LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road BASE 2016 AM]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	205	9.0	1842	0.111	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	86	9.0	1809	0.048	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	291	9.0		0.111		1.7	NA	0.0	0.0				
East: Goolma Road													
Lane 1	62	9.0	1230	0.050	100	6.4	LOS A	0.2	1.4	Full	500	0.0	0.0
Approach	62	9.0		0.050		6.4	LOS A	0.2	1.4				
North: Mitchell Hwy N													
Lane 1	184	9.0	1981	0.093	100	1.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	184	9.0		0.093		1.3	NA	0.0	0.0				
Intersection	537	9.0		0.111		2.1	NA	0.2	1.4				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road BASE 2016 PM]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	205	9.0	1842	0.111	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	78	9.0	1809	0.043	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	283	9.0		0.111		1.6	NA	0.0	0.0				
East: Goolma Road													
Lane 1	128	9.0	1229	0.104	100	6.4	LOS A	0.4	3.0	Full	500	0.0	0.0
Approach	128	9.0		0.104		6.4	LOS A	0.4	3.0				
North: Mitchell Hwy N													
Lane 1	154	0.0	2110	0.073	100	0.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	154	0.0		0.073		0.7	NA	0.0	0.0				
Intersection	565	6.5		0.111		2.4	NA	0.4	3.0				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road BASE 2023 AM]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	236	8.9	1843	0.128	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	99	9.1	1808	0.055	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	335	9.0		0.128		1.7	NA	0.0	0.0				
East: Goolma Road													
Lane 1	67	9.0	1192	0.056	100	6.5	LOS A	0.2	1.6	Full	500	0.0	0.0
Approach	67	9.0		0.056		6.5	LOS A	0.2	1.6				
North: Mitchell Hwy N													
Lane 1	212	9.0	1981	0.107	100	1.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	212	9.0		0.107		1.3	NA	0.0	0.0				
Intersection	614	9.0		0.128		2.1	NA	0.2	1.6				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road BASE 2023 PM]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	236	8.9	1843	0.128	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	89	9.0	1809	0.049	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	325	8.9		0.128		1.5	NA	0.0	0.0				
East: Goolma Road													
Lane 1	137	9.5	1174	0.117	100	6.6	LOS A	0.5	3.4	Full	500	0.0	0.0
Approach	137	9.5		0.117		6.6	LOS A	0.5	3.4				
North: Mitchell Hwy N													
Lane 1	177	9.0	1991	0.089	100	0.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	177	9.0		0.089		0.7	NA	0.0	0.0				
Intersection	639	9.1		0.128		2.4	NA	0.5	3.4				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road AM - Construction]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	205	8.8	1845	0.111	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	160	6.9	1835	0.087	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	365	7.9		0.111		2.5	NA	0.0	0.0				
East: Goolma Road													
Lane 1	62	12.9	1165	0.053	100	6.6	LOS A	0.2	1.5	Full	500	0.0	0.0
Approach	62	12.9		0.053		6.6	LOS A	0.2	1.5				
North: Mitchell Hwy N													
Lane 1	256	6.6	1989	0.129	100	2.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	256	6.6		0.129		2.5	NA	0.0	0.0				
Intersection	683	7.9		0.129		2.9	NA	0.2	1.5				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road PM - Construction]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	205	8.8	1845	0.111	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	78	11.5	1778	0.044	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	283	9.5		0.111		1.6	NA	0.0	0.0				
East: Goolma Road													
Lane 1	203	6.4	1294	0.157	100	6.3	LOS A	0.7	4.8	Full	500	0.0	0.0
Approach	203	6.4		0.157		6.3	LOS A	0.7	4.8				
North: Mitchell Hwy N													
Lane 1	154	9.1	1991	0.077	100	0.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	154	9.1		0.077		0.7	NA	0.0	0.0				
Intersection	640	8.4		0.157		2.9	NA	0.7	4.8				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road 2023 AM - w Dev]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	236	8.9	1843	0.128	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	152	5.9	1847	0.082	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	388	7.7		0.128		2.2	NA	0.0	0.0				
East: Goolma Road													
Lane 1	223	13.5	935	0.238	100	7.7	LOS A	0.9	7.1	Full	500	0.0	0.0
Approach	223	13.5		0.238		7.7	LOS A	0.9	7.1				
North: Mitchell Hwy N													
Lane 1	235	8.1	1982	0.119	100	1.9	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	235	8.1		0.119		1.9	NA	0.0	0.0				
Intersection	846	9.3		0.238		3.6	NA	0.9	7.1				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road 2023 AM - w Dev]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	236	8.9	1843	0.128	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	152	5.9	1847	0.082	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	388	7.7		0.128		2.2	NA	0.0	0.0				
East: Goolma Road													
Lane 1	223	13.5	935	0.238	100	7.7	LOS A	0.9	7.1	Full	500	0.0	0.0
Approach	223	13.5		0.238		7.7	LOS A	0.9	7.1				
North: Mitchell Hwy N													
Lane 1	235	8.1	1982	0.119	100	1.9	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	235	8.1		0.119		1.9	NA	0.0	0.0				
Intersection	846	9.3		0.238		3.6	NA	0.9	7.1				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road 2023 PM - w Dev]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	236	5.1	1888	0.125	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	110	7.3	1830	0.060	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	346	5.8		0.125		1.8	NA	0.0	0.0				
East: Goolma Road													
Lane 1	222	5.9	1178	0.188	100	6.7	LOS A	0.8	5.6	Full	500	0.0	0.0
Approach	222	5.9		0.188		6.7	LOS A	0.8	5.6				
North: Mitchell Hwy N													
Lane 1	177	9.0	1991	0.089	100	0.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	177	9.0		0.089		0.7	NA	0.0	0.0				
Intersection	745	6.6		0.188		3.0	NA	0.8	5.6				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road 2023 AM - Demolition]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	217	9.2	1840	0.118	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	166	6.6	1838	0.090	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	383	8.1		0.118		2.4	NA	0.0	0.0				
East: Goolma Road													
Lane 1	67	13.4	1146	0.058	100	6.7	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	67	13.4		0.058		6.7	LOS A	0.2	1.7				
North: Mitchell Hwy N													
Lane 1	269	6.7	1989	0.135	100	2.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	269	6.7		0.135		2.5	NA	0.0	0.0				
Intersection	719	8.1		0.135		2.8	NA	0.2	1.7				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

LANE SUMMARY

Site: 101 [Mitchell Hwy_Goolma Road 2023 PM - Demolition]

Mitchell Hwy_Goolma Road
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Mitchell Hwy S													
Lane 1	217	9.2	1840	0.118	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	82	11.0	1785	0.046	100	5.6	LOS A	0.0	0.0	Short	60	0.0	NA
Approach	299	9.7		0.118		1.6	NA	0.0	0.0				
East: Goolma Road													
Lane 1	287	3.5	1190	0.241	100	6.7	LOS A	1.0	7.2	Full	500	0.0	0.0
Approach	287	3.5		0.241		6.7	LOS A	1.0	7.2				
North: Mitchell Hwy N													
Lane 1	164	9.1	1990	0.082	100	0.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	164	9.1		0.082		0.7	NA	0.0	0.0				
Intersection	750	7.2		0.241		3.3	NA	1.0	7.2				

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.