

MOVEMENT SUMMARY

Site: 2020 PM peak 3 pm to 4 pm

Sandvik access
2020 PM peak (3 pm to 4 pm)
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	1	7.5	0.137	10.7	LOS A	0.0	0.0	0.00	0.88	54.4
2	T	245	7.5	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		246	7.5	0.133	0.1	LOS A	0.0	0.0	0.00	0.00	69.9
North Masonite Rd N											
8	T	149	7.5	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	1	7.5	0.001	12.0	LOS A	0.0	0.0	0.34	0.64	39.3
Approach		151	7.5	0.080	0.1	LOS A	0.0	0.0	0.00	0.01	69.7
West Sandvik access											
10	L	411	7.5	0.511	7.8	LOS A	4.6	34.3	0.53	0.80	29.3
12	R	22	7.5	0.509	8.1	LOS A	4.6	34.3	0.53	0.91	29.2
Approach		432	7.5	0.512	7.8	LOS A	4.6	34.3	0.53	0.81	29.3
All Vehicles		829	7.5	0.511	4.1	NA	4.6	34.3	0.28	0.42	48.1

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.

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.