

MOVEMENT SUMMARY

Site: Early AM peak 5 am to 6 am

Sandvik access
Early AM peak (5 am to 6 am)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South Masonite Rd S											
1	L	17	7.5	0.027	10.7	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	33	7.5	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		49	7.5	0.027	3.6	LOS A	0.0	0.0	0.00	0.30	64.5
North Masonite Rd N											
8	T	140	7.5	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	321	7.5	0.282	11.3	LOS A	1.5	10.8	0.17	0.69	40.5
Approach		461	7.5	0.282	7.8	LOS A	1.5	10.8	0.12	0.48	48.6
West Sandvik access											
10	L	1	7.5	0.004	7.2	LOS A	0.0	0.1	0.17	0.45	29.8
12	R	1	7.5	0.004	7.4	LOS A	0.0	0.1	0.17	0.59	29.5
Approach		2	7.5	0.004	7.3	LOS A	0.0	0.1	0.17	0.52	29.6
All Vehicles		513	7.5	0.282	7.4	NA	1.5	10.8	0.10	0.46	51.0

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (RTA NSW).

Approach LOS values are based on the worst delay for any vehicle movement.