

MOVEMENT SUMMARY

Site: Development AM peak 5.00
am to 6.00 am

Pacific Hwy / Masonite Road roundabout
Development AM peak (5 am to 6 am)
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Masonite Road											
1	L	36	7.5	0.046	7.6	LOS A	0.3	2.1	0.64	0.60	41.9
2	T	40	7.5	0.046	8.2	LOS A	0.3	2.1	0.65	0.63	42.4
3	R	6	7.5	0.046	17.3	LOS B	0.3	1.9	0.65	0.90	38.7
Approach		82	7.5	0.046	8.6	LOS B	0.3	2.1	0.64	0.64	41.8
East: Pacific Highway NE											
4	L	71	7.5	0.317	6.9	LOS A	2.1	16.0	0.55	0.54	55.3
5	T	648	7.5	0.317	6.9	LOS A	2.1	16.0	0.57	0.54	55.1
6	R	10	7.5	0.313	16.0	LOS B	2.0	15.2	0.58	0.94	51.1
Approach		729	7.5	0.317	7.1	LOS B	2.1	16.0	0.56	0.54	55.1
North: Adelaide Street											
7	L	17	7.5	0.189	6.3	LOS A	1.2	8.8	0.40	0.48	43.8
8	T	62	7.5	0.189	6.1	LOS A	1.2	8.8	0.40	0.44	44.5
9	R	411	7.5	0.189	15.0	LOS B	1.2	8.8	0.42	0.72	38.6
Approach		490	7.5	0.189	13.6	LOS B	1.2	8.8	0.41	0.67	39.3
West: Pacific Highway SW											
10	L	120	7.5	0.135	5.6	LOS A	1.0	7.2	0.19	0.42	58.6
11	T	259	7.5	0.135	5.4	LOS A	1.0	7.2	0.19	0.37	58.8
12	R	38	7.5	0.135	14.2	LOS A	0.9	7.0	0.20	0.84	51.6
Approach		417	7.5	0.135	6.3	LOS A	1.0	7.2	0.19	0.43	57.9
All Vehicles		1718	7.5	0.317	8.8	LOS A	2.1	16.0	0.43	0.56	51.6

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW).

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

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

Roundabout Capacity Model: SIDRA Standard.

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SIDRA INTERSECTION 4.0.18.1102

Project: C:\Work Docs\Sandvik Heatherbrae\Sandvik 120510\Pacific Hwy.SIP

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