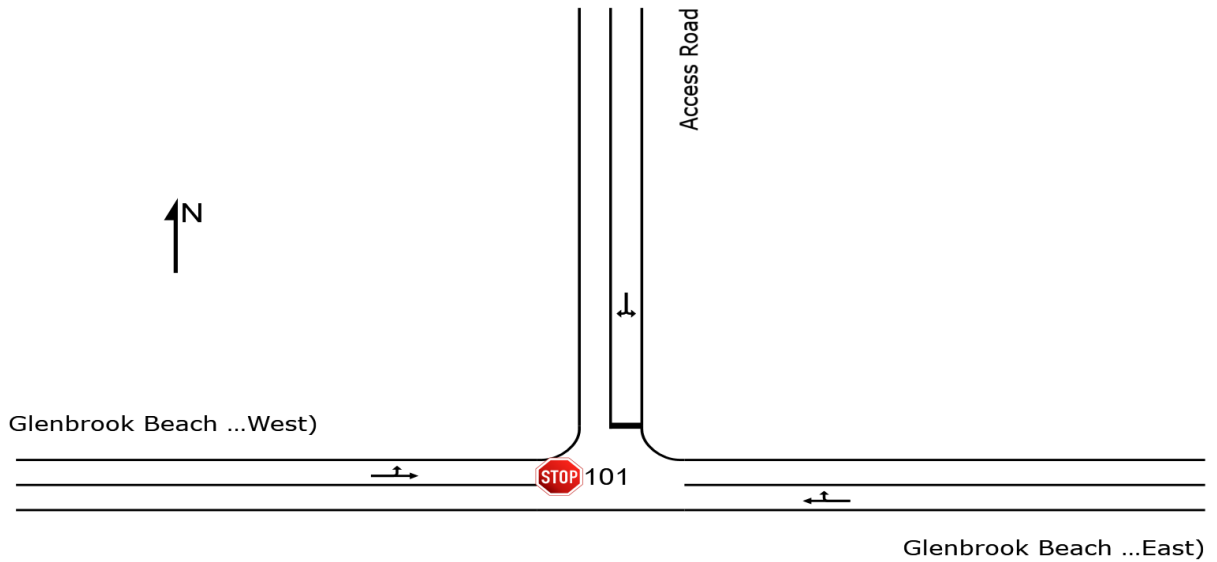


SITE LAYOUT

 Site: 101 [GBR Access - AM Peak (Site Folder: Without Right Turn Bay)]

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 101 [GBR Access - AM Peak (Site Folder: Without Right Turn Bay)]

Output produced by SIDRA INTERSECTION Version: 9.0.3.9771

Reprocess the Site in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.	Dist]				km/h
			veh/h		veh/h					veh	m				
East: Glenbrook Beach Road (East)															
5	T1	All MCs	289	8.0	289	8.0	0.224	1.3	LOS A	0.8	6.0	0.28	0.12	0.28	75.3
6	R2	All MCs	55	4.0	55	4.0	0.224	10.9	LOS B	0.8	6.0	0.28	0.12	0.28	57.4
Approach			344	7.4	344	7.4	0.224	2.8	NA	0.8	6.0	0.28	0.12	0.28	71.7
North: Access Road															
7	L2	All MCs	7	29.0	7	29.0	0.019	14.2	LOS B	0.1	0.5	0.64	0.94	0.64	43.7
9	R2	All MCs	1	0.0	1	0.0	0.019	16.5	LOS C	0.1	0.5	0.64	0.94	0.64	48.4
Approach			8	25.4	8	25.4	0.019	14.5	LOS B	0.1	0.5	0.64	0.94	0.64	44.2
West: Glenbrook Beach Road (West)															
10	L2	All MCs	1	0.0	1	0.0	0.353	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	74.4
11	T1	All MCs	653	8.0	653	8.0	0.353	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach			654	8.0	654	8.0	0.353	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
All Vehicles			1006	7.9	1006	7.9	0.353	1.1	NA	0.8	6.0	0.10	0.05	0.10	76.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: \\Nz4105-pfss01\shared_projects\310103911\technical\Transport\SIDRA_Modelling\372_GBR_Access.sip9

MOVEMENT SUMMARY

 Site: 101 [GBR Access - PM Peak (Site Folder: Without Right Turn Bay)]

Output produced by SIDRA INTERSECTION Version: 9.0.3.9771

Reprocess the Site in this Version to see the selected Movement Class results. All results may be affected by reprocessing compared with Version 9.0 results.

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.	Dist]				km/h
			veh/h		veh/h					veh	m				
East: Glenbrook Beach Road (East)															
5	T1	All MCs	678	8.0	678	8.0	0.374	0.1	LOS A	0.2	1.2	0.02	0.01	0.03	79.7
6	R2	All MCs	729	0.0	729	0.0	0.374	11.0	LOS B	0.2	1.2	0.02	0.01	0.03	59.2
Approach			685	8.2	685	8.2	0.374	0.2	NA	0.2	1.2	0.02	0.01	0.03	79.4
North: Access Road															
7	L2	All MCs	55	4.0	55	4.0	0.068	10.5	LOS B	0.3	1.8	0.49	0.91	0.49	50.5
9	R2	All MCs	1	0.0	1	0.0	0.068	20.7	LOS C	0.3	1.8	0.49	0.91	0.49	50.2
Approach			56	3.9	56	3.9	0.068	10.7	LOS B	0.3	1.8	0.49	0.91	0.49	50.5
West: Glenbrook Beach Road (West)															
10	L2	All MCs	1	0.0	1	0.0	0.232	7.0	LOS A	0.0	0.0	0.00	0.00	0.00	74.5
11	T1	All MCs	429	8.0	429	8.0	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.8
Approach			431	8.0	431	8.0	0.232	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.8
All Vehicles			1172	7.9	1172	7.9	0.374	0.6	NA	0.3	1.8	0.04	0.05	0.04	77.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE SUMMARY

 Site: 101 [GBR Access - AM Peak (Site Folder: Without Right Turn Bay)]

Output produced by SIDRA INTERSECTION Version: 9.0.3.9771

New Site
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			%	%
East: Glenbrook Beach Road (East)															
Lane 1	344	7.4	344	7.4	1537	0.224	100	2.8	LOS A	0.8	6.0	Full	500	0.0	0.0
Approach	344	7.4	344	7.4		0.224		2.8	NA	0.8	6.0				
North: Access Road															
Lane 1	8	25.4	8	25.4	446	0.019	100	14.5	LOS B	0.1	0.5	Full	500	0.0	0.0
Approach	8	25.4	8	25.4		0.019		14.5	LOS B	0.1	0.5				
West: Glenbrook Beach Road (West)															
Lane 1	654	8.0	654	8.0	1854	0.353	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	654	8.0	654	8.0		0.353		0.1	NA	0.0	0.0				
All Vehicles	1006	7.9	1006	7.9		0.353		1.1	NA	0.8	6.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Approach Lane Flows (veh/h)										
East: Glenbrook Beach Road (East)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Prob. Ov.	Ov. Lane No.
From E					Cap. veh/h	v/c	%	%		
To Exit:	W	N								
Lane 1	289	55	344	7.4	1537	0.224	100	NA	NA	
Approach	289	55	344	7.4		0.224				
North: Access Road										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Prob. Ov.	Ov. Lane No.
From N					Cap. veh/h	v/c	%	%		
To Exit:	E	W								
Lane 1	7	1	8	25.4	446	0.019	100	NA	NA	
Approach	7	1	8	25.4		0.019				
West: Glenbrook Beach Road (West)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Prob. Ov.	Ov. Lane No.
From W					Cap. veh/h	v/c	%	%		
To Exit:	N	E								
Lane 1	1	653	654	8.0	1854	0.353	100	NA	NA	

Approach	1	653	654	8.0	0.353
Total %HV Deg.Satn (v/c)					
All Vehicles	1006	7.9		0.353	

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis											
Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Glenbrook Beach Road (East)				
Lane 1	0.0	0.0	0.0	0.0
North: Access Road				
Lane 1	0.0	0.0	0.0	0.0
West: Glenbrook Beach Road (West)				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

 Site: 101 [GBR Access - PM Peak (Site Folder: Without Right Turn Bay)]

Output produced by SIDRA INTERSECTION Version: 9.0.3.9771

New Site
 Site Category: (None)
 Stop (Two-Way)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Prob. Adj. Block.	
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]			%	%
East: Glenbrook Beach Road (East)															
Lane 1	685	8.2	685	8.2	1830	0.374	100	0.2	LOS A	0.2	1.2	Full	500	0.0	0.0
Approach	685	8.2	685	8.2		0.374		0.2	NA	0.2	1.2				
North: Access Road															
Lane 1	56	3.9	56	3.9	820	0.068	100	10.7	LOS B	0.3	1.8	Full	500	0.0	0.0
Approach	56	3.9	56	3.9		0.068		10.7	LOS B	0.3	1.8				
West: Glenbrook Beach Road (West)															
Lane 1	431	8.0	431	8.0	1854	0.232	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	431	8.0	431	8.0		0.232		0.1	NA	0.0	0.0				
All Vehicles	1172	7.9	1172	7.9		0.374		0.6	NA	0.3	1.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
 Lane LOS values are based on average delay per lane.
 Minor Road Approach LOS values are based on average delay for all lanes.
 NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
 Two-Way Sign Control Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
 Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
 Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
 Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Approach Lane Flows (veh/h)										
East: Glenbrook Beach Road (East)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From E					Cap. veh/h	v/c	%	%	No.	
To Exit:	W	N								
Lane 1	678	7	685	8.2	1830	0.374	100	NA	NA	
Approach	678	7	685	8.2		0.374				
North: Access Road										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From N					Cap. veh/h	v/c	%	%	No.	
To Exit:	E	W								
Lane 1	55	1	56	3.9	820	0.068	100	NA	NA	
Approach	55	1	56	3.9		0.068				
West: Glenbrook Beach Road (West)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From W					Cap. veh/h	v/c	%	%	No.	
To Exit:	N	E								
Lane 1	1	429	431	8.0	1854	0.232	100	NA	NA	

Approach	1	429	431	8.0	0.232
Total %HV Deg.Satn (v/c)					
All Vehicles	1172	7.9	0.374		

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis											
Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Glenbrook Beach Road (East)				
Lane 1	0.0	0.0	0.0	0.0
North: Access Road				
Lane 1	0.0	0.0	0.0	0.0
West: Glenbrook Beach Road (West)				
Lane 1	0.0	0.0	0.0	0.0