

MOVEMENT SUMMARY

Site: PM peak 3 pm to 4 pm

Sandvik access
PM peak (3 pm to 4 pm)
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	1	7.5	0.105	10.4	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	199	7.5	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		200	7.5	0.108	0.1	LOS A	0.0	0.0	0.00	0.00	69.9
North Masonite Rd N											
8	T	115	7.5	0.062	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	1	7.5	0.001	11.5	LOS A	0.0	0.0	0.30	0.64	39.5
Approach		116	7.5	0.062	0.1	LOS A	0.0	0.0	0.00	0.01	69.7
West Sandvik access											
10	L	316	7.5	0.369	6.0	LOS A	2.2	16.5	0.42	0.61	31.2
12	R	17	7.5	0.366	6.3	LOS A	2.2	16.5	0.42	0.74	31.0
Approach		333	7.5	0.369	6.0	LOS A	2.2	16.5	0.42	0.61	31.2
All Vehicles		648	7.5	0.369	3.1	NA	2.2	16.5	0.22	0.32	50.1

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.