

MOVEMENT SUMMARY

Site: 2020 Early AM peak 5 am to 6 am

Sandvik access
2020 Early AM peak (5 am to 6 am)
Giveway / 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	22	7.5	0.035	10.7	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	42	7.5	0.035	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		64	7.5	0.035	3.6	LOS A	0.0	0.0	0.00	0.30	64.5
North Masonite Rd N											
8	T	182	7.5	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	417	7.5	0.367	11.4	LOS A	2.1	15.4	0.21	0.68	40.2
Approach		599	7.5	0.367	7.9	LOS A	2.1	15.4	0.15	0.48	48.3
West Sandvik access											
10	L	1	7.5	0.006	9.2	LOS A	0.0	0.2	0.23	0.44	27.9
12	R	1	7.5	0.006	9.5	LOS A	0.0	0.2	0.23	0.62	27.7
Approach		3	7.5	0.006	9.4	LOS A	0.0	0.2	0.23	0.53	27.8
All Vehicles		666	7.5	0.367	7.5	NA	2.1	15.4	0.13	0.46	50.7

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.

Design Life Analysis Objective: Practical Capacity (v/c ratio = xp). (Results for 10 years)

The specified Design Life Target was not reached by the final year in the Design Life Analysis. Results are reported for the final year.