LOS B**	**90**	**0.92**	**1.09**	**39.0**
All Vehicles		**2858**	**4.7**	**0.780**	**14.1**	**LOS A**	**90**	**0.86**	**0.93**	**43.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2016 PM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	616	4.2	0.409	6.7	LOS A	33	0.36	0.50	49.2
6	R	141	2.8	0.252	11.9	LOS A	9	0.33	0.65	45.2
Approach		**757**	**4.0**	**0.409**	**7.7**	**LOS A**	**33**	**0.35**	**0.53**	**48.4**
Penrose Drive N										
7	L	136	3.7	0.207	10.3	LOS A	9	0.67	0.71	46.7
9	R	81	1.2	0.108	14.8	LOS B	6	0.67	0.77	43.1
Approach		**217**	**2.8**	**0.207**	**12.0**	**LOS A**	**9**	**0.67**	**0.73**	**45.3**
Huntley Road W										
10	L	83	2.4	0.151	8.7	LOS A	5	0.40	0.60	48.0
11	T	530	5.7	0.384	7.1	LOS A	27	0.43	0.54	48.7
Approach		**613**	**5.2**	**0.383**	**7.3**	**LOS A**	**27**	**0.43**	**0.55**	**48.6**
All Vehicles		**1587**	**4.3**	**0.409**	**8.1**	**LOS A**	**33**	**0.43**	**0.56**	**48.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2016 PM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	253	2.8	0.642	8.5	LOS A	64	0.85	0.77	47.2
5	T	335	3.6	0.642	14.2	LOS A	64	0.85	0.81	43.9
6	R	108	6.5	0.643	16.7	LOS B	64	0.85	0.79	42.6
Approach		**696**	**3.7**	**0.641**	**12.5**	**LOS A**	**64**	**0.85**	**0.79**	**44.8**
Avondale Road (North)										
24	L	113	7.1	0.465	10.3	LOS A	33	0.81	0.80	46.6
25	T	314	1.6	0.464	14.1	LOS A	33	0.81	0.83	44.0
26	R	1	0.0	0.500	15.3	LOS B	33	0.81	0.78	43.3
Approach		**428**	**3.0**	**0.464**	**13.1**	**LOS A**	**33**	**0.81**	**0.82**	**44.6**
Future New Road										
27	L	1	0.0	0.333	8.4	LOS A	23	0.73	0.72	47.4
28	T	300	5.0	0.344	7.5	LOS A	23	0.73	0.68	48.0
29	R	30	3.3	0.345	15.6	LOS B	23	0.73	0.74	43.0
Approach		**331**	**4.8**	**0.345**	**8.2**	**LOS A**	**23**	**0.73**	**0.68**	**47.5**
Avondale Road (West)										
10	L	26	3.8	0.406	9.2	LOS A	29	0.77	0.75	46.8
11	T	160	3.1	0.403	7.4	LOS A	29	0.77	0.67	47.7
12	R	199	4.0	0.403	7.5	LOS A	29	0.77	0.67	47.7
Approach		**385**	**3.6**	**0.403**	**7.6**	**LOS A**	**29**	**0.77**	**0.68**	**47.7**
All Vehicles		**1840**	**3.8**	**0.643**	**10.8**	**LOS A**	**64**	**0.80**	**0.76**	**45.8**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2016 PM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	128	2.3	0.130	7.4	LOS A	4	0.81	0.17	46.1
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**129**	**2.3**	**0.130**	**7.5**	**LOS A**	**4**	**0.81**	**0.17**	**46.1**
Avondale Road E										
4	L	1	0.0	0.002	8.1	LOS A	0	0.40	0.52	48.3
5	T	1	0.0	0.002	7.3	LOS A	0	0.40	0.48	48.9
Approach		**2**	**0.0**	**0.002**	**7.7**	**LOS A**	**0**	**0.40**	**0.50**	**48.6**
Avondale Road W										
11	T	1	0.0	0.125	6.0	LOS A	7	0.02	0.51	51.4
12	R	223	1.8	0.132	11.0	LOS A	7	0.02	0.72	46.4
Approach		**224**	**1.8**	**0.132**	**11.0**	**LOS A**	**7**	**0.02**	**0.72**	**46.4**
All Vehicles		**355**	**2.0**	**0.132**	**9.7**	**LOS A**	**7**	**0.31**	**0.52**	**46.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2016 PM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	1	0.0	0.002	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**2**	**0.0**	**0.002**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Marshall Street										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**6**	**0.0**	**0.002**	**9.9**	**Not Applicable**	**0**	**0.01**	**0.89**	**47.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2016 PM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.143	8.5	LOS A	6	0.53	0.65	48.2
26	R	128	2.3	0.139	14.4	LOS A	6	0.53	0.75	43.6
Approach		**129**	**2.3**	**0.139**	**14.3**	**LOS A**	**6**	**0.53**	**0.75**	**43.6**
Fowlers Road N										
7	L	223	1.8	0.382	7.5	LOS A	25	0.02	0.62	49.6
9	R	427	3.0	0.382	10.1	LOS A	25	0.02	0.70	47.1
Approach		**650**	**2.6**	**0.382**	**9.2**	**LOS A**	**25**	**0.02**	**0.67**	**48.0**
Avondale Road SW										
30	L	268	4.5	0.225	6.9	LOS A	13	0.35	0.53	49.2
31	T	1	0.0	0.250	6.7	LOS A	13	0.35	0.53	49.2
Approach		**269**	**4.5**	**0.225**	**6.9**	**LOS A**	**13**	**0.35**	**0.53**	**49.2**
All Vehicles		**1048**	**3.1**	**0.382**	**9.3**	**LOS A**	**25**	**0.17**	**0.65**	**47.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2026 AM Base

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	121	10.7	1.222	449.6	LOS F	1191	1.00	2.00	4.5
2	T	618	3.7	1.224	441.1	LOS F	1191	1.00	2.00	4.6
3	R	264	1.5	1.104	263.8	LOS F	255	1.00	1.56	7.3
Approach		**1003**	**4.0**	**1.224**	**395.4**	**LOS F**	**1191**	**1.00**	**1.89**	**5.1**
Fowlers Road E										
4	L	167	1.8	0.502	42.8	LOS D	152	0.79	0.83	27.5
5	T	601	3.5	0.502	35.4	LOS C	154	0.80	0.70	30.4
6	R	108	4.6	0.751	86.5	LOS F	72	1.00	0.86	17.7
Approach		**876**	**3.3**	**0.751**	**43.1**	**LOS D**	**154**	**0.82**	**0.75**	**27.5**
Princes Highway N										
7	L	133	3.8	0.653	64.9	LOS E	176	0.92	0.95	21.5
8	T	259	8.1	0.653	56.6	LOS E	176	0.92	0.89	23.5
9	R	127	10.2	1.064	188.6	LOS F	110	1.00	1.27	9.7
Approach		**519**	**7.5**	**1.064**	**91.0**	**LOS F**	**176**	**0.94**	**1.00**	**17.1**
Fowlers Road W										
10	L	301	4.0	1.232	505.2	LOS F	1618	1.00	3.33	4.0
11	T	1597	1.5	1.233	496.8	LOS F	1616	1.00	3.33	4.1
12	R	172	5.8	1.206	471.7	LOS F	278	1.00	2.03	4.3
Approach		**2070**	**2.2**	**1.233**	**496.0**	**LOS F**	**1618**	**1.00**	**3.22**	**4.1**
All Vehicles		**4468**	**3.4**	**1.233**	**337.6**	**LOS F**	**1618**	**0.96**	**2.18**	**5.8**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2026 AM Base

Signalised - Fixed time **Cycle Time = 110 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	121	10.7	0.104	8.3	LOS A	5	0.12	0.63	49.1
2	T	618	3.7	0.893	60.5	LOS E	144	1.00	1.07	22.5
3	R	264	1.5	0.884	54.9	LOS D	99	1.00	1.06	24.0
Approach		**1003**	**4.0**	**0.893**	**52.7**	**LOS D**	**144**	**0.89**	**1.02**	**24.5**
Fowlers Road E										
4	L	167	1.8	0.133	8.0	LOS A	6	0.13	0.63	49.1
5	T	601	3.5	0.340	20.0	LOS B	85	0.68	0.58	38.7
6	R	108	4.6	0.665	45.7	LOS D	48	1.00	0.83	26.7
Approach		**876**	**3.3**	**0.665**	**20.9**	**LOS B**	**85**	**0.61**	**0.62**	**38.2**
Princes Highway N										
7	L	133	3.8	0.109	8.1	LOS A	5	0.12	0.63	49.1
8	T	259	8.1	0.384	43.4	LOS D	59	0.93	0.74	27.4
9	R	127	10.2	0.635	38.4	LOS C	47	1.00	0.80	29.4
Approach		**519**	**7.5**	**0.635**	**33.1**	**LOS C**	**59**	**0.74**	**0.73**	**31.5**
Fowlers Road W										
10	L	301	4.0	0.244	8.1	LOS A	12	0.14	0.64	49.0
11	T	1597	1.5	0.892	40.0	LOS C	322	0.99	1.04	28.6
12	R	172	5.8	0.449	22.8	LOS B	47	0.76	0.79	37.0
Approach		**2070**	**2.2**	**0.892**	**33.9**	**LOS C**	**322**	**0.85**	**0.96**	**31.1**
All Vehicles		**4468**	**3.4**	**0.893**	**35.5**	**LOS C**	**322**	**0.80**	**0.88**	**30.4**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2026 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	87	2.3	0.684	26.4	LOS B	99	0.90	0.87	34.7
2	T	862	4.3	0.685	18.2	LOS B	99	0.90	0.80	40.0
Approach		**949**	**4.1**	**0.685**	**18.9**	**LOS B**	**99**	**0.90**	**0.81**	**39.5**
Princes Highway N										
8	T	525	6.3	0.495	8.5	LOS A	81	0.65	0.57	48.7
9	R	73	1.4	0.200	23.8	LOS B	17	0.82	0.76	36.2
Approach		**598**	**5.7**	**0.495**	**10.3**	**LOS A**	**81**	**0.67**	**0.59**	**46.7**
Cleveland Road W										
10	L	120	1.7	0.151	19.4	LOS B	22	0.64	0.75	39.1
12	R	159	2.5	0.374	29.9	LOS C	39	0.88	0.79	32.9
Approach		**279**	**2.2**	**0.374**	**25.4**	**LOS B**	**39**	**0.78**	**0.78**	**35.3**
All Vehicles		**1826**	**4.3**	**0.685**	**17.1**	**LOS B**	**99**	**0.81**	**0.73**	**40.8**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2026 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	110	4.5	0.127	17.6	LOS B	19	0.58	0.75	40.5
23	R	135	1.5	0.315	29.5	LOS C	33	0.87	0.78	33.1
Approach		**245**	**2.9**	**0.315**	**24.1**	**LOS B**	**33**	**0.74**	**0.77**	**36.1**
Princes Highway NE										
24	L	180	2.8	0.582	27.3	LOS B	75	0.89	0.83	34.3
25	T	505	6.5	0.582	19.0	LOS B	77	0.89	0.76	39.4
Approach		**685**	**5.5**	**0.582**	**21.2**	**LOS B**	**77**	**0.89**	**0.78**	**37.9**
Princes Highway SW										
31	T	814	4.5	0.605	10.3	LOS A	102	0.74	0.65	46.6
32	R	194	3.6	0.605	22.7	LOS B	73	0.88	0.84	36.8
Approach		**1008**	**4.4**	**0.605**	**12.7**	**LOS A**	**102**	**0.77**	**0.68**	**44.4**
All Vehicles		**1938**	**4.6**	**0.605**	**17.2**	**LOS B**	**102**	**0.81**	**0.73**	**40.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2026 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.250	9.1	LOS A	0	0.00	0.69	48.1
2	T	980	4.5	0.259	0.0	LOS A	0	0.00	0.00	60.0
Approach		**981**	**4.5**	**0.259**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	616	6.2	0.165	3.1	LOS A	20	0.39	0.00	55.0
9	R	1	0.0	0.167	13.0	LOS A	20	0.78	0.90	44.2
Approach		**617**	**6.2**	**0.165**	**3.1**	**LOS A**	**20**	**0.39**	**0.00**	**55.0**
Avondale Road SW										
30	L	1	0.0	0.003	18.6	LOS B	0	0.72	0.85	40.8
32	R	1	0.0	0.024	91.4	LOS F	1	0.96	1.00	17.3
Approach		**2**	**0.0**	**0.024**	**55.0**	**LOS D**	**1**	**0.84**	**0.92**	**24.3**
All Vehicles		**1600**	**5.1**	**0.259**	**1.3**	**Not Applicable**	**20**	**0.15**	**0.00**	**57.8**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2026 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	4	0.0	0.267	8.2	LOS A	0	0.00	0.67	49.0
2	T	1007	4.4	0.267	0.0	LOS A	0	0.00	0.00	60.0
Approach		**1011**	**4.4**	**0.267**	**0.0**	**LOS A**		**0.00**	**0.00**	**59.9**
Princes Highway										
8	T	616	6.2	0.164	0.0	LOS A	0	0.00	0.00	60.0
Approach		**616**	**6.2**	**0.164**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.003	19.6	LOS B	0	0.73	0.85	40.0
Approach		**1**	**0.0**	**0.003**	**19.6**	**LOS B**	**0**	**0.73**	**0.85**	**40.0**
All Vehicles		**1628**	**5.0**	**0.267**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**59.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2026 AM Base

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	983	4.5	0.610	10.3	LOS A	103	0.75	0.65	46.6
3	R	141	3.5	0.610	20.5	LOS B	86	0.83	0.83	38.3
Approach		**1124**	**4.4**	**0.610**	**11.6**	**LOS A**	**103**	**0.76**	**0.67**	**45.4**
Mount Brown Road E										
4	L	179	2.8	0.190	16.7	LOS B	29	0.57	0.76	41.2
6	R	29	0.0	0.067	27.9	LOS B	7	0.81	0.72	33.9
Approach		**208**	**2.4**	**0.190**	**18.2**	**LOS B**	**29**	**0.60**	**0.75**	**40.0**
Princes Highway N										
7	L	13	0.0	0.581	28.7	LOS C	71	0.91	0.83	33.5
8	T	603	6.3	0.580	20.5	LOS B	71	0.91	0.77	38.4
Approach		**616**	**6.2**	**0.580**	**20.7**	**LOS B**	**71**	**0.91**	**0.77**	**38.3**
All Vehicles		**1948**	**4.7**	**0.610**	**15.2**	**LOS B**	**103**	**0.79**	**0.71**	**42.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2026 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	659	8.0	0.583	8.9	LOS A	48	0.68	0.67	46.9
2	T	614	7.0	0.576	8.1	LOS A	46	0.68	0.66	47.3
Approach		**1273**	**7.5**	**0.583**	**8.5**	**LOS A**	**48**	**0.68**	**0.66**	**47.1**
Princes Highway N										
8	T	552	6.9	0.594	13.8	LOS A	53	0.95	1.02	43.8
9	R	229	2.2	0.595	19.2	LOS B	50	0.95	1.05	39.9
Approach		**781**	**5.5**	**0.594**	**15.4**	**LOS B**	**53**	**0.95**	**1.03**	**42.5**
Huntley Road W										
10	L	509	1.0	0.950	14.0	LOS A	60	1.00	1.03	43.4
12	R	1097	3.8	1.670	1229.4	LOS F	4130	1.00	15.85	1.8
Approach		**1606**	**2.9**	**1.669**	**844.2**	**LOS F**	**4130**	**1.00**	**11.15**	**2.5**
All Vehicles		**3660**	**5.1**	**1.670**	**376.7**	**LOS F**	**4130**	**0.88**	**5.35**	**5.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road SIGNALISED

2026 AM Base

Signalised - Fixed time **Cycle Time = 100 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	659	8.0	0.894	51.3	LOS D	273	1.00	1.09	24.9
2	T	614	7.0	0.784	28.7	LOS C	200	0.93	0.86	33.6
Approach		**1273**	**7.5**	**0.893**	**40.4**	**LOS C**	**273**	**0.97**	**0.98**	**28.5**
Princes Highway N										
8	T	552	6.9	0.548	16.0	LOS B	136	0.70	0.63	41.7
9	R	229	2.2	0.573	51.9	LOS D	51	1.00	0.83	24.7
Approach		**781**	**5.5**	**0.573**	**26.5**	**LOS B**	**136**	**0.79**	**0.69**	**34.7**
Huntley Road W										
10	L	504	0.0	0.589	8.9	LOS A	21	0.43	0.71	47.5
12	R	1097	3.8	0.893	55.6	LOS D	223	1.00	1.09	23.7
Approach		**1601**	**2.6**	**0.892**	**40.9**	**LOS C**	**223**	**0.82**	**0.97**	**28.2**
All Vehicles		**3655**	**5.0**	**0.894**	**37.7**	**LOS C**	**273**	**0.87**	**0.91**	**29.5**

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2026 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	657	7.0	0.460	7.0	LOS A	41	0.45	0.51	48.7
6	R	173	2.9	0.312	12.1	LOS A	12	0.39	0.65	45.0
Approach		**830**	**6.1**	**0.460**	**8.0**	**LOS A**	**41**	**0.43**	**0.54**	**47.8**
Penrose Drive N										
7	L	185	2.7	0.422	15.0	LOS B	23	0.95	0.92	42.5
9	R	100	2.0	0.225	19.6	LOS B	14	0.91	0.92	39.4
Approach		**285**	**2.5**	**0.422**	**16.6**	**LOS B**	**23**	**0.94**	**0.92**	**41.3**
Huntley Road W										
10	L	156	1.3	0.287	9.2	LOS A	10	0.48	0.63	47.6
11	T	899	3.9	0.657	7.8	LOS A	63	0.66	0.59	47.4
Approach		**1055**	**3.5**	**0.657**	**8.0**	**LOS A**	**63**	**0.63**	**0.60**	**47.5**
All Vehicles		**2170**	**4.4**	**0.657**	**9.2**	**LOS A**	**63**	**0.60**	**0.62**	**46.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2026 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	219	5.5	0.638	6.2	LOS A	63	0.74	0.57	48.1
5	T	386	6.0	0.638	12.2	LOS A	63	0.74	0.67	44.3
6	R	156	11.5	0.639	14.6	LOS B	63	0.74	0.67	43.0
Approach		**761**	**7.0**	**0.638**	**11.0**	**LOS A**	**63**	**0.74**	**0.64**	**45.0**
Avondale Road (North)										
24	L	166	6.6	0.546	16.8	LOS B	47	0.97	1.06	41.2
25	T	172	4.1	0.546	20.5	LOS B	47	0.97	1.06	39.2
26	R	1	0.0	0.500	21.5	LOS B	47	0.97	0.96	38.7
Approach		**339**	**5.3**	**0.545**	**18.7**	**LOS B**	**47**	**0.97**	**1.06**	**40.1**
Future New Road										
27	L	4	0.0	1.000	265.5	LOS F	645	1.00	4.36	7.2
28	T	489	3.3	1.111	264.2	LOS F	645	1.00	4.36	7.3
29	R	22	4.5	1.100	272.5	LOS F	645	1.00	4.28	7.7
Approach		**515**	**3.3**	**1.111**	**264.6**	**LOS F**	**645**	**1.00**	**4.36**	**7.3**
Avondale Road (West)										
10	L	38	2.6	1.188	358.7	LOS F	1516	1.00	7.56	5.5
11	T	524	1.5	1.183	356.6	LOS F	1516	1.00	7.56	5.6
12	R	399	2.3	1.184	356.6	LOS F	1516	1.00	7.48	5.6
Approach		**961**	**1.9**	**1.184**	**356.7**	**LOS F**	**1516**	**1.00**	**7.52**	**5.6**
All Vehicles		**2576**	**4.1**	**1.188**	**191.7**	**LOS F**	**1516**	**0.92**	**4.01**	**9.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road SIGNALISED

2026 AM Base

Signalised - Fixed time **Cycle Time = 80 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	219	5.5	0.876	35.7	LOS C	199	1.00	1.07	30.3
5	T	386	6.0	0.875	42.2	LOS C	199	1.00	1.07	27.8
6	R	156	11.5	0.452	28.3	LOS B	44	0.73	0.79	34.0
Approach		**761**	**7.0**	**0.875**	**37.5**	**LOS C**	**199**	**0.94**	**1.02**	**29.6**
Avondale Road (North)										
24	L	166	6.6	0.388	23.9	LOS B	74	0.69	0.81	36.5
25	T	172	4.1	0.388	21.2	LOS B	74	0.69	0.77	37.9
26	R	1	0.0	0.003	31.9	LOS C	0	0.76	0.61	31.9
Approach		**339**	**5.3**	**0.388**	**22.6**	**LOS B**	**74**	**0.69**	**0.79**	**37.2**
Future New Road										
27	L	4	0.0	0.711	31.1	LOS C	125	0.90	0.86	32.3
28	T	489	3.3	0.689	29.8	LOS C	125	0.90	0.85	33.0
29	R	22	4.5	0.119	48.2	LOS D	9	0.96	0.70	25.8
Approach		**515**	**3.3**	**0.689**	**30.6**	**LOS C**	**125**	**0.90**	**0.84**	**32.6**
Avondale Road (West)										
10	L	38	2.6	0.708	27.1	LOS B	146	0.85	0.86	34.6
11	T	524	1.3	0.708	25.2	LOS B	146	0.85	0.85	35.4
12	R	399	2.8	1.001#	25.5	LOS B	92	0.96	0.83	35.3
Approach		**961**	**1.9**	**1.000**	**25.3**	**LOS B**	**146**	**0.89**	**0.85**	**35.3**
All Vehicles		**2576**	**4.1**	**1.001**	**29.6**	**LOS C**	**199**	**0.88**	**0.89**	**33.1**

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2026 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	289	1.4	0.286	7.6	LOS A	9	1.00	0.07	45.2
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**290**	**1.4**	**0.286**	**7.6**	**LOS A**	**9**	**1.00**	**0.07**	**45.3**
Avondale Road E										
4	L	1	0.0	0.002	7.8	LOS A	0	0.35	0.51	48.5
5	T	1	0.0	0.002	7.0	LOS A	0	0.35	0.47	49.2
Approach		**2**	**0.0**	**0.002**	**7.4**	**LOS A**	**0**	**0.35**	**0.49**	**48.9**
Avondale Road W										
11	T	1	0.0	0.100	6.0	LOS A	5	0.02	0.51	51.4
12	R	172	2.3	0.103	11.0	LOS A	5	0.02	0.72	46.4
Approach		**173**	**2.3**	**0.103**	**11.0**	**LOS A**	**5**	**0.02**	**0.72**	**46.4**
All Vehicles		**465**	**1.7**	**0.286**	**8.9**	**LOS A**	**9**	**0.63**	**0.32**	**45.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2026 AM Base

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	4	0.0	0.006	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**5**	**0.0**	**0.006**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Marshall Street										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**9**	**0.0**	**0.006**	**10.0**	**Not Applicable**	**0**	**0.01**	**0.92**	**47.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2026 AM Base

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.333	8.2	LOS A	15	0.53	0.65	48.2
26	R	289	1.4	0.292	14.1	LOS A	15	0.53	0.76	43.8
Approach		**290**	**1.4**	**0.292**	**14.1**	**LOS A**	**15**	**0.53**	**0.76**	**43.8**
Fowlers Road N										
7	L	172	2.3	0.301	7.5	LOS A	21	0.02	0.62	49.6
9	R	338	5.3	0.301	10.2	LOS A	21	0.02	0.70	47.1
Approach		**510**	**4.3**	**0.301**	**9.3**	**LOS A**	**21**	**0.02**	**0.67**	**47.9**
Avondale Road SW										
30	L	679	3.1	0.654	9.8	LOS A	59	0.76	0.76	46.8
31	T	1	0.0	0.500	9.7	LOS A	59	0.76	0.76	46.8
Approach		**680**	**3.1**	**0.653**	**9.8**	**LOS A**	**59**	**0.76**	**0.76**	**46.8**
All Vehicles		**1480**	**3.2**	**0.654**	**10.5**	**LOS A**	**59**	**0.46**	**0.73**	**46.6**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2008 AM Base+Dev

Signalised - Fixed time **Cycle Time = 50 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	541	0.0	0.578	8.2	LOS A	66	0.61	0.54	49.0
3	R	341	0.0	0.784	28.1	LOS B	75	0.92	1.00	33.8
Approach		**882**	**0.0**	**0.784**	**15.9**	**LOS B**	**75**	**0.73**	**0.71**	**41.8**
Fowlers Road E										
4	L	198	0.0	0.381	23.8	LOS B	38	0.85	0.79	36.5
6	R	81	0.0	0.156	23.2	LOS B	16	0.79	0.75	36.6
Approach		**279**	**0.0**	**0.381**	**23.6**	**LOS B**	**38**	**0.83**	**0.78**	**36.5**
Princes Highway N										
7	L	81	0.0	0.236	15.4	LOS B	26	0.51	0.75	42.1
8	T	356	0.0	0.236	6.9	LOS A	26	0.47	0.39	50.5
Approach		**437**	**0.0**	**0.236**	**8.4**	**LOS A**	**26**	**0.48**	**0.46**	**48.7**
All Vehicles		**1598**	**0.0**	**0.784**	**15.2**	**LOS B**	**75**	**0.68**	**0.66**	**42.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2008 AM Base+Dev

Signalised - Fixed time **Cycle Time = 96 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	94	0.0	0.423	15.1	LOS B	66	0.37	0.75	42.3
2	T	898	0.0	0.423	6.5	LOS A	66	0.34	0.30	50.9
Approach		**992**	**0.0**	**0.423**	**7.3**	**LOS A**	**66**	**0.34**	**0.34**	**50.0**
Princes Highway N										
8	T	642	0.0	0.367	6.8	LOS A	50	0.34	0.30	50.5
9	R	39	0.0	0.367	17.2	LOS B	41	0.42	0.76	40.7
Approach		**681**	**0.0**	**0.367**	**7.4**	**LOS A**	**50**	**0.34**	**0.32**	**49.8**
Cleveland Road W										
10	L	39	0.0	0.288	56.4	LOS D	19	0.98	0.73	23.5
12	R	58	0.0	0.428	57.2	LOS E	28	1.00	0.75	23.2
Approach		**97**	**0.0**	**0.428**	**56.9**	**LOS E**	**28**	**0.99**	**0.74**	**23.3**
All Vehicles		**1770**	**0.0**	**0.428**	**10.1**	**LOS A**	**66**	**0.38**	**0.36**	**47.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2008 AM Base+Dev

Signalised - Fixed time **Cycle Time = 80 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	209	0.0	0.530	39.2	LOS C	64	0.94	0.81	28.8
23	R	87	0.0	0.220	36.8	LOS C	28	0.87	0.77	29.8
Approach		**296**	**0.0**	**0.530**	**38.5**	**LOS C**	**64**	**0.92**	**0.80**	**29.1**
Princes Highway NE										
24	L	54	0.0	0.282	15.0	LOS B	53	0.47	0.76	42.4
25	T	646	0.0	0.283	6.8	LOS A	53	0.47	0.41	50.5
Approach		**700**	**0.0**	**0.283**	**7.5**	**LOS A**	**53**	**0.47**	**0.44**	**49.8**
Princes Highway SW										
31	T	906	0.0	0.554	9.1	LOS A	113	0.61	0.55	48.0
32	R	163	0.0	0.554	18.7	LOS B	75	0.64	0.81	39.6
Approach		**1069**	**0.0**	**0.554**	**10.6**	**LOS A**	**113**	**0.62**	**0.59**	**46.5**
All Vehicles		**2065**	**0.0**	**0.554**	**13.5**	**LOS A**	**113**	**0.61**	**0.57**	**43.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2008 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	825	0.0	0.212	0.0	LOS A	0	0.00	0.00	60.0
Approach		**826**	**0.0**	**0.212**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	743	0.0	0.191	0.0	LOS A	0	0.00	0.00	60.0
9	R	112	0.0	0.144	10.7	LOS A	5	0.63	0.82	46.3
Approach		**855**	**0.0**	**0.191**	**1.4**	**LOS A**	**5**	**0.08**	**0.11**	**57.8**
Avondale Road SW										
30	L	244	0.0	0.560	21.8	LOS B	27	0.80	1.15	38.7
32	R	1	0.0	0.029	107.9	LOS F	1	0.96	1.00	15.3
Approach		**245**	**0.0**	**0.560**	**22.2**	**LOS B**	**27**	**0.80**	**1.15**	**38.4**
All Vehicles		**1926**	**0.0**	**0.560**	**3.4**	**Not Applicable**	**27**	**0.14**	**0.19**	**55.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2008 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	8.2	LOS A	0	0.00	0.67	49.0
2	T	825	0.0	0.212	0.0	LOS A	0	0.00	0.00	60.0
Approach		**826**	**0.0**	**0.212**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	743	0.0	0.191	0.0	LOS A	0	0.00	0.00	60.0
Approach		**743**	**0.0**	**0.191**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	16.6	LOS B	0	0.64	0.82	42.2
Approach		**1**	**0.0**	**0.002**	**16.6**	**LOS B**	**0**	**0.64**	**0.82**	**42.2**
All Vehicles		**1570**	**0.0**	**0.212**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2008 AM Base+Dev

Signalised - Fixed time **Cycle Time = 70 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	715	0.0	0.496	7.9	LOS A	69	0.56	0.49	49.3
3	R	96	0.0	0.496	18.0	LOS B	69	0.64	0.80	40.1
Approach		**811**	**0.0**	**0.496**	**9.1**	**LOS A**	**69**	**0.57**	**0.53**	**48.0**
Mount Brown Road E										
4	L	111	0.0	0.299	34.7	LOS C	32	0.89	0.78	30.7
6	R	110	0.0	0.296	34.8	LOS C	32	0.89	0.78	30.6
Approach		**221**	**0.0**	**0.299**	**34.7**	**LOS C**	**32**	**0.89**	**0.78**	**30.6**
Princes Highway N										
7	L	65	0.0	0.187	14.0	LOS A	31	0.45	0.75	43.3
8	T	678	0.0	0.422	6.8	LOS A	74	0.52	0.46	50.6
Approach		**743**	**0.0**	**0.422**	**7.4**	**LOS A**	**74**	**0.51**	**0.48**	**49.9**
All Vehicles		**1775**	**0.0**	**0.496**	**11.6**	**LOS A**	**74**	**0.59**	**0.54**	**45.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2008 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	82	0.0	0.073	8.2	LOS A	0	0.00	0.67	49.0
2	T	749	0.0	0.355	0.0	LOS A	0	0.00	0.00	60.0
Approach		**831**	**0.0**	**0.355**	**0.8**	**LOS A**		**0.00**	**0.07**	**58.7**
Princes Highway N										
8	T	711	0.0	0.303	3.3	LOS A	32	0.45	0.00	54.3
9	R	78	0.0	0.302	14.1	LOS B	32	0.81	0.99	43.2
Approach		**789**	**0.0**	**0.302**	**4.3**	**LOS A**	**32**	**0.48**	**0.10**	**52.9**
Huntley Road W										
10	L	61	0.0	0.133	17.0	LOS C	4	0.65	1.00	41.9
12	R	90	0.0	1.200	476.5	LOS F	177	1.00	2.65	4.2
Approach		**151**	**0.0**	**1.192**	**290.8**	**LOS F**	**177**	**0.86**	**1.98**	**6.7**
All Vehicles		**1771**	**0.0**	**1.200**	**27.1**	**Not Applicable**	**177**	**0.29**	**0.24**	**34.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2008 AM Base+Dev

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	8	0.0	0.051	0.2	LOS A	2	0.15	0.00	58.0
6	R	80	0.0	0.051	8.5	LOS A	2	0.15	0.63	48.2
Approach		**88**	**0.0**	**0.051**	**7.7**	**LOS A**	**2**	**0.15**	**0.57**	**48.9**
Penrose Drive N										
7	L	97	0.0	0.120	8.3	LOS A	3	0.20	0.57	48.1
9	R	1	0.0	0.001	8.8	LOS A	0	0.19	0.62	47.9
Approach		**98**	**0.0**	**0.120**	**8.3**	**LOS A**	**3**	**0.20**	**0.57**	**48.1**
Huntley Road W										
10	L	1	0.0	0.005	8.2	LOS A	0	0.00	0.67	49.0
11	T	8	0.0	0.005	0.0	LOS A	0	0.00	0.00	60.0
Approach		**9**	**0.0**	**0.005**	**0.9**	**LOS A**		**0.00**	**0.07**	**58.5**
All Vehicles		**195**	**0.0**	**0.120**	**7.7**	**Not Applicable**	**3**	**0.17**	**0.55**	**48.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2008 AM Base+Dev

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
5	T	7	0.0	0.005	0.0	LOS A	0	0.07	0.00	59.1
6	R	2	0.0	0.005	9.3	LOS A	0	0.07	0.70	47.6
Approach		**9**	**0.0**	**0.005**	**2.1**	**LOS A**	**0**	**0.07**	**0.15**	**56.1**
Avondale Road (North)										
24	L	1	0.0	0.003	9.2	LOS A	0	0.07	0.65	47.8
26	R	2	0.0	0.003	7.9	LOS A	0	0.07	0.63	49.0
Approach		**3**	**0.0**	**0.003**	**8.3**	**LOS A**	**0**	**0.07**	**0.64**	**48.6**
Avondale Road (West)										
10	L	6	0.0	0.008	8.3	LOS A	0	0.00	0.69	48.8
11	T	10	0.0	0.008	0.0	LOS A	0	0.00	0.00	60.0
Approach		**16**	**0.0**	**0.008**	**3.1**	**LOS A**		**0.00**	**0.26**	**55.3**
All Vehicles		**28**	**0.0**	**0.008**	**3.3**	**Not Applicable**	**0**	**0.03**	**0.27**	**54.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2008 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	1	0.0	0.001	11.0	LOS A	0	0.16	0.88	46.4
3	R	274	0.0	0.248	10.9	LOS A	10	0.22	0.89	46.4
Approach		**275**	**0.0**	**0.248**	**10.9**	**LOS A**	**10**	**0.22**	**0.89**	**46.4**
Avondale Road E										
4	L	127	0.0	0.074	8.2	LOS A	0	0.00	0.67	49.0
5	T	11	0.0	0.074	0.0	LOS A	0	0.00	0.00	60.0
Approach		**138**	**0.0**	**0.074**	**7.5**	**LOS A**		**0.00**	**0.61**	**49.7**
Avondale Road W										
11	T	8	0.0	0.005	0.4	LOS A	0	0.24	0.00	56.8
12	R	1	0.0	0.005	8.7	LOS A	0	0.24	0.60	47.8
Approach		**9**	**0.0**	**0.005**	**1.3**	**LOS A**	**0**	**0.24**	**0.07**	**55.6**
All Vehicles		**422**	**0.0**	**0.248**	**9.6**	**Not Applicable**	**10**	**0.15**	**0.78**	**47.6**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2008 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
1	L	1	0.0	0.001	12.0	LOS A	0	0.21	0.86	45.6
2	T	1	0.0	0.005	16.1	LOS B	0	0.55	0.88	42.4
3	R	1	0.0	0.005	16.0	LOS B	0	0.55	0.76	42.7
Approach		**3**	**0.0**	**0.004**	**14.7**	**LOS B**	**0**	**0.44**	**0.83**	**43.5**
Avondale Road NE										
24	L	1	0.0	0.059	10.4	LOS A	4	0.58	0.28	46.5
25	T	112	0.0	0.059	2.6	LOS A	4	0.58	0.00	52.8
26	R	1	0.0	0.059	11.8	LOS A	4	0.58	0.77	45.3
Approach		**114**	**0.0**	**0.059**	**2.7**	**LOS A**	**4**	**0.58**	**0.01**	**52.7**
Amaral Avenue N										
7	L	1	0.0	0.001	14.0	LOS A	0	0.46	0.80	44.3
8	T	1	0.0	0.042	13.5	LOS A	1	0.51	0.94	44.6
9	R	26	0.0	0.042	13.5	LOS A	1	0.51	0.91	44.8
Approach		**28**	**0.0**	**0.042**	**13.5**	**LOS A**	**1**	**0.50**	**0.91**	**44.8**
Avondale Road SW										
30	L	388	0.0	0.335	8.4	LOS A	21	0.43	0.38	47.4
31	T	244	0.0	0.335	0.5	LOS A	21	0.43	0.00	54.5
32	R	1	0.0	0.333	9.7	LOS A	21	0.43	0.62	46.3
Approach		**633**	**0.0**	**0.335**	**5.3**	**LOS A**	**21**	**0.43**	**0.23**	**49.9**
All Vehicles		**778**	**0.0**	**0.335**	**5.3**	**Not Applicable**	**21**	**0.46**	**0.23**	**50.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2008 PM Base+Dev

Signalised - Fixed time **Cycle Time = 40 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	333	0.0	0.488	11.4	LOS A	48	0.83	0.70	45.7
3	R	216	0.0	0.749	28.0	LOS B	44	0.98	0.95	33.8
Approach		**549**	**0.0**	**0.749**	**18.0**	**LOS B**	**48**	**0.89**	**0.80**	**40.2**
Fowlers Road E										
4	L	299	0.0	0.460	18.9	LOS B	44	0.82	0.80	39.7
6	R	123	0.0	0.189	18.3	LOS B	18	0.73	0.76	39.9
Approach		**422**	**0.0**	**0.460**	**18.7**	**LOS B**	**44**	**0.79**	**0.79**	**39.7**
Princes Highway N										
7	L	141	0.0	0.505	19.7	LOS B	49	0.84	0.82	38.9
8	T	542	0.0	0.506	11.5	LOS A	50	0.84	0.71	45.6
Approach		**683**	**0.0**	**0.506**	**13.2**	**LOS A**	**50**	**0.84**	**0.73**	**44.0**
All Vehicles		**1654**	**0.0**	**0.749**	**16.2**	**LOS B**	**50**	**0.84**	**0.77**	**41.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2008 PM Base+Dev

Signalised - Fixed time **Cycle Time = 70 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	35	0.0	0.395	21.8	LOS B	67	0.71	0.80	37.5
2	T	667	0.0	0.395	13.6	LOS A	68	0.71	0.61	43.7
Approach		**702**	**0.0**	**0.395**	**14.0**	**LOS A**	**68**	**0.71**	**0.62**	**43.3**
Princes Highway N										
8	T	924	0.0	0.543	15.2	LOS B	94	0.77	0.68	42.3
9	R	15	0.0	0.544	23.7	LOS B	89	0.77	0.83	36.3
Approach		**939**	**0.0**	**0.543**	**15.3**	**LOS B**	**94**	**0.77**	**0.68**	**42.2**
Cleveland Road W										
10	L	10	0.0	0.063	41.6	LOS C	4	0.94	0.67	28.0
12	R	77	0.0	0.484	43.9	LOS D	27	0.99	0.76	27.1
Approach		**87**	**0.0**	**0.484**	**43.6**	**LOS D**	**27**	**0.99**	**0.75**	**27.2**
All Vehicles		**1728**	**0.0**	**0.544**	**16.2**	**LOS B**	**94**	**0.76**	**0.66**	**41.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2008 PM Base+Dev

Signalised - Fixed time **Cycle Time = 75 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	190	0.0	0.548	39.1	LOS C	58	0.96	0.81	28.9
23	R	49	0.0	0.141	36.3	LOS C	16	0.87	0.74	30.0
Approach		**239**	**0.0**	**0.548**	**38.5**	**LOS C**	**58**	**0.94**	**0.80**	**29.1**
Princes Highway NE										
24	L	124	0.0	0.395	14.7	LOS B	71	0.50	0.78	42.7
25	T	878	0.0	0.396	6.5	LOS A	72	0.50	0.44	50.9
Approach		**1002**	**0.0**	**0.396**	**7.5**	**LOS A**	**72**	**0.50**	**0.49**	**49.7**
Princes Highway SW										
31	T	653	0.0	0.513	7.2	LOS A	97	0.56	0.51	50.0
32	R	202	0.0	0.635	23.5	LOS B	52	0.75	0.85	36.4
Approach		**855**	**0.0**	**0.636**	**11.1**	**LOS A**	**97**	**0.61**	**0.59**	**46.0**
All Vehicles		**2096**	**0.0**	**0.635**	**12.5**	**LOS A**	**97**	**0.59**	**0.56**	**44.6**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2008 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.167	9.1	LOS A	0	0.00	0.69	48.1
2	T	708	0.0	0.182	0.0	LOS A	0	0.00	0.00	60.0
Approach		**709**	**0.0**	**0.182**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	805	0.0	0.206	0.0	LOS A	0	0.00	0.00	60.0
9	R	262	0.0	0.293	10.5	LOS A	13	0.64	0.86	46.5
Approach		**1067**	**0.0**	**0.293**	**2.6**	**LOS A**	**13**	**0.16**	**0.21**	**56.0**
Avondale Road SW										
30	L	147	0.0	0.284	16.5	LOS B	10	0.65	1.03	42.4
32	R	1	0.0	0.037	133.8	LOS F	1	0.97	1.00	12.9
Approach		**148**	**0.0**	**0.284**	**17.3**	**LOS B**	**10**	**0.65**	**1.03**	**41.8**
All Vehicles		**1924**	**0.0**	**0.293**	**2.8**	**Not Applicable**	**13**	**0.14**	**0.20**	**55.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2008 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.167	8.2	LOS A	0	0.00	0.67	49.0
2	T	708	0.0	0.182	0.0	LOS A	0	0.00	0.00	60.0
Approach		**709**	**0.0**	**0.182**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	805	0.0	0.206	0.0	LOS A	0	0.00	0.00	60.0
Approach		**805**	**0.0**	**0.206**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	15.2	LOS B	0	0.57	0.82	43.3
Approach		**1**	**0.0**	**0.002**	**15.2**	**LOS B**	**0**	**0.57**	**0.82**	**43.3**
All Vehicles		**1515**	**0.0**	**0.206**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2008 PM Base+Dev

Signalised - Fixed time **Cycle Time = 55 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	645	0.0	0.561	10.3	LOS A	67	0.71	0.61	46.7
3	R	110	0.0	0.561	22.5	LOS B	55	0.82	0.82	37.0
Approach		**755**	**0.0**	**0.561**	**12.1**	**LOS A**	**67**	**0.73**	**0.64**	**45.0**
Mount Brown Road E										
4	L	96	0.0	0.203	26.1	LOS B	21	0.82	0.76	34.9
6	R	63	0.0	0.133	25.8	LOS B	14	0.81	0.75	35.0
Approach		**159**	**0.0**	**0.203**	**26.0**	**LOS B**	**21**	**0.82**	**0.76**	**34.9**
Princes Highway N										
7	L	103	0.0	0.242	15.8	LOS B	34	0.58	0.77	41.8
8	T	702	0.0	0.546	9.0	LOS A	82	0.68	0.60	48.1
Approach		**805**	**0.0**	**0.546**	**9.9**	**LOS A**	**82**	**0.67**	**0.62**	**47.2**
All Vehicles		**1719**	**0.0**	**0.561**	**12.4**	**LOS A**	**82**	**0.71**	**0.64**	**44.8**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2008 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	100	0.0	0.073	8.2	LOS A	0	0.00	0.67	49.0
2	T	729	0.0	0.354	0.0	LOS A	0	0.00	0.00	60.0
Approach		**829**	**0.0**	**0.354**	**1.0**	**LOS A**		**0.00**	**0.08**	**58.4**
Princes Highway N										
8	T	759	0.0	0.285	3.5	LOS A	32	0.48	0.00	53.9
9	R	38	0.0	0.286	13.9	LOS A	32	0.80	0.97	43.4
Approach		**797**	**0.0**	**0.285**	**4.0**	**LOS A**	**32**	**0.50**	**0.05**	**53.3**
Huntley Road W										
10	L	26	0.0	0.056	16.5	LOS B	2	0.62	0.99	42.3
12	R	96	0.0	1.263	591.8	LOS F	224	1.00	3.03	3.5
Approach		**122**	**0.0**	**1.264**	**469.2**	**LOS F**	**224**	**0.92**	**2.59**	**4.3**
All Vehicles		**1748**	**0.0**	**1.263**	**35.0**	**Not Applicable**	**224**	**0.29**	**0.24**	**30.5**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2008 PM Base+Dev

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	12	0.0	0.066	0.2	LOS A	3	0.16	0.00	57.8
6	R	102	0.0	0.066	8.5	LOS A	3	0.16	0.63	48.1
Approach		**114**	**0.0**	**0.066**	**7.6**	**LOS A**	**3**	**0.16**	**0.56**	**49.0**
Penrose Drive N										
7	L	92	0.0	0.115	8.3	LOS A	3	0.14	0.61	48.3
9	R	1	0.0	0.001	9.0	LOS A	0	0.23	0.62	47.7
Approach		**93**	**0.0**	**0.115**	**8.3**	**LOS A**	**3**	**0.14**	**0.61**	**48.3**
Huntley Road W										
10	L	1	0.0	0.010	8.2	LOS A	0	0.00	0.67	49.0
11	T	18	0.0	0.010	0.0	LOS A	0	0.00	0.00	60.0
Approach		**19**	**0.0**	**0.010**	**0.4**	**LOS A**		**0.00**	**0.04**	**59.3**
All Vehicles		**226**	**0.0**	**0.115**	**7.3**	**Not Applicable**	**3**	**0.14**	**0.54**	**49.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2008 PM Base+Dev

Give-way

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
5	T	11	0.0	0.007	0.0	LOS A	0	0.06	0.00	59.2
6	R	3	0.0	0.007	9.3	LOS A	0	0.06	0.70	47.6
Approach		**14**	**0.0**	**0.007**	**2.0**	**LOS A**	**0**	**0.06**	**0.15**	**56.2**
Avondale Road (North)										
24	L	9	0.0	0.013	9.2	LOS A	0	0.06	0.66	47.8
26	R	6	0.0	0.013	7.9	LOS A	0	0.06	0.64	49.0
Approach		**15**	**0.0**	**0.013**	**8.7**	**LOS A**	**0**	**0.06**	**0.65**	**48.3**
Avondale Road (West)										
10	L	3	0.0	0.007	8.3	LOS A	0	0.00	0.69	48.8
11	T	10	0.0	0.007	0.0	LOS A	0	0.00	0.00	60.0
Approach		**13**	**0.0**	**0.007**	**1.9**	**LOS A**		**0.00**	**0.16**	**57.0**
All Vehicles		**42**	**0.0**	**0.013**	**4.4**	**Not Applicable**	**0**	**0.04**	**0.33**	**53.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2008 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	1	0.0	0.001	11.4	LOS A	0	0.26	0.84	46.2
3	R	159	0.0	0.166	11.7	LOS A	6	0.35	0.89	45.9
Approach		**160**	**0.0**	**0.166**	**11.7**	**LOS A**	**6**	**0.35**	**0.89**	**45.9**
Avondale Road E										
4	L	261	0.0	0.158	8.2	LOS A	0	0.00	0.67	49.0
5	T	35	0.0	0.158	0.0	LOS A	0	0.00	0.00	60.0
Approach		**296**	**0.0**	**0.158**	**7.2**	**LOS A**		**0.00**	**0.59**	**50.0**
Avondale Road W										
11	T	53	0.0	0.028	1.0	LOS A	2	0.39	0.00	55.0
12	R	1	0.0	0.028	9.3	LOS A	2	0.39	0.64	47.2
Approach		**54**	**0.0**	**0.028**	**1.1**	**LOS A**	**2**	**0.39**	**0.01**	**54.8**
All Vehicles		**510**	**0.0**	**0.166**	**8.0**	**Not Applicable**	**6**	**0.15**	**0.62**	**49.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2008 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
1	L	1	0.0	0.001	12.8	LOS A	0	0.34	0.81	45.1
2	T	1	0.0	0.003	13.1	LOS A	0	0.48	0.82	44.9
3	R	1	0.0	0.003	13.1	LOS A	0	0.48	0.80	45.1
Approach		**3**	**0.0**	**0.003**	**13.0**	**LOS A**	**0**	**0.43**	**0.81**	**45.1**
Avondale Road NE										
24	L	1	0.0	0.143	8.6	LOS A	8	0.35	0.43	47.8
25	T	262	0.0	0.136	0.7	LOS A	8	0.35	0.00	55.4
26	R	1	0.0	0.143	10.0	LOS A	8	0.35	0.67	46.6
Approach		**264**	**0.0**	**0.136**	**0.8**	**LOS A**	**8**	**0.35**	**0.00**	**55.4**
Amaral Avenue N										
7	L	1	0.0	0.001	12.4	LOS A	0	0.28	0.83	45.4
8	T	1	0.0	0.045	12.5	LOS A	1	0.44	0.91	45.4
9	R	34	0.0	0.046	12.4	LOS A	1	0.44	0.89	45.7
Approach		**36**	**0.0**	**0.046**	**12.4**	**LOS A**	**1**	**0.44**	**0.89**	**45.7**
Avondale Road SW										
30	L	65	0.0	0.111	8.8	LOS A	6	0.44	0.37	47.4
31	T	147	0.0	0.111	0.9	LOS A	6	0.44	0.00	54.3
32	R	1	0.0	0.111	10.1	LOS A	6	0.44	0.67	46.2
Approach		**213**	**0.0**	**0.111**	**3.4**	**LOS A**	**6**	**0.44**	**0.12**	**52.0**
All Vehicles		**516**	**0.0**	**0.143**	**2.7**	**Not Applicable**	**8**	**0.39**	**0.12**	**53.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road

2016 AM Base+Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	102	7.8	1.016	108.3	LOS F	425	1.00	1.18	15.1
2	T	438	3.4	1.016	99.8	LOS F	425	1.00	1.18	16.0
3	R	286	1.4	0.983	110.5	LOS F	160	1.00	1.26	14.9
Approach		**826**	**3.3**	**1.016**	**104.5**	**LOS F**	**425**	**1.00**	**1.21**	**15.5**
Fowlers Road E										
4	L	138	2.9	0.807	49.1	LOS D	287	0.95	0.90	25.5
5	T	1117	5.6	0.806	41.2	LOS C	289	0.95	0.86	28.2
6	R	83	4.8	0.578	83.0	LOS F	57	1.00	0.78	18.3
Approach		**1338**	**5.3**	**0.807**	**44.6**	**LOS D**	**289**	**0.95**	**0.86**	**27.0**
Princes Highway N										
7	L	121	3.3	0.609	67.9	LOS E	150	0.92	0.95	20.9
8	T	202	7.4	0.609	59.6	LOS E	150	0.92	0.90	22.8
9	R	109	9.2	0.653	47.7	LOS D	45	1.00	0.79	26.1
Approach		**432**	**6.7**	**0.653**	**58.9**	**LOS E**	**150**	**0.94**	**0.89**	**22.9**
Fowlers Road W										
10	L	257	3.9	1.017	147.2	LOS F	697	1.00	1.58	11.9
11	T	1360	1.7	1.018	138.7	LOS F	695	1.00	1.58	12.5
12	R	137	5.1	0.956	112.1	LOS F	102	1.00	1.15	14.7
Approach		**1754**	**2.3**	**1.018**	**137.9**	**LOS F**	**697**	**1.00**	**1.55**	**12.5**
All Vehicles		**4350**	**3.8**	**1.018**	**95.0**	**LOS F**	**697**	**0.98**	**1.21**	**16.6**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2016 AM Base+Dev

Signalised - Fixed time **Cycle Time = 130 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	102	7.8	0.086	8.1	LOS A	4	0.10	0.62	49.2
2	T	438	3.4	0.878	71.0	LOS F	120	1.00	1.02	20.3
3	R	286	1.4	0.885	51.7	LOS D	110	1.00	1.00	24.8
Approach		**826**	**3.3**	**0.885**	**56.5**	**LOS E**	**120**	**0.89**	**0.96**	**23.5**
Fowlers Road E										
4	L	138	2.9	0.111	8.0	LOS A	5	0.11	0.63	49.2
5	T	1117	5.6	0.757	36.5	LOS C	222	0.93	0.83	30.0
6	R	83	4.8	0.413	63.4	LOS E	47	0.95	0.79	22.0
Approach		**1338**	**5.3**	**0.757**	**35.2**	**LOS C**	**222**	**0.85**	**0.81**	**30.5**
Princes Highway N										
7	L	121	3.3	0.099	8.0	LOS A	4	0.10	0.62	49.2
8	T	202	7.4	0.415	57.2	LOS E	57	0.96	0.76	23.3
9	R	109	9.2	0.427	36.9	LOS C	39	0.94	0.77	30.0
Approach		**432**	**6.7**	**0.427**	**38.3**	**LOS C**	**57**	**0.72**	**0.73**	**29.3**
Fowlers Road W										
10	L	257	3.9	0.208	8.0	LOS A	10	0.11	0.63	49.1
11	T	1360	1.7	0.899	52.2	LOS D	328	1.00	1.05	24.6
12	R	137	5.1	0.888	84.9	LOS F	85	1.00	1.04	18.1
Approach		**1754**	**2.3**	**0.899**	**48.3**	**LOS D**	**328**	**0.87**	**0.99**	**25.8**
All Vehicles		**4350**	**3.8**	**0.899**	**44.8**	**LOS D**	**328**	**0.85**	**0.90**	**26.9**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2016 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	78	2.6	0.594	25.2	LOS B	83	0.86	0.84	35.4
2	T	749	3.5	0.594	16.9	LOS B	84	0.86	0.74	40.9
Approach		**827**	**3.4**	**0.594**	**17.7**	**LOS B**	**84**	**0.86**	**0.75**	**40.4**
Princes Highway N										
8	T	422	5.7	0.396	7.9	LOS A	63	0.60	0.52	49.3
9	R	55	1.8	0.140	21.8	LOS B	12	0.77	0.75	37.4
Approach		**477**	**5.2**	**0.396**	**9.5**	**LOS A**	**63**	**0.62**	**0.55**	**47.6**
Cleveland Road W										
10	L	76	1.3	0.095	19.1	LOS B	14	0.62	0.74	39.3
12	R	72	2.8	0.169	28.7	LOS C	18	0.83	0.75	33.6
Approach		**148**	**2.0**	**0.169**	**23.7**	**LOS B**	**18**	**0.72**	**0.75**	**36.3**
All Vehicles		**1452**	**3.9**	**0.594**	**15.6**	**LOS B**	**84**	**0.77**	**0.68**	**42.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2016 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	108	4.6	0.116	16.4	LOS B	18	0.54	0.74	41.5
23	R	155	1.9	0.363	29.8	LOS C	38	0.88	0.79	33.0
Approach		**263**	**3.0**	**0.363**	**24.3**	**LOS B**	**38**	**0.74**	**0.77**	**36.0**
Princes Highway NE										
24	L	114	2.6	0.468	28.0	LOS B	56	0.87	0.81	33.9
25	T	380	6.1	0.468	19.7	LOS B	58	0.87	0.73	38.9
Approach		**494**	**5.3**	**0.468**	**21.6**	**LOS B**	**58**	**0.87**	**0.75**	**37.6**
Princes Highway SW										
31	T	672	3.7	0.465	9.0	LOS A	75	0.67	0.57	47.9
32	R	159	3.8	0.465	19.5	LOS B	60	0.77	0.81	39.0
Approach		**831**	**3.7**	**0.465**	**11.0**	**LOS A**	**75**	**0.69**	**0.61**	**45.9**
All Vehicles		**1588**	**4.1**	**0.468**	**16.5**	**LOS B**	**75**	**0.75**	**0.68**	**41.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2016 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	830	3.6	0.218	0.0	LOS A	0	0.00	0.00	60.0
Approach		**831**	**3.6**	**0.218**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	487	5.5	0.130	2.2	LOS A	13	0.34	0.00	55.6
9	R	1	0.0	0.125	11.2	LOS A	13	0.68	0.84	45.9
Approach		**488**	**5.5**	**0.130**	**2.2**	**LOS A**	**13**	**0.34**	**0.00**	**55.6**
Avondale Road SW										
30	L	1	0.0	0.002	16.3	LOS B	0	0.64	0.82	42.5
32	R	1	0.0	0.012	52.3	LOS D	0	0.91	1.00	25.1
Approach		**2**	**0.0**	**0.012**	**34.3**	**LOS C**	**0**	**0.78**	**0.91**	**31.5**
All Vehicles		**1321**	**4.3**	**0.218**	**0.9**	**Not Applicable**	**13**	**0.13**	**0.00**	**58.2**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2016 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	4	0.0	0.222	8.2	LOS A	0	0.00	0.67	49.0
2	T	830	3.6	0.219	0.0	LOS A	0	0.00	0.00	60.0
Approach		**834**	**3.6**	**0.219**	**0.0**	**LOS A**		**0.00**	**0.00**	**59.9**
Princes Highway										
8	T	487	5.5	0.129	0.0	LOS A	0	0.00	0.00	60.0
Approach		**487**	**5.5**	**0.129**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.002	16.7	LOS B	0	0.64	0.83	42.1
Approach		**1**	**0.0**	**0.002**	**16.7**	**LOS B**	**0**	**0.64**	**0.83**	**42.1**
All Vehicles		**1322**	**4.3**	**0.222**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**59.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2016 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	802	3.7	0.489	9.1	LOS A	79	0.68	0.58	47.8
3	R	121	3.3	0.489	18.8	LOS B	68	0.75	0.81	39.5
Approach		**923**	**3.7**	**0.489**	**10.4**	**LOS A**	**79**	**0.69**	**0.61**	**46.5**
Mount Brown Road E										
4	L	157	2.5	0.167	16.6	LOS B	25	0.56	0.75	41.3
6	R	28	0.0	0.065	27.8	LOS B	7	0.81	0.72	33.9
Approach		**185**	**2.2**	**0.167**	**18.3**	**LOS B**	**25**	**0.60**	**0.75**	**40.0**
Princes Highway N										
7	L	12	0.0	0.455	27.8	LOS B	56	0.87	0.81	33.9
8	T	475	5.7	0.457	19.6	LOS B	57	0.87	0.72	39.0
Approach		**487**	**5.5**	**0.457**	**19.8**	**LOS B**	**57**	**0.87**	**0.73**	**38.8**
All Vehicles		**1595**	**4.1**	**0.489**	**14.2**	**LOS A**	**79**	**0.73**	**0.66**	**43.1**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2016 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	470	7.0	0.438	8.5	LOS A	31	0.56	0.64	47.4
2	T	513	5.7	0.438	7.6	LOS A	31	0.57	0.61	48.0
Approach		**983**	**6.3**	**0.438**	**8.0**	**LOS A**	**31**	**0.57**	**0.63**	**47.7**
Princes Highway N										
8	T	415	6.3	0.502	12.4	LOS A	40	0.93	0.97	45.0
9	R	217	2.3	0.502	18.0	LOS B	37	0.92	1.00	40.8
Approach		**632**	**4.9**	**0.502**	**14.3**	**LOS A**	**40**	**0.93**	**0.98**	**43.4**
Huntley Road W										
10	L	409	1.0	0.659	13.0	LOS A	41	0.77	0.95	44.2
12	R	691	3.9	0.906	31.8	LOS C	150	1.00	1.46	32.7
Approach		**1100**	**2.8**	**0.906**	**24.8**	**LOS B**	**150**	**0.92**	**1.27**	**36.1**
All Vehicles		**2715**	**4.6**	**0.906**	**16.3**	**LOS B**	**150**	**0.79**	**0.97**	**41.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2016 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	482	6.2	0.318	6.6	LOS A	24	0.29	0.49	49.6
6	R	134	3.0	0.228	11.6	LOS A	8	0.28	0.65	45.4
Approach		**616**	**5.5**	**0.318**	**7.7**	**LOS A**	**24**	**0.29**	**0.52**	**48.6**
Penrose Drive N										
7	L	166	2.4	0.263	10.9	LOS A	12	0.73	0.75	46.2
9	R	62	1.6	0.101	16.0	LOS B	5	0.72	0.80	42.1
Approach		**228**	**2.2**	**0.264**	**12.3**	**LOS A**	**12**	**0.72**	**0.76**	**45.0**
Huntley Road W										
10	L	89	1.1	0.160	8.6	LOS A	5	0.39	0.59	48.1
11	T	603	3.8	0.426	7.1	LOS A	31	0.43	0.54	48.7
Approach		**692**	**3.5**	**0.426**	**7.3**	**LOS A**	**31**	**0.43**	**0.54**	**48.6**
All Vehicles		**1536**	**4.1**	**0.426**	**8.2**	**LOS A**	**31**	**0.41**	**0.57**	**48.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2016 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	149	4.7	0.420	5.2	LOS A	34	0.47	0.46	50.1
5	T	256	5.5	0.420	11.1	LOS A	34	0.47	0.62	45.4
6	R	146	6.8	0.420	13.5	LOS A	34	0.47	0.63	44.0
Approach		**551**	**5.6**	**0.419**	**10.1**	**LOS A**	**34**	**0.47**	**0.58**	**46.1**
Avondale Road (North)										
24	L	270	5.6	0.473	11.6	LOS A	35	0.85	0.86	45.6
25	T	112	3.6	0.473	15.3	LOS B	35	0.85	0.88	42.9
26	R	1	0.0	0.500	16.4	LOS B	35	0.85	0.82	42.3
Approach		**383**	**5.0**	**0.473**	**12.7**	**LOS A**	**35**	**0.85**	**0.87**	**44.8**
Future New Road										
27	L	1	0.0	0.500	13.4	LOS A	39	0.95	0.97	43.9
28	T	310	3.5	0.493	12.1	LOS A	39	0.95	0.97	45.2
29	R	11	0.0	0.500	20.2	LOS B	39	0.95	0.90	39.8
Approach		**322**	**3.4**	**0.493**	**12.4**	**LOS A**	**39**	**0.95**	**0.97**	**44.9**
Avondale Road (West)										
10	L	19	5.3	0.633	11.8	LOS A	59	0.85	0.86	45.4
11	T	341	1.5	0.628	9.6	LOS A	59	0.85	0.84	47.3
12	R	251	2.4	0.629	9.6	LOS A	59	0.85	0.79	47.3
Approach		**611**	**2.0**	**0.628**	**9.7**	**LOS A**	**59**	**0.85**	**0.82**	**47.2**
All Vehicles		**1867**	**3.9**	**0.633**	**10.9**	**LOS A**	**59**	**0.75**	**0.78**	**46.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2016 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	257	1.2	0.253	7.6	LOS A	8	1.00	0.07	45.2
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**258**	**1.2**	**0.253**	**7.6**	**LOS A**	**8**	**1.00**	**0.07**	**45.3**
Avondale Road E										
4	L	1	0.0	0.002	7.6	LOS A	0	0.30	0.51	48.8
5	T	1	0.0	0.002	6.7	LOS A	0	0.30	0.47	49.5
Approach		**2**	**0.0**	**0.002**	**7.2**	**LOS A**	**0**	**0.30**	**0.49**	**49.1**
Avondale Road W										
11	T	1	0.0	0.077	6.0	LOS A	4	0.02	0.51	51.4
12	R	129	2.3	0.077	11.0	LOS A	4	0.02	0.72	46.4
Approach		**130**	**2.3**	**0.077**	**11.0**	**LOS A**	**4**	**0.02**	**0.72**	**46.4**
All Vehicles		**390**	**1.5**	**0.253**	**8.7**	**LOS A**	**8**	**0.67**	**0.29**	**45.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2016 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	1	0.0	0.002	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**2**	**0.0**	**0.002**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Marshall Street										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**6**	**0.0**	**0.002**	**9.9**	**Not Applicable**	**0**	**0.01**	**0.89**	**47.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2016 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.500	15.9	LOS B	26	0.85	0.98	41.7
26	R	257	1.2	0.420	21.8	LOS B	26	0.85	1.01	38.2
Approach		**258**	**1.2**	**0.420**	**21.8**	**LOS B**	**26**	**0.85**	**1.01**	**38.2**
Fowlers Road N										
7	L	129	2.3	0.626	7.5	LOS A	68	0.04	0.61	49.6
9	R	924	6.4	0.626	10.3	LOS A	68	0.04	0.69	47.1
Approach		**1053**	**5.9**	**0.626**	**9.9**	**LOS A**	**68**	**0.04**	**0.68**	**47.4**
Avondale Road SW										
30	L	591	2.7	0.564	8.2	LOS A	43	0.70	0.68	47.2
31	T	1	0.0	0.500	8.2	LOS A	43	0.70	0.68	47.2
Approach		**592**	**2.7**	**0.565**	**8.2**	**LOS A**	**43**	**0.70**	**0.68**	**47.2**
All Vehicles		**1903**	**4.3**	**0.626**	**11.0**	**LOS A**	**68**	**0.35**	**0.72**	**45.8**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2016 PM Base+Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	136	6.6	0.659	59.9	LOS E	196	0.89	0.94	22.7
2	T	318	5.0	0.659	51.5	LOS D	196	0.89	0.87	24.8
3	R	198	8.1	1.100	249.3	LOS F	191	1.00	1.45	7.6
Approach		**652**	**6.3**	**1.100**	**113.3**	**LOS F**	**196**	**0.93**	**1.06**	**14.6**
Fowlers Road E										
4	L	199	2.0	1.114	299.8	LOS F	886	1.00	2.28	6.5
5	T	1224	2.7	1.113	291.5	LOS F	886	1.00	2.28	6.7
6	R	87	5.7	0.732	88.0	LOS F	62	1.00	0.85	17.5
Approach		**1510**	**2.8**	**1.113**	**280.8**	**LOS F**	**886**	**1.00**	**2.20**	**6.9**
Princes Hgihway N										
7	L	143	2.8	1.119	268.0	LOS F	907	1.00	1.69	7.2
8	T	642	2.8	1.120	259.7	LOS F	907	1.00	1.69	7.4
9	R	305	3.9	0.983	107.7	LOS F	178	1.00	1.24	15.2
Approach		**1090**	**3.1**	**1.120**	**218.2**	**LOS F**	**907**	**1.00**	**1.57**	**8.6**
Fowlers Road W										
10	L	131	6.9	1.124	322.4	LOS F	951	1.00	2.40	6.1
11	T	1221	13.2	1.125	314.0	LOS F	951	1.00	2.40	6.2
12	R	125	6.4	1.056	216.1	LOS F	132	1.00	1.43	8.6
Approach		**1477**	**12.1**	**1.125**	**306.4**	**LOS F**	**952**	**1.00**	**2.32**	**6.4**
All Vehicles		**4729**	**6.2**	**1.125**	**251.3**	**LOS F**	**951**	**0.99**	**1.93**	**7.6**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2016 PM Base+Dev

Signalised - Fixed time **Cycle Time = 110 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	136	6.6	0.113	8.1	LOS A	5	0.12	0.63	49.1
2	T	318	5.0	0.441	43.0	LOS D	68	0.93	0.76	27.5
3	R	198	8.1	0.771	40.2	LOS C	67	1.00	0.90	28.6
Approach		**652**	**6.3**	**0.771**	**34.9**	**LOS C**	**68**	**0.78**	**0.77**	**30.7**
Fowlers Road E										
4	L	199	2.0	0.159	8.0	LOS A	7	0.13	0.63	49.1
5	T	1224	2.7	0.857	41.3	LOS C	240	0.99	0.99	28.1
6	R	87	5.7	0.587	63.1	LOS E	46	1.00	0.79	22.0
Approach		**1510**	**2.8**	**0.857**	**38.1**	**LOS C**	**240**	**0.88**	**0.93**	**29.3**
Princes Hgihway N										
7	L	143	2.8	0.116	8.0	LOS A	5	0.13	0.63	49.1
8	T	642	2.8	0.878	57.6	LOS E	145	1.00	1.04	23.2
9	R	305	3.9	0.885	47.0	LOS D	108	1.00	1.02	26.3
Approach		**1090**	**3.1**	**0.885**	**48.1**	**LOS D**	**145**	**0.89**	**0.98**	**25.9**
Fowlers Road W										
10	L	131	6.9	0.109	8.1	LOS A	5	0.12	0.63	49.1
11	T	1221	13.2	0.912	53.2	LOS D	302	1.00	1.13	24.4
12	R	125	6.4	0.878	73.9	LOS F	70	1.00	1.02	19.9
Approach		**1477**	**12.1**	**0.912**	**51.0**	**LOS D**	**302**	**0.92**	**1.08**	**25.0**
All Vehicles		**4729**	**6.2**	**0.912**	**44.0**	**LOS D**	**302**	**0.88**	**0.97**	**27.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2016 PM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	60	3.3	0.488	24.4	LOS B	69	0.82	0.82	35.9
2	T	607	6.6	0.488	16.1	LOS B	70	0.82	0.70	41.6
Approach		**667**	**6.3**	**0.488**	**16.9**	**LOS B**	**70**	**0.82**	**0.71**	**41.0**
Princes Highway N										
8	T	891	3.1	0.823	16.0	LOS B	180	0.88	0.89	41.7
9	R	74	2.7	0.170	20.5	LOS B	15	0.75	0.75	38.3
Approach		**965**	**3.1**	**0.823**	**16.4**	**LOS B**	**180**	**0.87**	**0.88**	**41.4**
Cleveland Road W										
10	L	40	2.5	0.051	18.9	LOS B	7	0.60	0.72	39.5
12	R	57	3.5	0.135	28.5	LOS B	15	0.83	0.74	33.7
Approach		**97**	**3.1**	**0.135**	**24.5**	**LOS B**	**15**	**0.73**	**0.73**	**35.9**
All Vehicles		**1729**	**4.3**	**0.823**	**17.0**	**LOS B**	**180**	**0.84**	**0.81**	**40.9**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2016 PM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	153	3.9	0.195	19.8	LOS B	29	0.65	0.77	38.9
23	R	132	3.0	0.311	29.5	LOS C	33	0.87	0.78	33.1
Approach		**285**	**3.5**	**0.311**	**24.3**	**LOS B**	**33**	**0.75**	**0.77**	**36.0**
Princes Highway NE										
24	L	233	1.7	0.686	26.5	LOS B	97	0.90	0.87	34.7
25	T	716	3.8	0.686	18.2	LOS B	100	0.90	0.80	40.0
Approach		**949**	**3.3**	**0.686**	**20.2**	**LOS B**	**100**	**0.90**	**0.82**	**38.6**
Princes Highway SW										
31	T	535	7.1	0.482	8.8	LOS A	79	0.65	0.57	48.3
32	R	159	3.8	0.482	25.2	LOS B	43	0.90	0.81	35.4
Approach		**694**	**6.3**	**0.482**	**12.6**	**LOS A**	**79**	**0.71**	**0.63**	**44.6**
All Vehicles		**1928**	**4.4**	**0.686**	**18.1**	**LOS B**	**100**	**0.81**	**0.74**	**40.1**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2016 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.200	9.1	LOS A	0	0.00	0.69	48.1
2	T	695	6.5	0.186	0.0	LOS A	0	0.00	0.00	60.0
Approach		**696**	**6.5**	**0.186**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	869	3.7	0.229	2.0	LOS A	22	0.35	0.00	55.4
9	R	1	0.0	0.250	10.7	LOS A	22	0.70	0.84	46.4
Approach		**870**	**3.7**	**0.229**	**2.0**	**LOS A**	**22**	**0.35**	**0.00**	**55.4**
Avondale Road SW										
30	L	1	0.0	0.002	14.8	LOS B	0	0.57	0.82	43.7
32	R	1	0.0	0.022	85.1	LOS F	1	0.95	1.00	18.2
Approach		**2**	**0.0**	**0.022**	**49.9**	**LOS D**	**1**	**0.76**	**0.91**	**25.7**
All Vehicles		**1568**	**4.9**	**0.250**	**1.2**	**Not Applicable**	**22**	**0.20**	**0.00**	**57.3**

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Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2016 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	8	0.0	0.186	8.2	LOS A	0	0.00	0.67	49.0
2	T	695	6.5	0.188	0.0	LOS A	0	0.00	0.00	60.0
Approach		**703**	**6.4**	**0.188**	**0.1**	**LOS A**		**0.00**	**0.01**	**59.8**
Princes High										
8	T	869	3.7	0.228	0.0	LOS A	0	0.00	0.00	60.0
Approach		**869**	**3.7**	**0.228**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.024	50.5	LOS D	1	0.90	0.88	25.6
12	R	1	0.0	0.024	50.4	LOS D	1	0.90	1.00	25.6
Approach		**2**	**0.0**	**0.024**	**50.4**	**LOS D**	**1**	**0.90**	**0.94**	**25.6**
All Vehicles		**1574**	**4.9**	**0.228**	**0.1**	**Not Applicable**	**1**	**0.00**	**0.00**	**59.8**

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Following Degree of Saturation
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* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2016 PM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	680	6.5	0.523	9.8	LOS A	86	0.70	0.60	47.1
3	R	139	2.9	0.523	23.2	LOS B	56	0.86	0.82	36.5
Approach		**819**	**5.9**	**0.523**	**12.1**	**LOS A**	**86**	**0.73**	**0.64**	**44.9**
Mount Brown Road E										
4	L	149	3.4	0.190	19.7	LOS B	28	0.65	0.76	39.0
6	R	14	0.0	0.032	27.6	LOS B	4	0.80	0.69	34.1
Approach		**163**	**3.1**	**0.190**	**20.4**	**LOS B**	**28**	**0.66**	**0.76**	**38.5**
Princes Highway N										
7	L	27	0.0	0.624	25.4	LOS B	88	0.88	0.84	35.3
8	T	842	3.8	0.623	17.2	LOS B	89	0.88	0.76	40.8
Approach		**869**	**3.7**	**0.623**	**17.4**	**LOS B**	**89**	**0.88**	**0.76**	**40.6**
All Vehicles		**1851**	**4.6**	**0.624**	**15.3**	**LOS B**	**89**	**0.79**	**0.71**	**42.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2016 PM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	656	4.7	0.674	11.9	LOS A	67	0.87	0.88	45.3
2	T	541	5.9	0.624	10.9	LOS A	56	0.84	0.86	46.4
Approach		**1197**	**5.3**	**0.674**	**11.5**	**LOS A**	**67**	**0.86**	**0.87**	**45.8**
Princes Highway N										
8	T	601	5.3	0.692	15.0	LOS B	71	0.99	1.08	42.7
9	R	389	1.3	0.692	20.7	LOS B	67	0.98	1.10	38.9
Approach		**990**	**3.7**	**0.692**	**17.2**	**LOS B**	**71**	**0.98**	**1.09**	**41.1**
Huntley Road W										
10	L	278	5.8	0.548	12.6	LOS A	30	0.80	0.91	44.7
12	R	588	7.8	0.899	36.1	LOS C	152	1.00	1.48	30.9
Approach		**866**	**7.2**	**0.899**	**28.6**	**LOS C**	**152**	**0.94**	**1.30**	**34.1**
All Vehicles		**3053**	**5.3**	**0.899**	**18.2**	**LOS B**	**152**	**0.92**	**1.06**	**40.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2016 PM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	639	4.2	0.425	6.7	LOS A	35	0.37	0.50	49.1
6	R	152	3.3	0.273	11.9	LOS A	10	0.34	0.65	45.2
Approach		**791**	**4.0**	**0.425**	**7.7**	**LOS A**	**35**	**0.37**	**0.53**	**48.3**
Penrose Drive N										
7	L	140	3.6	0.244	11.6	LOS A	11	0.78	0.77	45.6
9	R	81	1.2	0.130	16.3	LOS B	7	0.77	0.82	41.9
Approach		**221**	**2.7**	**0.244**	**13.3**	**LOS A**	**11**	**0.78**	**0.79**	**44.1**
Huntley Road W										
10	L	83	2.4	0.152	8.9	LOS A	5	0.41	0.60	47.9
11	T	664	8.0	0.494	7.5	LOS A	40	0.51	0.56	48.3
Approach		**747**	**7.4**	**0.494**	**7.6**	**LOS A**	**40**	**0.50**	**0.56**	**48.2**
All Vehicles		**1759**	**5.3**	**0.494**	**8.4**	**LOS A**	**40**	**0.47**	**0.58**	**47.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2016 PM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	262	3.1	0.794	12.7	LOS A	115	1.00	0.97	44.6
5	T	336	3.9	0.794	18.6	LOS B	115	1.00	0.97	40.5
6	R	200	11.5	0.794	21.1	LOS B	115	1.00	0.93	39.4
Approach		**798**	**5.5**	**0.795**	**17.3**	**LOS B**	**115**	**1.00**	**0.96**	**41.4**
Avondale Road (North)										
24	L	232	10.3	0.659	15.3	LOS B	68	0.93	1.03	42.5
25	T	308	1.9	0.660	18.8	LOS B	68	0.93	1.02	40.3
26	R	1	0.0	0.500	19.9	LOS B	68	0.93	0.95	39.8
Approach		**541**	**5.5**	**0.660**	**17.3**	**LOS B**	**68**	**0.93**	**1.02**	**41.2**
Future New Road										
27	L	1	0.0	0.500	9.9	LOS A	28	0.82	0.81	46.8
28	T	301	5.3	0.411	8.7	LOS A	28	0.82	0.79	47.5
29	R	30	3.3	0.411	16.9	LOS B	28	0.82	0.79	42.3
Approach		**332**	**5.1**	**0.411**	**9.4**	**LOS A**	**28**	**0.82**	**0.79**	**46.9**
Avondale Road (West)										
10	L	26	3.8	0.500	11.5	LOS A	40	0.90	0.88	45.7
11	T	151	3.3	0.498	9.4	LOS A	40	0.90	0.87	47.0
12	R	206	3.9	0.498	9.4	LOS A	40	0.90	0.80	47.0
Approach		**383**	**3.7**	**0.498**	**9.5**	**LOS A**	**40**	**0.90**	**0.83**	**46.9**
All Vehicles		**2054**	**5.1**	**0.794**	**14.6**	**LOS B**	**115**	**0.94**	**0.93**	**43.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2016 PM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	122	2.5	0.123	7.4	LOS A	4	0.77	0.19	46.3
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**123**	**2.4**	**0.124**	**7.5**	**LOS A**	**4**	**0.77**	**0.19**	**46.3**
Avondale Road E										
4	L	1	0.0	0.002	8.1	LOS A	0	0.39	0.52	48.3
5	T	1	0.0	0.002	7.2	LOS A	0	0.39	0.48	49.0
Approach		**2**	**0.0**	**0.002**	**7.6**	**LOS A**	**0**	**0.39**	**0.50**	**48.6**
Avondale Road W										
11	T	1	0.0	0.125	6.0	LOS A	7	0.02	0.51	51.4
12	R	215	1.9	0.128	11.0	LOS A	7	0.02	0.72	46.4
Approach		**216**	**1.9**	**0.128**	**11.0**	**LOS A**	**7**	**0.02**	**0.72**	**46.4**
All Vehicles		**341**	**2.1**	**0.128**	**9.7**	**LOS A**	**7**	**0.29**	**0.53**	**46.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2016 PM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	1	0.0	0.002	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**2**	**0.0**	**0.002**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Amaral Avenue N										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**6**	**0.0**	**0.002**	**9.9**	**Not Applicable**	**0**	**0.01**	**0.89**	**47.1**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2016 PM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.167	11.3	LOS A	9	0.70	0.77	45.7
26	R	122	2.5	0.171	17.3	LOS B	9	0.70	0.84	41.3
Approach		**123**	**2.4**	**0.171**	**17.2**	**LOS B**	**9**	**0.70**	**0.84**	**41.4**
Fowlers Road N										
7	L	215	1.9	0.575	7.5	LOS A	60	0.03	0.61	49.6
9	R	763	3.7	0.575	10.2	LOS A	60	0.03	0.69	47.1
Approach		**978**	**3.3**	**0.575**	**9.6**	**LOS A**	**60**	**0.03**	**0.67**	**47.6**
Avondale Road SW										
30	L	1002	15.4	0.859	9.6	LOS A	142	0.95	0.63	45.8
31	T	1	0.0	1.000	9.1	LOS A	0	0.95	0.61	45.8
Approach		**1003**	**15.4**	**0.859**	**9.6**	**LOS A**	**142**	**0.95**	**0.63**	**45.8**
All Vehicles		**2104**	**9.0**	**1.000**	**10.0**	**LOS A**	**142**	**0.51**	**0.66**	**46.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	117	10.3	1.286	563.2	LOS F	1406	1.00	2.19	3.6
2	T	646	3.6	1.288	554.6	LOS F	1406	1.00	2.19	3.7
3	R	262	1.5	0.997	126.6	LOS F	166	1.00	1.31	13.4
Approach		**1025**	**3.8**	**1.288**	**446.2**	**LOS F**	**1406**	**1.00**	**1.96**	**4.5**
Fowlers Road E										
4	L	210	2.9	1.035	173.9	LOS F	734	1.00	1.72	10.4
5	T	1328	5.3	1.036	165.6	LOS F	734	1.00	1.72	10.8
6	R	110	4.5	0.764	86.9	LOS F	74	1.00	0.87	17.7
Approach		**1648**	**4.9**	**1.036**	**161.4**	**LOS F**	**734**	**1.00**	**1.67**	**11.0**
Princes Highway N										
7	L	118	3.4	0.648	65.7	LOS E	173	0.92	0.94	21.4
8	T	263	8.0	0.648	57.4	LOS E	173	0.92	0.89	23.3
9	R	123	9.8	0.860	61.2	LOS E	59	1.00	0.93	22.4
Approach		**504**	**7.3**	**0.860**	**60.3**	**LOS E**	**173**	**0.94**	**0.91**	**22.6**
Fowlers Road W										
10	L	409	3.4	1.295	614.4	LOS F	1882	1.00	3.75	3.3
11	T	1552	1.6	1.294	606.1	LOS F	1873	1.00	3.75	3.4
12	R	186	5.9	1.305	647.8	LOS F	367	1.00	2.37	3.2
Approach		**2147**	**2.3**	**1.305**	**611.3**	**LOS F**	**1882**	**1.00**	**3.63**	**3.4**
All Vehicles		**5324**	**3.9**	**1.305**	**388.1**	**LOS F**	**1882**	**0.99**	**2.44**	**5.1**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 100 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	117	10.3	0.100	8.3	LOS A	4	0.14	0.63	49.0
2	T	646	3.6	0.892	55.4	LOS D	139	1.00	1.08	23.8
3	R	262	1.5	0.570	37.4	LOS C	75	0.92	0.89	29.6
Approach		**1025**	**3.8**	**0.892**	**45.4**	**LOS D**	**139**	**0.88**	**0.98**	**26.7**
Fowlers Road E										
4	L	210	2.9	0.169	8.1	LOS A	8	0.14	0.64	49.0
5	T	1328	5.3	0.783	26.3	LOS B	206	0.92	0.85	34.8
6	R	110	4.5	0.120	15.6	LOS B	19	0.55	0.73	42.2
Approach		**1648**	**4.9**	**0.783**	**23.3**	**LOS B**	**206**	**0.79**	**0.81**	**36.6**
Princes Highway N										
7	L	118	3.4	0.096	8.1	LOS A	4	0.14	0.63	49.0
8	T	263	8.0	0.373	38.8	LOS C	55	0.92	0.74	29.0
9	R	123	9.8	0.283	30.8	LOS C	41	0.85	0.77	32.7
Approach		**504**	**7.3**	**0.373**	**29.7**	**LOS C**	**55**	**0.72**	**0.72**	**33.1**
Fowlers Road W										
10	L	409	3.4	0.331	8.2	LOS A	17	0.17	0.64	48.9
11	T	1552	1.6	0.893	39.3	LOS C	295	0.99	1.07	28.8
12	R	186	5.9	0.205	16.0	LOS B	32	0.58	0.75	41.9
Approach		**2147**	**2.3**	**0.894**	**31.4**	**LOS C**	**295**	**0.80**	**0.96**	**32.3**
All Vehicles		**5324**	**3.9**	**0.893**	**31.4**	**LOS C**	**295**	**0.81**	**0.89**	**32.2**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	95	2.1	0.698	26.8	LOS B	101	0.91	0.88	34.5
2	T	873	4.2	0.698	18.5	LOS B	102	0.91	0.82	39.8
Approach		**968**	**4.0**	**0.698**	**19.3**	**LOS B**	**102**	**0.91**	**0.82**	**39.2**
Princes Highway N										
8	T	574	6.3	0.541	8.8	LOS A	90	0.67	0.60	48.3
9	R	85	2.4	0.237	24.8	LOS B	20	0.84	0.76	35.7
Approach		**659**	**5.8**	**0.541**	**10.9**	**LOS A**	**90**	**0.69**	**0.62**	**46.2**
Cleveland Road W										
10	L	132	1.5	0.166	19.5	LOS B	24	0.64	0.76	39.1
12	R	174	2.9	0.410	30.1	LOS C	43	0.89	0.80	32.8
Approach		**306**	**2.3**	**0.410**	**25.5**	**LOS B**	**43**	**0.79**	**0.78**	**35.3**
All Vehicles		**1933**	**4.3**	**0.698**	**17.4**	**LOS B**	**102**	**0.82**	**0.75**	**40.6**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	117	4.3	0.139	18.2	LOS B	21	0.60	0.75	40.1
23	R	130	1.5	0.303	29.4	LOS C	32	0.87	0.78	33.2
Approach		**247**	**2.8**	**0.303**	**24.1**	**LOS B**	**32**	**0.74**	**0.77**	**36.1**
Princes Highway NE										
24	L	187	2.7	0.603	26.7	LOS B	80	0.89	0.84	34.6
25	T	561	6.4	0.603	18.5	LOS B	82	0.89	0.76	39.8
Approach		**748**	**5.5**	**0.603**	**20.5**	**LOS B**	**82**	**0.89**	**0.78**	**38.4**
Princes Highway SW										
31	T	838	4.4	0.626	10.6	LOS A	106	0.76	0.66	46.4
32	R	187	3.7	0.626	23.5	LOS B	73	0.90	0.84	36.4
Approach		**1025**	**4.3**	**0.626**	**13.0**	**LOS A**	**106**	**0.78**	**0.69**	**44.2**
All Vehicles		**2020**	**4.6**	**0.626**	**17.1**	**LOS B**	**106**	**0.82**	**0.73**	**40.8**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2026 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.250	9.1	LOS A	0	0.00	0.69	48.1
2	T	1023	4.2	0.270	0.0	LOS A	0	0.00	0.00	60.0
Approach		**1024**	**4.2**	**0.270**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	678	6.0	0.182	3.4	LOS A	23	0.41	0.00	54.8
9	R	1	0.0	0.167	13.7	LOS A	23	0.82	0.92	43.6
Approach		**679**	**6.0**	**0.182**	**3.5**	**LOS A**	**23**	**0.41**	**0.00**	**54.7**
Avondale Road SW										
30	L	1	0.0	0.003	19.4	LOS B	0	0.74	0.86	40.2
32	R	1	0.0	0.031	114.7	LOS F	1	0.97	1.00	14.6
Approach		**2**	**0.0**	**0.032**	**67.0**	**LOS E**	**1**	**0.85**	**0.93**	**21.4**
All Vehicles		**1705**	**4.9**	**0.270**	**1.5**	**Not Applicable**	**23**	**0.16**	**0.00**	**57.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2026 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	4	0.0	0.267	8.2	LOS A	0	0.00	0.67	49.0
2	T	1023	4.2	0.271	0.0	LOS A	0	0.00	0.00	60.0
Approach		**1027**	**4.2**	**0.271**	**0.0**	**LOS A**		**0.00**	**0.00**	**59.9**
Princes Highway										
8	T	678	6.0	0.181	0.0	LOS A	0	0.00	0.00	60.0
Approach		**678**	**6.0**	**0.181**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Amaral Avenue W										
10	L	1	0.0	0.003	19.9	LOS B	0	0.74	0.86	39.8
Approach		**1**	**0.0**	**0.003**	**19.9**	**LOS B**	**0**	**0.74**	**0.86**	**39.8**
All Vehicles		**1706**	**4.9**	**0.271**	**0.0**	**Not Applicable**	**0**	**0.00**	**0.00**	**60.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	995	4.3	0.641	10.7	LOS A	110	0.77	0.67	46.2
3	R	157	3.2	0.641	21.6	LOS B	89	0.86	0.84	37.6
Approach		**1152**	**4.2**	**0.641**	**12.2**	**LOS A**	**110**	**0.78**	**0.69**	**44.8**
Mount Brown Road E										
4	L	231	3.5	0.247	17.0	LOS B	37	0.59	0.77	40.9
6	R	32	0.0	0.074	27.9	LOS B	8	0.81	0.72	33.9
Approach		**263**	**3.0**	**0.247**	**18.3**	**LOS B**	**37**	**0.61**	**0.76**	**39.9**
Princes Highway N										
7	L	12	0.0	0.642	29.3	LOS C	79	0.93	0.84	33.2
8	T	666	6.2	0.638	21.1	LOS B	79	0.93	0.80	38.0
Approach		**678**	**6.0**	**0.638**	**21.3**	**LOS B**	**79**	**0.93**	**0.80**	**37.9**
All Vehicles		**2093**	**4.6**	**0.642**	**15.9**	**LOS B**	**110**	**0.81**	**0.74**	**41.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2026 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	708	7.9	0.691	11.4	LOS A	73	0.85	0.83	45.9
2	T	579	7.3	0.623	9.9	LOS A	56	0.80	0.79	46.7
Approach		**1287**	**7.6**	**0.691**	**10.7**	**LOS A**	**73**	**0.83**	**0.81**	**46.3**
Princes Highway N										
8	T	581	6.9	0.700	16.9	LOS B	72	1.00	1.13	41.2
9	R	316	2.8	0.699	22.5	LOS B	68	1.00	1.15	37.7
Approach		**897**	**5.5**	**0.700**	**18.9**	**LOS B**	**72**	**1.00**	**1.14**	**39.9**
Huntley Road W										
10	L	537	1.1	0.991	12.7	LOS A	60	1.00	1.00	44.5
12	R	1188	3.7	1.760	1389.7	LOS F	4792	1.00	17.04	1.6
Approach		**1725**	**2.9**	**1.759**	**961.0**	**LOS F**	**4792**	**1.00**	**12.05**	**2.3**
All Vehicles		**3909**	**5.0**	**1.760**	**432.0**	**LOS F**	**4792**	**0.94**	**5.84**	**4.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road SIGNALISED

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 80 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	708	7.9	0.787	16.5	LOS B	127	0.81	0.88	41.5
2	T	579	7.3	0.786	25.7	LOS B	135	0.94	0.89	35.1
Approach		**1287**	**7.6**	**0.787**	**20.6**	**LOS B**	**135**	**0.86**	**0.88**	**38.4**
Princes Highway N										
8	T	581	6.9	0.665	19.3	LOS B	134	0.85	0.75	39.2
9	R	316	2.8	0.665	42.6	LOS D	60	1.00	0.90	27.7
Approach		**897**	**5.5**	**0.665**	**27.5**	**LOS B**	**134**	**0.90**	**0.80**	**34.2**
Huntley Road W										
10	L	1	0.0	0.001	8.0	LOS A	0	0.15	0.60	48.9
12	R	1188	3.7	0.821	36.6	LOS C	171	0.96	0.98	29.9
Approach		**1189**	**3.7**	**0.821**	**36.6**	**LOS C**	**171**	**0.96**	**0.98**	**29.9**
All Vehicles		**3373**	**5.7**	**0.821**	**28.1**	**LOS B**	**171**	**0.91**	**0.89**	**33.9**

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2026 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	772	6.7	0.533	7.0	LOS A	52	0.48	0.51	48.4
6	R	182	2.7	0.333	12.1	LOS A	12	0.39	0.65	45.0
Approach		**954**	**6.0**	**0.533**	**8.0**	**LOS A**	**52**	**0.46**	**0.54**	**47.7**
Penrose Drive N										
7	L	205	2.4	0.545	21.3	LOS B	35	1.00	1.06	37.8
9	R	96	2.1	0.264	21.6	LOS B	17	0.96	0.97	38.1
Approach		**301**	**2.3**	**0.546**	**21.4**	**LOS B**	**35**	**0.99**	**1.03**	**37.9**
Huntley Road W										
10	L	150	1.3	0.277	9.3	LOS A	10	0.48	0.64	47.6
11	T	987	3.9	0.726	8.1	LOS A	76	0.74	0.61	47.0
Approach		**1137**	**3.5**	**0.726**	**8.3**	**LOS A**	**76**	**0.71**	**0.62**	**47.0**
All Vehicles		**2392**	**4.3**	**0.726**	**9.8**	**LOS A**	**76**	**0.65**	**0.64**	**45.9**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2026 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	232	5.6	0.518	4.4	LOS A	51	0.22	0.36	52.1
5	T	400	5.8	0.518	10.4	LOS A	51	0.22	0.59	46.5
6	R	205	7.8	0.518	12.7	LOS A	51	0.22	0.62	44.9
Approach		**837**	**6.2**	**0.518**	**9.3**	**LOS A**	**51**	**0.22**	**0.54**	**47.4**
Avondale Road (North)										
24	L	395	6.1	0.629	19.1	LOS B	62	1.00	1.14	39.4
25	T	6	0.0	0.600	22.7	LOS B	62	1.00	1.13	37.7
26	R	1	0.0	0.500	23.9	LOS B	62	1.00	1.03	37.3
Approach		**402**	**6.0**	**0.629**	**19.2**	**LOS B**	**62**	**1.00**	**1.14**	**39.4**
Future New Road										
27	L	6	0.0	1.200	498.4	LOS F	1087	1.00	6.29	4.1
28	T	497	3.4	1.249	497.1	LOS F	1087	1.00	6.29	4.1
29	R	21	4.8	1.235	505.4	LOS F	1087	1.00	6.23	4.4
Approach		**524**	**3.4**	**1.248**	**497.5**	**LOS F**	**1087**	**1.00**	**6.29**	**4.1**
Avondale Road (West)										
10	L	35	2.9	1.167	334.9	LOS F	1457	1.00	7.62	5.9
11	T	515	1.6	1.168	332.8	LOS F	1457	1.00	7.62	5.9
12	R	430	2.3	1.168	332.8	LOS F	1457	1.00	7.54	5.9
Approach		**980**	**1.9**	**1.169**	**332.9**	**LOS F**	**1457**	**1.00**	**7.59**	**5.9**
All Vehicles		**2743**	**4.1**	**1.249**	**219.6**	**LOS F**	**1457**	**0.76**	**4.24**	**8.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road SIGNALISED

2026 AM Base+Dev

Signalised - Fixed time **Cycle Time = 50 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	232	5.6	0.857	23.1	LOS B	140	0.98	1.07	36.7
5	T	400	5.8	0.857	29.6	LOS C	140	0.98	1.08	33.1
6	R	205	7.8	0.824	37.9	LOS C	57	1.00	1.03	29.5
Approach		**837**	**6.2**	**0.857**	**29.8**	**LOS C**	**140**	**0.98**	**1.07**	**33.0**
Avondale Road (North)										
24	L	395	6.1	0.625	24.1	LOS B	74	0.88	0.84	36.3
25	T	6	0.0	0.617	21.3	LOS B	74	0.88	0.83	37.8
26	R	1	0.0	0.004	29.5	LOS C	0	0.90	0.59	33.1
Approach		**402**	**6.0**	**0.625**	**24.1**	**LOS B**	**74**	**0.88**	**0.84**	**36.4**
Future New Road										
27	L	6	0.0	0.652	21.9	LOS B	86	0.87	0.85	37.4
28	T	497	3.4	0.660	20.6	LOS B	86	0.87	0.84	38.3
29	R	21	4.8	0.092	32.7	LOS C	6	0.94	0.70	31.7
Approach		**524**	**3.4**	**0.659**	**21.1**	**LOS B**	**86**	**0.87**	**0.84**	**38.0**
Avondale Road (West)										
10	L	35	2.9	0.797	28.7	LOS C	108	0.96	0.98	33.7
11	T	515	1.6	0.794	26.8	LOS B	108	0.96	0.98	34.5
12	R	430	2.3	0.862	25.0	LOS B	92	1.00	0.95	35.6
Approach		**980**	**1.9**	**0.862**	**26.1**	**LOS B**	**108**	**0.98**	**0.96**	**34.9**
All Vehicles		**2743**	**4.1**	**0.862**	**26.0**	**LOS B**	**140**	**0.94**	**0.95**	**35.1**

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2026 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	279	1.4	0.276	7.6	LOS A	9	1.00	0.07	45.2
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**280**	**1.4**	**0.276**	**7.6**	**LOS A**	**9**	**1.00**	**0.07**	**45.3**
Avondale Road E										
4	L	1	0.0	0.002	7.8	LOS A	0	0.34	0.51	48.5
5	T	1	0.0	0.002	6.9	LOS A	0	0.34	0.47	49.3
Approach		**2**	**0.0**	**0.002**	**7.4**	**LOS A**	**0**	**0.34**	**0.49**	**48.9**
Avondale Road W										
11	T	1	0.0	0.100	6.0	LOS A	5	0.02	0.51	51.4
12	R	166	1.8	0.099	11.0	LOS A	5	0.02	0.72	46.4
Approach		**167**	**1.8**	**0.099**	**11.0**	**LOS A**	**5**	**0.02**	**0.72**	**46.4**
All Vehicles		**449**	**1.6**	**0.276**	**8.9**	**LOS A**	**9**	**0.63**	**0.32**	**45.7**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2026 AM Base+Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	4	0.0	0.006	10.2	LOS A	0	0.02	0.98	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**5**	**0.0**	**0.006**	**10.2**	**LOS A**	**0**	**0.02**	**0.98**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Marshall Street										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**9**	**0.0**	**0.006**	**10.0**	**Not Applicable**	**0**	**0.01**	**0.92**	**47.0**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2026 AM Base+Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.500	24.2	LOS B	43	0.95	1.13	36.0
26	R	279	1.4	0.541	30.1	LOS C	43	0.95	1.15	33.5
Approach		**280**	**1.4**	**0.541**	**30.1**	**LOS C**	**43**	**0.95**	**1.15**	**33.5**
Fowlers Road N										
7	L	166	1.8	0.738	7.5	LOS A	115	0.05	0.60	49.5
9	R	1076	6.3	0.738	10.3	LOS A	115	0.05	0.68	47.0
Approach		**1242**	**5.7**	**0.738**	**9.9**	**LOS A**	**115**	**0.05**	**0.67**	**47.3**
Avondale Road SW										
30	L	813	3.0	0.787	12.1	LOS A	101	0.94	0.87	45.1
31	T	1	0.0	1.000	12.0	LOS A	101	0.94	0.87	45.1
Approach		**814**	**2.9**	**0.787**	**12.1**	**LOS A**	**101**	**0.94**	**0.87**	**45.1**
All Vehicles		**2336**	**4.2**	**1.000**	**13.1**	**LOS A**	**115**	**0.47**	**0.80**	**44.3**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway/Fowlers Road

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	180	8.3	0.988	133.4	LOS F	459	1.00	1.46	12.8
2	T	412	5.6	0.987	124.9	LOS F	459	1.00	1.46	13.5
3	R	339	8.8	1.302	604.4	LOS F	596	1.00	2.26	3.4
Approach		**931**	**7.3**	**1.302**	**301.2**	**LOS F**	**596**	**1.00**	**1.75**	**6.5**
Fowlers Road E										
4	L	299	2.0	1.416	836.8	LOS F	2073	1.00	4.28	2.5
5	T	1516	2.4	1.416	828.6	LOS F	2073	1.00	4.28	2.5
6	R	98	5.1	0.820	91.2	LOS F	69	1.00	0.91	17.1
Approach		**1913**	**2.5**	**1.416**	**792.1**	**LOS F**	**2073**	**1.00**	**4.10**	**2.6**
Princes Hgihway N										
7	L	123	4.1	1.427	805.9	LOS F	1958	1.00	2.56	2.6
8	T	744	3.6	1.424	797.5	LOS F	1958	1.00	2.56	2.6
9	R	371	4.0	1.377	739.3	LOS F	715	1.00	2.48	2.8
Approach		**1238**	**3.8**	**1.424**	**780.9**	**LOS F**	**1958**	**1.00**	**2.54**	**2.7**
Fowlers Road W										
10	L	180	7.2	1.237	519.3	LOS F	1389	1.00	3.22	3.9
11	T	1321	11.7	1.238	510.9	LOS F	1389	1.00	3.22	4.0
12	R	154	7.8	1.313	663.3	LOS F	313	1.00	2.28	3.1
Approach		**1655**	**10.8**	**1.313**	**526.0**	**LOS F**	**1390**	**1.00**	**3.13**	**3.9**
All Vehicles		**5737**	**6.0**	**1.427**	**633.2**	**LOS F**	**2073**	**1.00**	**3.10**	**3.3**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Fowlers Road UPGRADED

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	180	8.3	0.151	8.1	LOS A	7	0.09	0.62	49.3
2	T	412	5.6	0.483	54.2	LOS D	106	0.92	0.77	24.1
3	R	339	8.8	1.071	217.4	LOS F	324	1.00	1.57	8.6
Approach		**931**	**7.3**	**1.071**	**104.7**	**LOS F**	**324**	**0.79**	**1.03**	**15.5**
Fowlers Road E										
4	L	299	2.0	0.239	7.9	LOS A	11	0.10	0.63	49.2
5	T	1516	2.4	1.039	171.0	LOS F	716	1.00	1.74	10.5
6	R	98	5.1	0.759	65.5	LOS E	53	1.00	0.87	21.5
Approach		**1913**	**2.5**	**1.039**	**140.1**	**LOS F**	**716**	**0.86**	**1.52**	**12.4**
Princes Hgihway N										
7	L	123	4.1	0.100	8.0	LOS A	4	0.09	0.62	49.3
8	T	744	3.6	0.862	68.3	LOS E	207	1.00	0.99	20.9
9	R	371	4.0	0.949	81.2	LOS F	204	1.00	1.15	18.6
Approach		**1238**	**3.8**	**0.949**	**66.2**	**LOS E**	**207**	**0.91**	**1.00**	**21.3**
Fowlers Road W										
10	L	180	7.2	0.149	8.1	LOS A	7	0.09	0.62	49.3
11	T	1321	11.7	0.959	85.5	LOS F	479	1.00	1.24	17.9
12	R	154	7.8	1.258	522.5	LOS F	259	1.00	1.74	3.9
Approach		**1655**	**10.8**	**1.258**	**117.7**	**LOS F**	**479**	**0.90**	**1.22**	**14.2**
All Vehicles		**5737**	**6.0**	**1.258**	**111.9**	**LOS F**	**716**	**0.87**	**1.24**	**14.7**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Cleveland Road

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 70 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	95	4.2	0.572	23.5	LOS B	101	0.79	0.83	36.5
2	T	875	7.5	0.573	15.2	LOS B	102	0.79	0.69	42.3
Approach		**970**	**7.2**	**0.572**	**16.0**	**LOS B**	**102**	**0.79**	**0.71**	**41.7**
Princes Highway N										
8	T	1060	3.8	0.886	22.8	LOS B	283	0.91	1.01	36.9
9	R	136	2.9	0.372	24.0	LOS B	34	0.81	0.80	36.1
Approach		**1196**	**3.7**	**0.886**	**22.9**	**LOS B**	**283**	**0.90**	**0.98**	**36.8**
Cleveland Road W										
10	L	38	2.6	0.056	23.5	LOS B	9	0.67	0.72	36.5
12	R	73	5.5	0.204	34.4	LOS C	23	0.87	0.76	30.8
Approach		**111**	**4.5**	**0.204**	**30.7**	**LOS C**	**23**	**0.80**	**0.75**	**32.6**
All Vehicles		**2277**	**5.2**	**0.886**	**20.3**	**LOS B**	**283**	**0.85**	**0.85**	**38.5**

SIDRA INTERSECTION

Movement Summary

Princes Highway/Emerson Road

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Emerson Road SE										
21	L	168	3.6	0.214	19.9	LOS B	31	0.66	0.77	38.9
23	R	157	2.5	0.369	29.8	LOS C	39	0.88	0.79	33.0
Approach		**325**	**3.1**	**0.369**	**24.7**	**LOS B**	**39**	**0.77**	**0.78**	**35.8**
Princes Highway NE										
24	L	246	2.0	0.822	32.4	LOS C	133	0.97	1.00	31.7
25	T	888	4.4	0.822	24.1	LOS B	136	0.97	0.98	36.1
Approach		**1134**	**3.9**	**0.822**	**25.9**	**LOS B**	**136**	**0.97**	**0.99**	**35.1**
Princes Highway SW										
31	T	813	8.1	0.685	11.4	LOS A	121	0.79	0.70	45.6
32	R	171	4.1	0.685	30.2	LOS C	67	0.97	0.89	32.8
Approach		**984**	**7.4**	**0.685**	**14.7**	**LOS B**	**121**	**0.82**	**0.74**	**42.7**
All Vehicles		**2443**	**5.2**	**0.822**	**21.2**	**LOS B**	**136**	**0.88**	**0.86**	**37.9**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Avondale Road

2026 PM + Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	1	0.0	0.250	9.1	LOS A	0	0.00	0.69	48.1
2	T	985	7.5	0.265	0.0	LOS A	0	0.00	0.00	60.0
Approach		**986**	**7.5**	**0.265**	**0.0**	**LOS A**		**0.00**	**0.00**	**60.0**
Princes Highway N										
8	T	1056	4.4	0.279	4.0	LOS A	43	0.46	0.00	54.0
9	R	1	0.0	0.250	14.9	LOS B	43	0.92	1.02	42.5
Approach		**1057**	**4.4**	**0.279**	**4.1**	**LOS A**	**43**	**0.46**	**0.00**	**54.0**
Avondale Road SW										
30	L	1	0.0	0.003	19.1	LOS B	0	0.73	0.85	40.4
32	R	1	0.0	0.083	275.1	LOS F	2	0.99	1.00	7.0
Approach		**2**	**0.0**	**0.085**	**147.1**	**LOS F**	**2**	**0.86**	**0.93**	**12.0**
All Vehicles		**2045**	**5.9**	**0.279**	**2.2**	**Not Applicable**	**43**	**0.24**	**0.00**	**56.5**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Princes Highway / Amaral Avenue

2026 PM + Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	9	11.1	0.265	8.6	LOS A	0	0.00	0.67	49.0
2	T	985	7.5	0.268	0.0	LOS A	0	0.00	0.00	60.0
Approach		**994**	**7.5**	**0.268**	**0.1**	**LOS A**		**0.00**	**0.01**	**59.9**
Princes High										
8	T	1056	4.4	0.279	4.1	LOS A	43	0.46	0.00	53.9
9	R	1	0.0	0.250	16.5	LOS B	43	0.92	1.03	41.2
Approach		**1057**	**4.4**	**0.279**	**4.1**	**LOS A**	**43**	**0.46**	**0.00**	**53.9**
Amaral Avenue W										
10	L	1	0.0	0.003	19.7	LOS B	0	0.73	0.85	40.0
Approach		**1**	**0.0**	**0.003**	**19.7**	**LOS B**	**0**	**0.73**	**0.85**	**40.0**
All Vehicles		**2052**	**5.9**	**0.279**	**2.2**	**Not Applicable**	**43**	**0.24**	**0.00**	**56.6**

Symbols which may appear in this table:

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x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Mount Brown Road

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 60 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
2	T	978	7.6	0.740	13.2	LOS A	139	0.84	0.77	44.0
3	R	162	3.7	0.741	28.6	LOS C	86	0.97	0.91	33.6
Approach		**1140**	**7.0**	**0.740**	**15.4**	**LOS B**	**139**	**0.86**	**0.79**	**42.1**
Mount Brown Road E										
4	L	186	3.2	0.236	20.0	LOS B	35	0.67	0.77	38.8
6	R	15	0.0	0.035	27.7	LOS B	4	0.80	0.70	34.0
Approach		**201**	**3.0**	**0.236**	**20.6**	**LOS B**	**35**	**0.68**	**0.77**	**38.4**
Princes Highway N										
7	L	27	0.0	0.759	28.8	LOS C	116	0.94	0.93	33.5
8	T	1028	4.4	0.759	20.6	LOS B	117	0.94	0.89	38.3
Approach		**1055**	**4.3**	**0.759**	**20.8**	**LOS B**	**117**	**0.94**	**0.89**	**38.2**
All Vehicles		**2396**	**5.5**	**0.759**	**18.2**	**LOS B**	**139**	**0.88**	**0.83**	**40.0**

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road

2026 PM + Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	987	5.1	1.189	364.6	LOS F	1612	1.00	7.84	5.4
2	T	671	7.0	0.984	62.0	LOS E	294	1.00	2.16	22.3
Approach		**1658**	**5.9**	**1.189**	**242.1**	**LOS F**	**1612**	**1.00**	**5.54**	**7.8**
Princes Highway N										
8	T	680	6.8	0.764	15.7	LOS B	92	1.00	1.10	42.1
9	R	536	1.1	0.765	21.2	LOS B	86	1.00	1.11	38.5
Approach		**1216**	**4.3**	**0.764**	**18.1**	**LOS B**	**92**	**1.00**	**1.10**	**40.4**
Huntley Road W										
10	L	468	7.5	1.001	13.5	LOS A	60	1.00	1.00	43.9
12	R	820	8.0	1.648	1191.3	LOS F	3327	1.00	13.43	1.9
Approach		**1288**	**7.8**	**1.647**	**803.2**	**LOS F**	**3327**	**1.00**	**9.33**	**2.7**
All Vehicles		**4162**	**6.0**	**1.648**	**350.3**	**LOS F**	**3327**	**1.00**	**5.42**	**5.7**

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Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Princes Highway / Huntley Road SIGNALISED

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Princes Highway S										
1	L	987	5.1	1.116	297.2	LOS F	1288	1.00	2.42	6.5
2	T	671	7.0	0.729	31.8	LOS C	280	0.86	0.78	32.0
Approach		**1658**	**5.9**	**1.116**	**189.8**	**LOS F**	**1288**	**0.94**	**1.76**	**9.6**
Princes Highway N										
8	T	680	6.8	0.515	10.6	LOS A	169	0.50	0.46	46.4
9	R	536	1.1	0.720	74.2	LOS F	131	0.99	1.03	19.7
Approach		**1216**	**4.3**	**0.720**	**38.7**	**LOS C**	**169**	**0.72**	**0.71**	**29.1**
Huntley Road W										
10	L	1	0.0	0.001	7.8	LOS A	0	0.08	0.60	49.3
12	R	820	8.4	1.097	281.2	LOS F	501	1.00	1.98	6.9
Approach		**821**	**8.4**	**1.097**	**280.9**	**LOS F**	**501**	**1.00**	**1.97**	**6.9**
All Vehicles		**3695**	**5.9**	**1.116**	**160.3**	**LOS F**	**1288**	**0.88**	**1.46**	**11.1**

SIDRA INTERSECTION

Movement Summary

Huntley Road / Penrose Drive

2026 PM + Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road E										
5	T	1013	4.3	0.699	7.4	LOS A	84	0.66	0.54	47.4
6	R	168	3.6	0.317	12.4	LOS A	12	0.43	0.66	44.9
Approach		**1181**	**4.2**	**0.699**	**8.1**	**LOS A**	**84**	**0.63**	**0.55**	**47.0**
Penrose Drive N										
7	L	165	3.6	0.554	26.4	LOS B	36	1.00	1.09	34.8
9	R	114	1.8	0.374	25.1	LOS B	25	1.00	1.02	36.0
Approach		**279**	**2.9**	**0.554**	**25.8**	**LOS B**	**36**	**1.00**	**1.06**	**35.3**
Huntley Road W										
10	L	104	1.9	0.193	9.1	LOS A	7	0.45	0.62	47.8
11	T	1064	8.2	0.796	9.0	LOS A	104	0.84	0.63	46.4
Approach		**1168**	**7.6**	**0.796**	**9.0**	**LOS A**	**104**	**0.80**	**0.63**	**46.6**
All Vehicles		**2628**	**5.6**	**0.796**	**10.4**	**LOS A**	**104**	**0.74**	**0.64**	**45.2**

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Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road

2026 PM + Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	416	3.1	1.272	507.0	LOS F	2556	1.00	10.16	4.0
5	T	536	3.9	1.273	513.0	LOS F	2556	1.00	10.16	4.2
6	R	255	10.6	1.275	515.5	LOS F	2556	1.00	9.93	4.3
Approach		**1207**	**5.1**	**1.272**	**511.5**	**LOS F**	**2556**	**1.00**	**10.11**	**4.2**
Avondale Road (North)										
24	L	320	9.7	1.350	662.9	LOS F	2035	1.00	9.82	3.1
25	T	472	1.7	1.349	666.4	LOS F	2035	1.00	9.97	3.3
26	R	1	0.0	1.000	667.5	LOS F	2035	1.00	9.91	3.3
Approach		**793**	**4.9**	**1.350**	**665.0**	**LOS F**	**2035**	**1.00**	**9.91**	**3.2**
Future New Road										
27	L	1	0.0	1.000	25.6	LOS B	105	1.00	1.31	35.2
28	T	448	5.8	0.792	24.4	LOS B	105	1.00	1.31	36.1
29	R	57	1.8	0.792	32.5	LOS C	105	1.00	1.21	33.1
Approach		**506**	**5.3**	**0.791**	**25.3**	**LOS B**	**105**	**1.00**	**1.30**	**35.7**
Avondale Road (West)										
10	L	48	2.1	0.842	26.4	LOS B	124	1.00	1.32	34.8
11	T	220	3.2	0.837	24.3	LOS B	124	1.00	1.32	36.1
12	R	308	4.5	0.837	24.3	LOS B	124	1.00	1.22	36.1
Approach		**576**	**3.8**	**0.836**	**24.5**	**LOS B**	**124**	**1.00**	**1.27**	**36.0**
All Vehicles		**3082**	**4.8**	**1.350**	**380.1**	**LOS F**	**2556**	**1.00**	**6.96**	**5.4**

Symbols which may appear in this table:

Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow

SIDRA INTERSECTION

Movement Summary

Huntley Road / Avondale Road SIGNALISED

2026 PM + Dev

Signalised - Fixed time **Cycle Time = 150 seconds**

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Huntley Road										
4	L	416	3.1	1.114	283.7	LOS F	1323	1.00	2.40	6.8
5	T	536	3.4	1.114	290.2	LOS F	1323	1.00	2.40	6.7
6	R	255	15.4	0.999#	58.6	LOS E	93	0.97	0.85	23.1
Approach		**1207**	**5.1**	**1.114**	**254.3**	**LOS F**	**1323**	**1.00**	**2.17**	**7.5**
Avondale Road (North)										
24	L	320	9.7	1.021	153.9	LOS F	713	1.00	1.62	11.6
25	T	472	1.7	1.022	151.1	LOS F	713	1.00	1.62	11.6
26	R	1	0.0	0.004	45.4	LOS D	1	0.71	0.61	26.6
Approach		**793**	**4.9**	**1.021**	**152.1**	**LOS F**	**713**	**1.00**	**1.62**	**11.6**
Future New Road										
27	L	1	0.0	0.500	34.2	LOS C	160	0.71	0.82	30.9
28	T	448	5.8	0.478	33.0	LOS C	160	0.71	0.80	31.5
29	R	57	1.8	0.620	90.5	LOS F	42	1.00	0.77	17.2
Approach		**506**	**5.3**	**0.620**	**39.5**	**LOS C**	**160**	**0.74**	**0.79**	**28.8**
Avondale Road (West)										
10	L	48	2.1	0.664	46.4	LOS D	216	0.87	0.87	26.5
11	T	220	1.5	0.665	44.5	LOS D	216	0.87	0.86	27.0
12	R	308	23.3	1.141	347.5	LOS F	92	1.00	1.41	5.7
Approach		**576**	**3.8**	**1.141**	**76.2**	**LOS F**	**216**	**0.88**	**0.91**	**19.3**
All Vehicles		**3082**	**4.8**	**1.141**	**159.5**	**LOS F**	**1323**	**0.93**	**1.57**	**11.1**

SIDRA INTERSECTION

Movement Summary

Avondale Road / Turnbull Crescent

2026 PM + Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Turnbull Crescent S										
1	L	132	3.0	0.134	7.5	LOS A	4	0.85	0.15	45.9
3	R	1	0.0	0.001	11.0	LOS A	0	0.00	0.73	46.4
Approach		**133**	**3.0**	**0.134**	**7.5**	**LOS A**	**4**	**0.84**	**0.15**	**45.9**
Avondale Road E										
4	L	1	0.0	0.002	8.1	LOS A	0	0.40	0.52	48.3
5	T	1	0.0	0.002	7.3	LOS A	0	0.40	0.48	48.9
Approach		**2**	**0.0**	**0.002**	**7.7**	**LOS A**	**0**	**0.40**	**0.50**	**48.6**
Avondale Road W										
11	T	1	0.0	0.125	6.0	LOS A	7	0.02	0.51	51.4
12	R	224	1.8	0.133	11.0	LOS A	7	0.02	0.72	46.4
Approach		**225**	**1.8**	**0.133**	**11.0**	**LOS A**	**7**	**0.02**	**0.72**	**46.4**
All Vehicles		**360**	**2.2**	**0.134**	**9.7**	**LOS A**	**7**	**0.32**	**0.51**	**46.2**

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Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS

SIDRA INTERSECTION

Movement Summary

Avondale Road / Amaral Avenue

2026 PM + Dev

Two-way stop

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Amaral Avenue S										
2	T	9	11.1	0.015	11.0	LOS A	0	0.05	0.96	46.7
3	R	1	0.0	0.001	10.2	LOS A	0	0.03	0.98	46.9
Approach		**10**	**10.0**	**0.015**	**10.9**	**LOS A**	**0**	**0.05**	**0.96**	**46.8**
Avondale Road NE										
24	L	1	0.0	0.001	7.8	LOS A	0	0.00	0.66	49.3
26	R	1	0.0	0.001	9.2	LOS A	0	0.00	0.72	47.8
Approach		**2**	**0.0**	**0.001**	**8.5**	**LOS A**		**0.00**	**0.69**	**48.5**
Amaral Avenue N										
7	L	1	0.0	0.001	11.6	LOS A	0	0.00	1.00	45.6
8	T	1	0.0	0.001	10.2	LOS A	0	0.02	0.98	46.7
Approach		**2**	**0.0**	**0.001**	**10.9**	**LOS A**	**0**	**0.01**	**0.99**	**46.2**
All Vehicles		**14**	**7.1**	**0.015**	**10.5**	**Not Applicable**	**0**	**0.03**	**0.92**	**46.9**

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Following Degree of Saturation
x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA INTERSECTION

Movement Summary

Fowlers Road Ext / Avondale Road

2026 PM + Dev

Roundabout

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Avondale Road NE										
25	T	1	0.0	0.250	14.8	LOS B	13	0.82	0.87	42.6
26	R	132	3.0	0.230	20.8	LOS B	13	0.82	0.91	38.9
Approach		**133**	**3.0**	**0.230**	**20.7**	**LOS B**	**13**	**0.82**	**0.91**	**38.9**
Fowlers Road N										
7	L	224	1.8	0.716	7.5	LOS A	103	0.05	0.60	49.5
9	R	994	3.7	0.716	10.2	LOS A	103	0.05	0.68	47.0
Approach		**1218**	**3.4**	**0.715**	**9.7**	**LOS A**	**103**	**0.05**	**0.67**	**47.5**
Avondale Road SW										
30	L	1085	13.9	0.930	13.8	LOS A	226	1.00	0.74	43.9
31	T	1	0.0	1.000	13.4	LOS A	0	1.00	0.72	43.9
Approach		**1086**	**13.9**	**0.930**	**13.8**	**LOS A**	**226**	**1.00**	**0.74**	**43.9**
All Vehicles		**2437**	**8.0**	**1.000**	**12.1**	**LOS A**	**226**	**0.51**	**0.71**	**45.3**

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x = 1.00 for Short Lane with resulting Excess Flow
* x = 1.00 due to minimum capacity

Following LOS
- Based on density for continuous movements

Following Queue
- Density for continuous movement

SIDRA SOLUTIONS