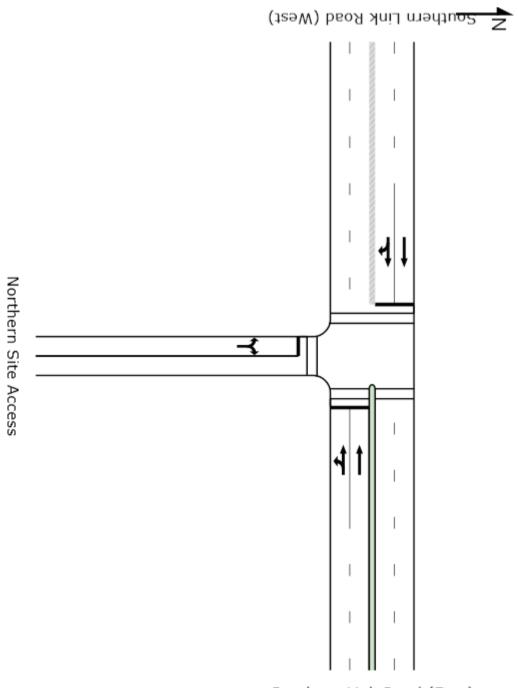
Appendix B – Detailed SIDRA Outputs



Southern Link Road (East)

New Site

Signals - Fixed Time Cycle Time = 150 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and Pe	erforn	nance												
	I	Deman	nd Flows		_	Deg.	Lane	Average	Level of	95% Back		Lane	SL	Cap. F	
				Total HV	Cap.		Util.	Delay	Service		Distance	Length	Type	Adj. E	
South: Nort	veh/h thern Sit			veh/h %	veh/h	v/c	%	sec	_	veh	m	m	_	%	%
Lane 1	24	0	1	25 14.0	309	0.082	100	62.7	LOS E	1.5	11.9	500	_	0.0	0.0
Approach	24	0	1	25 14.0		0.082		62.7	LOS E	1.5	11.9				
East: South	nern Link	Road	(East)												
Lane 1	1	517	0	518 14.0	1299	0.399	100	8.3	LOS A	14.2	111.4	500	-	0.0	0.0
Lane 2	0	518	0	518 14.0	1299	0.399	100	8.3	LOS A	14.2	111.4	500	-	0.0	0.0
Approach	1	1035	0	1036 14.0		0.399		8.3	LOS A	14.2	111.4				
West: Sout	thern Lin	k Roa	d (West))											
Lane 1	0	568	0	568 14.0	1442	0.394	100	4.3	LOS A	11.4	89.7	500	-	0.0	0.0
Lane 2	0	128	77	205 14.0	520	0.394	100	8.7	LOS A	3.5	27.8	500	-	0.0	0.0
Approach	0	696	77	773 14.0		0.394		5.5	LOS A	11.4	89.7				
Intersection	n			1834 14.0		0.399		7.8	LOS A	14.2	111.4				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY

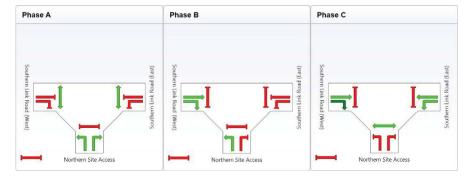
New Site

Signals - Fixed Time Cycle Time = 150 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C Output Sequence: A, B, C

Phase Timing Results

i mase imming results	,		
Phase	Α	В	С
Green Time (sec)	17	6	109
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	23	12	115
Phase Split	15 %	8 %	77 %





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Site: 2031 AM - Scenario 1

New Site

Signals - Fixed Time Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and P	erforn	nance												
		Deman	id Flows R	Total HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service			Lane	SL	Cap. F	
	veh/h	veh/h	veh/h		veh/h	v/c	UIII. %	sec	Service	verlicies	Distance	Length	Туре	Adj. E %	%
South: Nort	thern Si	te Acce	ess												
Lane 1	77	0	1	78 14.0	1019	0.076	100	15.7	LOS B	1.3	10.2	500	_	0.0	0.0
Approach	77	0	1	78 14.0		0.076		15.7	LOS B	1.3	10.2				
East: South	nern Lin	k Road	l (East)												
Lane 1	1	216	0	217 14.0	357	0.608	100	34.5	LOS C	8.5	66.5	500	-	0.0	0.0
Lane 2	0	217	0	217 14.0	357	0.608	100	34.4	LOS C	8.5	66.5	500	-	0.0	0.0
Approach	1	434	0	435 14.0		0.608		34.4	LOSC	8.5	66.5				
West: Sout	hern Lir	nk Road	d (West)												
Lane 1	0	749	0	749 14.0	1178	0.636	100	9.1	LOS A	18.1	142.2	500	-	0.0	0.0
Lane 2	0	694	24	718 14.0	1128	0.636	100	9.3	LOS A	17.3	135.3	500	-	0.0	0.0
Approach	0	1443	24	1467 14.0		0.636		9.2	LOS A	18.1	142.2				
Intersection	า			1980 14.0		0.636		15.0	LOS B	18.1	142.2				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY Site: 2031 PM - Scenario 1

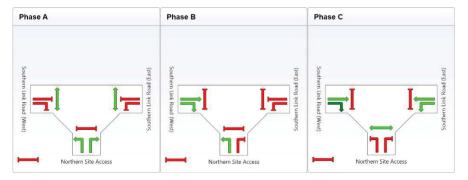
New Site

Signals - Fixed Time Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C Output Sequence: A, B, C

Phase Timing Results

riiase riiiliiliy kesulta	•		
Phase	Α	В	С
Green Time (sec)	17	33	17
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	23	39	23
Phase Split	27 %	46 %	27 %





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New Site

Signals - Fixed Time Cycle Time = 150 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and Pe	erform	nance												
	_ [Deman T	d Flows R	Total HV	Сар.	Deg. Satn	Lane Util.	Average Delay	Level of Service		of Queue Distance	Lane Length	SL Type	Cap. F Adj. E	
								sec		veh					
South: Nort	thern Sit	e Acce	ess												
Lane 1	24	0	42	66 14.0	205	0.323	100	74.2	LOS F	4.5	35.4	500	_	0.0	0.0
Approach	24	0	42	66 14.0		0.323		74.2	LOS F	4.5	35.4				
East: South	nern Link	Road	l (East)												
Lane 1	273	237	0	509 14.0	1259	0.404	100	12.9	LOS A	14.1	110.3	500	-	0.0	0.0
Lane 2	0	525	0	525 14.0	1299	0.404	100	8.3	LOS A	14.5	113.6	500	-	0.0	0.0
Approach	273	762	0	1035 14.0		0.404		10.6	LOS A	14.5	113.6				
West: Sout	hern Lin	k Road	d (West)												
Lane 1	0	569	0	569 14.0	1442	0.394	100	4.3	LOS A	11.5	89.9	500	-	0.0	0.0
Lane 2	0	127	77	204 14.0	517	0.394	100	8.9	LOS A	3.5	27.7	500	-	0.0	0.0
Approach	0	696	77	773 14.0		0.394		5.5	LOS A	11.5	89.9				
Intersection	า			1874 14.0		0.404		10.7	LOS A	14.5	113.6				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY

New Site

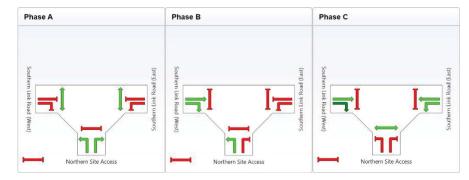
Signals - Fixed Time Cycle Time = 150 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program

Sequence: Two-Phase Input Sequence: A, B, C Output Sequence: A, B, C

Phase Timing Results

i mase imming results	,		
Phase	Α	В	С
Green Time (sec)	17	6	109
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	23	12	115
Phase Split	15 %	8 %	77 %





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Site: 2031 AM - Scenario 2

MOVEMENT SUMMARY Site: 2031 PM - Scenario 2

New Site

Signals - Fixed Time Cycle Time = 75 seconds (Optimum Cycle Time - Minimum Delay)

Movem	nent Per	formance - \	/ehicles								
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back o Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: N	Northern :	Site Access	70	V/ C	366		Ven	- "		per veri	KIII/II
1	L	77	14.0	0.502	35.2	LOS C	6.7	52.3	0.90	0.81	30.6
3	R	129	14.0	0.502	35.3	LOS C	6.7	52.3	0.90	0.82	30.6
Approac	ch	206	14.0	0.502	35.3	LOS C	6.7	52.3	0.90	0.81	30.6
East: So	outhern L	ink Road (Eas	t)								
4	L	87	14.0	0.658	41.0	LOS C	7.7	60.5	0.98	0.86	29.2
5	Т	346	14.0	0.658	32.4	LOS C	7.9	61.9	0.98	0.84	29.9
Approac	ch	434	14.0	0.658	34.1	LOS C	7.9	61.9	0.98	0.84	29.8
West: S	outhern L	ink Road (We	st)								
11	Т	1443	14.0	0.684	10.4	LOSA	18.3	143.4	0.73	0.65	44.1
12	R	24	14.0	0.684	19.0	LOS B	17.3	135.8	0.73	0.96	42.0
Approac	ch	1467	14.0	0.684	10.5	LOSA	18.3	143.4	0.73	0.66	44.1
All Vehic	cles	2107	14.0	0.684	17.8	LOS B	18.3	143.4	0.80	0.71	38.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model used.

Moven	nent Performance -	Pedestrian	s					
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	53	29.0	LOS C	0.1	0.1	0.88	0.88
P3	Across E approach	53	31.7	LOS D	0.1	0.1	0.92	0.92
P7	Across W approach	53	30.8	LOS D	0.1	0.1	0.91	0.91
All Ped	estrians	159	30.5	LOS D			0.90	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY Site: 2031 PM - Scenario 2

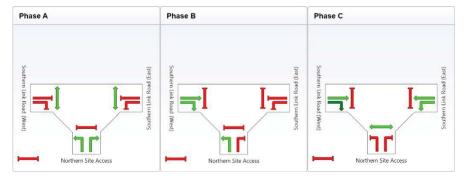
New Site

Signals - Fixed Time Cycle Time = 75 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C Output Sequence: A, B, C

Phase Timing Results

i mase imming results	,		
Phase	Α	В	С
Green Time (sec)	17	26	14
Yellow Time (sec)	4	4	4
All-Red Time (sec)	2	2	2
Phase Time (sec)	23	32	20
Phase Split	31 %	43 %	27 %



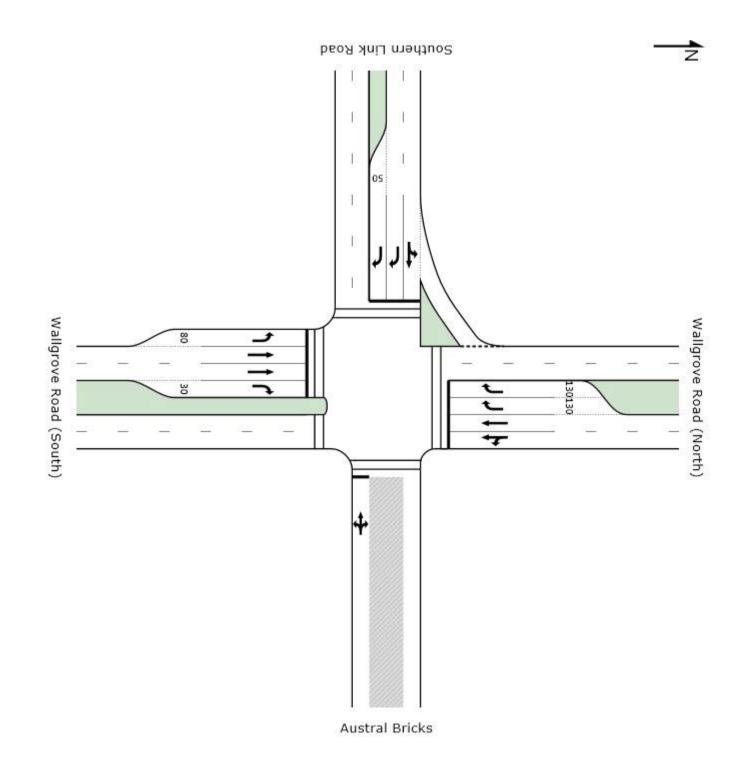


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LANE SUMMARY

Site: 2031 AM - Scenario 1 (Inc Austral)

New Site

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

		laman.	d Flows			Dog	Lane	Augraga	Level of	95% Back	of Ougus	Lane	SL	Cap.	Drob
		emano T	riows R		Сар.	Deg. Satn	Lane Util.	Average Delay	Service	95% Back Vehicles	Distance	Lane	Type		Block.
	veh/h	veh/h			veh/h	v/c	%	sec		veh	m	m		/ taj.	%
South: Wall	grove R	oad (S	outh)												
Lane 1	279	0	0	279 14.0	365 ¹	0.764	100	40.3	LOS C	13.1	102.7	801	urn Bay	0.0	27.7
Lane 2	0	351	0	351 14.0	440	0.798	100	53.4	LOS D	22.1	173.3	500	-	0.0	0.0
Lane 3	0	351	0	351 14.0	440	0.798	100	53.4	LOS D	22.1	173.3	500	-	0.0	0.0
Lane 4	0	0	25	25 58.0	106	0.239	100	67.8	LOS E	1.6	16.6	30 7	urn Bay	0.0	0.0
Approach	279	702	25	1006 15.1		0.798		50.1	LOS D	22.1	173.3				
East: Austra	al Bricks														
Lane 1	9	1	13	23 72.5	296	0.078	100	35.9	LOS C	0.9	9.7	500	-	0.0	0.0
Approach	9	1	13	23 72.5		0.078		35.9	LOSC	0.9	9.7				
North: Walle	grove Re	oad (No	orth)												
Lane 1	26	474	0	500 14.9	735	0.680	100	22.0	LOS B	20.0	157.6	500	-	0.0	0.0
Lane 2	0	505	0	505 14.0	742	0.680	100	21.6	LOS B	20.1	157.9	500	-	0.0	0.0
Lane 3	0	0	378	378 14.0	442	0.856	100	66.4	LOS E	25.5	199.7	130 T	urn Bay	0.0	44.3
Lane 4	0	0	378	378 14.0	442	0.856	100	66.4	LOS E	25.5	199.7	130 T	urn Bay	0.0	44.3
Approach	26	979	756	1761 14.3		0.856		40.9	LOSC	25.5	199.7				
West: South	nern Lin	k Road	l												
Lane 1	262	1	0	263 13.9	1106	0.238	100	12.8	LOS A	4.4	34.7	500	-	0.0	0.0
Lane 2	0	0	300	300 14.0	469	0.639	100	47.3	LOS D	16.1	126.3	500	-	0.0	0.0
Lane 3	0	0	134	134 14.0	209 ¹	0.639	100	42.6	LOS D	6.4	49.9	501	urn Bay	0.0	4.9
Approach	262	1	434	697 14.0		0.639		33.4	LOSC	16.1	126.3				
Intersection				3487 14.8		0.856		42.0	LOS C	25.5	199.7				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

1 Reduced capacity due to a short lane effect

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PHASING SUMMARY

Site: 2031 AM - Scenario 1 (Inc Austral)

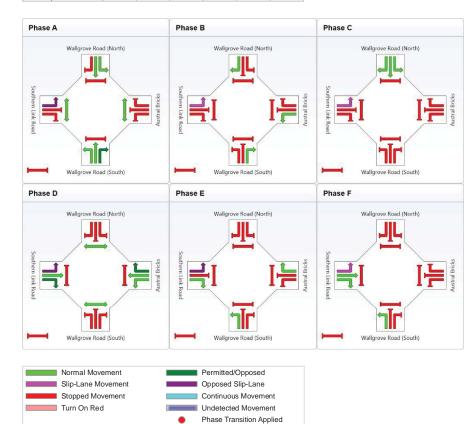
New Site

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

Phase Timing Results

i mase imming result						
Phase	Α	В	С	D	E	F
Green Time (sec)	32	6	22	22	6	6
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	38	12	28	28	12	12
Phase Split	29 %	9 %	22 %	22 %	9 %	9 %



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SIDRA INTERSECTION

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LANE SUMMARY Site: 2031 PM - Scenario 1 (Inc

New Site

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

		Deman	d Flows				Deg.	Lane	Average	Level of	95% Back	of Oueue	Lane	SL	Cap. I	Proh
		T	R			Сар.	Satn	Util.	Delay	Service	Vehicles	Distance	Length	Type		Block.
		veh/h		veh/h					sec		veh					
South: Walle	grove F	Road (S	outh)													
Lane 1	171	0	0	171	14.0	444 ¹	0.384	100	22.1	LOS B	5.2	41.0	80 T	urn Bay	0.0	0.0
Lane 2	0	637	0	637	14.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 3	0	637	0	637	14.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 4	0	0	2	2 :	50.0	82 ¹	0.026	100	43.3	LOS D	0.1	1.0	30 T	urn Bay	0.0	0.0
Approach	171	1274	2	1446	14.1		0.939		64.2	LOS E	53.6	420.4				
East: Austra	l Brick	s														
Lane 1	6	1	32	39	8.1	384 ¹	0.101	100	48.5	LOS D	2.0	15.2	500	-	0.0	0.0
Approach	6	1	32	39	8.1		0.101		48.5	LOS D	2.0	15.2				
North: Wallo	rove F	Road (N	orth)													
Lane 1	7	338	0	346	14.0	751	0.460	100	21.7	LOS B	13.7	107.1	500	-	0.0	0.0
Lane 2	0	346	0	346	14.0	752	0.460	100	21.5	LOS B	13.7	107.2	500	-	0.0	0.0
Lane 3	0	0	132	132	14.0	210	0.628	100	75.3	LOS F	9.1	71.4	130 T	urn Bay	0.0	0.0
Lane 4	0	0	132	132	14.0	210	0.628	100	75.3	LOS F	9.1	71.4	130 T	urn Bay	0.0	0.0
Approach	7	684	263	955	14.0		0.628		36.4	LOSC	13.7	107.2				
West: South	ern Lir	nk Road	ł .													
Lane 1	765	1	0	766	14.0	923	0.831	100	31.3	LOS C	40.4	317.1	500	-	0.0	0.0
Lane 2	0	0	492	492	14.0	518	0.949	100	89.5	LOS F	37.9	297.5	500	_	0.0	0.0
Lane 3	0	0	186	186	14.0	196 ¹	0.949	100	50.3 ⁸	LOS D	10.4 ⁸	81.6 ⁸	50 T	urn Bay	0.0	50.0
Approach	765	1	678	1444	14.0		0.949		53.6	LOS D	40.4	317.1				
Intersection				3884	14.0		0.949		53.3	LOS D	53.6	420.4				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

- 1 Reduced capacity due to a short lane effect
- 8 Delay, queue length and stops for the short lane have been cut down to fit in the queuing space. You may wish to change the short lane to a full lane to investigate the effect on the adjacent lane performance.

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PHASING SUMMARY

Site: 2031 PM - Scenario 1 (Inc Austral)

New Site

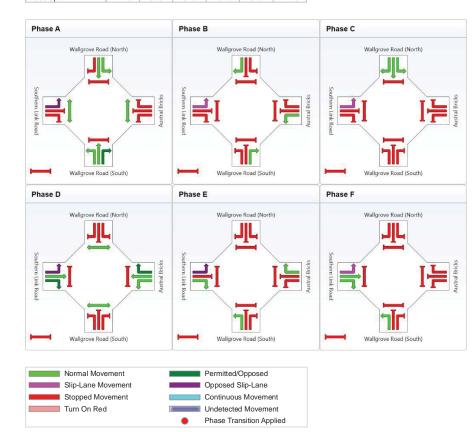
Austral)

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

Phase Timing Results

Phase	Α	В	С	D	E	F
Green Time (sec)	55	6	6	22	6	14
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	61	12	12	28	12	20
Phase Split	42 %	8 %	8 %	19 %	8 %	14 %



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New Site

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use										050/ D			01	^	
		Jeman T	d Flows R		Cap.	Deg. Satn	Lane Util.	Average Delav	Level of Service	95% Back Vehicles	Distance	Lane Length	SL Type	Cap.	Prob. Block.
	veh/h	veh/h				v/c	%	sec		veriicies	m	m		۸uj. %	%
South: Walle	grove R	load (S	South)												
Lane 1	279	0	0	279 14.0	342 ¹	0.815	100	49.5	LOS D	15.0	117.8	80 T	urn Bay	0.0	40.4
Lane 2	0	351	0	351 14.0	357	0.982	100	95.1	LOS F	30.3	237.8	500	-	0.0	0.0
Lane 3	0	351	0	351 14.0	357	0.982	100	95.1	LOS F	30.3	237.8	500	-	0.0	0.0
Lane 4	0	0	25	25 58.0	92 ¹	0.275	100	62.5	LOS E	1.5	15.7	30 T	urn Bay	0.0	0.0
Approach	279	702	25	1006 15.1		0.982		81.6	LOS F	30.3	237.8				
East: Austra	al Bricks	6													
Lane 1	9	1	13	23 72.5	343	0.067	100	32.0	LOS C	0.8	8.5	500	-	0.0	0.0
Approach	9	1	13	23 72.5		0.067		32.0	LOSC	8.0	8.5				
North: Wallo	grove R	oad (N	lorth)												
Lane 1	26	406	0	432 15.1	653	0.662	100	22.6	LOS B	16.5	130.3	500	-	0.0	0.0
Lane 2	0	301	128°	429 14.0	649	0.662	100	22.0	LOS B	16.4	128.5	500	-	0.0	0.0
Lane 3	0	0	450	450 14.0	450	1.000	100	54.4 ⁸			<mark>212.2</mark> °	130 T	urn Bay	0.0	50.0
Lane 4	0	0	450	450 14.0	450	1.000	100	54.4°	LOS D	27.1°	212.2 [°]	130 T	urn Bay	0.0	50.0
Approach	26	706	1028	1761 14.3		1.000		38.7	LOSC	27.1	212.2				
West: South	nern Lin	k Road	t												
Lane 1	262	1	0	263 13.9	1085	0.242	100	13.1	LOS A	4.6	35.9	500	-	0.0	0.0
Lane 2	0	0	300	300 14.0	469	0.639	100	47.3	LOS D	16.1	126.3	500	-	0.0	0.0
Lane 3	0	0	134	134 14.0	209 ¹	0.639	100	42.6	LOS D	6.4	49.9	50 T	urn Bay	0.0	4.9
Approach	262	1	434	697 14.0		0.639		33.5	LOSC	16.1	126.3				
Intersection				3487 14.8		1.000		50.0	LOS D	30.3	237.8				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

- 0 Excess flow from back of an adjacent short lane
- 1 Reduced capacity due to a short lane effect
- 3 x = 1.00 due to short lane.
- 8 Delay, queue length and stops for the short lane have been cut down to fit in the queuing space. You may wish to change the short lane to a full lane to investigate the effect on the adjacent lane performance.

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PHASING SUMMARY

Site: 2031 AM - Scenario 2 (Inc Austral)

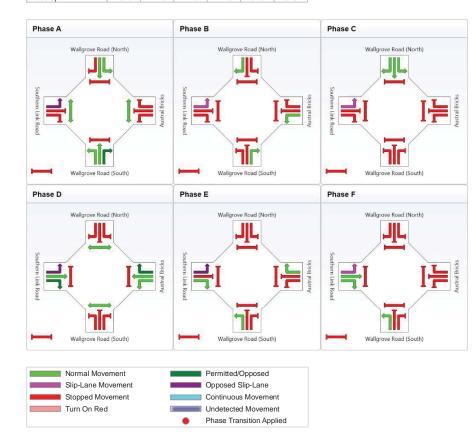
New Site

Austral)

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

i mase riming ivesuits	3					
Phase	Α	В	С	D	E	F
Green Time (sec)	26	12	22	22	6	6
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	32	18	28	28	12	12
Phase Split	25 %	14 %	22 %	22 %	9 %	9 %



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LANE SUMMARY Site: 2031 PM - Scenario 2 (Inc

New Site

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

1 11																
Lane Use			i ance d Flows				D		A	11	95% Back	-40		SL	0	Deel
		Deman T	a Flows R			Cap.	Deg. Satn	Lane Util.	Average Delav	Level of Service		Distance	Lane Length	Type	Cap.	Block.
	veh/h	veh/h		veh/h			v/c	%	sec		veh	m	m		/ (aj.	%
South: Walle	grove F	Road (S	outh)													
Lane 1	171	0	0	171	14.0	444 ¹	0.384	100	22.1	LOS B	5.2	41.0	80 7	urn Bay	0.0	0.0
Lane 2	0	637	0	637	14.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 3	0	637	0	637	14.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 4	0	0	2	2	50.0	87 ¹	0.024	100	41.5	LOS C	0.1	1.0	30 1	urn Bay	0.0	0.0
Approach	171	1274	2	1446	14.1		0.939		64.2	LOS E	53.6	420.4				
East: Austra	al Brick	s														
Lane 1	6	1	32	39	8.1	384 ¹	0.101	100	48.5	LOS D	2.0	15.2	500	_	0.0	0.0
Approach	6	1	32	39	8.1		0.101		48.5	LOS D	2.0	15.2				
North: Wallo	grove F	Road (N	orth)													
Lane 1	7	295	0	302	14.0	751	0.402	100	21.1	LOS B	11.6	90.7	500	-	0.0	0.0
Lane 2	0	302	0	302	14.0	752	0.402	100	20.8	LOS B	11.6	90.8	500	-	0.0	0.0
Lane 3	0	0	175	175	14.0	210	0.836	100	83.7	LOS F	13.3	104.4	130 7	urn Bay	0.0	0.0
Lane 4	0	0	175	175	14.0	210	0.836	100	83.7	LOS F	13.3	104.4	130 7	urn Bay	0.0	0.0
Approach	7	597	351	955	14.0		0.836		44.0	LOS D	13.3	104.4				
West: South	nern Lir	nk Road	i													
Lane 1	765	1	0	766	14.0	923	0.831	100	31.3	LOS C	40.4	317.1	500	-	0.0	0.0
Lane 2	0	0	492	492	14.0	518	0.949	100	89.5	LOS F	37.9	297.5	500	-	0.0	0.0
Lane 3	0	0	186	186	14.0	196 ¹	0.949	100	50.3 ⁸	LOS D	10.4 ⁸	81.6 ⁸	501	urn Bay	0.0	50.0
Approach	765	1	678	1444	14.0		0.949		53.6	LOS D	40.4	317.1				
Intersection				3884	14.0		0.949		55.1	LOS D	53.6	420.4				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

- 1 Reduced capacity due to a short lane effect
- 8 Delay, queue length and stops for the short lane have been cut down to fit in the queuing space. You may wish to change the short lane to a full lane to investigate the effect on the adjacent lane performance.

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PHASING SUMMARY

Site: 2031 PM - Scenario 2 (Inc Austral)

New Site

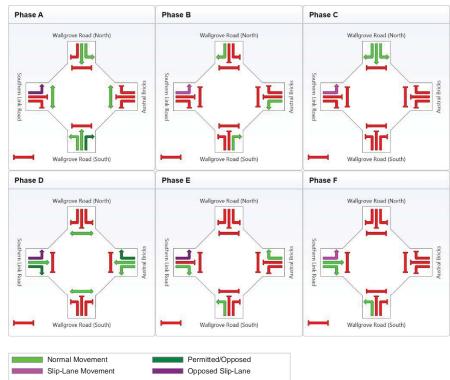
Austral)

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

	Results

i mase imming resource	,					
Phase	Α	В	С	D	E	F
Green Time (sec)	55	6	6	22	6	14
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	61	12	12	28	12	20
Phase Split	42 %	8 %	8 %	19 %	8 %	14 %





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LANE SUMMARY

New Site

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use						_				050/ D			SL		_
		Jeman T	d Flows R		Сар.	Deg. Satn	Lane Util.	Average Delav	Level of Service	95% Back Vehicles	of Queue Distance	Lane Length	Type	Cap. I	Prob. Block.
	veh/h				veh/h	V/C	0tii. %	Sec		verlicies	m	m		Auj. 1	%
South: Wall															
Lane 1	279	0	0	279 14.0	365 ¹	0.764	100	40.3	LOS C	13.1	102.7	801	urn Bay	0.0	27.7
Lane 2	0	351	0	351 14.0	440	0.798	100	53.4	LOS D	22.1	173.3	500	-	0.0	0.0
Lane 3	0	351	0	351 14.0	440	0.798	100	53.4	LOS D	22.1	173.3	500	_	0.0	0.0
Lane 4	0	0	25	25 58.0	106	0.239	100	67.8	LOS E	1.6	16.6	301	urn Bay	0.0	0.0
Approach	279	702	25	1006 15.1		0.798		50.1	LOSD	22.1	173.3				
East: Austra	al Bricks	3													
Lane 1	9	1	13	23 72.5	296	0.078	100	35.9	LOS C	0.9	9.7	500	-	0.0	0.0
Approach	9	1	13	23 72.5		0.078		35.9	LOSC	0.9	9.7				
North: Wall	grove R	oad (N	orth)												
Lane 1	26	474	0	500 14.9	735	0.680	100	22.0	LOS B	20.0	157.6	500	-	0.0	0.0
Lane 2	0	505	0	505 14.0	742	0.680	100	21.6	LOS B	20.1	157.9	500	-	0.0	0.0
Lane 3	0	0	378	378 14.0	442	0.856	100	66.4	LOS E	25.5	199.7	130 T	urn Bay	0.0	44.3
Lane 4	0	0	378	378 14.0	442	0.856	100	66.4	LOS E	25.5	199.7	130 T	urn Bay	0.0	44.3
Approach	26	979	756	1761 14.3		0.856		40.9	LOSC	25.5	199.7				
West: South	nern Lir	k Road	t												
Lane 1	262	1	0	263 13.9	1106	0.238	100	12.8	LOS A	4.4	34.7	500	-	0.0	0.0
Lane 2	0	0	300	300 14.0	469	0.639	100	47.3	LOS D	16.1	126.3	500	-	0.0	0.0
Lane 3	0	0	134	134 14.0	209 ¹	0.639	100	42.6	LOS D	6.4	49.9	501	urn Bay	0.0	4.9
Approach	262	1	434	697 14.0		0.639		33.4	LOSC	16.1	126.3				
Intersection				3487 14.8		0.856		42.0	LOS C	25.5	199.7				

Level of Service (LOS) Method: Delay (RTA NSW). Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

1 Reduced capacity due to a short lane effect

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Site: 2031 AM - Scenario 3 (Inc

Austral)

PHASING SUMMARY

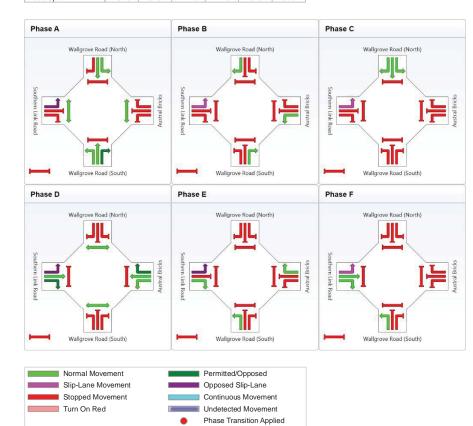
Site: 2031 AM - Scenario 3 (Inc Austral)

New Site

Signals - Fixed Time Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

i mase riming ivesuits	•					
Phase	Α	В	С	D	E	F
Green Time (sec)	32	6	22	22	6	6
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	38	12	28	28	12	12
Phase Split	29 %	9 %	22 %	22 %	9 %	9 %



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LANE SUMMARY Site: 2031 PM - Scenario 3 (Inc

New Site

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use							_	_			050/ D			01	_	
		Deman T	d Flows R		HV	Cap.	Deg. Satn	Lane Util.	Average Delav	Level of Service	95% Back Vehicles	of Queue Distance	Lane Length	SL Type	Cap.	Prob. Block.
	veh/h			veh/h		veh/h	V/C	%	sec		veriicies	m	m		۸uj. %	%
South: Wall	grove F	Road (S	outh)													
Lane 1	171	0	0	171 1	4.0	444 ¹	0.384	100	22.1	LOS B	5.2	41.0	801	urn Bay	0.0	0.0
Lane 2	0	637	0	637 1	4.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 3	0	637	0	637 1	4.0	678	0.939	100	69.9	LOS E	53.6	420.4	500	-	0.0	0.0
Lane 4	0	0	2	2 5	0.0	128	0.016	100	49.6	LOS D	0.1	1.1	30 1	urn Bay	0.0	0.0
Approach	171	1274	2	1446 1	4.1		0.939		64.3	LOS E	53.6	420.4				
East: Austra	al Brick	S														
Lane 1	6	1	32	39	8.1	384 ¹	0.101	100	48.5	LOS D	2.0	15.2	500	-	0.0	0.0
Approach	6	1	32	39	8.1		0.101		48.5	LOS D	2.0	15.2				
North: Wallo	grove R	load (N	orth)													
Lane 1	7	450	0	457 1	4.0	751	0.609	100	23.9	LOS B	19.8	155.1	500	-	0.0	0.0
Lane 2	0	458	0	458 1	4.0	752	0.609	100	23.7	LOS B	19.8	155.2	500	-	0.0	0.0
Lane 3	0	0	76	76 1	4.0	210	0.362	100	72.6	LOS F	5.0	39.4	130 T	urn Bay	0.0	0.0
Lane 4	0	0	76	76 1	4.0	210	0.362	100	72.6	LOS F	5.0	39.4	130 T	urn Bay	0.0	0.0
Approach	7	907	152	1066 1	4.0		0.609		30.7	LOSC	19.8	155.2				
West: South	nern Lir	nk Road	t													
Lane 1	765	1	0	766 1	4.0	923	0.831	100	31.3	LOS C	40.4	317.1	500	-	0.0	0.0
Lane 2	0	0	492	492 1	4.0	518	0.949	100	89.5	LOS F	37.9	297.5	500	-	0.0	0.0
Lane 3	0	0	186	186 1	4.0	196 ¹	0.949	100	50.3 ⁸	LOS D	10.4 ⁸	81.6 ⁸	50 1	urn Bay	0.0	50.0
Approach	765	1	678	1444 1	4.0		0.949		53.6	LOS D	40.4	317.1				
Intersection				3996 1	4.0		0.949		51.3	LOS D	53.6	420.4				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

- 1 Reduced capacity due to a short lane effect
- 8 Delay, queue length and stops for the short lane have been cut down to fit in the queuing space. You may wish to change the short lane to a full lane to investigate the effect on the adjacent lane performance.

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PHASING SUMMARY

Site: 2031 PM - Scenario 3 (Inc Austral)

New Site

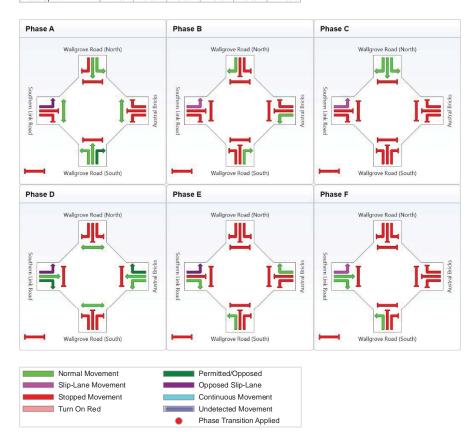
Austral)

Signals - Fixed Time Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Diamond Input Sequence: A, B, C, D, E, F Output Sequence: A, B, C, D, E, F

Phase Timing Results

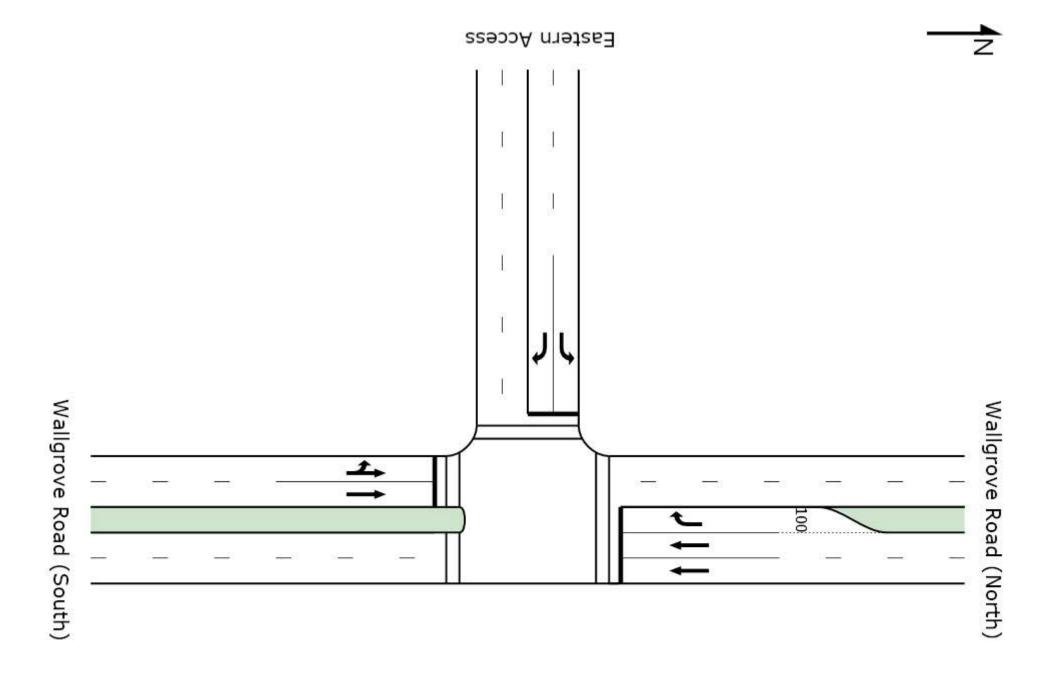
Phase	Α	В	С	D	E	F
Green Time (sec)	55	6	6	22	6	14
Yellow Time (sec)	4	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2	2
Phase Time (sec)	61	12	12	28	12	20
Phase Split	42 %	8 %	8 %	19 %	8 %	14 %



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SIDRA INTERSECTION



New Site

Signals - Fixed Time Cycle Time = 110 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and P	erform	ance												
			d Flows R		Сар.	Satn	Lane Util.	Average Delay	Level of Service	95% Back Vehicles	Distance	Lane Length	SL Type		
South: Wall		veh/h		veh/h %	veh/h	v/c	%	sec	_	veh	m	m	_	%	%
Lane 1	129	378	0	508 14.0	688	0.738	100	33.1	LOS C	23.4	183.2	500	_	0.0	0.0
			-												
Lane 2	0	515	0	515 14.0	699	0.738	100	30.9	LOS C	23.7	185.6	500		0.0	0.0
Approach	129	894	0	1023 14.0		0.738		32.0	LOSC	23.7	185.6				
North: Wall	grove R	oad (N	orth)												
Lane 1	0	570	0	570 14.0	1284	0.444	100	6.8	LOS A	12.4	97.5	500	-	0.0	0.0
Lane 2	0	570	0	570 14.0	1284	0.444	100	6.8	LOS A	12.4	97.5	500	-	0.0	0.0
Lane 3	0	0	273	273 14.0	368	0.740	100	35.0	LOS C	9.6	75.0	100 7	Turn Bay	0.0	0.0
Approach	0	1140	273	1413 14.0		0.740		12.2	LOS A	12.4	97.5				
West: Easte	ern Acc	ess													
Lane 1	87	0	0	87 14.0	844	0.103	100	23.9	LOS B	2.4	19.1	500	-	0.0	0.0
Lane 2	0	0	42	42 14.0	292	0.144	100	50.7	LOS D	1.9	15.3	500	-	0.0	0.0
Approach	87	0	42	129 14.0		0.144		32.6	LOSC	2.4	19.1				
Intersection	ı			2565 14.0		0.740		21.1	LOS B	23.7	185.6				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY Site: 2031 AM - Scenario 1

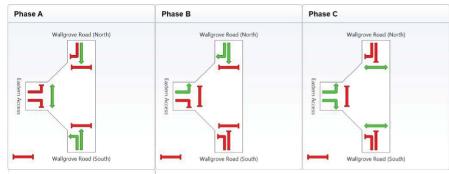
New Site

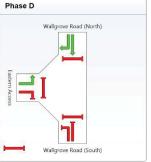
Signals - Fixed Time Cycle Time = 110 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C, D Output Sequence: A, B, C, D

Phase Timing Results

i mase imming results	,			
Phase	Α	В	С	D
Green Time (sec)	43	15	19	9
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	49	21	25	15
Phase Split	45 %	19 %	23 %	14 %







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New Site

Signals - Fixed Time Cycle Time = 115 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and P	erform	nance												
		Deman	d Flows		Con	Deg.	Lane	Average	Level of	95% Back		Lane	SL		Prob.
	L voh/h		R		Cap.	Satn v/c	Util.	Delay sec	Service	Vehicles veh	Distance m	Length	Type	Adj. %	Block.
South: Wall				Ve11/11 /0	veri/ii	V/C	/0	366	_	ven	- '''	- '''	_	/0	/0
Lane 1	42	564	0	606 14.0	929	0.652	100	21.8	LOS B	24.4	191.2	500	-	0.0	0.0
Lane 2	0	608	0	608 14.0	933	0.652	100	21.2	LOS B	24.5	192.0	500	_	0.0	0.0
Approach	42	1172	0	1214 14.0		0.652		21.5	LOS B	24.5	192.0				
North: Walle	grove R	oad (N	lorth)												
Lane 1	0	637	0	637 14.0	1306	0.488	100	6.9	LOS A	14.7	115.2	500	-	0.0	0.0
Lane 2	0	637	0	637 14.0	1306	0.488	100	6.9	LOS A	14.7	115.2	500	-	0.0	0.0
Lane 3	0	0	87	87 14.0	176	0.496	100	41.8	LOS C	3.5	27.8	100 7	Turn Bay	0.0	0.0
Approach	0	1275	87	1362 14.0		0.496		9.1	LOS A	14.7	115.2				
West: Easte	ern Acc	ess													
Lane 1	273	0	0	273 14.0	631	0.432	100	37.5	LOS C	11.4	89.4	500	-	0.0	0.0
Lane 2	0	0	129	129 14.0	279	0.464	100	56.4	LOS D	6.7	52.8	500	-	0.0	0.0
Approach	273	0	129	402 14.0		0.464		43.6	LOSD	11.4	89.4				
Intersection				2978 14.0		0.652		18.8	LOS B	24.5	192.0				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY Site: 2031 PM - Scenario 1

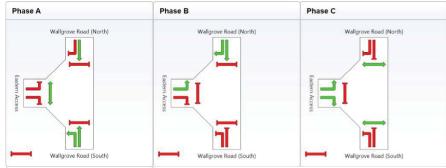
New Site

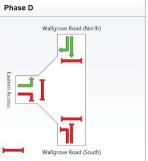
Signals - Fixed Time Cycle Time = 115 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C, D Output Sequence: A, B, C, D

Phase Timing Results

i nase inining results				
Phase	Α	В	С	D
Green Time (sec)	60	6	19	6
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	66	12	25	12
Phase Split	57 %	10 %	22 %	10 %



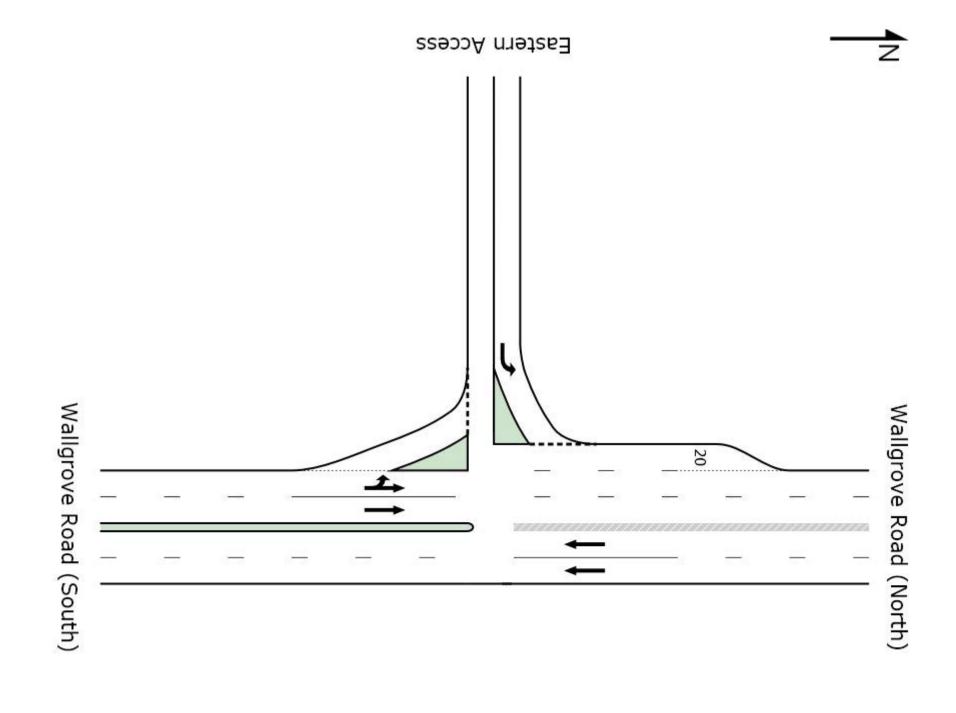




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MOVEMENT SUMMARY Site: 2031 AM - Scenario 2

New Site

Giveway / Yield (Two-Way)

Movem	Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back o Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h		
South: \	Nallgrove	Road (South)											
1	L	129	14.0	0.288	8.2	LOS A	0.0	0.0	0.00	1.20	49.4		
2	Т	894	14.0	0.288	0.0	LOS A	0.0	0.0	0.00	0.00	60.0		
Approac	ch	1023	14.0	0.288	1.0	NA	0.0	0.0	0.00	0.15	58.4		
North: V	Vallgrove	Road (North)											
8	Т	1140	14.0	0.319	0.0	LOSA	0.0	0.0	0.00	0.00	60.0		
Approac	ch	1140	14.0	0.319	0.0	NA	0.0	0.0	0.00	0.00	60.0		
West: E	astern Ad	cess											
10	L	87	14.0	0.357	25.0	LOS B	1.3	10.5	0.84	0.99	35.9		
Approac	ch	87	14.0	0.357	25.0	LOS B	1.3	10.5	0.84	0.99	35.9		
All Vehic	cles	2251	14.0	0.357	1.4	NA	1.3	10.5	0.03	0.11	57.8		

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

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 movements.

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY Site: 2031 PM - Scenario 2

New Site

Giveway / Yield (Two-Way)

Movem	nent Per	formance - V	ehicles								
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back o Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: \	Nallgrove	Road (South)									
1	L	42	14.0	0.340	8.2	LOS A	0.0	0.0	0.00	1.65	49.4
2	Т	1172	14.0	0.340	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approac	ch	1214	14.0	0.340	0.3	NA	0.0	0.0	0.00	0.06	59.6
North: V	Vallgrove	Road (North)									
8	Т	1275	14.0	0.357	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approac	ch	1275	14.0	0.357	0.0	NA	0.0	0.0	0.00	0.00	60.0
West: E	astern Ad	ccess									
10	L	273	14.0	1.883	844.9	LOS F	86.9	681.5	1.00	4.90	2.5
Approac	ch	273	14.0	1.883	844.9	LOS F	86.9	681.5	1.00	4.90	2.5
All Vehi	cles	2761	14.0	1.883	83.6	NA	86.9	681.5	0.10	0.51	18.2

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

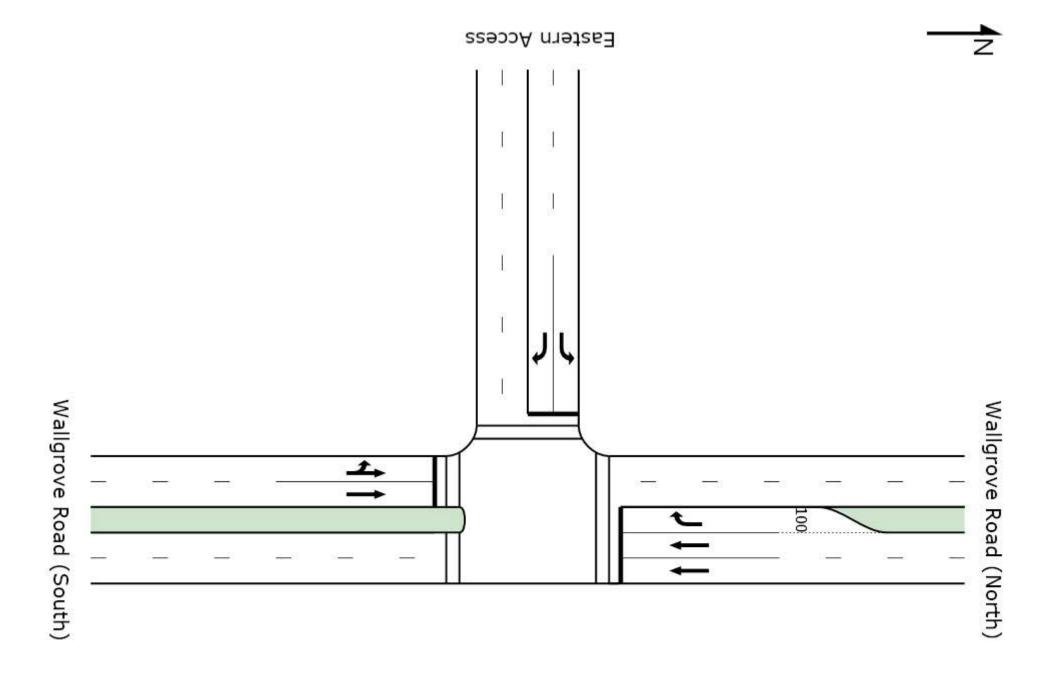
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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New Site

Signals - Fixed Time Cycle Time = 125 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and P	erform	nance												
		Deman	d Flows		Con		Lane	Average	Level of		of Queue	Lane	SL		Prob.
	L veh/h		R veh/h		Cap.	Satn v/c	Util.	Delay sec	Service	Vehicles veh	Distance m	Length	Type	Adj. %	Block. %
South: Wall				VC11/11 /0	VEII/II	V/C	/0	366		VEII			_	/0	/0
Lane 1	129	366	0	496 14.0	662	0.749	100	38.6	LOS C	26.2	205.3	500	-	0.0	0.0
Lane 2	0	503	0	503 14.0	672	0.749	100	36.3	LOS C	26.6	208.4	500	_	0.0	0.0
Approach	129	869	0	999 14.0		0.749		37.5	LOSC	26.6	208.4				
North: Walle	grove R	load (N	orth)												
Lane 1	0	881	0	881 14.0	1344	0.656	100	8.0	LOS A	25.8	201.9	500	-	0.0	0.0
Lane 2	0	881	0	881 14.0	1344	0.656	100	8.0	LOS A	25.8	201.9	500	-	0.0	0.0
Lane 3	0	0	349	349 14.0	473	0.739	100	34.6	LOS C	13.4	104.7	100 7	Turn Bay	0.0	9.2
Approach	0	1762	349	2112 14.0		0.739		12.4	LOS A	25.8	201.9				
West: Easte	ern Acc	ess													
Lane 1	112	0	0	112 14.0	891	0.125	100	24.3	LOS B	3.4	26.4	500	-	0.0	0.0
Lane 2	0	0	42	42 14.0	257	0.164	100	58.9	LOS E	2.3	17.8	500	-	0.0	0.0
Approach	112	0	42	154 14.0		0.164		33.8	LOSC	3.4	26.4				
Intersection				3264 14.0		0.749		21.1	LOS B	26.6	208.4				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY Site: 2031 AM - Scenario 3

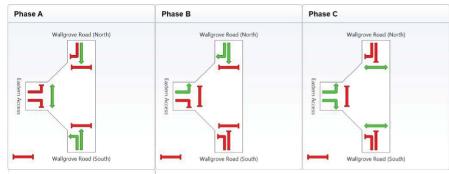
New Site

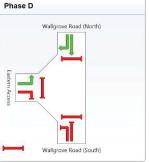
Signals - Fixed Time Cycle Time = 125 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C, D Output Sequence: A, B, C, D

Phase Timing Results

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Phase	Α	В	С	D
Green Time (sec)	47	23	19	12
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	53	29	25	18
Phase Split	42 %	23 %	20 %	14 %







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New Site

Signals - Fixed Time Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Lane Use	and P	erforn	nance												
		Demar	nd Flows		Con	Deg.	Lane	Average	Level of	95% Back		Lane	SL	Сар.	
	L voh/h	Voh/h	R veh/h	Total HV veh/h %	Cap.	Satn v/c	Util.	Delay sec	Service	Vehicles veh	Distance	Length m	Type	Adj. I %	Block. %
South: Wall				Veri/II /o	veii/ii	V/C	/0	366	_	ven		- '''	_	/0	/0
Lane 1	42	525	0	567 14.0	847	0.669	100	23.3	LOS B	22.2	174.4	500	-	0.0	0.0
Lane 2	0	570	0	570 14.0	851	0.669	100	22.7	LOS B	22.3	175.1	500	_	0.0	0.0
Approach	42	1095	0	1137 14.0		0.669		23.0	LOS B	22.3	175.1				
North: Wall	grove R	load (N	lorth)												
Lane 1	0	737	0	737 14.0	1260	0.585	100	8.3	LOS A	18.7	146.5	500	-	0.0	0.0
Lane 2	0	737	0	737 14.0	1260	0.585	100	8.3	LOS A	18.7	146.5	500	-	0.0	0.0
Lane 3	0	0	112	112 14.0	193	0.578	100	37.6	LOS C	4.0	31.2	100	Turn Bay	0.0	0.0
Approach	0	1474	112	1585 14.0		0.585		10.3	LOS A	18.7	146.5				
West: East	ern Acc	ess													
Lane 1	349	0	0	349 14.0	691	0.505	100	33.4	LOS C	13.3	104.5	500	-	0.0	0.0
Lane 2	0	0	129	129 14.0	306	0.424	100	50.6	LOS D	6.0	47.3	500	-	0.0	0.0
Approach	349	0	129	479 14.0		0.505		38.1	LOSC	13.3	104.5				
Intersection	า			3201 14.0		0.669		19.0	LOS B	22.3	175.1				

Level of Service (LOS) Method: Delay (RTA NSW).

Lane LOS values are based on average delay per lane.

Intersection and Approach LOS values are based on average delay for all lanes.

SIDRA Standard Delay Model used.

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PHASING SUMMARY Site: 2031 PM - Scenario 3

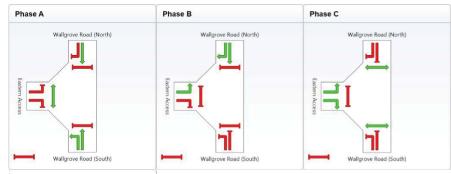
New Site

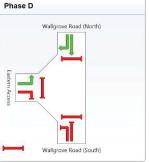
Signals - Fixed Time Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Phase times determined by the program Sequence: Two-Phase Input Sequence: A, B, C, D Output Sequence: A, B, C, D

Phase Timing Results

i mase imming results	,			
Phase	Α	В	С	D
Green Time (sec)	50	6	19	6
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	56	12	25	12
Phase Split	53 %	11 %	24 %	11 %







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