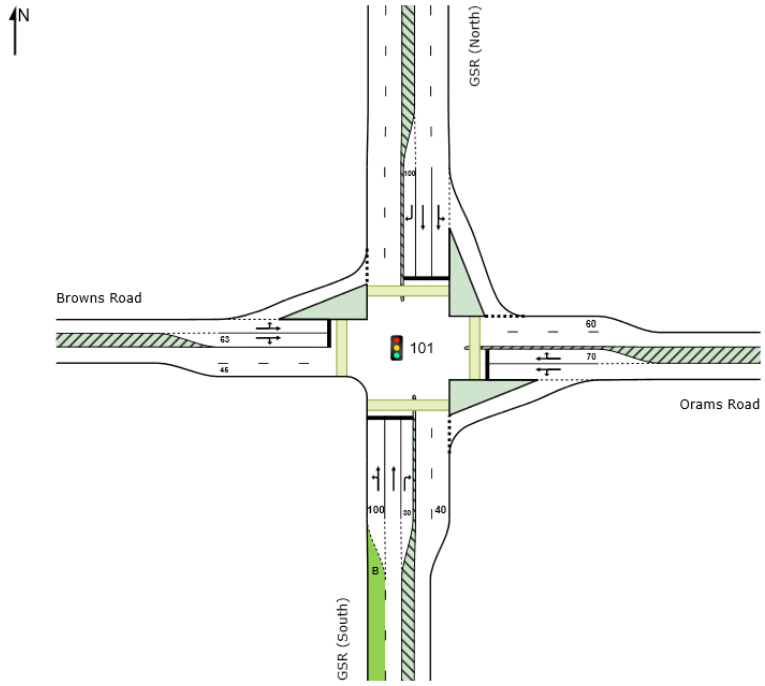
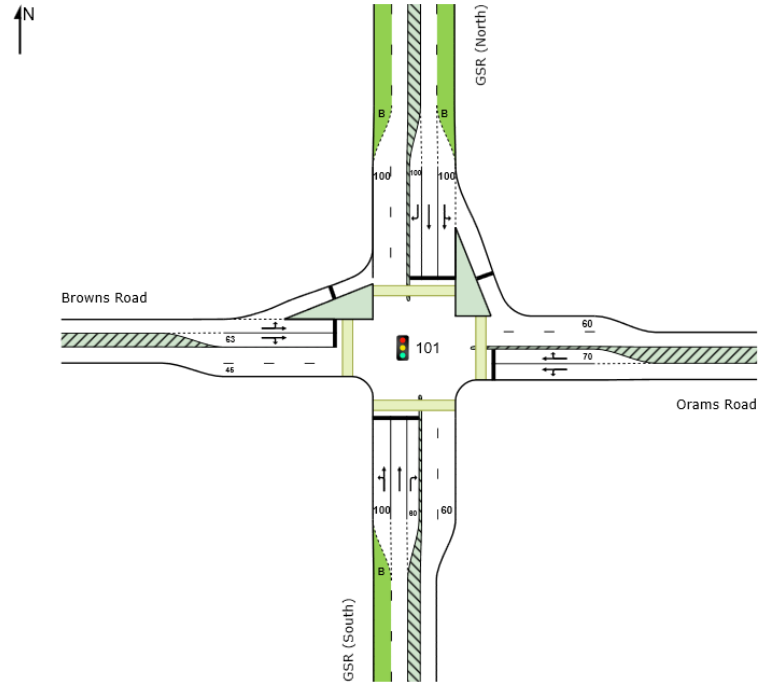
Appendix A – SIDRA Lane Summary Outputs

NoR 1 Intersections

GSR / Browns Road Intersection

GSR / Browns Road	
	Layout
Without Project	
With Project	

GSR / Browns Road

AM

Without Project

Site: 101 [AM - GSR/Browns Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	598	5.0	516	1.158	100	194.5	LOS F	13.9	101.7	Two Seg[10]	365	0.0	0.0
Lane 2	596	3.3	515[1]	1.158	100	207.9	LOS F	76.7	552.4	Full	365	0.0	42.9
Lane 3	11	0.0	280	0.038	100	50.7	LOS D	0.5	3.7	Short	30	0.0	NA
Approach	1204	4.1		1.158		199.9	LOS F	76.7	552.4				
East: Orams Road													
Lane 1	191	5.4	534	0.357	32[6]	31.8	LOS C	7.2	53.0	Full	500	0.0	0.0
Lane 2	503	1.5	446[1]	1.128	100	188.7	LOS F	61.0	432.6	Short	70	0.0	NA
Approach	694	2.6		1.128		145.6	LOS F	61.0	432.6				
North: GSR (North)													
Lane 1	111	14.6	704	0.158	28[6]	18.6	LOS B	3.1	24.7	Full	245	0.0	0.0
Lane 2	279	11.2	497	0.561	100	40.3	LOS D	14.1	108.0	Full	245	0.0	6.6[8]
Lane 3	296	7.1	267	1.109	100	177.5	LOS F	33.6	249.3	Short	100	0.0	NA
Approach	686	10.0		1.109		95.9	LOS F	33.6	249.3				
West: Browns Road													
Lane 1	144	6.2	553	0.261	38[6]	23.2	LOS C	4.9	35.9	Full	500	0.0	0.0
Lane 2	158	4.3	230	0.686	100	57.2	LOS E	9.3	67.3	Short	63	0.0	NA
Approach	302	5.2		0.686		41.0	LOS D	9.3	67.3				
Intersection	2886	5.3		1.158		145.5	LOS F	76.7	552.4				

With Project

Site: 101 [AM - GSR/Browns Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	346	9.7	586	0.590	55[6]	40.1	LOS D	12.6	95.6	Two Seg[10]	365	0.0	0.0
Lane 2	575	6.6	537[1]	1.072	100	141.4	LOS F	61.2	453.1	Full	365	0.0	24.6
Lane 3	95	3.3	231	0.411	100	57.4	LOS E	5.2	37.7	Short	60	0.0	NA
Approach	1016	7.4		1.072		99.1	LOS F	61.2	453.1				
East: Orams Road													
Lane 1	171	6.0	510	0.335	32[6]	32.1	LOS C	5.8	42.6	Full	500	0.0	0.0
Lane 2	451	1.5	427[1]	1.058	100	135.8	LOS F	45.9	325.1	Short	70	0.0	NA
Approach	622	2.7		1.058		107.3	LOS F	45.9	325.1				
North: GSR (North)													
Lane 1(..-B)	122	14.4	552	0.221	36[6]	35.4	LOS D	5.2	41.1	Two Seg[10]	245	0.0	0.0
Lane 2	351	9.7	578	0.607	100	37.4	LOS D	17.4	131.8	Full	245	0.0	0.0
Lane 3	228	9.7	221	1.035	100	125.7	LOS F	21.1	160.1	Short	100	0.0	NA
Approach	701	10.5		1.035		65.8	LOS E	21.1	160.1				
West: Browns Road													
Lane 1	183	5.0	501	0.366	38[6]	40.7	LOS D	8.5	62.3	Full	500	0.0	0.0
Lane 2	223	3.5	231	0.963	100	84.8	LOS F	16.9	121.5	Short	63	0.0	NA
Approach	406	4.1		0.963		64.9	LOS E	16.9	121.5				
Intersection	2745	6.6		1.072		87.4	LOS F	61.2	453.1				

GSR / Browns Road

PM

Without Project

Site: 101 [PM - GSR/Browns Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	184	12.0	211	0.870	100	56.3	LOS E	9.8	75.7	Two Seg[10]	365	0.0	0.0
Lane 2	170	6.8	195[1]	0.870	100	54.2	LOS D	8.9	66.2	Full	365	0.0	0.0
Lane 3	165	3.2	146	1.134	100	184.3	LOS F	17.4	124.8	Short	30	0.0	NA
Approach	519	7.5		1.134		96.4	LOS F	17.4	124.8				
East: Orams Road													
Lane 1	124	2.8	327	0.378	32[6]	46.0	LOS D	5.0	35.8	Full	500	0.0	0.0
Lane 2	373	2.4	312	1.195	100	230.3	LOS F	46.0	328.6	Short	70	0.0	NA
Approach	497	2.5		1.195		184.5	LOS F	46.0	328.6				
North: GSR (North)													
Lane 1	583	2.7	1296	0.450	36[5]	9.9	LOS A	10.4	74.8	Full	245	0.0	0.0
Lane 2	824	6.8	655[1]	1.259	100	282.2	LOS F	118.3	876.3	Full	245	0.0	100.0
Lane 3	469	4.7	541	0.868	100	33.6	LOS C	17.7	129.0	Short	100	0.0	NA
Approach	1877	5.0		1.259		135.4	LOS F	118.3	876.3				
West: Browns Road													
Lane 1	112	7.4	261	0.430	38[6]	32.2	LOS C	4.1	30.6	Full	500	0.0	0.0
Lane 2	288	3.0	255	1.131	100	177.0	LOS F	30.2	216.8	Short	63	0.0	NA
Approach	400	4.2		1.131		136.4	LOS F	30.2	216.8				
Intersection	3293	4.9		1.259		136.8	LOS F	118.3	876.3				

With Project

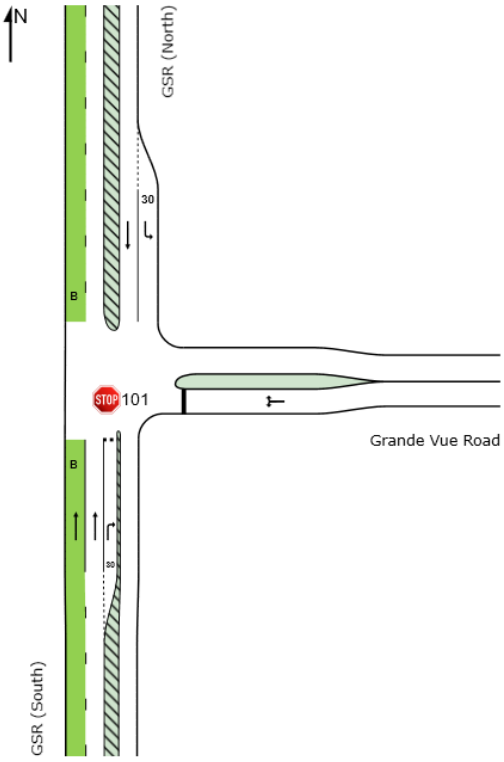
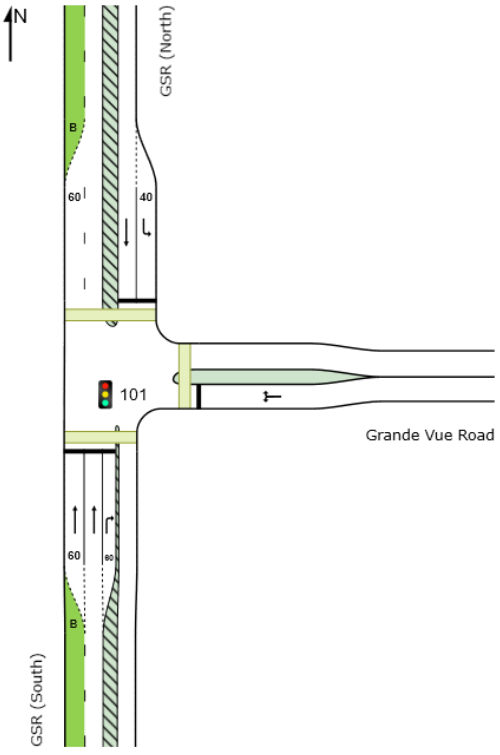
Site: 101 [PM - GSR/Browns Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	125	15.3	225	0.559	55[6]	45.0	LOS D	5.6	44.6	Two Seg[10]	365	0.0	0.0
Lane 2	237	7.9	233	1.015	100	94.8	LOS F	17.3	129.2	Full	365	0.0	0.0
Lane 3	193	2.7	183	1.054	100	123.9	LOS F	15.9	114.1	Short	60	0.0	NA
Approach	555	7.8		1.054		93.6	LOS F	17.3	129.2				
East: Orams Road													
Lane 1	145	3.5	423	0.344	32[6]	39.2	LOS D	5.6	40.1	Full	500	0.0	0.0
Lane 2	434	2.7	399[1]	1.087	100	143.8	LOS F	41.1	294.5	Short	70	0.0	NA
Approach	579	2.9		1.087		117.6	LOS F	41.1	294.5				
North: GSR (North)													
Lane 1(..-B)	448	3.1	562	0.797	74[5]	41.1	LOS D	13.3	95.9	Two Seg[10]	245	0.0	0.0
Lane 2	588	7.3	547[1]	1.075	100	132.6	LOS F	54.9	408.7	Full	245	0.0	52.1
Lane 3	255	6.2	393	0.649	100	26.6	LOS C	7.9	58.4	Short	100	0.0	NA
Approach	1292	5.6		1.075		79.9	LOS E	54.9	408.7				
West: Browns Road													
Lane 1	166	6.9	420	0.394	38[6]	18.9	LOS B	3.6	26.6	Full	500	0.0	0.0
Lane 2	302	4.2	291	1.037	100	108.4	LOS F	24.0	174.2	Short	63	0.0	NA
Approach	467	5.2		1.037		76.7	LOS E	24.0	174.2				
Intersection	2893	5.4		1.087		89.6	LOS F	54.9	408.7				

GSR / Grand Vue Road Intersection

GSR / Grand Vue Road	
	Layout
Without Project	
With Project	

GSR / Grand Vue Road

AM

Without Project

Site: 101 [AM - GSR/Grande Vue Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1 (B)	11	100.0	1194	0.009	2[5]	4.0	LOS A	0.0	0.0	Full	352	0.0	0.0
Lane 2	934	3.3	1899	0.492	100	3.5	LOS A	0.0	0.0	Full	352	0.0	0.0
Lane 3	14	0.0	1945	0.007	100	5.1	LOS A	0.0	0.1	Short	30	0.0	NA
Approach	958	4.3		0.492		3.5	LOS A	0.0	0.1				
East: Grande Vue Road													
Lane 1	282	3.4	220	1.284	100	294.2	LOS F	45.5	327.4	Full	500	0.0	0.0
Approach	282	3.4		1.284		294.2	LOS F	45.5	327.4				
North: GSR (North)													
Lane 1	131	9.7	1755	0.074	100	4.7	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	254	15.8	1760	0.144	100	0.0	LOS A	0.0	0.0	Full	365	0.0	0.0
Approach	384	13.7		0.144		1.6	NA	0.0	0.0				
Intersection	1624	6.4		1.284		53.6	NA	45.5	327.4				

With Project

Site: 101 [AM - GSR/Grande Vue Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	199	12.2	761	0.261	35[6]	13.0	LOS B	3.9	29.8	Two Seg[10]	352	0.0	0.0
Lane 2	575	7.3	770[1]	0.746	100	18.0	LOS B	15.4	114.6	Full	352	0.0	0.0
Lane 3	13	0.0	266	0.048	100	28.9	LOS C	0.3	2.3	Short	60	0.0	NA
Approach	786	8.4		0.746		16.9	LOS B	15.4	114.6				
East: Grande Vue Road													
Lane 1	260	2.8	351	0.740	100	32.3	LOS C	8.0	57.1	Full	500	0.0	0.0
Approach	260	2.8		0.740		32.3	LOS C	8.0	57.1				
North: GSR (North)													
Lane 1	125	7.6	1157	0.108	100	8.9	LOS A	1.4	10.2	Short	40	0.0	NA
Lane 2	349	13.6	743	0.470	100	13.9	LOS B	7.6	59.1	Full	365	0.0	0.0
Approach	475	12.0		0.470		12.6	LOS B	7.6	59.1				
Intersection	1521	8.6		0.746		18.2	LOS B	15.4	114.6				

GSR / Grand Vue Road

PM

Without Project

Site: 101 [PM - GSR/Grande Vue Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1 (B)	11	100.0	1194	0.009	4[5]	4.0	LOS A	0.0	0.0	Full	352	0.0	0.0
Lane 2	439	5.3	1876	0.234	100	3.4	LOS A	0.0	0.0	Full	352	0.0	0.0
Lane 3	212	0.5	1592	0.133	100	5.7	LOS A	0.4	2.8	Short	30	0.0	NA
Approach	661	5.3		0.234		4.2	LOS A	0.4	2.8				
East: Grande Vue Road													
Lane 1	342	6.2	741	0.462	100	12.4	LOS B	2.7	20.2	Full	500	0.0	0.0
Approach	342	6.2		0.462		12.4	LOS B	2.7	20.2				
North: GSR (North)													
Lane 1	591	3.9	1825	0.324	100	4.7	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	209	19.6	1721	0.122	100	0.0	LOS A	0.0	0.0	Full	365	0.0	0.0
Approach	800	8.0		0.324		3.5	NA	0.0	0.0				
Intersection	1803	6.7		0.462		5.4	NA	2.7	20.2				

With Project

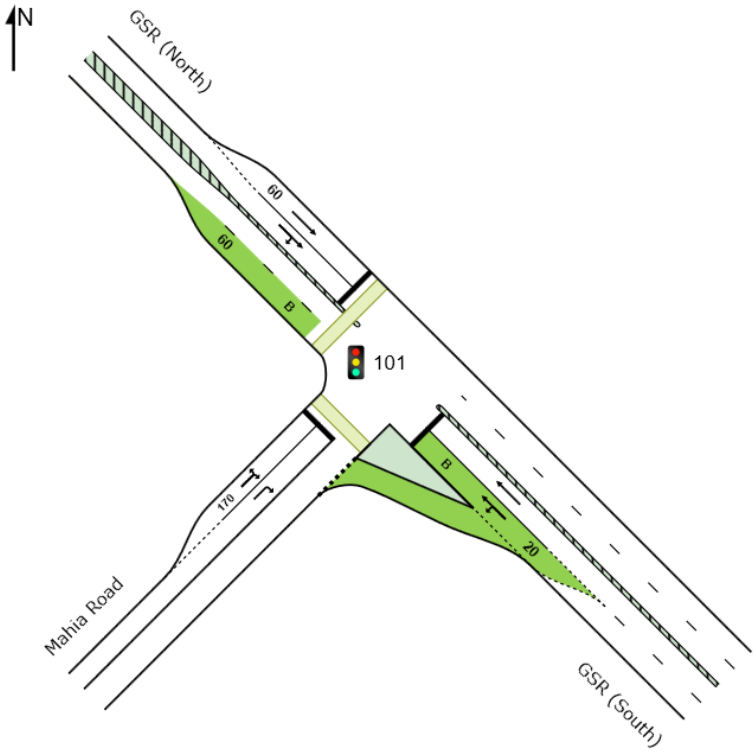
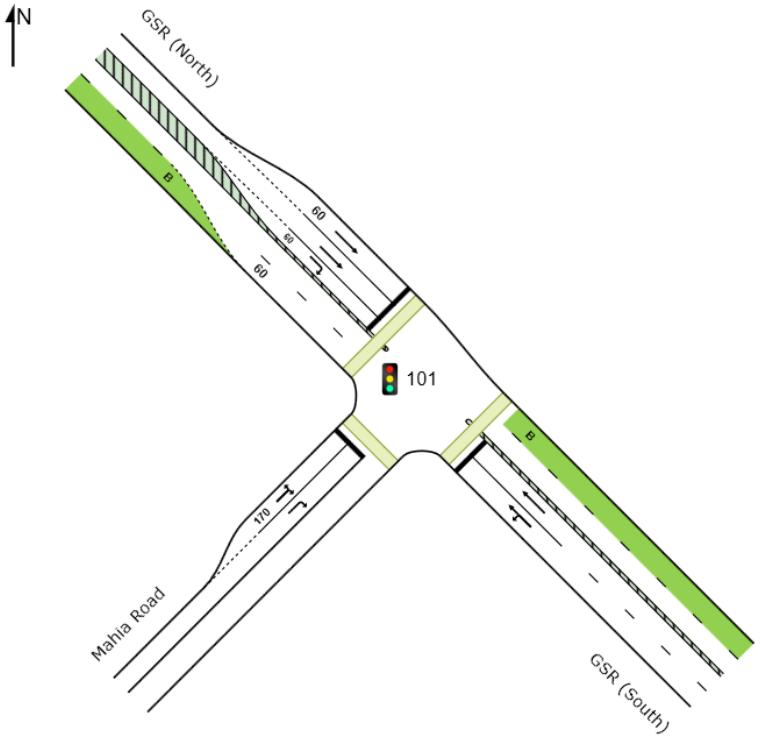
Site: 101 [PM - GSR/Grande Vue Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	105	15.4	448	0.235	35[6]	20.0	LOS C	2.5	20.0	Two Seg[10]	352	0.0	0.0
Lane 2	313	5.9	467	0.670	100	23.4	LOS C	8.8	64.6	Full	352	0.0	0.0
Lane 3	168	1.3	263	0.640	100	32.8	LOS C	5.1	35.7	Short	60	0.0	NA
Approach	586	6.3		0.670		25.5	LOS C	8.8	64.6				
East: Grande Vue Road													
Lane 1	538	7.4	768	0.701	100	20.5	LOS C	13.4	99.8	Full	500	0.0	0.0
Approach	538	7.4		0.701		20.5	LOS C	13.4	99.8				
North: GSR (North)													
Lane 1	452	4.9	1179	0.383	100	9.9	LOS A	6.2	45.0	Short	60	0.0	NA
Lane 2	168	22.5	423	0.398	100	21.0	LOS C	4.3	35.7	Full	365	0.0	0.0
Approach	620	9.7		0.398		12.9	LOS B	6.2	45.0				
Intersection	1744	7.8		0.701		19.5	LOS B	13.4	99.8				

GSR / Mahia Road Intersection

GSR / Mahia Road	
Layout	
Without Project	
With Project	

GSR / Mahia Road

AM

Without Project

Site: 101 [AM - GSR/Mahia Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1 (B-..)	715	10.8	1452	0.492	100	5.5	LOS A	4.3	32.7	Two Seg[9]	158	0.0	0.0
Lane 2	217	29.6	352	0.615	100	24.5	LOS C	6.1	53.7	Full	198	0.0	0.0
Approach	932	15.1		0.615		9.9	LOS A	6.1	53.7				
NorthWest: GSR (North)													
Lane 1	473	25.5	761	0.622	100	13.8	LOS B	10.8	92.1	Short	60	0.0	NA
Lane 2	232	19.2	374	0.622	100	25.2	LOS C	6.5	53.0	Full	500	0.0	0.0
Approach	705	23.4		0.622		17.6	LOS B	10.8	92.1				
SouthWest: Mahia Road													
Lane 1	506	4.4	785	0.644	100	18.0	LOS B	11.5	83.7	Short	170	0.0	NA
Lane 2	435	6.7	676	0.644	100	21.3	LOS C	10.7	79.2	Full	500	0.0	0.0
Approach	941	5.5		0.644		19.6	LOS B	11.5	83.7				
Intersection	2578	13.9		0.644		15.6	LOS B	11.5	92.1				

With Project

Site: 101 [AM - GSR/Mahia Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	618	7.3	1185	0.522	65[5]	10.2	LOS B	9.8	72.9	Full	198	0.0	0.0
Lane 2	516	26.1	638	0.809	100	24.6	LOS C	17.0	145.5	Full	198	0.0	0.0
Approach	1134	15.9		0.809		16.8	LOS B	17.0	145.5				
NorthWest: GSR (North)													
Lane 1	448	20.0	670	0.668	100	18.4	LOS B	12.1	99.1	Short	60	0.0	NA
Lane 2	446	18.1	667	0.668	100	18.4	LOS B	12.0	97.4	Full	500	0.0	0.0
Lane 3	88	7.1	207	0.426	100	35.1	LOS D	2.8	20.7	Short	60	0.0	NA
Approach	982	18.0		0.668		19.9	LOS B	12.1	99.1				
SouthWest: Mahia Road													
Lane 1	400	6.2	518	0.774	100	30.6	LOS C	13.0	95.5	Short	170	0.0	NA
Lane 2	355	7.2	459	0.774	100	32.5	LOS C	11.7	87.0	Full	500	0.0	0.0
Approach	756	6.7		0.774		31.5	LOS C	13.0	95.5				
Intersection	2872	14.2		0.809		21.7	LOS C	17.0	145.5				

GSR / Mahia Road

PM

Without Project

Site: 101 [PM - GSR/Mahia Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM

Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1 (B-..)	720	4.7	1640	0.439	100	4.9	LOS A	3.5	25.4	Two Seg[9]	158	0.0	0.0
Lane 2	197	27.8	772	0.255	100	17.1	LOS B	5.7	49.8	Full	198	0.0	0.0
Approach	917	9.6		0.439		7.5	LOS A	5.7	49.8				
NorthWest: GSR (North)													
Lane 1	374	30.8	952	0.393	100	12.2	LOS B	9.8	87.2	Short	60	0.0	NA
Lane 2	173	28.8	441	0.393	100	35.7	LOS D	6.8	59.5	Full	500	0.0	0.0
Approach	547	30.2		0.393		19.6	LOS B	9.8	87.2				
SouthWest: Mahia Road													
Lane 1	323	8.6	372	0.869	100	55.6	LOS E	17.9	134.6	Short	170	0.0	NA
Lane 2	305	14.7	351	0.869	100	56.5	LOS E	16.9	133.1	Full	500	0.0	0.0
Approach	628	11.6		0.869		56.0	LOS E	17.9	134.6				
Intersection	2093	15.6		0.869		25.3	LOS C	17.9	134.6				

With Project

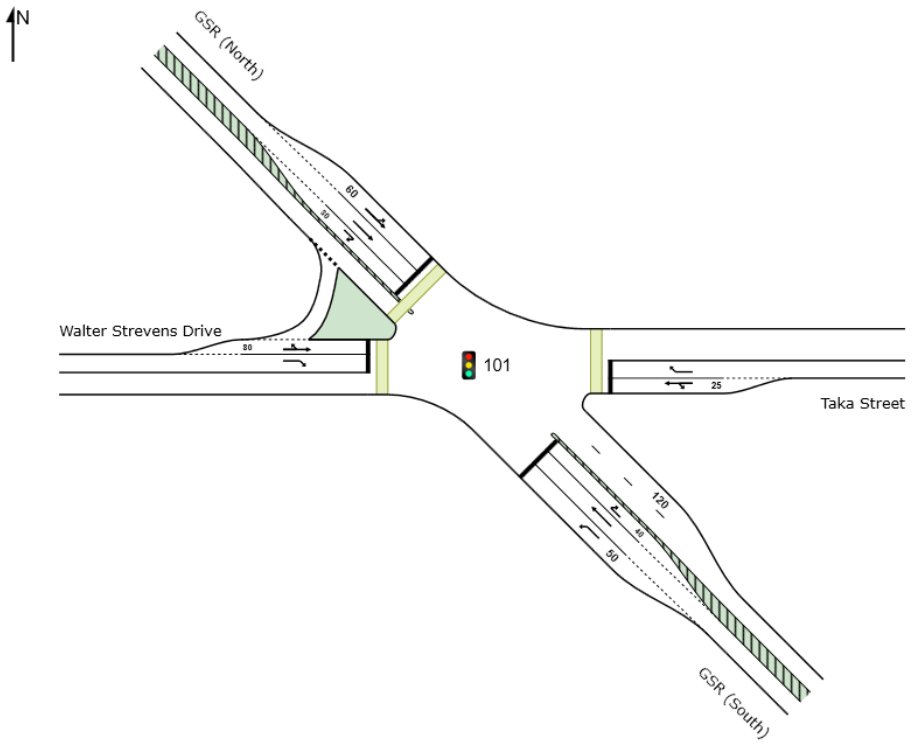
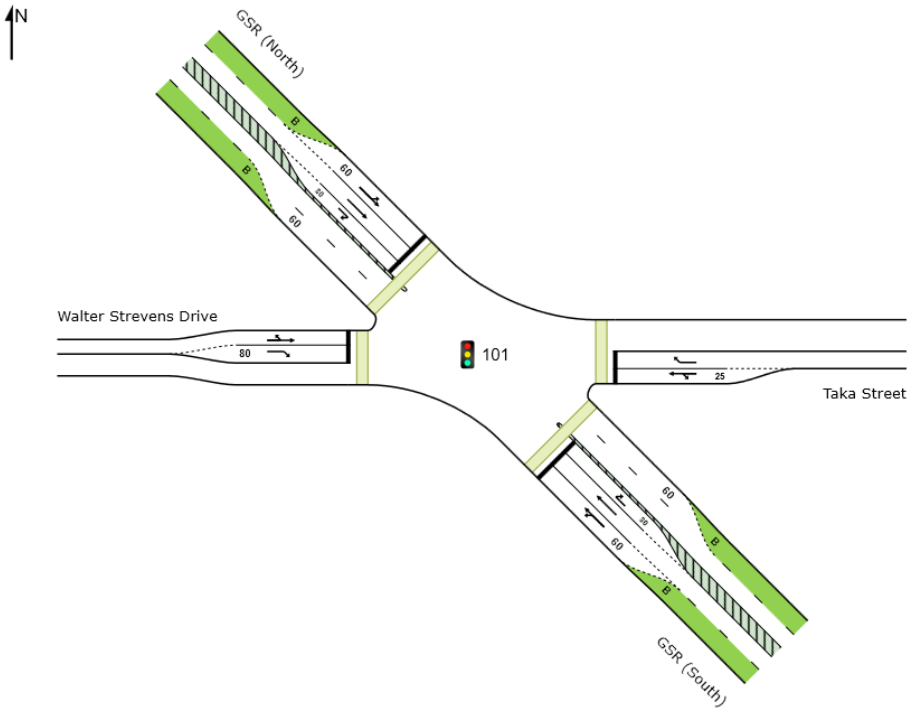
Site: 101 [PM - GSR/Mahia Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	409	6.7	1147	0.357	71[5]	9.2	LOS A	5.3	38.9	Full	198	0.0	0.0
Lane 2	376	12.9	746	0.504	100	14.2	LOS B	8.3	64.4	Full	198	0.0	0.0
Approach	785	9.7		0.504		11.6	LOS B	8.3	64.4				
NorthWest: GSR (North)													
Lane 1	318	24.1	710	0.448	100	13.8	LOS B	6.8	57.6	Short	60	0.0	NA
Lane 2	318	21.5	709	0.448	100	13.8	LOS B	6.8	56.5	Full	500	0.0	0.0
Lane 3	15	28.6	196	0.075	100	30.7	LOS C	0.4	3.5	Short	60	0.0	NA
Approach	651	23.0		0.448		14.2	LOS B	6.8	57.6				
SouthWest: Mahia Road													
Lane 1	269	4.4	551	0.488	100	22.4	LOS C	6.5	47.0	Short	170	0.0	NA
Lane 2	167	11.2	342	0.488	100	28.8	LOS C	4.6	35.0	Full	500	0.0	0.0
Approach	436	7.0		0.488		24.8	LOS C	6.5	47.0				
Intersection	1872	13.7		0.504		15.6	LOS B	8.3	64.4				

GSR / Taka Street Intersection

GSR / Taka Street	
Layout	
Without Project	
With Project	

GSR / Taka Street

AM

Without Project

Site: 101 [AM - GSR/Taka St without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	317	2.0	845	0.375	100	18.6	LOS B	8.9	63.2	Short	50	0.0	NA
Lane 2	555	30.4	579[1]	0.958	100	71.1	LOS E	41.8	368.7	Full	500	0.0	0.0
Lane 3	14	23.1	71	0.194	100	66.5	LOS E	0.8	6.7	Short	40	0.0	NA
Approach	885	20.1		0.958		52.2	LOS D	41.8	368.7				
East: Taka Street													
Lane 1	105	2.0	551	0.191	100	35.9	LOS D	4.0	28.2	Short	25	0.0	NA
Lane 2	452	7.9	462[1]	0.977	100	84.4	LOS F	34.6	258.4	Full	500	0.0	0.0
Approach	557	6.8		0.977		75.2	LOS E	34.6	258.4				
NorthWest: GSR (North)													
Lane 1	311	9.2	665	0.467	66[5]	33.3	LOS C	13.0	98.5	Short	60	0.0	NA
Lane 2	457	10.8	648[1]	0.705	100	33.3	LOS C	21.7	166.3	Full	436	0.0	0.0
Lane 3	11	0.0	81	0.130	100	65.1	LOS E	0.6	4.2	Short	30	0.0	NA
Approach	778	10.0		0.705		33.7	LOS C	21.7	166.3				
West: Walter Strevens Drive													
Lane 1	128	0.8	202	0.636	100	63.4	LOS E	6.7	47.3	Short	80	0.0	NA
Lane 2	74	1.4	196	0.375	100	56.7	LOS E	4.0	28.3	Full	500	0.0	0.0
Approach	202	1.0		0.636		61.0	LOS E	6.7	47.3				
Intersection	2422	12.2		0.977		52.3	LOS D	41.8	368.7				

With Project

Site: 101 [AM - GSR/Taka St with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1(..-B)	248	14.0	730	0.340	34[6]	19.7	LOS B	7.3	56.9	Two Seg[10]	500	0.0	0.0
Lane 2	655	22.2	660[1]	0.993	100	87.2	LOS F	56.3	469.0	Full	500	0.0	0.0
Lane 3	17	31.3	65	0.260	100	70.2	LOS E	1.0	9.2	Short	30	0.0	NA
Approach	920	20.1		0.993		68.7	LOS E	56.3	469.0				
East: Taka Street													
Lane 1	109	1.9	458	0.239	100	43.1	LOS D	4.6	32.7	Short	25	0.0	NA
Lane 2	377	8.1	379[1]	0.994	100	97.7	LOS F	31.2	233.6	Full	500	0.0	0.0
Approach	486	6.7		0.994		85.4	LOS F	31.2	233.6				
NorthWest: GSR (North)													
Lane 1(..-B)	342	8.9	729	0.469	74[5]	31.7	LOS C	7.7	58.3	Two Seg[10]	436	0.0	0.0
Lane 2	446	11.1	708[1]	0.631	100	30.7	LOS C	20.7	158.7	Full	436	0.0	0.0
Lane 3	11	0.0	78	0.135	100	68.1	LOS E	0.6	4.4	Short	30	0.0	NA
Approach	799	10.0		0.631		31.6	LOS C	20.7	158.7				
West: Walter Strevens Drive													
Lane 1	134	0.8	235	0.569	100	54.7	LOS D	7.6	53.4	Full	500	0.0	0.0
Lane 2	73	1.4	235	0.309	100	55.9	LOS E	4.0	28.1	Short	80	0.0	NA
Approach	206	1.0		0.569		55.1	LOS E	7.6	53.4				
Intersection	2412	12.4		0.994		58.6	LOS E	56.3	469.0				

GSR / Taka Street

PM

Without Project

Site: 101 [PM - GSR/Taka St without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	355	0.6	818	0.434	100	13.9	LOS B	6.5	45.5	Short	50	0.0	NA
Lane 2	472	10.0	568[1]	0.831	100	32.1	LOS C	19.0	144.7	Full	500	0.0	0.0
Lane 3	51	20.8	103	0.491	100	47.9	LOS D	2.1	17.3	Short	40	0.0	NA
Approach	877	6.8		0.831		25.7	LOS C	19.0	144.7				
East: Taka Street													
Lane 1	141	2.2	414	0.341	100	31.5	LOS C	4.2	29.8	Short	25	0.0	NA
Lane 2	282	7.1	332[1]	0.850	100	43.2	LOS D	12.1	89.6	Full	500	0.0	0.0
Approach	423	5.5		0.850		39.3	LOS D	12.1	89.6				
NorthWest: GSR (North)													
Lane 1	292	12.3	602	0.484	67[5]	26.2	LOS C	8.9	69.1	Short	60	0.0	NA
Lane 2	442	6.7	615[1]	0.719	100	26.0	LOS C	15.6	115.3	Full	436	0.0	0.0
Lane 3	11	0.0	117	0.090	100	44.9	LOS D	0.4	2.9	Short	30	0.0	NA
Approach	744	8.8		0.719		26.4	LOS C	15.6	115.3				
West: Walter Strevens Drive													
Lane 1	118	3.6	218	0.541	100	36.8	LOS D	4.0	28.9	Short	80	0.0	NA
Lane 2	134	1.6	212	0.632	100	42.4	LOS D	5.3	37.9	Full	500	0.0	0.0
Approach	252	2.5		0.632		39.8	LOS D	5.3	37.9				
Intersection	2296	6.7		0.850		30.0	LOS C	19.0	144.7				

With Project

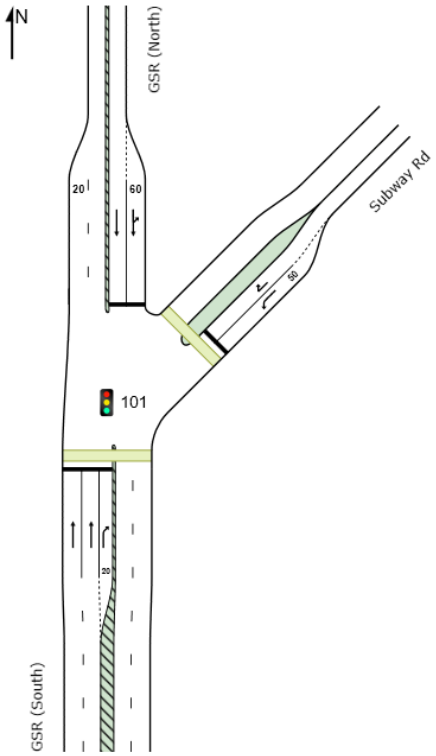
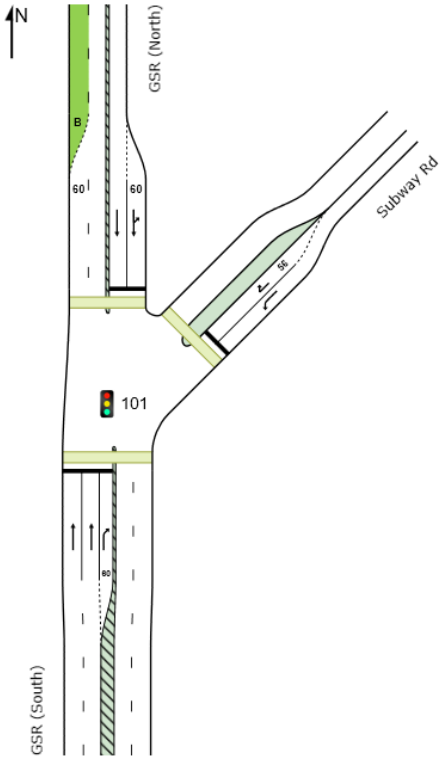
Site: 101 [PM - GSR/Taka St with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1(..-B)	248	5.1	797	0.312	36[5]	11.2	LOS B	3.3	24.2	Two Seg[10]	500	0.0	0.0
Lane 2	481	7.9	552[1]	0.871	100	34.1	LOS C	18.9	141.5	Full	500	0.0	0.0
Lane 3	46	22.7	116	0.398	100	41.6	LOS D	1.7	13.8	Short	30	0.0	NA
Approach	776	7.9		0.871		27.2	LOS C	18.9	141.5				
East: Taka Street													
Lane 1	107	2.9	308	0.349	100	26.5	LOS C	2.5	17.9	Short	25	0.0	NA
Lane 2	232	8.2	275[1]	0.844	100	41.0	LOS D	8.9	66.9	Full	500	0.0	0.0
Approach	339	6.5		0.844		36.4	LOS D	8.9	66.9				
NorthWest: GSR (North)													
Lane 1(..-B)	295	12.5	560	0.526	74[5]	25.1	LOS C	7.4	57.0	Two Seg[10]	436	0.0	0.0
Lane 2	408	6.4	574[1]	0.712	100	24.3	LOS C	12.9	95.5	Full	436	0.0	0.0
Lane 3	11	0.0	133	0.079	100	39.2	LOS D	0.4	2.5	Short	30	0.0	NA
Approach	714	8.8		0.712		24.8	LOS C	12.9	95.5				
West: Walter Strevens Drive													
Lane 1	122	5.2	264	0.462	100	30.9	LOS C	4.0	29.2	Full	500	0.0	0.0
Lane 2	136	1.6	269	0.505	100	34.6	LOS C	4.5	32.0	Short	80	0.0	NA
Approach	258	3.3		0.505		32.9	LOS C	4.5	32.0				
Intersection	2086	7.4		0.871		28.6	LOS C	18.9	141.5				

GSR / Subway Road Intersection

GSR / Subway Road	
	Layout
Without Project	
With Project	

GSR / Subway Road

AM

Without Project

Site: 101 [AM - GSR/Subway Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	143	29.1	1045	0.137	20[6]	5.8	LOS A	1.8	15.9	Full	90	0.0	0.0
Lane 2	499	23.5	731[1]	0.683	100	7.2	LOS A	8.5	71.6	Full	90	0.0	9.7[8]
Lane 3	345	11.9	388[1]	0.890	100	37.2	LOS D	12.3	94.8	Short	20	0.0	NA
Approach	987	20.3		0.890		17.5	LOS B	12.3	94.8				
NorthEast: Subway Rd													
Lane 1	475	3.8	1263	0.376	100	8.1	LOS A	6.2	45.1	Short	50	0.0	NA
Lane 2	307	1.4	341	0.900	100	46.1	LOS D	12.5	88.4	Full	107	0.0	0.0
Approach	782	2.8		0.900		23.0	LOS C	12.5	88.4				
North: GSR (North)													
Lane 1	252	6.9	373	0.676	100	30.5	LOS C	7.8	57.8	Short	60	0.0	NA
Lane 2	147	14.6	218	0.676	100	32.5	LOS C	4.9	38.8	Full	500	0.0	0.0
Approach	399	9.8		0.676		31.2	LOS C	7.8	57.8				
Intersection	2168	12.0		0.900		22.0	LOS C	12.5	94.8				

With Project

Site: 101 [AM - GSR/Subway Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	144	27.7	751	0.191	34[6]	11.1	LOS B	2.6	22.1	Full	90	0.0	0.0
Lane 2	428	22.0	764	0.560	100	13.4	LOS B	9.4	78.2	Full	90	0.0	51.2[8]
Lane 3	603	10.6	704[1]	0.857	100	28.1	LOS C	19.5	148.7	Short	60	0.0	NA
Approach	1175	16.8		0.857		20.6	LOS C	19.5	148.7				
NorthEast: Subway Rd													
Lane 1	412	3.8	1215	0.339	100	8.2	LOS A	5.2	37.5	Full	107	0.0	0.0
Lane 2	218	1.0	265	0.822	100	38.1	LOS D	7.3	51.8	Short	56	0.0	NA
Approach	629	2.8		0.822		18.6	LOS B	7.3	51.8				
North: GSR (North)													
Lane 1	306	5.7	426	0.719	100	28.4	LOS C	8.9	65.5	Short	60	0.0	NA
Lane 2	170	14.5	236	0.719	100	30.4	LOS C	5.3	42.0	Full	500	0.0	0.0
Approach	476	8.8		0.719		29.1	LOS C	8.9	65.5				
Intersection	2280	11.3		0.857		21.8	LOS C	19.5	148.7				

GSR / Subway Road

PM

Without Project

Site: 101 [PM - GSR/Subway Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	36	33.6	1024	0.035	20[6]	4.5	LOS A	0.4	3.5	Full	90	0.0	0.0
Lane 2	208	6.3	1180	0.176	100	4.9	LOS A	2.5	18.5	Full	90	0.0	17.3[8]
Lane 3	411	8.2	471[1]	0.871	100	33.2	LOS C	13.8	103.1	Short	20	0.0	NA
Approach	655	9.0		0.871		22.6	LOS C	13.8	103.1				
NorthEast: Subway Rd													
Lane 1	477	4.4	1090	0.438	100	10.7	LOS B	7.6	55.3	Short	50	0.0	NA
Lane 2	266	0.4	319	0.835	100	37.5	LOS D	9.0	63.5	Full	107	0.0	0.0
Approach	743	3.0		0.835		20.3	LOS C	9.0	63.5				
North: GSR (North)													
Lane 1	392	4.1	459	0.854	100	34.7	LOS C	13.6	98.6	Short	60	0.0	NA
Lane 2	321	5.2	375	0.854	100	32.7	LOS C	11.0	80.2	Full	500	0.0	0.0
Approach	713	4.6		0.854		33.8	LOS C	13.6	98.6				
Intersection	2111	5.4		0.871		25.6	LOS C	13.8	103.1				

With Project

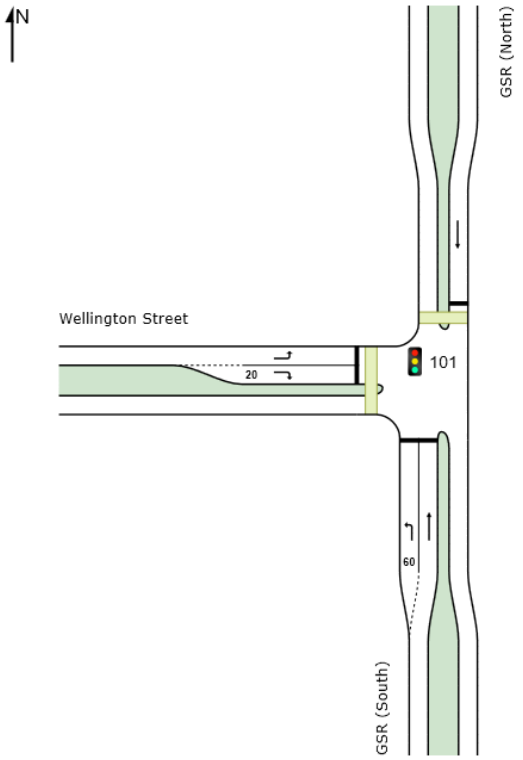
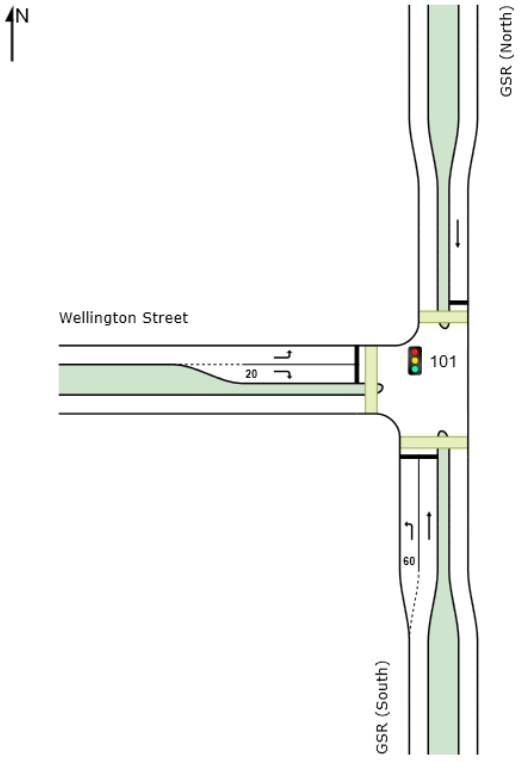
Site: 101 [PM - GSR/Subway Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	50	26.6	336	0.150	34[6]	22.2	LOS C	1.3	10.9	Full	90	0.0	0.0
Lane 2	163	7.3	371	0.441	100	23.7	LOS C	4.4	32.6	Full	90	0.0	15.3[8]
Lane 3	449	8.4	577	0.779	100	26.8	LOS C	13.4	100.9	Short	60	0.0	NA
Approach	663	9.5		0.779		25.7	LOS C	13.4	100.9				
NorthEast: Subway Rd													
Lane 1	491	5.6	1081	0.454	100	10.8	LOS B	7.9	58.2	Full	107	0.0	0.0
Lane 2	258	0.4	346	0.746	100	32.7	LOS C	8.0	55.8	Short	56	0.0	NA
Approach	748	3.8		0.746		18.3	LOS B	8.0	58.2				
North: GSR (North)													
Lane 1	372	4.0	518	0.718	100	25.8	LOS C	10.5	75.8	Short	60	0.0	NA
Lane 2	271	4.6	377	0.718	100	26.9	LOS C	8.1	59.0	Full	500	0.0	0.0
Approach	643	4.3		0.718		26.2	LOS C	10.5	75.8				
Intersection	2055	5.8		0.779		23.2	LOS C	13.4	100.9				

GSR / Wellington Street Intersection

GSR / Wellington Street	
	Layout
Without Project	
With Project	

GSR / Wellington Street

AM

Without Project

Site: 101 [AM - GSR/Wellington St without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	155	8.8	1048	0.148	100	6.2	LOS A	0.5	4.1	Short	60	0.0	NA
Lane 2	260	31.6	647	0.402	100	7.4	LOS A	2.9	25.7	Full	130	0.0	0.0
Approach	415	23.1		0.402		6.9	LOS A	2.9	25.7				
North: GSR (North)													
Lane 1	201	8.9	737	0.273	100	6.8	LOS A	2.1	15.7	Full	110	0.0	0.0
Approach	201	8.9		0.273		6.8	LOS A	2.1	15.7				
West: Wellington Street													
Lane 1	11	0.0	371	0.028	100	15.5	LOS B	0.1	0.9	Full	110	0.0	0.0
Lane 2	11	0.0	371	0.028	100	15.5	LOS B	0.1	0.9	Short	20	0.0	NA
Approach	21	0.0		0.028		15.5	LOS B	0.1	0.9				
Intersection	637	17.9		0.402		7.2	LOS A	2.9	25.7				

With Project

Site: 101 [AM - GSR/Wellington St with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	393	13.9	676	0.581	100	12.8	LOS B	4.8	37.8	Short	60	0.0	NA
Lane 2	118	42.0	613	0.192	100	6.7	LOS A	1.2	11.3	Full	130	0.0	0.0
Approach	511	20.4		0.581		11.4	LOS B	4.8	37.8				
North: GSR (North)													
Lane 1	188	8.9	737	0.256	100	6.8	LOS A	1.9	14.6	Full	110	0.0	0.0
Approach	188	8.9		0.256		6.8	LOS A	1.9	14.6				
West: Wellington Street													
Lane 1	11	0.0	371	0.028	100	15.5	LOS B	0.1	0.9	Full	110	0.0	0.0
Lane 2	6	0.0	371	0.017	100	15.4	LOS B	0.1	0.5	Short	20	0.0	NA
Approach	17	0.0		0.028		15.5	LOS B	0.1	0.9				
Intersection	716	16.9		0.581		10.3	LOS B	4.8	37.8				

GSR / Wellington Street

PM

Without Project

Site: 101 [PM - GSR/Wellington St without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	132	0.8	1293	0.102	100	5.7	LOS A	0.5	3.2	Short	60	0.0	NA
Lane 2	180	14.0	983	0.183	100	4.9	LOS A	1.8	14.0	Full	130	0.0	0.0
Approach	312	8.4		0.183		5.2	LOS A	1.8	14.0				
North: GSR (North)													
Lane 1	701	6.3	1030	0.680	100	7.6	LOS A	10.4	76.7	Full	110	0.0	0.0
Approach	701	6.3		0.680		7.6	LOS A	10.4	76.7				
West: Wellington Street													
Lane 1	11	0.0	279	0.038	100	21.1	LOS C	0.2	1.3	Full	110	0.0	0.0
Lane 2	148	0.7	277	0.535	100	23.2	LOS C	2.9	20.7	Short	20	0.0	NA
Approach	159	0.7		0.535		23.0	LOS C	2.9	20.7				
Intersection	1172	6.1		0.680		9.1	LOS A	10.4	76.7				

With Project

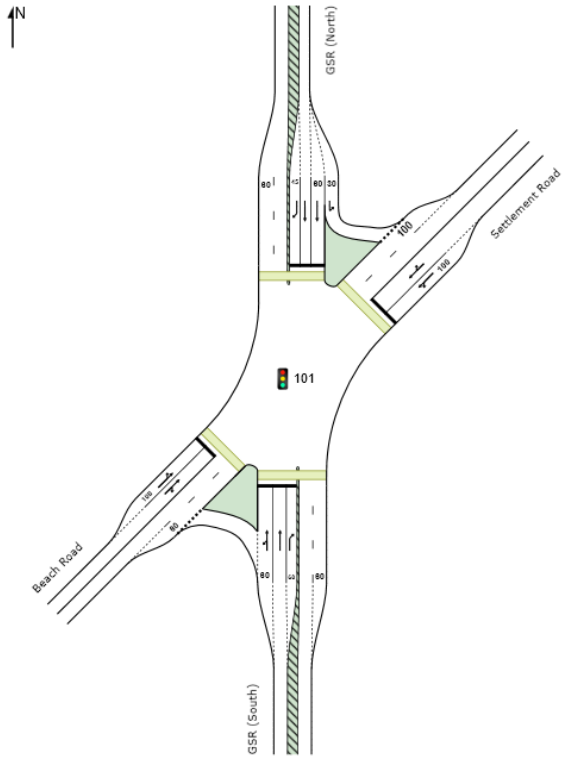
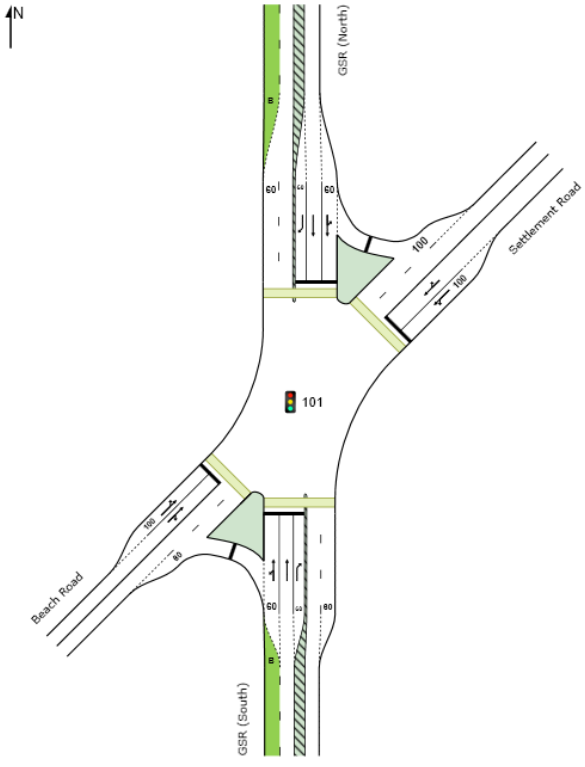
Site: 101 [PM - GSR/Wellington St with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	112	0.9	738	0.151	100	11.0	LOS B	1.1	7.7	Short	60	0.0	NA
Lane 2	154	17.8	699	0.220	100	6.7	LOS A	1.6	12.5	Full	130	0.0	0.0
Approach	265	10.7		0.220		8.5	LOS A	1.6	12.5				
North: GSR (North)													
Lane 1	633	7.0	746	0.848	100	15.4	LOS B	11.6	86.0	Full	110	0.0	0.0
Approach	633	7.0		0.848		15.4	LOS B	11.6	86.0				
West: Wellington Street													
Lane 1	11	0.0	371	0.028	100	15.5	LOS B	0.1	0.9	Full	110	0.0	0.0
Lane 2	135	0.8	369	0.365	100	16.7	LOS B	1.9	13.1	Short	20	0.0	NA
Approach	145	0.7		0.365		16.7	LOS B	1.9	13.1				
Intersection	1043	7.1		0.848		13.8	LOS B	11.6	86.0				

GSR / Beach Road Intersection

GSR / Beach Road	
Layout	
Without Project	
With Project	

GSR / Beach Road

AM

Without Project

Site: 101 [AM - GSR/Beach Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	148	17.4	441	0.335	36[6]	17.3	LOS B	3.3	26.6	Short	60	0.0	NA
Lane 2	335	20.9	361[1]	0.929	100	57.2	LOS E	18.9	155.7	Full	438	0.0	0.0
Lane 3	223	3.3	239	0.935	100	63.8	LOS E	12.5	89.9	Short	60	0.0	NA
Approach	706	14.6		0.935		50.9	LOS D	18.9	155.7				
NorthEast: Settlement Road													
Lane 1	188	7.1	534	0.351	36[6]	17.4	LOS B	3.4	25.6	Short	100	0.0	NA
Lane 2	473	3.9	491	0.965	100	65.8	LOS E	29.1	210.7	Full	340	0.0	0.0
Approach	661	4.8		0.965		52.1	LOS D	29.1	210.7				
North: GSR (North)													
Lane 1	1	0.0	1002	0.001	100	11.2	LOS B	0.0	0.1	Short	30	0.0	NA
Lane 2	52	9.3	407	0.129	36[6]	30.9	LOS C	1.9	14.1	Short	60	0.0	NA
Lane 3	140	9.3	392	0.358	100	32.5	LOS C	5.3	40.1	Full	500	0.0	0.0
Lane 4	13	16.7	219	0.058	100	41.0	LOS D	0.5	4.0	Short	45	0.0	NA
Approach	206	9.7		0.358		32.5	LOS C	5.3	40.1				
SouthWest: Beach Road													
Lane 1	170	7.4	326	0.520	55[6]	37.7	LOS D	6.9	51.5	Short	100	0.0	NA
Lane 2	301	6.3	318	0.946	100	63.8	LOS E	17.5	129.2	Full	500	0.0	0.0
Approach	471	6.7		0.946		54.4	LOS D	17.5	129.2				
Intersection	2044	9.1		0.965		50.2	LOS D	29.1	210.7				

With Project

Site: 101 [AM - GSR/Beach Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	168	17.2	502	0.334	36[6]	20.0	LOS B	4.8	38.2	Two Seg[10]	438	0.0	0.0
Lane 2	372	20.0	402[1]	0.926	100	60.9	LOS E	23.4	191.7	Full	438	0.0	0.0
Lane 3	200	3.7	204	0.980	100	86.5	LOS F	14.1	101.9	Short	60	0.0	NA
Approach	740	14.9		0.980		58.6	LOS E	23.4	191.7				
NorthEast: Settlement Road													
Lane 1	187	5.6	542	0.345	36[6]	19.8	LOS B	4.2	30.5	Short	100	0.0	NA
Lane 2	459	4.4	476	0.965	100	73.0	LOS E	31.8	231.3	Full	340	0.0	0.0
Approach	646	4.7		0.965		57.6	LOS E	31.8	231.3				
North: GSR (North)													
Lane 1	51	7.7	481	0.105	36[6]	32.7	LOS C	1.9	14.5	Short	60	0.0	NA
Lane 2	144	9.7	494	0.292	100	33.1	LOS C	5.9	44.7	Full	500	0.0	0.0
Lane 3	13	16.7	188	0.067	100	49.2	LOS D	0.6	4.7	Short	60	0.0	NA
Approach	207	9.6		0.292		34.0	LOS C	5.9	44.7				
SouthWest: Beach Road													
Lane 1	189	6.8	350	0.540	54[6]	42.6	LOS D	8.9	65.8	Short	100	0.0	NA
Lane 2	336	5.3	338	0.995	100	91.3	LOS F	25.5	186.8	Full	500	0.0	0.0
Approach	525	5.8		0.995		73.8	LOS E	25.5	186.8				
Intersection	2119	9.0		0.995		59.6	LOS E	31.8	231.3				

GSR / Beach Road

PM

Without Project

Site: 101 [PM - GSR/Beach Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	117	8.0	511	0.229	36[6]	17.7	LOS B	2.8	21.1	Short	60	0.0	NA
Lane 2	246	8.2	389	0.634	100	35.8	LOS D	10.1	75.8	Full	438	0.0	0.0
Lane 3	296	4.3	356	0.831	100	47.2	LOS D	14.2	102.7	Short	60	0.0	NA
Approach	659	6.4		0.831		37.7	LOS D	14.2	102.7				
NorthEast: Settlement Road													
Lane 1	555	1.7	760	0.730	62[5]	19.0	LOS B	11.6	82.5	Short	100	0.0	NA
Lane 2	533	2.8	453	1.176	100	209.9	LOS F	61.8	442.7	Full	340	0.0	29.0
Approach	1087	2.2		1.176		112.5	LOS F	61.8	442.7				
North: GSR (North)													
Lane 1	11	0.0	1020	0.010	100	10.8	LOS B	0.1	1.0	Short	30	0.0	NA
Lane 2	160	7.9	389	0.411	36[6]	36.1	LOS D	6.2	46.4	Short	60	0.0	NA
Lane 3	411	7.9	360[1]	1.139	100	181.6	LOS F	43.8	327.4	Full	500	0.0	0.0
Lane 4	360	1.2	305[1]	1.181	100	220.0	LOS F	42.5	300.2	Short	45	0.0	NA
Approach	941	5.3		1.181		169.6	LOS F	43.8	327.4				
SouthWest: Beach Road													
Lane 1	172	7.2	266	0.648	55[6]	41.8	LOS D	7.5	55.8	Short	100	0.0	NA
Lane 2	294	4.0	249	1.179	100	216.7	LOS F	34.1	247.0	Full	500	0.0	0.0
Approach	466	5.2		1.179		152.0	LOS F	34.1	247.0				
Intersection	3154	4.4		1.181		119.8	LOS F	61.8	442.7				

With Project

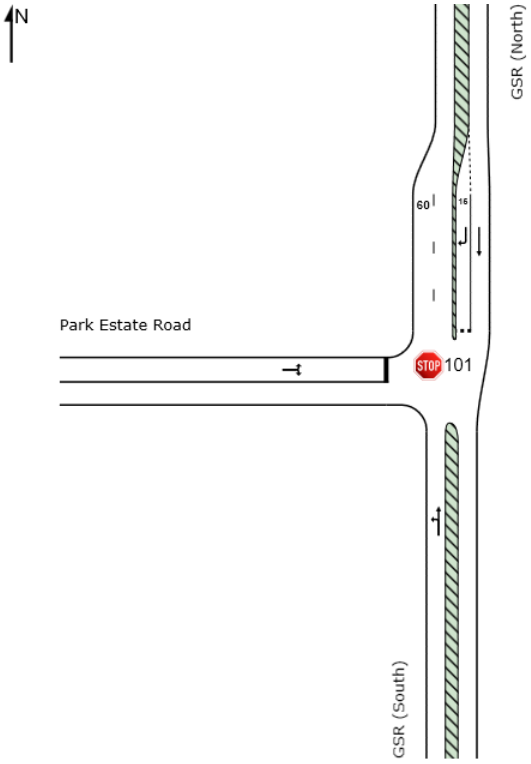
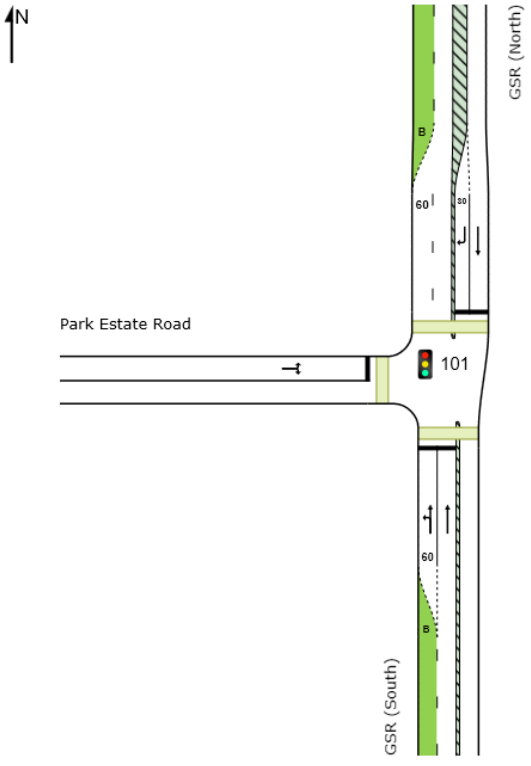
Site: 101 [PM - GSR/Beach Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	114	8.9	545	0.209	36[6]	16.3	LOS B	2.2	16.5	Two Seg[10]	438	0.0	0.0
Lane 2	223	9.6	384	0.580	100	37.2	LOS D	9.5	72.0	Full	438	0.0	0.0
Lane 3	307	3.4	320	0.960	100	72.6	LOS E	19.4	139.8	Short	60	0.0	NA
Approach	644	6.5		0.960		50.4	LOS D	19.4	139.8				
NorthEast: Settlement Road													
Lane 1	572	2.0	758	0.754	74[5]	20.5	LOS C	12.9	91.7	Short	100	0.0	NA
Lane 2	527	2.6	515	1.025	100	97.7	LOS F	41.1	294.1	Full	340	0.0	0.0
Approach	1099	2.3		1.025		57.6	LOS E	41.1	294.1				
North: GSR (North)													
Lane 1	144	8.0	389	0.371	36[6]	37.7	LOS D	5.8	43.3	Short	60	0.0	NA
Lane 2	380	8.6	369[1]	1.030	100	103.3	LOS F	30.1	226.1	Full	500	0.0	0.0
Lane 3	332	1.6	322[1]	1.029	100	106.2	LOS F	25.9	183.9	Short	60	0.0	NA
Approach	856	5.8		1.030		93.4	LOS F	30.1	226.1				
SouthWest: Beach Road													
Lane 1	151	8.5	269	0.562	54[6]	42.4	LOS D	6.7	50.6	Short	100	0.0	NA
Lane 2	260	4.3	251	1.036	100	110.9	LOS F	20.7	149.9	Full	500	0.0	0.0
Approach	412	5.9		1.036		85.7	LOS F	20.7	149.9				
Intersection	3011	4.7		1.036		70.1	LOS E	41.1	294.1				

GSR / Park Estate Road Intersection

GSR / Park Estate Road	
Layout	
Without Project	
With Project	

GSR / Park Estate Road

AM

Without Project

Site: 101 [AM - GSR/Park Estate Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	1059	12.5	1750	0.605	100	2.4	LOS A	0.0	0.0	Full	332	0.0	0.0
Approach	1059	12.5		0.605		2.4	NA	0.0	0.0				
North: GSR (North)													
Lane 1	494	7.9	1845	0.268	100	3.4	LOS A	0.0	0.0	Full	475	0.0	0.0
Lane 2	87	6.0	417	0.210	100	11.5	LOS B	0.6	4.1	Short	15	0.0	NA
Approach	581	7.6		0.268		4.6	LOS A	0.6	4.1				
West: Park Estate Road													
Lane 1	267	7.1	346	0.772	100	24.4	LOS C	3.9	28.7	Full	500	0.0	0.0
Approach	267	7.1		0.772		24.4	LOS C	3.9	28.7				
Intersection	1907	10.3		0.772		6.2	NA	3.9	28.7				

With Project

Site: 101 [AM - GSR/Park Estate Rd with Project (Site Folder: NoR 1 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	576	9.1	1164	0.495	100	9.5	LOS A	8.1	61.1	Two Seg[10]	332	0.0	0.0
Lane 2	479	18.7	663	0.722	100	18.8	LOS B	12.9	104.5	Full	332	0.0	0.0
Approach	1055	13.5		0.722		13.7	LOS B	12.9	104.5				
North: GSR (North)													
Lane 1	448	7.0	705[1]	0.636	100	16.6	LOS B	10.9	81.0	Full	475	0.0	0.0
Lane 2	5	0.0	178	0.030	100	32.1	LOS C	0.1	1.0	Short	30	0.0	NA
Approach	454	7.0		0.636		16.7	LOS B	10.9	81.0				
West: Park Estate Road													
Lane 1	339	7.8	490	0.692	100	26.0	LOS C	9.5	71.0	Full	500	0.0	0.0
Approach	339	7.8		0.692		26.0	LOS C	9.5	71.0				
Intersection	1847	10.8		0.722		16.7	LOS B	12.9	104.5				

GSR / Park Estate Road

PM

Without Project

Site: 101 [PM - GSR/Park Estate Rd without Project (Site Folder: NoR 1 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1	888	5.0	1844	0.482	100	1.8	LOS A	0.0	0.0	Full	332	0.0	0.0
Approach	888	5.0		0.482		1.8	NA	0.0	0.0				
North: GSR (North)													
Lane 1	887	6.2	1865	0.476	100	3.5	LOS A	0.0	0.0	Full	475	0.0	0.0
Lane 2	89	4.7	632	0.142	100	8.3	LOS A	0.4	2.6	Short	15	0.0	NA
Approach	977	6.0		0.476		3.9	LOS A	0.4	2.6				
West: Park Estate Road													
Lane 1	161	7.8	215	0.749	100	33.7	LOS D	2.9	21.9	Full	500	0.0	0.0
Approach	161	7.8		0.749		33.7	LOS D	2.9	21.9				
Intersection	2026	5.7		0.749		5.4	NA	2.9	21.9				

With Project

Site: 101 [PM - GSR/Park Estate Rd with Project (Site Folder: NoR 1 with Project)]

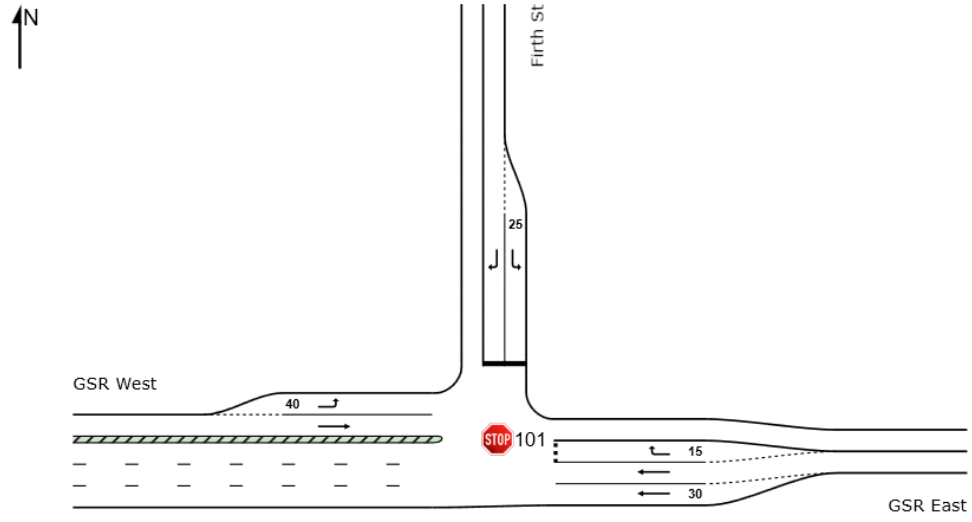
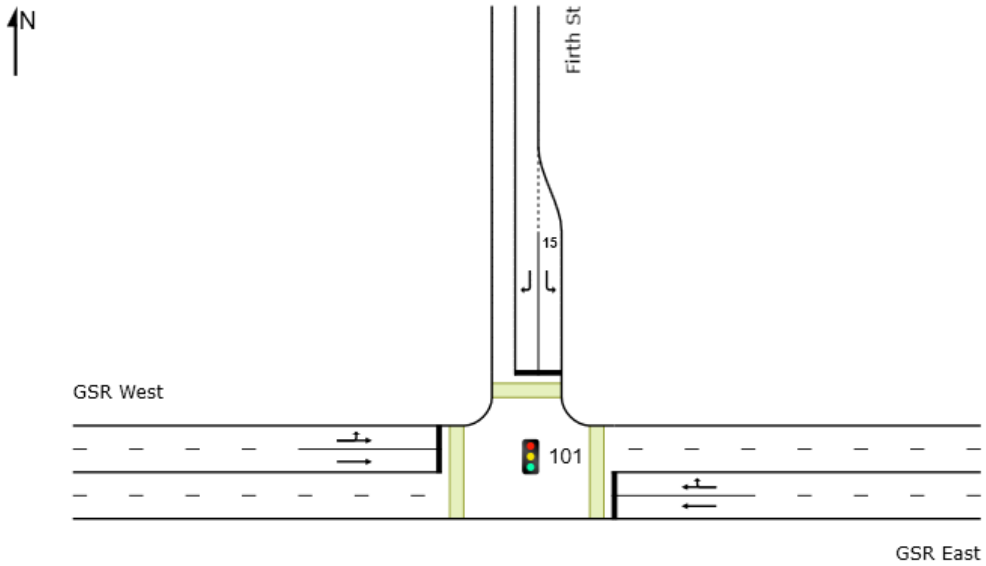
2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	317	6.3	1298	0.244	46[5]	8.0	LOS A	3.9	28.8	Two Seg[10]	332	0.0	0.0
Lane 2	547	4.0	1040	0.527	100	12.2	LOS B	13.5	97.8	Full	332	0.0	0.0
Approach	864	4.9		0.527		10.7	LOS B	13.5	97.8				
North: GSR (North)													
Lane 1	818	6.7	1017[1]	0.804	100	18.2	LOS B	27.6	204.2	Full	475	0.0	0.0
Lane 2	5	0.0	178	0.030	100	40.7	LOS D	0.2	1.3	Short	30	0.0	NA
Approach	823	6.6		0.804		18.3	LOS B	27.6	204.2				
West: Park Estate Road													
Lane 1	244	8.2	297	0.821	100	44.4	LOS D	10.5	78.8	Full	500	0.0	0.0
Approach	244	8.2		0.821		44.4	LOS D	10.5	78.8				
Intersection	1932	6.0		0.821		18.2	LOS B	27.6	204.2				

NoR 2 Intersections

GSR / Firth Street Intersection

GSR / Firth Street	
	Layout
Without Project	
With Project	

GSR / Firth Street

AM

Without Project

Site: 101 [AM - GSR/Firth St without project (Site Folder: NoR 2 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: GSR East													
Lane 1	244	9.3	1839	0.133	100	3.5	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	244	9.3	1839	0.133	100	3.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 3	178	5.9	1312	0.136	100	6.3	LOS A	0.4	2.9	Short	15	0.0	NA
Approach	666	8.4		0.136		4.2	LOS A	0.4	2.9				
North: Firth St													
Lane 1	83	19.0	639	0.130	100	12.5	LOS B	0.4	3.6	Short	25	0.0	NA
Lane 2	89	12.9	281	0.319	100	20.1	LOS C	1.0	7.4	Full	500	0.0	0.0
Approach	173	15.9		0.319		16.4	LOS C	1.0	7.4				
West: GSR West													
Lane 1	245	16.3	1664	0.147	100	4.7	LOS A	0.0	0.0	Short	40	0.0	NA
Lane 2	795	13.2	1795	0.443	100	0.1	LOS A	0.0	0.0	Full	120	0.0	0.0
Approach	1040	14.0		0.443		1.2	NA	0.0	0.0				
Intersection	1879	12.2		0.443		3.7	NA	1.0	7.4				

With Project

Site: 101 [AM - GSR/Firth St with project (Site Folder: NoR 2 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 64 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: GSR East													
Lane 1	400	12.0	904	0.443	100	11.2	LOS B	8.1	62.5	Full	500	0.0	0.0
Lane 2	70	10.8	159	0.443	100	28.9	LOS C	2.0	15.0	Full	500	0.0	0.0
Approach	471	11.8		0.443		13.8	LOS B	8.1	62.5				
North: Firth St													
Lane 1	60	17.2	465	0.129	100	23.6	LOS C	1.4	11.5	Short	15	0.0	NA
Lane 2	116	11.0	188[1]	0.617	100	36.9	LOS D	3.8	29.1	Full	500	0.0	0.0
Approach	176	13.1		0.617		32.4	LOS C	3.8	29.1				
West: GSR West													
Lane 1	567	13.4	915	0.620	100	14.2	LOS B	12.5	97.7	Full	120	0.0	0.0
Lane 2	554	14.0	894	0.620	100	12.6	LOS B	12.7	99.5	Full	120	0.0	0.0
Approach	1121	13.7		0.620		13.4	LOS B	12.7	99.5				
Intersection	1767	13.1		0.620		15.4	LOS B	12.7	99.5				

GSR / Firth Street

PM

Without Project

Site: 101 [PM - GSR/Firth St without project (Site Folder: NoR 2 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: GSR East													
Lane 1	543	4.1	1900	0.286	100	3.5	LOS A	0.0	0.0	Short	30	0.0	NA
Lane 2	543	4.1	1900	0.286	100	3.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 3	55	9.6	1724	0.032	100	5.4	LOS A	0.1	0.7	Short	15	0.0	NA
Approach	1141	4.3		0.286		3.6	LOS A	0.1	0.7				
North: Firth St													
Lane 1	28	18.5	1204	0.024	100	9.0	LOS A	0.1	0.7	Short	25	0.0	NA
Lane 2	73	11.6	274	0.265	100	19.8	LOS C	0.8	5.9	Full	500	0.0	0.0
Approach	101	13.5		0.265		16.8	LOS C	0.8	5.9				
West: GSR West													
Lane 1	334	7.6	1762	0.189	100	4.6	LOS A	0.0	0.0	Short	40	0.0	NA
Lane 2	342	9.8	1833	0.187	100	0.0	LOS A	0.0	0.0	Full	120	0.0	0.0
Approach	676	8.7		0.189		2.3	NA	0.0	0.0				
Intersection	1918	6.4		0.286		3.8	NA	0.8	5.9				

With Project

Site: 101 [PM - GSR/Firth St with project (Site Folder: NoR 2 with Project)]

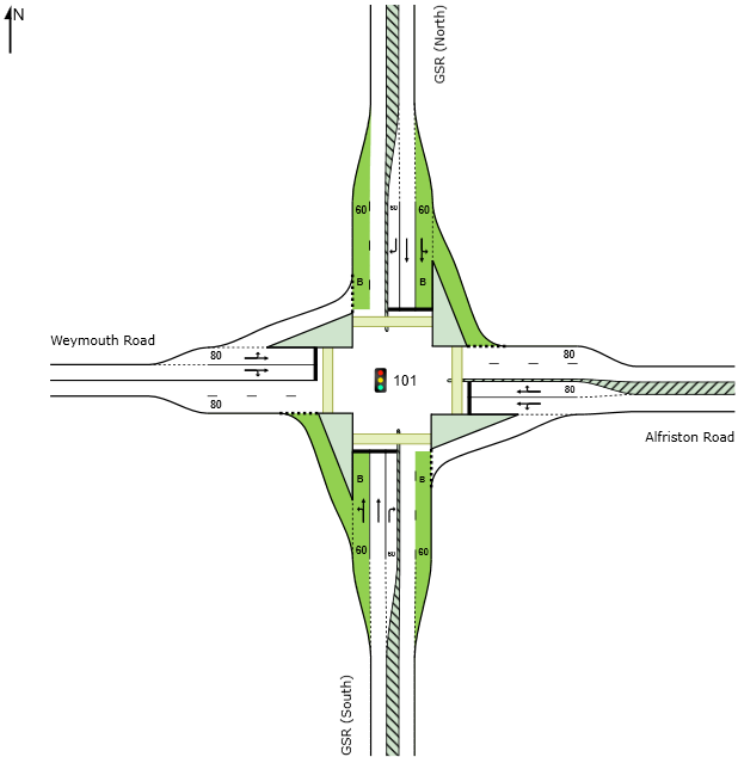
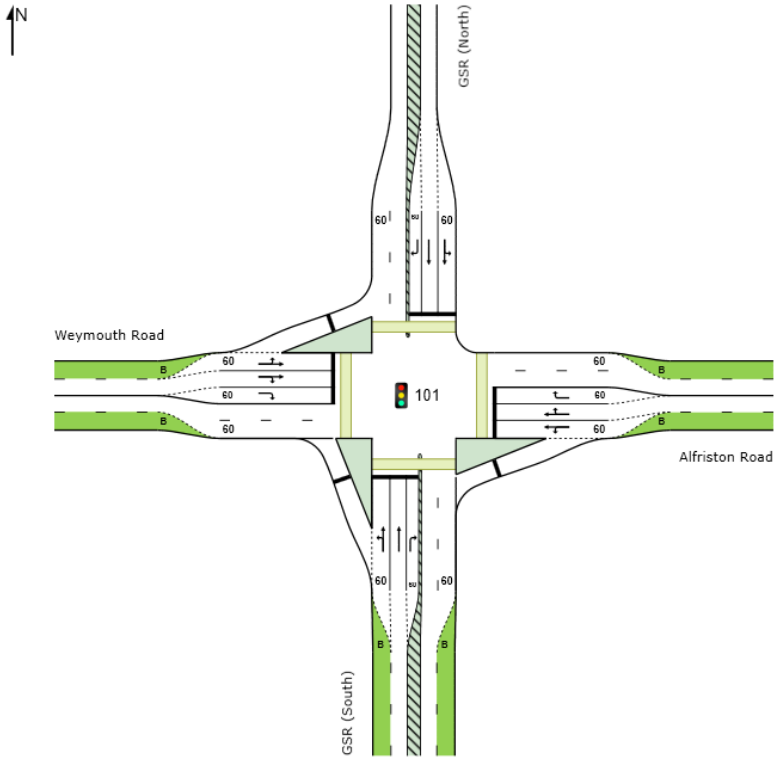
2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: GSR East													
Lane 1	679	4.0	950	0.715	100	7.6	LOS A	9.5	69.0	Full	500	0.0	0.0
Lane 2	599	4.7	838	0.715	100	9.6	LOS A	9.4	68.7	Full	500	0.0	0.0
Approach	1278	4.3		0.715		8.6	LOS A	9.5	69.0				
North: Firth St													
Lane 1	48	10.5	839	0.058	100	14.8	LOS B	0.9	6.6	Short	15	0.0	NA
Lane 2	100	17.0	140[1]	0.715	100	43.0	LOS D	3.8	30.1	Full	500	0.0	0.0
Approach	148	14.9		0.715		33.8	LOS C	3.8	30.1				
West: GSR West													
Lane 1	409	7.3	540	0.759	100	30.5	LOS C	13.8	102.7	Full	120	0.0	0.0
Lane 2	258	10.0	340	0.759	100	32.9	LOS C	9.2	70.3	Full	120	0.0	0.0
Approach	667	8.4		0.759		31.4	LOS C	13.8	102.7				
Intersection	2094	6.4		0.759		17.6	LOS B	13.8	102.7				

NoR 3 Intersections

GSR / Alfriston Road Intersection

GSR / Alfriston Road	
	Layout
Without Project	
With Project	

GSR / Alfriston Road

AM

Without Project

Site: 101 [AM - GSR/Alfriston Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1 (B)	202	38.0	1015	0.199	100	8.3	LOS A	2.5	23.5	Short	60	0.0	NA
Lane 2	323	4.6	316[1]	1.024	100	99.6	LOS F	24.7	179.6	Full	260	0.0	0.0
Lane 3	178	3.0	164	1.083	100	144.6	LOS F	16.1	115.7	Short	60	0.0	NA
Approach	703	13.8		1.083		84.7	LOS F	24.7	179.6				
East: Alfriston Road													
Lane 1	217	6.9	433	0.502	47[6]	32.4	LOS C	6.8	50.6	Full	475	0.0	0.0
Lane 2	413	6.3	388	1.065	100	127.3	LOS F	36.5	269.6	Short	80	0.0	NA
Approach	631	6.5		1.065		94.6	LOS F	36.5	269.6				
North: GSR (North)													
Lane 1 (B)	11	0.0	1064	0.010	100	8.6	LOS A	0.1	0.9	Short	60	0.0	NA
Lane 2	319	22.4	285[1]	1.120	100	169.2	LOS F	33.0	275.0	Full	340	0.0	0.0
Lane 3	31	3.4	164	0.186	100	49.4	LOS D	1.4	9.9	Short	60	0.0	NA
Approach	360	20.2		1.120		154.3	LOS F	33.0	275.0				
West: Weymouth Road													
Lane 1	314	5.0	603	0.521	47[6]	31.7	LOS C	12.0	87.5	Short	80	0.0	NA
Lane 2	521	18.6	472[1]	1.106	100	161.3	LOS F	53.8	436.3	Full	217	0.0	69.8
Approach	836	13.5		1.106		112.6	LOS F	53.8	436.3				
Intersection	2529	12.8		1.120		106.3	LOS F	53.8	436.3				

With Project

Site: 101 [AM - GSR/Alfriston Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	396	29.0	583	0.679	66[5]	17.2	LOS B	6.5	57.1	Two Seg[10]	260	0.0	0.0
Lane 2	317	14.6	310	1.022	100	91.0	LOS F	21.6	169.8	Full	260	0.0	0.0
Lane 3	137	2.3	305	0.449	100	37.7	LOS D	5.0	35.5	Short	60	0.0	NA
Approach	849	19.3		1.022		48.0	LOS D	21.6	169.8				
East: Alfriston Road													
Lane 1(..-B)	261	9.5	270	0.965	100	64.6	LOS E	7.7	58.5	Two Seg[10]	475	0.0	0.0
Lane 2	91	9.9	251	0.362	38[6]	35.5	LOS D	3.4	25.5	Full	475	0.0	0.0
Lane 3	188	2.8	249	0.756	78[5]	44.6	LOS D	7.8	56.0	Short	60	0.0	NA
Approach	540	7.2		0.965		52.7	LOS D	7.8	58.5				
North: GSR (North)													
Lane 1	181	12.4	454	0.399	38[6]	18.8	LOS B	3.6	28.0	Short	60	0.0	NA
Lane 2	421	17.2	404[1]	1.041	100	103.2	LOS F	31.4	252.3	Full	340	0.0	0.0
Lane 3	63	1.7	415	0.152	100	31.2	LOS C	2.0	14.1	Short	60	0.0	NA
Approach	665	14.4		1.041		73.3	LOS E	31.4	252.3				
West: Weymouth Road													
Lane 1(..-B)	287	7.3	377	0.763	76[5]	35.7	LOS D	7.8	58.0	Two Seg[10]	217	0.0	0.0
Lane 2	122	18.8	326	0.375	38[6]	36.0	LOS D	4.3	34.7	Full	217	0.0	0.0
Lane 3	325	18.8	326	0.998	100	84.2	LOS F	20.7	168.6	Short	60	0.0	NA
Approach	735	14.3		0.998		57.3	LOS E	20.7	168.6				
Intersection	2789	14.5		1.041		57.4	LOS E	31.4	252.3				

GSR / Alfriston Road

PM

Without Project

Site: 101 [PM - GSR/Alfriston Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 125 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1 (B)	214	31.5	1109	0.193	100	9.7	LOS A	3.7	33.0	Short	60	0.0	NA
Lane 2	71	3.0	502	0.140	100	37.6	LOS D	3.3	23.4	Full	260	0.0	0.0
Lane 3	199	3.2	180	1.105	100	177.0	LOS F	22.5	162.1	Short	60	0.0	NA
Approach	483	15.7		1.105		82.7	LOS F	22.5	162.1				
East: Alfriston Road													
Lane 1	121	5.0	251	0.481	47[6]	48.3	LOS D	5.4	39.3	Full	475	0.0	0.0
Lane 2	228	6.2	223	1.020	100	113.9	LOS F	20.5	151.3	Short	80	0.0	NA
Approach	348	5.7		1.020		91.2	LOS F	20.5	151.3				
North: GSR (North)													
Lane 1 (B)	11	0.0	919	0.011	100	12.8	LOS B	0.2	1.5	Short	60	0.0	NA
Lane 2	511	19.8	449[1]	1.136	100	194.4	LOS F	64.4	527.0	Full	340	0.0	45.2
Lane 3	11	0.0	184	0.057	100	59.9	LOS E	0.6	4.1	Short	60	0.0	NA
Approach	532	19.0		1.136		188.1	LOS F	64.4	527.0				
West: Weymouth Road													
Lane 1	316	24.3	600	0.527	47[6]	34.6	LOS C	15.2	128.5	Short	80	0.0	NA
Lane 2	502	29.4	449[1]	1.118	100	183.9	LOS F	62.5	548.0	Full	217	0.0	92.2
Approach	818	27.4		1.118		126.2	LOS F	62.5	548.0				
Intersection	2181	19.3		1.136		126.0	LOS F	64.4	548.0				

With Project

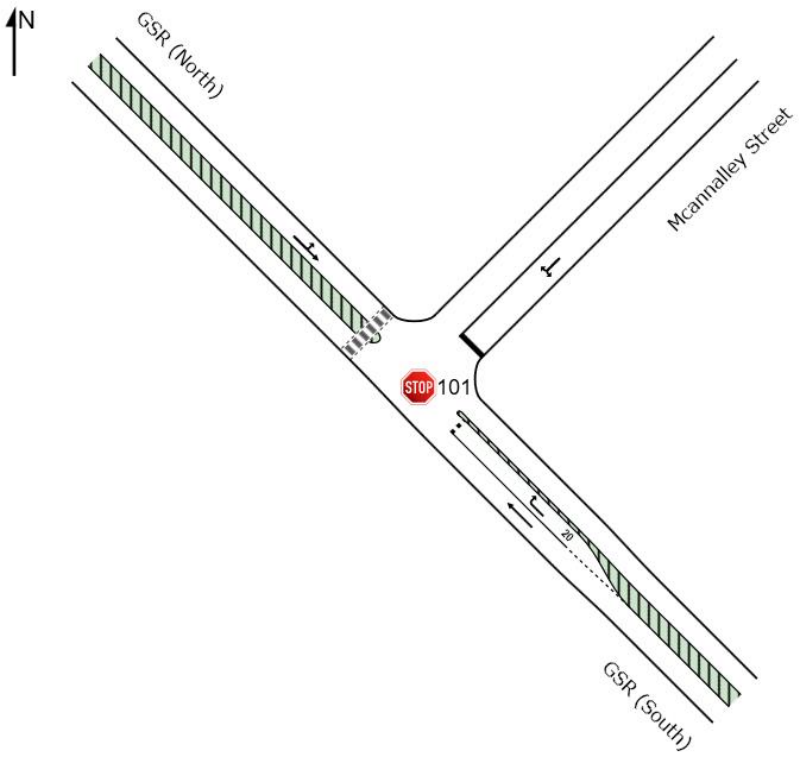
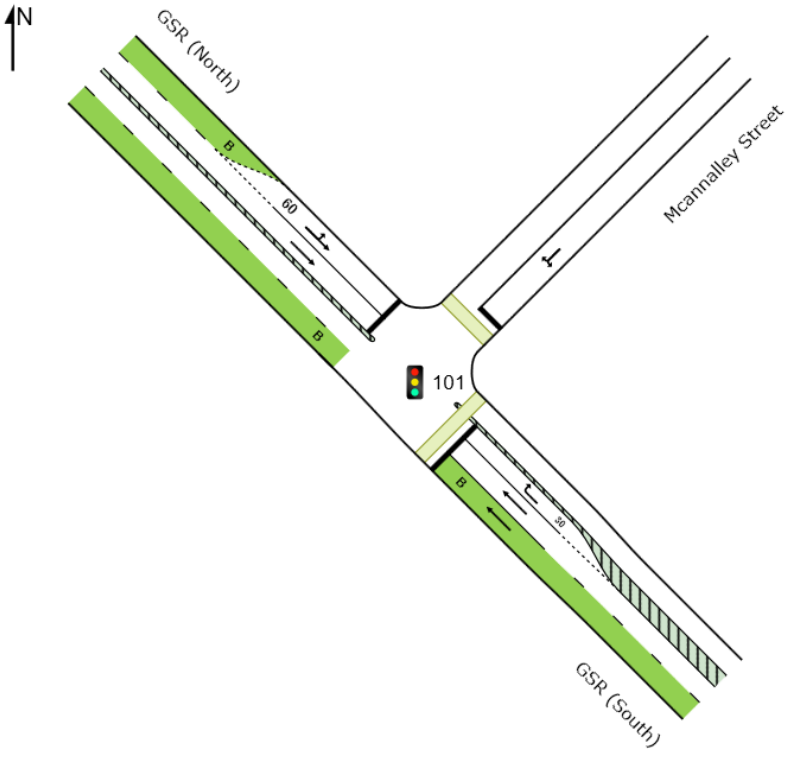
Site: 101 [PM - GSR/Alfriston Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: GSR (South)													
Lane 1(..-B)	263	19.6	642	0.410	39[5]	17.1	LOS B	5.2	42.2	Two Seg[10]	260	0.0	0.0
Lane 2	293	5.0	282	1.039	100	111.2	LOS F	24.1	175.9	Full	260	0.0	0.0
Lane 3	176	2.4	261	0.673	100	50.5	LOS D	8.6	61.1	Short	60	0.0	NA
Approach	732	9.6		1.039		62.7	LOS E	24.1	175.9				
East: Alfriston Road													
Lane 1(..-B)	338	4.7	335[1]	1.009	100	95.0	LOS F	8.3	60.2	Two Seg[10]	475	0.0	0.0
Lane 2	128	4.9	338	0.379	38[6]	39.8	LOS D	5.6	41.0	Full	475	0.0	0.0
Lane 3	197	1.6	329	0.599	59[5]	46.3	LOS D	9.1	64.4	Short	60	0.0	NA
Approach	663	3.8		1.009		69.9	LOS E	9.1	64.4				
North: GSR (North)													
Lane 1	205	48.1	513	0.400	38[6]	17.8	LOS B	4.2	41.6	Short	60	0.0	NA
Lane 2	420	13.1	403[1]	1.042	100	113.3	LOS F	36.0	280.2	Full	340	0.0	0.0
Lane 3	25	4.2	395	0.064	100	37.2	LOS D	1.0	7.0	Short	60	0.0	NA
Approach	651	23.8		1.042		80.3	LOS F	36.0	280.2				
West: Weymouth Road													
Lane 1(..-B)	414	16.0	400[1]	1.035	100	111.6	LOS F	7.7	61.4	Two Seg[10]	217	0.0	0.0
Lane 2	156	22.7	403	0.388	38[6]	35.6	LOS D	6.5	54.4	Full	217	0.0	25.8[8]
Lane 3	352	25.3	340[1]	1.035	100	116.6	LOS F	30.1	256.1	Short	60	0.0	NA
Approach	922	20.7		1.035		100.7	LOS F	30.1	256.1				
Intersection	2967	14.9		1.042		80.0	LOS E	36.0	280.2				

GSR / Mcannalley Street Intersection

GSR / Mcannalley Street	
	Layout
Without Project	
With Project	

GSR / Mcannalley Street

AM

Without Project

Site: 101 [AM - GSR/Mcannalley St without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	584	15.7	1760	0.332	100	3.5	LOS A	0.0	0.0	Full	300	0.0	0.0
Lane 2	36	5.9	1570	0.023	100	5.6	LOS A	0.1	0.4	Short	20	0.0	NA
Approach	620	15.1		0.332		3.6	LOS A	0.1	0.4				
NorthEast: Mcannalley Street													
Lane 1	156	3.4	323	0.483	100	18.3	LOS C	1.7	12.2	Full	500	0.0	0.0
Approach	156	3.4		0.483		18.3	LOS C	1.7	12.2				
NorthWest: GSR (North)													
Lane 1	758	21.4	1021	0.742	100	1.7	LOS A	9.6	79.7	Full	260	0.0	0.0
Approach	758	21.4		0.742		1.7	NA	9.6	79.7				
Intersection	1534	17.0		0.742		4.2	NA	9.6	79.7				

With Project

Site: 101 [AM - GSR/Mcannalley St with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1 (B)	11	100.0	851	0.012	100	5.0	LOS A	0.2	2.2	Full	300	0.0	0.0
Lane 2	726	20.4	1169[1]	0.621	100	8.7	LOS A	20.0	164.3	Full	300	0.0	0.0
Lane 3	36	5.9	89	0.402	100	65.9	LOS E	2.1	15.4	Short	30	0.0	NA
Approach	773	20.8		0.621		11.3	LOS B	20.0	164.3				
NorthEast: Mcannalley Street													
Lane 1	153	2.8	195	0.783	100	61.1	LOS E	9.1	65.2	Full	500	0.0	0.0
Approach	153	2.8		0.783		61.1	LOS E	9.1	65.2				
NorthWest: GSR (North)													
Lane 1(..-B)	73	17.4	1310	0.055	7[5]	7.1	LOS A	0.9	7.5	Two Seg[10]	260	0.0	0.0
Lane 2	924	17.3	1185[1]	0.780	100	10.7	LOS B	31.2	250.6	Full	260	0.0	1.7
Approach	997	17.3		0.780		10.4	LOS B	31.2	250.6				
Intersection	1922	17.6		0.783		14.8	LOS B	31.2	250.6				

GSR / Mcannalley Street

PM

Without Project

Site: 101 [PM - GSR/Mcannalley St without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1	384	18.6	1730	0.222	100	3.5	LOS A	0.0	0.0	Full	300	0.0	0.0
Lane 2	55	1.9	1680	0.033	100	5.4	LOS A	0.1	0.6	Short	20	0.0	NA
Approach	439	16.5		0.222		3.7	LOS A	0.1	0.6				
NorthEast: Mcannalley Street													
Lane 1	123	3.4	456	0.270	100	12.4	LOS B	0.8	6.1	Full	500	0.0	0.0
Approach	123	3.4		0.270		12.4	LOS B	0.8	6.1				
NorthWest: GSR (North)													
Lane 1	700	23.0	1026	0.682	100	1.8	LOS A	7.5	63.0	Full	260	0.0	0.0
Approach	700	23.0		0.682		1.8	NA	7.5	63.0				
Intersection	1262	18.8		0.682		3.5	NA	7.5	63.0				

With Project

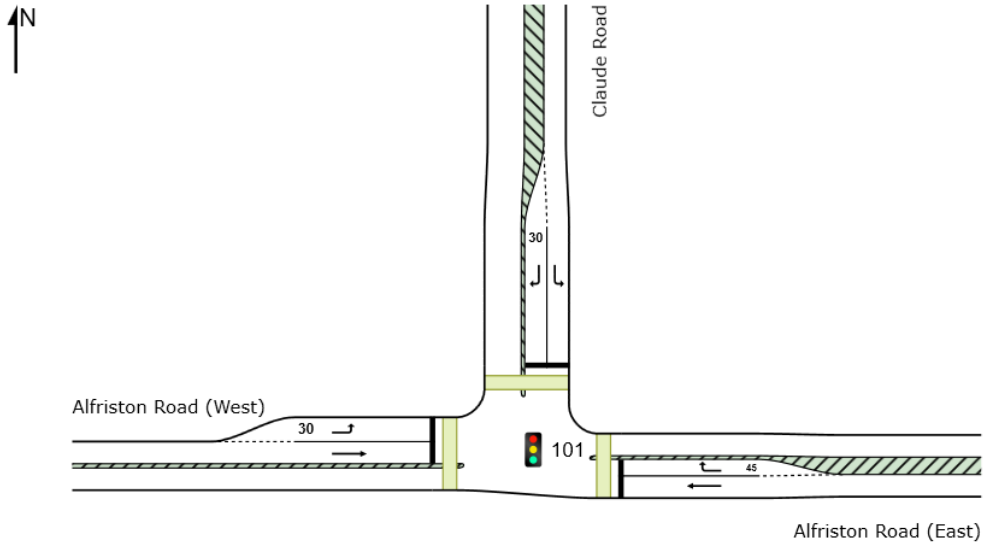
Site: 101 [PM - GSR/Mcannalley St with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: GSR (South)													
Lane 1 (B)	11	100.0	746	0.014	100	6.0	LOS A	0.2	2.0	Full	300	0.0	0.0
Lane 2	621	9.0	1081[1]	0.574	100	9.1	LOS A	13.7	103.2	Full	300	0.0	0.0
Lane 3	42	2.5	131	0.321	100	45.3	LOS D	1.7	12.0	Short	30	0.0	NA
Approach	674	10.0		0.574		11.3	LOS B	13.7	103.2				
NorthEast: Mcannalley Street													
Lane 1	122	3.4	215	0.567	100	39.7	LOS D	4.8	34.4	Full	500	0.0	0.0
Approach	122	3.4		0.567		39.7	LOS D	4.8	34.4				
NorthWest: GSR (North)													
Lane 1(..-B)	137	9.2	1307	0.105	15[5]	7.1	LOS A	1.4	10.8	Two Seg[10]	260	0.0	0.0
Lane 2	697	19.8	1017[1]	0.685	100	10.2	LOS B	17.1	140.3	Full	260	0.0	0.0
Approach	834	18.1		0.685		9.7	LOS A	17.1	140.3				
Intersection	1629	13.6		0.685		12.6	LOS B	17.1	140.3				

Alfriston Road / Claude Road Intersection

Alfriston Road / Claude Road	
	Layout
Without Project	
With Project	

Alfriston Road / Claude Road

AM

Without Project

Site: 101 [AM - Alfriston Rd/Claude Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Alfriston Road (East)													
Lane 1	616	6.0	612[1]	1.007	100	73.0	LOS E	36.0	265.1	Full	268	0.0	4.0
Lane 2	391	2.2	390[1]	1.001	100	73.8	LOS E	20.8	148.3	Short	45	0.0	NA
Approach	1006	4.5		1.007		73.3	LOS E	36.0	265.1				
North: Claude Road													
Lane 1	81	2.6	695	0.117	100	17.6	LOS B	1.5	11.1	Full	500	0.0	0.0
Lane 2	73	7.2	176	0.413	100	34.3	LOS C	2.2	16.1	Short	30	0.0	NA
Approach	154	4.8		0.413		25.5	LOS C	2.2	16.1				
West: Alfriston Road (West)													
Lane 1	84	5.0	1027	0.082	100	10.9	LOS B	1.1	8.1	Short	30	0.0	NA
Lane 2	559	2.4	739[1]	0.756	100	18.0	LOS B	14.8	105.7	Full	475	0.0	0.0
Approach	643	2.8		0.756		17.0	LOS B	14.8	105.7				
Intersection	1803	3.9		1.007		49.2	LOS D	36.0	265.1				

With Project

Site: 101 [AM - Alfriston Rd/Claude Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Alfriston Road (East)													
Lane 1 (B)	11	100.0	378	0.028	3[5]	15.5	LOS B	0.2	2.8	Full	268	0.0	0.0
Lane 2	496	4.5	597	0.830	100	26.6	LOS C	16.0	116.0	Full	268	0.0	0.0
Lane 3	399	2.6	492	0.810	100	31.6	LOS C	12.7	91.0	Short	60	0.0	NA
Approach	905	4.8		0.830		28.7	LOS C	16.0	116.0				
North: Claude Road													
Lane 1	188	3.9	363	0.520	100	28.9	LOS C	5.2	37.4	Full	500	0.0	0.0
Approach	188	3.9		0.520		28.9	LOS C	5.2	37.4				
West: Alfriston Road (West)													
Lane 1(..-B)	143	5.1	626	0.229	35[6]	17.7	LOS B	3.0	22.0	Two Seg[10]	475	0.0	0.0
Lane 2	381	6.4	590	0.646	100	19.7	LOS B	9.9	73.3	Full	475	0.0	0.0
Approach	524	6.0		0.646		19.2	LOS B	9.9	73.3				
Intersection	1618	5.1		0.830		25.6	LOS C	16.0	116.0				

Alfriston Road / Claude Road

PM

Without Project

Site: 101 [PM - Alfriston Rd/Claude Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Alfriston Road (East)													
Lane 1	373	4.8	1003	0.371	100	8.8	LOS A	6.4	46.6	Full	268	0.0	0.0
Lane 2	148	2.8	202	0.733	100	36.3	LOS D	4.8	34.1	Short	45	0.0	NA
Approach	521	4.2		0.733		16.6	LOS B	6.4	46.6				
North: Claude Road													
Lane 1	382	4.1	474[1]	0.807	100	31.9	LOS C	12.1	87.8	Full	500	0.0	0.0
Lane 2	8	0.0	185	0.046	100	32.2	LOS C	0.2	1.6	Short	30	0.0	NA
Approach	391	4.0		0.807		31.9	LOS C	12.1	87.8				
West: Alfriston Road (West)													
Lane 1	47	4.4	1243	0.038	100	7.9	LOS A	0.4	3.2	Short	30	0.0	NA
Lane 2	716	19.4	884[1]	0.810	100	16.9	LOS B	19.8	161.3	Full	475	0.0	0.0
Approach	763	18.5		0.810		16.3	LOS B	19.8	161.3				
Intersection	1675	10.7		0.810		20.1	LOS C	19.8	161.3				

With Project

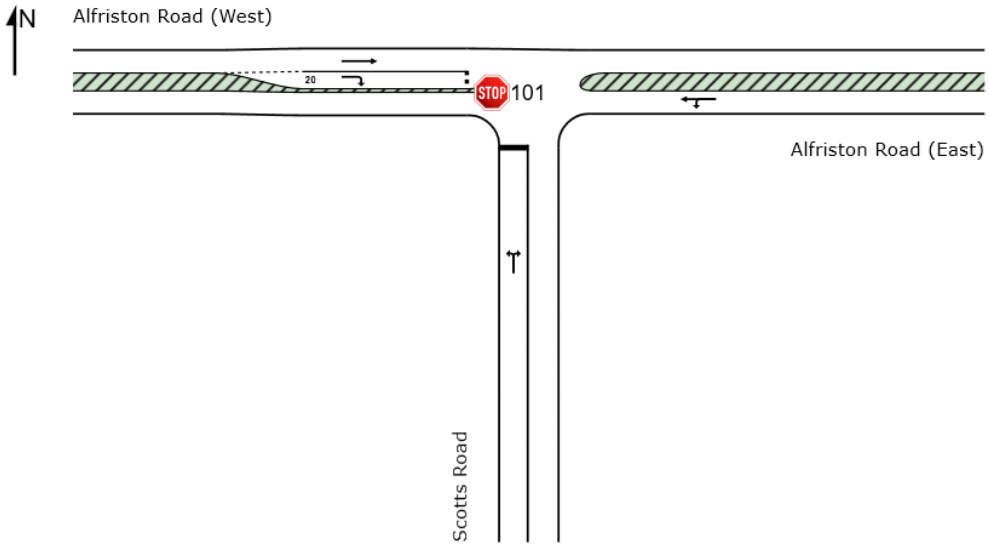
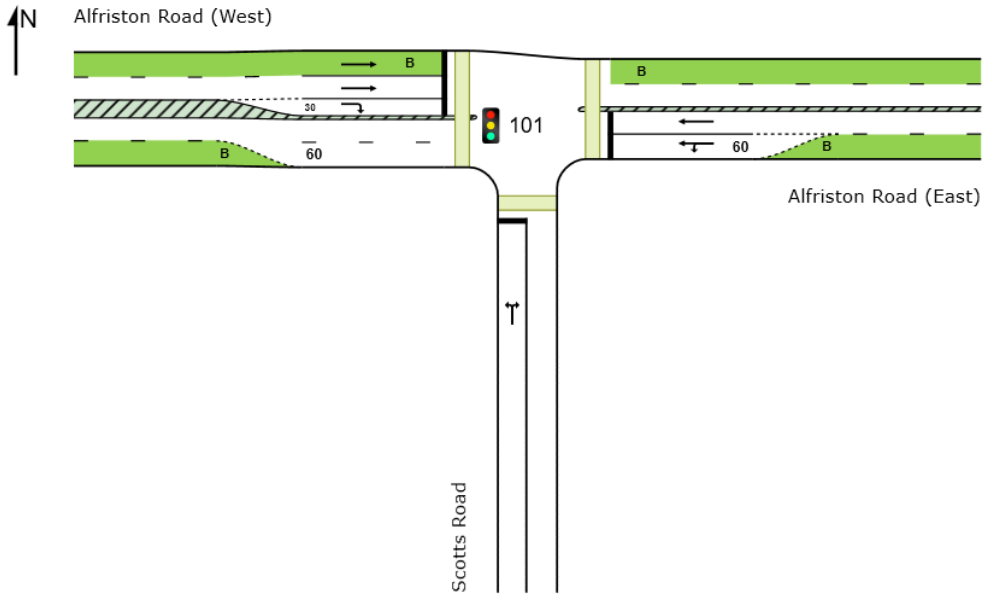
Site: 101 [PM - Alfriston Rd/Claude Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Alfriston Road (East)													
Lane 1 (B)	11	100.0	614	0.017	2[5]	8.9	LOS A	0.2	2.3	Full	268	0.0	0.0
Lane 2	649	1.8	892[1]	0.728	100	14.0	LOS B	16.7	118.7	Full	268	0.0	0.0
Lane 3	121	2.6	223	0.542	100	37.4	LOS D	4.1	29.6	Short	60	0.0	NA
Approach	781	3.2		0.728		17.6	LOS B	16.7	118.7				
North: Claude Road													
Lane 1	372	7.6	575	0.646	100	27.0	LOS C	11.1	82.6	Full	500	0.0	0.0
Approach	372	7.6		0.646		27.0	LOS C	11.1	82.6				
West: Alfriston Road (West)													
Lane 1(..-B)	224	23.6	877	0.256	35[6]	10.2	LOS B	4.2	35.2	Two Seg[10]	475	0.0	0.0
Lane 2	578	24.7	801[1]	0.722	100	14.7	LOS B	15.2	129.2	Full	475	0.0	0.0
Approach	802	24.4		0.722		13.5	LOS B	15.2	129.2				
Intersection	1955	12.8		0.728		17.7	LOS B	16.7	129.2				

Alfriston Road / Scotts Road Intersection

Alfriston Road / Scotts Road	
	Layout
Without Project	
With Project	

Alfriston Road / Scotts Road

AM

Without Project

Site: 101 [AM - Alfriston Rd/Scotts Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Scotts Road													
Lane 1	114	2.8	302	0.377	100	19.1	LOS C	1.3	9.6	Full	500	0.0	0.0
Approach	114	2.8		0.377		19.1	LOS C	1.3	9.6				
East: Alfriston Road (East)													
Lane 1	971	4.6	1881	0.516	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	971	4.6		0.516		0.4	NA	0.0	0.0				
West: Alfriston Road (West)													
Lane 1	600	4.0	1890	0.317	100	3.4	LOS A	0.0	0.0	Full	268	0.0	0.0
Lane 2	48	2.2	1489	0.033	100	5.7	LOS A	0.1	0.6	Short	20	0.0	NA
Approach	648	3.9		0.317		3.5	LOS A	0.1	0.6				
Intersection	1733	4.2		0.516		2.8	NA	1.3	9.6				

With Project

Site: 101 [AM - Alfriston Rd/Scotts Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Scotts Road													
Lane 1	114	3.7	360	0.316	100	27.0	LOS C	3.2	23.1	Full	500	0.0	0.0
Approach	114	3.7		0.316		27.0	LOS C	3.2	23.1				
East: Alfriston Road (East)													
Lane 1(..-B)	222	8.2	916	0.243	35[6]	10.5	LOS B	4.0	29.7	Two Seg[10]	500	0.0	0.0
Lane 2	636	3.6	912[1]	0.697	100	13.8	LOS B	15.6	112.3	Full	500	0.0	0.0
Approach	858	4.8		0.697		12.9	LOS B	15.6	112.3				
West: Alfriston Road (West)													
Lane 1 (B)	11	100.0	588	0.018	100	9.1	LOS A	0.2	2.2	Full	268	0.0	0.0
Lane 2	509	3.7	865[1]	0.589	100	12.4	LOS B	11.3	81.7	Full	268	0.0	0.0
Lane 3	49	4.3	211	0.234	100	34.0	LOS C	1.5	10.9	Short	30	0.0	NA
Approach	569	5.5		0.589		14.3	LOS B	11.3	81.7				
Intersection	1541	5.0		0.697		14.5	LOS B	15.6	112.3				

Alfriston Road / Scotts Road

PM

Without Project

Site: 101 [PM - Alfriston Rd/Scotts Rd without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Scotts Road													
Lane 1	96	2.2	481	0.199	100	11.4	LOS B	0.6	4.4	Full	500	0.0	0.0
Approach	96	2.2		0.199		11.4	LOS B	0.6	4.4				
East: Alfriston Road (East)													
Lane 1	515	4.1	1880	0.274	100	0.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	515	4.1		0.274		0.5	NA	0.0	0.0				
West: Alfriston Road (West)													
Lane 1	869	15.6	1761	0.494	100	3.5	LOS A	0.0	0.0	Full	268	0.0	0.0
Lane 2	42	2.5	1019	0.041	100	5.9	LOS A	0.1	0.7	Short	20	0.0	NA
Approach	912	15.0		0.494		3.6	LOS A	0.1	0.7				
Intersection	1522	10.5		0.494		3.1	NA	0.6	4.4				

With Project

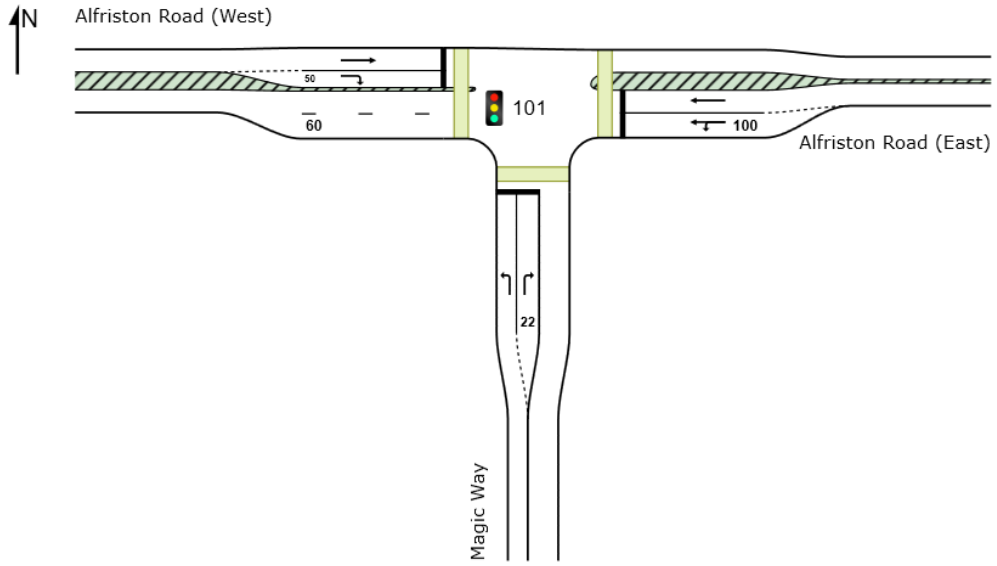
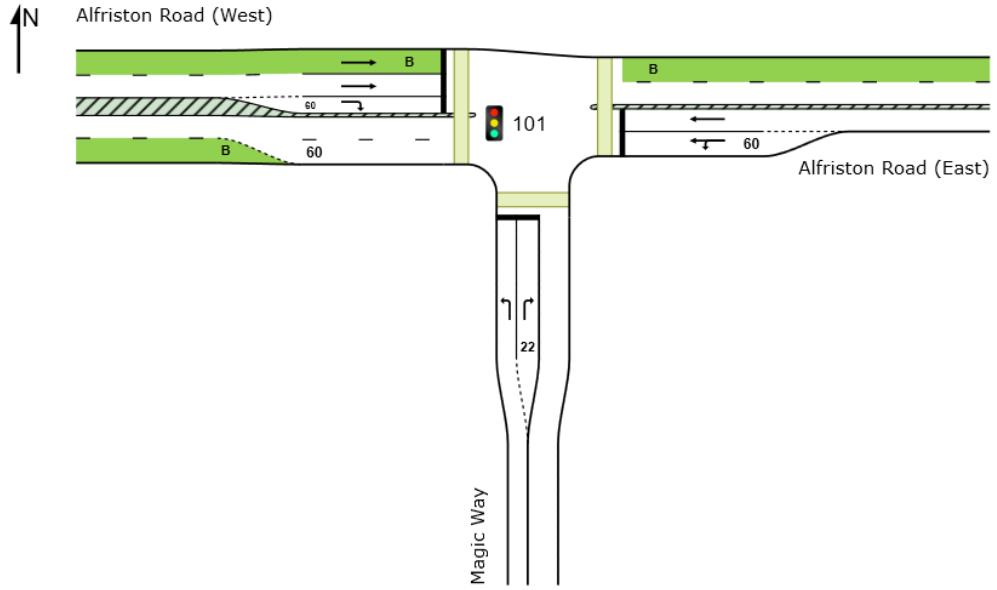
Site: 101 [PM - Alfriston Rd/Scotts Rd with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Scotts Road													
Lane 1	96	3.3	252	0.380	100	53.6	LOS D	5.2	37.5	Full	500	0.0	0.0
Approach	96	3.3		0.380		53.6	LOS D	5.2	37.5				
East: Alfriston Road (East)													
Lane 1(..-B)	199	7.1	1192	0.167	35[6]	9.8	LOS A	4.5	33.2	Two Seg[10]	500	0.0	0.0
Lane 2	563	1.8	1173[1]	0.480	100	11.6	LOS B	16.4	116.6	Full	500	0.0	0.0
Approach	762	3.2		0.480		11.1	LOS B	16.4	116.6				
West: Alfriston Road (West)													
Lane 1 (B)	11	100.0	766	0.014	100	8.2	LOS A	0.2	2.8	Full	268	0.0	0.0
Lane 2	848	19.2	1056[1]	0.803	100	16.1	LOS B	34.6	281.8	Full	268	0.0	9.5
Lane 3	45	2.3	189	0.240	100	59.0	LOS E	2.5	17.9	Short	30	0.0	NA
Approach	904	19.3		0.803		18.2	LOS B	34.6	281.8				
Intersection	1762	11.5		0.803		17.0	LOS B	34.6	281.8				

Alfriston Road / Magic Way Intersection

Alfriston Road / Magic Way	
	Layout
Without Project	
With Project	

Alfriston Road / Magic Way

AM

Without Project

Site: 101 [AM - Alfriston Rd/Magic Way without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Magic Way													
Lane 1	620	1.4	702[1]	0.884	100	33.6	LOS C	21.7	154.0	Full	82	0.0	63.3
Lane 2	56	0.0	216	0.259	100	32.3	LOS C	1.6	11.1	Short	22	0.0	NA
Approach	676	1.2		0.884		33.5	LOS C	21.7	154.0				
East: Alfriston Road (East)													
Lane 1	95	17.1	680	0.140	36[6]	13.4	LOS B	1.7	14.0	Short	100	0.0	NA
Lane 2	276	9.0	703	0.392	100	15.0	LOS B	6.0	45.0	Full	500	0.0	0.0
Approach	371	11.1		0.392		14.6	LOS B	6.0	45.0				
West: Alfriston Road (West)													
Lane 1	574	4.4	667[1]	0.860	100	26.6	LOS C	18.8	136.8	Full	500	0.0	0.0
Lane 2	131	4.0	430	0.303	100	25.0	LOS C	3.2	23.3	Short	50	0.0	NA
Approach	704	4.3		0.860		26.3	LOS C	18.8	136.8				
Intersection	1751	4.6		0.884		26.6	LOS C	21.7	154.0				

With Project

Site: 101 [AM - Alfriston Rd/Magic Way with Project (Site Folder: NoR 3 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Magic Way													
Lane 1	511	2.1	695[1]	0.734	100	21.2	LOS C	12.9	91.9	Full	82	0.0	15.3
Lane 2	80	0.0	277	0.289	100	30.3	LOS C	2.2	15.4	Short	22	0.0	NA
Approach	591	1.8		0.734		22.5	LOS C	12.9	91.9				
East: Alfriston Road (East)													
Lane 1	97	16.0	654	0.148	36[6]	14.1	LOS B	1.8	14.5	Short	60	0.0	NA
Lane 2	281	7.2	679	0.414	100	15.8	LOS B	6.3	46.7	Full	500	0.0	0.0
Approach	378	9.5		0.414		15.3	LOS B	6.3	46.7				
West: Alfriston Road (West)													
Lane 1 (B)	11	100.0	438	0.024	100	13.3	LOS B	0.2	2.6	Full	500	0.0	0.0
Lane 2	495	3.8	694	0.713	100	18.9	LOS B	13.2	95.2	Full	500	0.0	0.0
Lane 3	129	4.9	399	0.324	100	26.0	LOS C	3.3	23.9	Short	60	0.0	NA
Approach	635	5.6		0.713		20.3	LOS C	13.2	95.2				
Intersection	1603	5.1		0.734		19.9	LOS B	13.2	95.2				

Alfriston Road / Magic Way

PM

Without Project

Site: 101 [PM - Alfriston Rd/Magic Way without Project (Site Folder: NoR 3 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Magic Way													
Lane 1	407	3.4	625[1]	0.652	100	24.3	LOS C	11.6	83.4	Full	82	0.0	6.5
Lane 2	28	0.0	211	0.135	100	36.1	LOS D	0.9	6.4	Short	22	0.0	NA
Approach	436	3.1		0.652		25.1	LOS C	11.6	83.4				
East: Alfriston Road (East)													
Lane 1	62	16.9	921	0.067	37[5]	11.9	LOS B	1.0	8.0	Short	100	0.0	NA
Lane 2	161	2.0	876	0.184	100	12.2	LOS B	3.3	23.2	Full	500	0.0	0.0
Approach	223	6.1		0.184		12.1	LOS B	3.3	23.2				
West: Alfriston Road (West)													
Lane 1	566	22.9	595[1]	0.952	100	49.5	LOS D	27.3	228.6	Full	500	0.0	0.0
Lane 2	356	4.1	368	0.966	100	63.1	LOS E	18.3	132.4	Short	50	0.0	NA
Approach	922	15.6		0.966		54.7	LOS D	27.3	228.6				
Intersection	1581	10.9		0.966		40.6	LOS D	27.3	228.6				

With Project

Site: 101 [PM - Alfriston Rd/Magic Way with Project (Site Folder: NoR 3 with Project)]

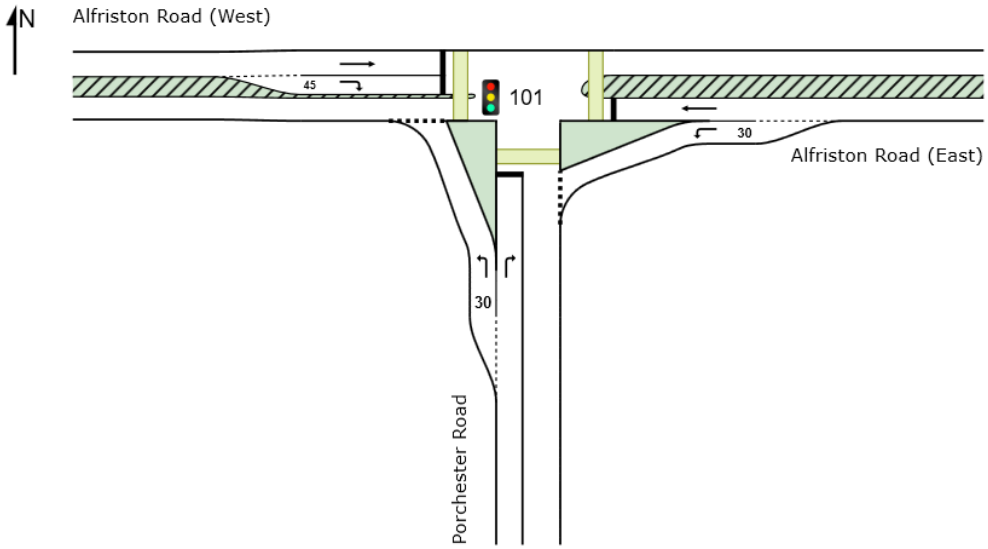
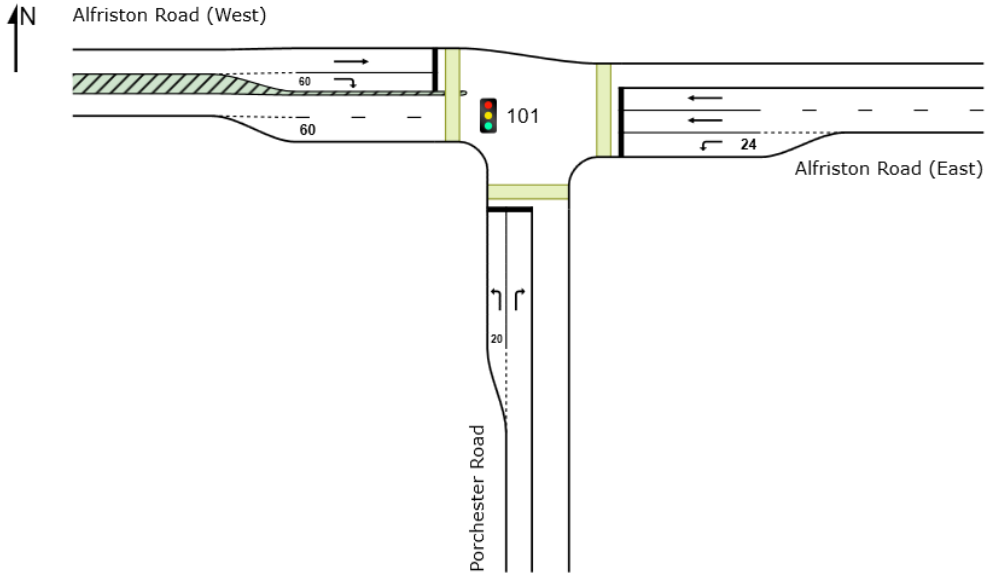
2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Magic Way													
Lane 1	266	2.4	553	0.482	100	16.1	LOS B	4.8	34.3	Full	82	0.0	0.0
Lane 2	28	0.0	264	0.108	100	33.7	LOS C	0.9	6.1	Short	22	0.0	NA
Approach	295	2.1		0.482		17.8	LOS B	4.8	34.3				
East: Alfriston Road (East)													
Lane 1	159	8.0	508	0.313	36[6]	18.3	LOS B	3.4	25.8	Short	60	0.0	NA
Lane 2	455	2.3	518[1]	0.878	100	36.6	LOS D	18.4	131.0	Full	500	0.0	0.0
Approach	614	3.8		0.878		31.9	LOS C	18.4	131.0				
West: Alfriston Road (West)													
Lane 1 (B)	11	100.0	546	0.019	100	11.2	LOS B	0.2	2.6	Full	500	0.0	0.0
Lane 2	587	27.6	619[1]	0.949	100	48.3	LOS D	28.4	245.8	Full	500	0.0	0.0
Lane 3	314	3.0	539	0.582	100	16.8	LOS B	5.9	42.4	Short	60	0.0	NA
Approach	912	20.0		0.949		37.0	LOS D	28.4	245.8				
Intersection	1820	11.6		0.949		32.2	LOS C	28.4	245.8				

NoR 4 Intersections

Alfriston Road / Porchester Road Intersection

Alfriston Road / Porchester Road	
	Layout
Without Project	
With Project	

Alfriston Road / Porchester Road

AM

Without Project

Site: 101 [AM - Alfriston Rd/Porchester Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road													
Lane 1	24	73.9	825	0.029	100	7.7	LOS A	0.2	2.2	Short	30	0.0	NA
Lane 2	465	3.2	511[1]	0.911	100	41.8	LOS D	17.9	128.4	Full	380	0.0	0.0
Approach	489	6.7		0.911		40.1	LOS D	17.9	128.4				
East: Alfriston Road (East)													
Lane 1	519	4.7	1169	0.444	100	8.8	LOS A	5.2	37.8	Short	30	0.0	NA
Lane 2	340	7.7	367[1]	0.925	100	41.1	LOS D	13.3	99.0	Full	115	0.0	0.0
Approach	859	5.9		0.925		21.6	LOS C	13.3	99.0				
West: Alfriston Road (West)													
Lane 1	313	3.4	482	0.649	100	22.9	LOS C	8.6	62.1	Full	500	0.0	0.0
Lane 2	333	5.7	375	0.888	100	40.6	LOS D	12.2	89.4	Short	45	0.0	NA
Approach	645	4.6		0.888		32.0	LOS C	12.2	89.4				
Intersection	1994	5.6		0.925		29.5	LOS C	17.9	128.4				

With Project

Site: 101 [AM - Alfriston Rd/Porchester Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road													
Lane 1	23	63.6	701	0.033	100	11.7	LOS B	0.3	3.2	Short	20	0.0	NA
Lane 2	479	3.5	590[1]	0.812	100	29.2	LOS C	14.7	106.3	Full	380	0.0	0.0
Approach	502	6.3		0.812		28.4	LOS C	14.7	106.3				
East: Alfriston Road (East)													
Lane 1	589	4.3	998[1]	0.591	100	11.7	LOS B	9.8	71.4	Short	24	0.0	NA
Lane 2	94	7.2	432	0.217	36[6]	21.1	LOS C	2.3	17.0	Full	115	0.0	0.0
Lane 3	259	7.2	432	0.598	100	23.0	LOS C	7.1	52.4	Full	115	0.0	0.0
Approach	942	5.4		0.598		15.7	LOS B	9.8	71.4				
West: Alfriston Road (West)													
Lane 1	345	5.2	445	0.776	100	27.1	LOS C	10.7	77.9	Full	500	0.0	0.0
Lane 2	259	6.5	315	0.821	100	36.3	LOS D	8.6	63.6	Short	60	0.0	NA
Approach	604	5.7		0.821		31.0	LOS C	10.7	77.9				
Intersection	2048	5.7		0.821		23.3	LOS C	14.7	106.3				

Alfriston Road / Porchester Road

PM

Without Project

Site: 101 [PM - Alfriston Rd/Porchester Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road													
Lane 1	21	50.0	1021	0.021	100	6.5	LOS A	0.1	1.2	Short	30	0.0	NA
Lane 2	386	6.5	502[1]	0.770	100	29.4	LOS C	11.6	85.7	Full	380	0.0	0.0
Approach	407	8.8		0.770		28.2	LOS C	11.6	85.7				
East: Alfriston Road (East)													
Lane 1	264	6.8	1081	0.244	100	8.4	LOS A	2.8	20.7	Short	30	0.0	NA
Lane 2	208	3.5	348	0.600	100	25.7	LOS C	5.9	42.8	Full	115	0.0	0.0
Approach	473	5.3		0.600		16.0	LOS B	5.9	42.8				
West: Alfriston Road (West)													
Lane 1	275	4.6	351	0.783	100	29.5	LOS C	8.7	63.4	Full	500	0.0	0.0
Lane 2	319	38.6	391[1]	0.816	100	33.3	LOS C	10.5	97.5	Short	45	0.0	NA
Approach	594	22.9		0.816		31.6	LOS C	10.5	97.5				
Intersection	1474	13.4		0.816		25.6	LOS C	11.6	97.5				

With Project

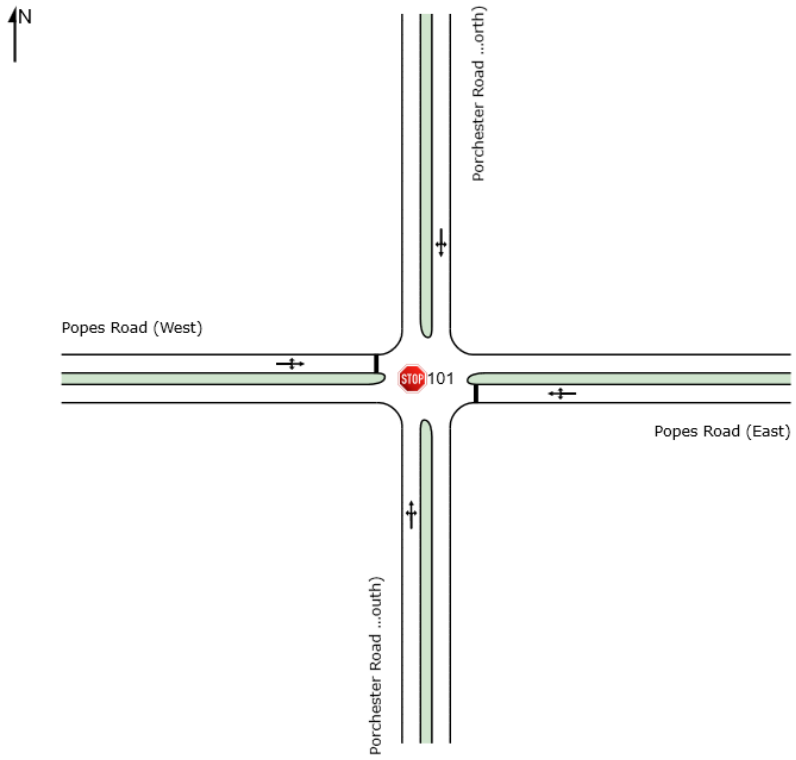
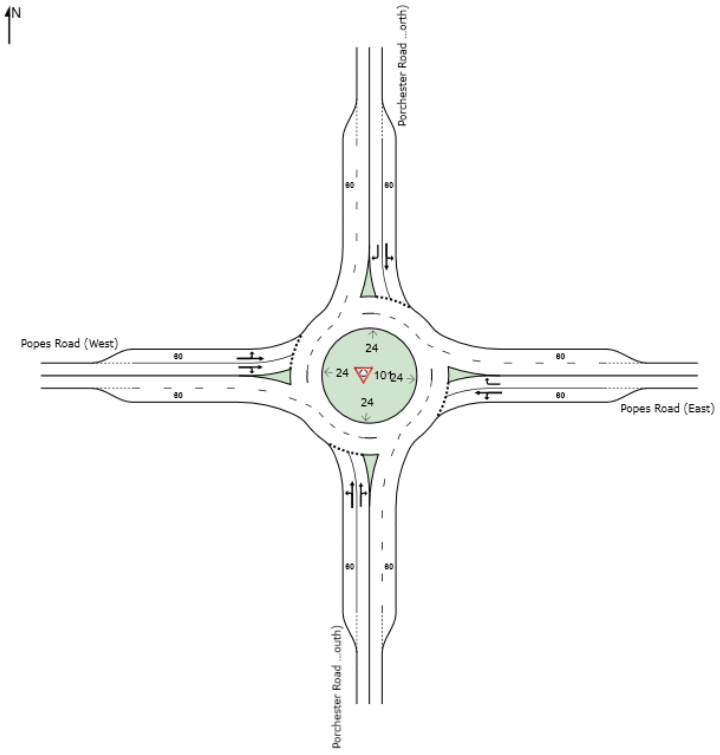
Site: 101 [PM - Alfriston Rd/Porchester Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road													
Lane 1	324	6.2	1091	0.297	100	10.4	LOS B	4.3	31.7	Short	20	0.0	NA
Lane 2	307	11.6	334[1]	0.920	100	45.0	LOS D	11.7	90.3	Full	380	0.0	0.0
Approach	632	8.8		0.920		27.3	LOS C	11.7	90.3				
East: Alfriston Road (East)													
Lane 1	194	13.0	887	0.218	100	13.2	LOS B	3.1	24.2	Short	24	0.0	NA
Lane 2	76	2.9	317	0.241	36[6]	24.9	LOS C	2.0	14.6	Full	115	0.0	0.0
Lane 3	211	2.9	317	0.665	100	27.5	LOS C	6.3	45.0	Full	115	0.0	0.0
Approach	481	7.0		0.665		21.3	LOS C	6.3	45.0				
West: Alfriston Road (West)													
Lane 1	289	5.1	318	0.911	100	39.5	LOS D	10.9	79.6	Full	500	0.0	0.0
Lane 2	332	49.5	377	0.880	100	40.2	LOS D	12.4	123.6	Short	60	0.0	NA
Approach	621	28.8		0.911		39.9	LOS D	12.4	123.6				
Intersection	1734	15.5		0.920		30.1	LOS C	12.4	123.6				

Porchester Road / Popes Road Intersection

Porchester Road / Popes Road	
	Layout
Without Project	
With Project	

Porchester Road / Popes Road

AM

Without Project

Site: 101 [AM - Porchester Rd/Popes Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	744	3.1	1616	0.461	100	3.5	LOS A	2.4	17.2	Full	700	0.0	0.0
Approach	744	3.1		0.461		3.5	NA	2.4	17.2				
East: Popes Road (East)													
Lane 1	191	7.2	126	1.513	100	506.3	LOS F	45.1	335.3	Full	1600	0.0	0.0
Approach	191	7.2		1.513		506.3	LOS F	45.1	335.3				
North: Porchester Road (North)													
Lane 1	1121	3.9	1386	0.809	100	8.9	LOS A	12.9	93.3	Full	645	0.0	0.0
Approach	1121	3.9		0.809		8.9	NA	12.9	93.3				
West: Popes Road (West)													
Lane 1	186	19.2	161	1.160	100	219.4	LOS F	23.1	188.4	Full	500	0.0	0.0
Approach	186	19.2		1.160		219.4	LOS F	23.1	188.4				
Intersection	2242	5.2		1.513		66.9	NA	45.1	335.3				

With Project

Site: 101 [AM - Porchester Rd/Popes Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	131	4.1	298	0.440	48[6]	17.4	LOS B	2.2	16.1	Short	60	0.0	NA
Lane 2[d]	566	3.1	619	0.915	100	27.7	LOS C	14.2	101.8	Full	700	0.0	0.0
Approach	697	3.3		0.915		25.7	LOS C	14.2	101.8				
East: Popes Road (East)													
Lane 1[d]	403	4.7	533	0.756	100	15.8	LOS B	6.3	46.0	Short	60	0.0	NA
Lane 2	69	1.5	253	0.275	100	18.9	LOS B	1.1	8.0	Full	1600	0.0	0.0
Approach	473	4.2		0.756		16.3	LOS B	6.3	46.0				
North: Porchester Road (North)													
Lane 1[d]	519	4.5	929	0.559	100	5.4	LOS A	4.5	33.1	Short	60	0.0	NA
Lane 2	448	4.5	912	0.491	100	9.9	LOS A	3.6	25.8	Full	645	0.0	0.0
Approach	967	4.5		0.559		7.5	LOS A	4.5	33.1				
West: Popes Road (West)													
Lane 1	86	11.0	528	0.164	80[5]	8.5	LOS A	0.8	6.4	Short	60	0.0	NA
Lane 2[d]	101	26.0	493	0.205	100	8.3	LOS A	1.0	8.9	Full	500	0.0	0.0
Approach	187	19.1		0.205		8.4	LOS A	1.0	8.9				
Intersection	2324	5.3		0.915		14.8	LOS B	14.2	101.8				

Porchester Road / Popes Road

PM

Without Project

Site: 101 [PM - Porchester Rd/Popes Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	1077	3.7	1535	0.702	100	5.3	LOS A	6.9	50.0	Full	700	0.0	0.0
Approach	1077	3.7		0.702		5.3	NA	6.9	50.0				
East: Popes Road (East)													
Lane 1	127	26.4	84	1.521	100	534.8	LOS F	31.8	273.4	Full	1600	0.0	0.0
Approach	127	26.4		1.521		534.8	LOS F	31.8	273.4				
North: Porchester Road (North)													
Lane 1	764	21.3	1006	0.760	100	14.4	LOS B	11.9	98.9	Full	645	0.0	0.0
Approach	764	21.3		0.760		14.4	NA	11.9	98.9				
West: Popes Road (West)													
Lane 1	169	8.7	141	1.205	100	246.3	LOS F	23.0	173.2	Full	500	0.0	0.0
Approach	169	8.7		1.205		246.3	LOS F	23.0	173.2				
Intersection	2138	11.8		1.521		59.2	NA	31.8	273.4				

With Project

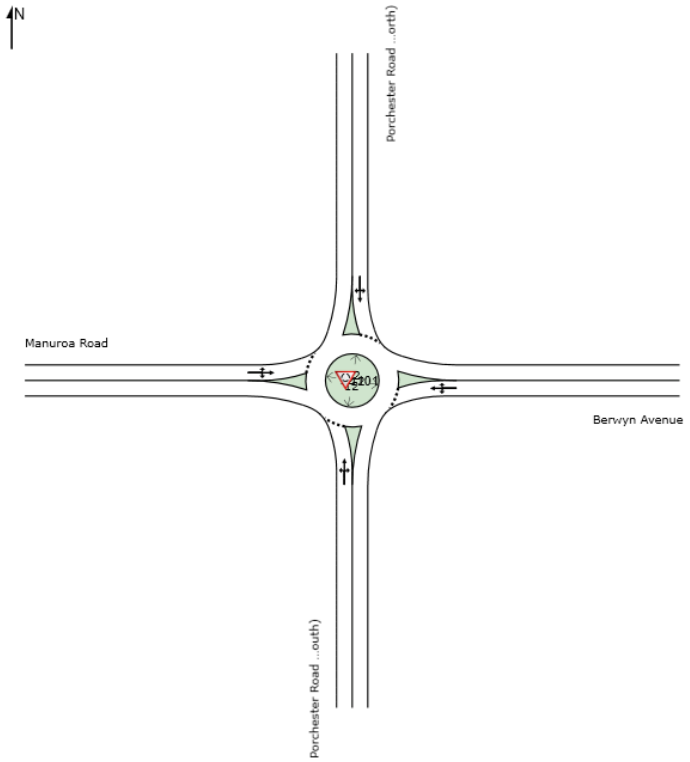
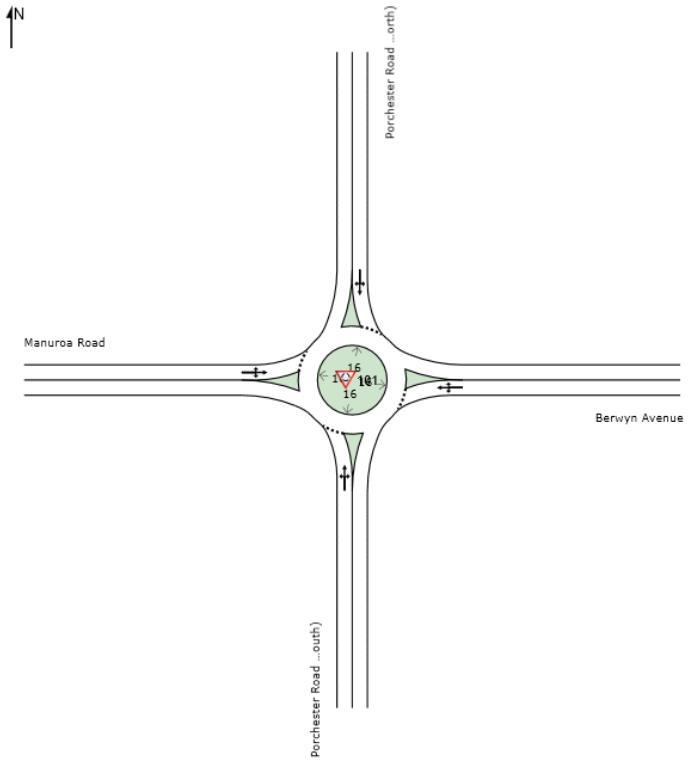
Site: 101 [PM - Porchester Rd/Popes Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	153	5.2	356	0.428	48[6]	13.8	LOS B	2.4	17.4	Short	60	0.0	NA
Lane 2[d]	586	3.3	659	0.890	100	22.7	LOS C	13.3	95.9	Full	700	0.0	0.0
Approach	739	3.7		0.890		20.8	LOS C	13.3	95.9				
East: Popes Road (East)													
Lane 1[d]	481	9.4	471	1.021	100	65.8	LOS E	24.7	186.9	Short	60	0.0	NA
Lane 2	11	0.0	236	0.045	100	16.9	LOS B	0.2	1.2	Full	1600	0.0	0.0
Approach	492	9.2		1.021		64.7	LOS E	24.7	186.9				
North: Porchester Road (North)													
Lane 1[d]	513	5.7	528	0.972	100	55.7	LOS E	24.9	182.8	Short	60	0.0	NA
Lane 2	355	52.8	341	1.040	100	108.1	LOS F	27.7	281.5	Full	645	0.0	0.0
Approach	867	25.0		1.040		77.1	LOS F	27.7	281.5				
West: Popes Road (West)													
Lane 1	354	9.5	506	0.699	83[5]	15.5	LOS B	6.0	45.4	Short	60	0.0	NA
Lane 2[d]	499	2.5	593	0.842	100	19.1	LOS B	10.5	75.1	Full	500	0.0	0.0
Approach	853	5.4		0.842		17.6	LOS B	10.5	75.1				
Intersection	2951	11.4		1.040		43.8	LOS D	27.7	281.5				

Porchester Road / Manuroa Road Intersection

Porchester Road / Manuroa Road	
	Layout
Without Project	
With Project	

Porchester Road / Manuroa Road

AM

Without Project

Site: 101 [AM - Porchester Rd/Manuroa Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	998	6.2	900	1.109	100	121.8	LOS F	91.4	673.7	Full	305	0.0	39.0
Approach	998	6.2		1.109		121.8	LOS F	91.4	673.7				
East: Berwyn Avenue													
Lane 1[d]	435	2.2	629	0.691	100	18.4	LOS B	8.2	58.2	Full	500	0.0	0.0
Approach	435	2.2		0.691		18.4	LOS B	8.2	58.2				
North: Porchester Road (North)													
Lane 1[d]	685	4.0	1175	0.583	100	5.5	LOS A	5.7	41.4	Full	500	0.0	0.0
Approach	685	4.0		0.583		5.5	LOS A	5.7	41.4				
West: Manuroa Road													
Lane 1[d]	187	9.0	585	0.320	100	10.2	LOS B	2.2	16.9	Full	500	0.0	0.0
Approach	187	9.0		0.320		10.2	LOS B	2.2	16.9				
Intersection	2305	5.0		1.109		58.6	LOS E	91.4	673.7				

With Project

Site: 101 [AM - Porchester Rd/Manuroa Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	1074	4.4	1008	1.065	100	83.9	LOS F	77.1	559.9	Full	305	0.0	27.6
Approach	1074	4.4		1.065		83.9	LOS F	77.1	559.9				
East: Berwyn Avenue													
Lane 1[d]	404	2.3	698	0.579	100	13.2	LOS B	5.6	40.3	Full	500	0.0	0.0
Approach	404	2.3		0.579		13.2	LOS B	5.6	40.3				
North: Porchester Road (North)													
Lane 1[d]	616	3.8	1169	0.527	100	4.9	LOS A	4.8	34.5	Full	500	0.0	0.0
Approach	616	3.8		0.527		4.9	LOS A	4.8	34.5				
West: Manuroa Road													
Lane 1[d]	205	8.7	637	0.322	100	9.8	LOS A	2.3	17.1	Full	500	0.0	0.0
Approach	205	8.7		0.322		9.8	LOS A	2.3	17.1				
Intersection	2299	4.3		1.065		43.7	LOS D	77.1	559.9				

Porchester Road / Manuroa Road

PM

Without Project

Site: 101 [PM - Porchester Rd/Manuroa Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	937	4.5	1127	0.831	100	10.8	LOS B	15.6	113.2	Full	305	0.0	0.0
Approach	937	4.5		0.831		10.8	LOS B	15.6	113.2				
East: Berwyn Avenue													
Lane 1[d]	172	3.1	705	0.244	100	8.6	LOS A	1.6	11.8	Full	500	0.0	0.0
Approach	172	3.1		0.244		8.6	LOS A	1.6	11.8				
North: Porchester Road (North)													
Lane 1[d]	544	6.2	884	0.616	100	9.3	LOS A	6.3	46.7	Full	500	0.0	0.0
Approach	544	6.2		0.616		9.3	LOS A	6.3	46.7				
West: Manuroa Road													
Lane 1[d]	577	4.0	425	1.356	100	352.3	LOS F	112.6	815.4	Full	500	0.0	22.1
Approach	577	4.0		1.356		352.3	LOS F	112.6	815.4				
Intersection	2229	4.7		1.356		98.6	LOS F	112.6	815.4				

With Project

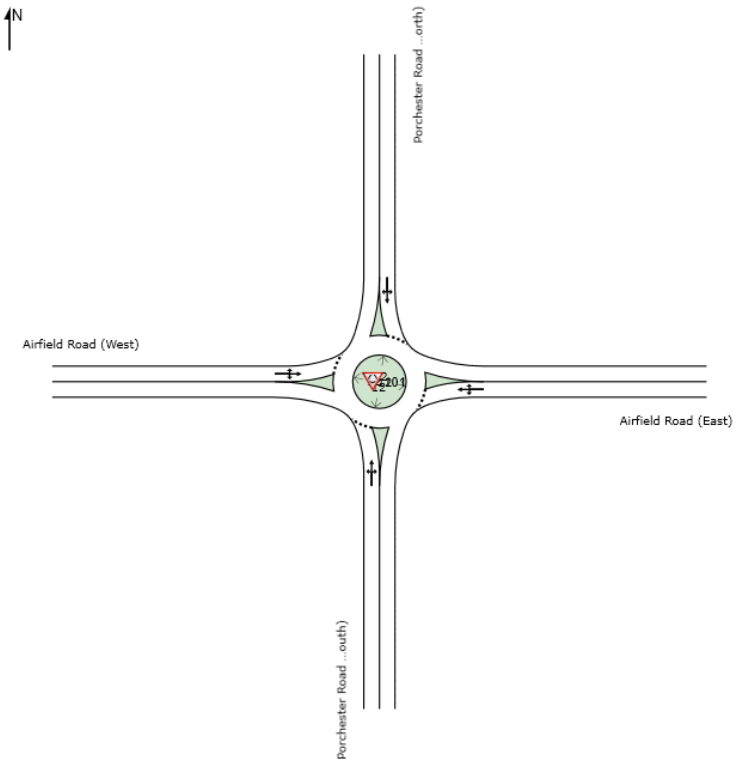
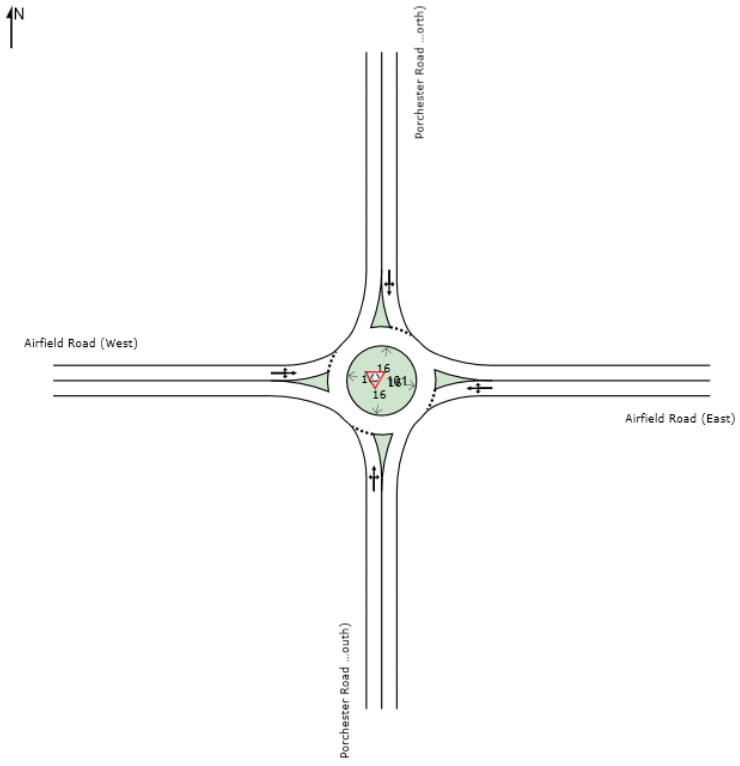
Site: 101 [PM - Porchester Rd/Manuroa Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	778	4.7	1091	0.713	100	7.8	LOS A	9.2	66.9	Full	305	0.0	0.0
Approach	778	4.7		0.713		7.8	LOS A	9.2	66.9				
East: Berwyn Avenue													
Lane 1[d]	163	3.2	514	0.318	100	11.2	LOS B	2.4	17.1	Full	500	0.0	0.0
Approach	163	3.2		0.318		11.2	LOS B	2.4	17.1				
North: Porchester Road (North)													
Lane 1[d]	796	4.5	975	0.816	100	13.5	LOS B	14.5	105.2	Full	500	0.0	0.0
Approach	796	4.5		0.816		13.5	LOS B	14.5	105.2				
West: Manuroa Road													
Lane 1[d]	298	13.4	530	0.562	100	15.9	LOS B	5.3	41.0	Full	500	0.0	0.0
Approach	298	13.4		0.562		15.9	LOS B	5.3	41.0				
Intersection	2035	5.8		0.816		11.5	LOS B	14.5	105.2				

Porchester Road / Airfield Road Intersection

Porchester Road / Airfield Road	
	Layout
Without Project	
With Project	

Porchester Road / Airfield Road

AM

Without Project

Site: 101 [AM - Porchester Rd/Airfield Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	559	3.8	635	0.880	100	29.3	LOS C	16.9	122.2	Full	375	0.0	0.0
Approach	559	3.8		0.880		29.3	LOS C	16.9	122.2				
East: Airfield Road (East)													
Lane 1[d]	793	7.0	604	1.312	100	306.8	LOS F	137.9	1023.6	Full	500	0.0	33.8
Approach	793	7.0		1.312		306.8	LOS F	137.9	1023.6				
North: Porchester Road (North)													
Lane 1[d]	764	5.1	1145	0.667	100	5.9	LOS A	7.3	53.1	Full	305	0.0	0.0
Approach	764	5.1		0.667		5.9	LOS A	7.3	53.1				
West: Airfield Road (West)													
Lane 1[d]	126	0.8	460	0.275	100	12.9	LOS B	1.9	13.6	Full	500	0.0	0.0
Approach	126	0.8		0.275		12.9	LOS B	1.9	13.6				
Intersection	2242	5.2		1.312		118.5	LOS F	137.9	1023.6				

With Project

Site: 101 [AM - Porchester Rd/Airfield Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	786	2.9	714	1.101	100	123.8	LOS F	71.7	514.2	Full	375	0.0	15.3
Approach	786	2.9		1.101		123.8	LOS F	71.7	514.2				
East: Airfield Road (East)													
Lane 1[d]	558	7.0	659	0.847	100	28.0	LOS C	14.8	110.2	Full	500	0.0	0.0
Approach	558	7.0		0.847		28.0	LOS C	14.8	110.2				
North: Porchester Road (North)													
Lane 1[d]	741	5.0	1169	0.634	100	5.5	LOS A	6.5	47.6	Full	305	0.0	0.0
Approach	741	5.0		0.634		5.5	LOS A	6.5	47.6				
West: Airfield Road (West)													
Lane 1[d]	108	1.0	366	0.296	100	15.7	LOS B	2.2	15.3	Full	500	0.0	0.0
Approach	108	1.0		0.296		15.7	LOS B	2.2	15.3				
Intersection	2194	4.6		1.101		54.1	LOS E	71.7	514.2				

Porchester Road / Airfield Road

PM

Without Project

Site: 101 [PM - Porchester Rd/Airfield Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	785	4.4	820	0.958	100	35.9	LOS D	30.5	221.3	Full	375	0.0	0.0
Approach	785	4.4		0.958		35.9	LOS D	30.5	221.3				
East: Airfield Road (East)													
Lane 1[d]	655	3.4	707	0.926	100	34.7	LOS C	22.9	165.0	Full	500	0.0	0.0
Approach	655	3.4		0.926		34.7	LOS C	22.9	165.0				
North: Porchester Road (North)													
Lane 1[d]	532	6.3	779	0.683	100	12.3	LOS B	8.0	58.8	Full	305	0.0	0.0
Approach	532	6.3		0.683		12.3	LOS B	8.0	58.8				
West: Airfield Road (West)													
Lane 1[d]	497	4.0	378	1.313	100	323.4	LOS F	91.7	663.7	Full	500	0.0	14.1
Approach	497	4.0		1.313		323.4	LOS F	91.7	663.7				
Intersection	2468	4.5		1.313		88.4	LOS F	91.7	663.7				

With Project

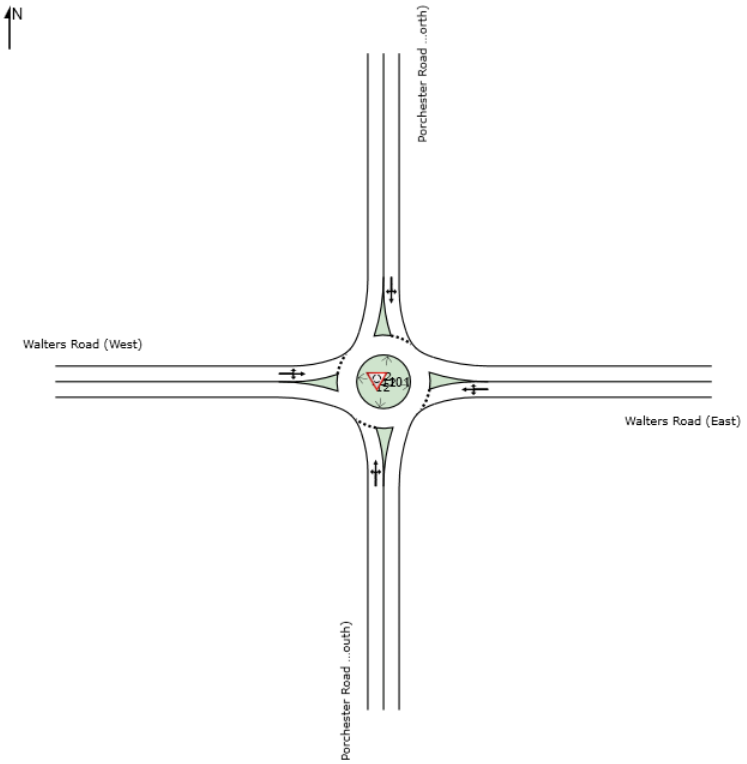
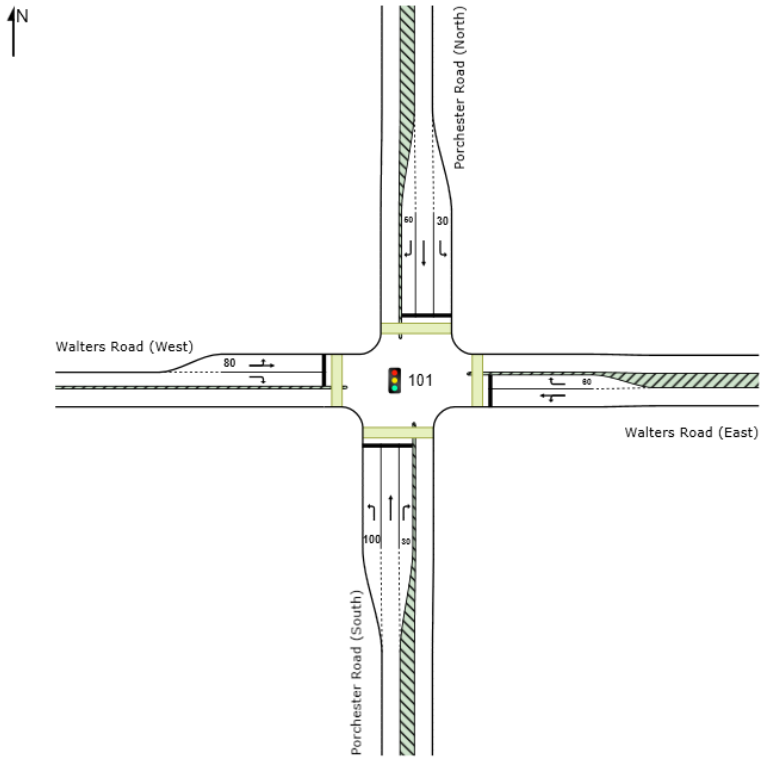
Site: 101 [PM - Porchester Rd/Airfield Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	741	4.3	1112	0.666	100	6.1	LOS A	7.7	55.6	Full	375	0.0	0.0
Approach	741	4.3		0.666		6.1	LOS A	7.7	55.6				
East: Airfield Road (East)													
Lane 1[d]	321	3.6	517	0.620	100	18.2	LOS B	6.4	46.2	Full	500	0.0	0.0
Approach	321	3.6		0.620		18.2	LOS B	6.4	46.2				
North: Porchester Road (North)													
Lane 1[d]	726	9.1	800	0.908	100	25.7	LOS C	21.8	164.4	Full	305	0.0	0.0
Approach	726	9.1		0.908		25.7	LOS C	21.8	164.4				
West: Airfield Road (West)													
Lane 1[d]	378	2.2	518	0.730	100	25.2	LOS C	9.2	65.7	Full	500	0.0	0.0
Approach	378	2.2		0.730		25.2	LOS C	9.2	65.7				
Intersection	2166	5.4		0.908		17.8	LOS B	21.8	164.4				

Porchester Road / Walters Road Intersection

Porchester Road / Walters Road	
	Layout
Without Project	
With Project	

Porchester Road / Walters Road

AM

Without Project

Site: 101 [AM - Porchester Rd/Walters Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	724	10.6	629	1.151	100	166.3	LOS F	82.2	627.4	Full	375	0.0	23.2
Approach	724	10.6		1.151		166.3	LOS F	82.2	627.4				
East: Walters Road (East)													
Lane 1[d]	843	2.4	504	1.672	100	627.8	LOS F	231.5	1653.1	Full	500	0.0	100.0
Approach	843	2.4		1.672		627.8	LOS F	231.5	1653.1				
North: Porchester Road (North)													
Lane 1[d]	585	4.0	759	0.771	100	15.5	LOS B	11.3	81.6	Full	305	0.0	0.0
Approach	585	4.0		0.771		15.5	LOS B	11.3	81.6				
West: Walters Road (West)													
Lane 1[d]	463	6.6	593	0.782	100	25.0	LOS C	11.1	81.8	Full	500	0.0	0.0
Approach	463	6.6		0.782		25.0	LOS C	11.1	81.8				
Intersection	2616	5.8		1.672		256.3	LOS F	231.5	1653.1				

With Project

Site: 101 [AM - Porchester Rd/Walters Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	660	7.8	1086	0.608	100	16.2	LOS B	17.8	133.1	Short	100	0.0	NA
Lane 2	640	6.4	727[1]	0.881	100	37.9	LOS D	31.2	230.6	Full	1210	0.0	0.0
Lane 3	9	0.0	120	0.079	100	49.4	LOS D	0.4	2.9	Short	30	0.0	NA
Approach	1309	7.1		0.881		27.1	LOS C	31.2	230.6				
East: Walters Road (East)													
Lane 1	216	1.5	260	0.831	100	47.8	LOS D	10.5	74.2	Full	500	0.0	0.0
Lane 2	204	7.2	323	0.632	100	42.3	LOS D	8.6	63.9	Short	60	0.0	NA
Approach	420	4.3		0.831		45.1	LOS D	10.5	74.2				
North: Porchester Road (North)													
Lane 1	54	21.6	994	0.054	100	12.2	LOS B	0.9	7.7	Short	30	0.0	NA
Lane 2	406	2.1	703[1]	0.578	100	22.9	LOS C	13.8	98.4	Full	635	0.0	0.0
Lane 3	75	1.4	119	0.629	100	53.0	LOS D	3.5	24.9	Short	50	0.0	NA
Approach	535	3.9		0.629		26.0	LOS C	13.8	98.4				
West: Walters Road (West)													
Lane 1	91	1.2	260	0.348	100	39.0	LOS D	3.7	26.3	Short	80	0.0	NA
Lane 2	276	9.2	319	0.864	100	52.8	LOS D	13.9	104.6	Full	130	0.0	0.0
Approach	366	7.2		0.864		49.4	LOS D	13.9	104.6				
Intersection	2631	6.0		0.881		32.8	LOS C	31.2	230.6				

Porchester Road / Walters Road

PM

Without Project

Site: 101 [PM - Porchester Rd/Walters Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1[d]	963	7.3	896	1.075	100	95.6	LOS F	74.5	554.1	Full	375	0.0	18.1
Approach	963	7.3		1.075		95.6	LOS F	74.5	554.1				
East: Walters Road (East)													
Lane 1[d]	347	0.9	407	0.854	100	51.3	LOS E	14.0	98.8	Full	500	0.0	0.0
Approach	347	0.9		0.854		51.3	LOS E	14.0	98.8				
North: Porchester Road (North)													
Lane 1[d]	774	4.6	664	1.166	100	177.5	LOS F	91.9	668.5	Full	305	0.0	38.4
Approach	774	4.6		1.166		177.5	LOS F	91.9	668.5				
West: Walters Road (West)													
Lane 1[d]	855	4.4	547	1.561	100	526.6	LOS F	211.6	1537.4	Full	500	0.0	100.0
Approach	855	4.4		1.561		526.6	LOS F	211.6	1537.4				
Intersection	2939	5.0		1.561		237.3	LOS F	211.6	1537.4				

With Project

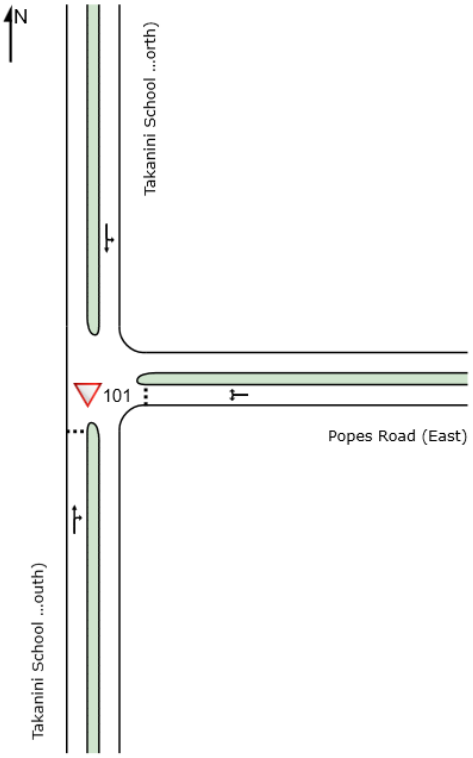
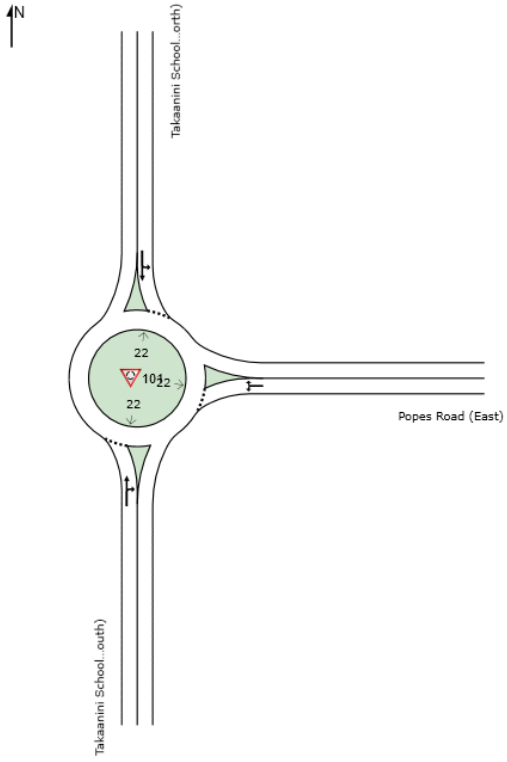
Site: 101 [PM - Porchester Rd/Walters Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Porchester Road (South)													
Lane 1	364	2.6	835	0.436	100	34.1	LOS C	17.8	127.7	Short	100	0.0	NA
Lane 2	537	9.2	722[1]	0.743	100	41.3	LOS D	33.1	250.2	Full	1210	0.0	0.0
Lane 3	7	0.0	72	0.102	100	83.2	LOS F	0.5	3.8	Short	30	0.0	NA
Approach	908	6.5		0.743		38.8	LOS D	33.1	250.2				
East: Walters Road (East)													
Lane 1	138	0.8	191	0.722	100	75.6	LOS E	10.3	72.3	Full	500	0.0	0.0
Lane 2	64	18.0	74	0.863	100	93.7	LOS F	5.3	42.8	Short	60	0.0	NA
Approach	202	6.2		0.863		81.3	LOS F	10.3	72.3				
North: Porchester Road (North)													
Lane 1	42	30.0	732	0.058	100	27.3	LOS C	1.6	14.3	Short	30	0.0	NA
Lane 2	729	4.8	744[1]	0.980	100	84.9	LOS F	68.5	498.9	Full	635	0.0	0.0
Lane 3	74	4.3	105	0.703	100	84.8	LOS F	5.7	41.2	Short	50	0.0	NA
Approach	845	6.0		0.980		82.1	LOS F	68.5	498.9				
West: Walters Road (West)													
Lane 1	443	1.4	524[1]	0.845	100	49.2	LOS D	29.0	205.7	Short	80	0.0	NA
Lane 2	392	5.1	401[1]	0.977	100	99.7	LOS F	36.0	263.3	Full	130	0.0	70.5
Approach	835	3.2		0.977		72.9	LOS E	36.0	263.3				
Intersection	2791	5.3		0.980		65.2	LOS E	68.5	498.9				

Popes Road / Takanini School Road Intersection

Popes Road / Takanini School Road	
	Layout
Without Project	
With Project	

Popes Road / Takanini School Road

AM

Without Project

Site: 101 [AM - Popes Rd/Takanini School Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Give-Way (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Takanini School Road (South)													
Lane 1	108	14.6	574	0.189	100	9.3	LOS A	0.7	5.3	Full	375	0.0	0.0
Approach	108	14.6		0.189		9.3	LOS A	0.7	5.3				
East: Popes Road (East)													
Lane 1	674	4.5	1302	0.517	100	4.9	LOS A	3.3	23.7	Full	500	0.0	0.0
Approach	674	4.5		0.517		4.9	LOS A	3.3	23.7				
North: Takanini School Road (North)													
Lane 1	87	24.1	1609	0.054	100	4.2	LOS A	0.0	0.0	Full	305	0.0	0.0
Approach	87	24.1		0.054		4.2	NA	0.0	0.0				
Intersection	869	7.7		0.517		5.4	NA	3.3	23.7				

With Project

Site: 101 [AM - Popes Rd/Takanini School Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Takanini School Road (South)													
Lane 1[d]	86	18.3	897	0.096	100	9.4	LOS A	0.5	4.2	Full	375	0.0	0.0
Approach	86	18.3		0.096		9.4	LOS A	0.5	4.2				
East: Popes Road (East)													
Lane 1[d]	748	4.9	1657	0.452	100	5.2	LOS A	4.0	29.3	Full	500	0.0	0.0
Approach	748	4.9		0.452		5.2	LOS A	4.0	29.3				
North: Takanini School Road (North)													
Lane 1[d]	112	18.9	1182	0.094	100	3.3	LOS A	0.6	4.6	Full	305	0.0	0.0
Approach	112	18.9		0.094		3.3	LOS A	0.6	4.6				
Intersection	946	7.8		0.452		5.3	LOS A	4.0	29.3				

Popes Road / Takanini School Road

PM

Without Project

Site: 101 [PM - Popes Rd/Takanini School Rd without Project (Site Folder: NoR 4 without Project)]

2048+ DM
Site Category: (None)
Give-Way (Two-Way)

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Takanini School Road (South)													
Lane 1	21	0.0	1076	0.020	100	6.2	LOS A	0.1	0.6	Full	375	0.0	0.0
Approach	21	0.0		0.020		6.2	LOS A	0.1	0.6				
East: Popes Road (East)													
Lane 1	279	55.8	901	0.310	100	5.9	LOS A	1.3	14.0	Full	500	0.0	0.0
Approach	279	55.8		0.310		5.9	LOS A	1.3	14.0				
North: Takanini School Road (North)													
Lane 1	169	8.7	1772	0.096	100	4.4	LOS A	0.0	0.0	Full	305	0.0	0.0
Approach	169	8.7		0.096		4.4	NA	0.0	0.0				
Intersection	469	36.3		0.310		5.3	NA	1.3	14.0				

With Project

Site: 101 [PM - Popes Rd/Takanini School Rd with Project (Site Folder: NoR 4 with Project)]

2048+ Ref Case
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Takanini School Road (South)													
Lane 1[d]	314	4.7	1033	0.304	100	9.5	LOS A	1.9	14.1	Full	375	0.0	0.0
Approach	314	4.7		0.304		9.5	LOS A	1.9	14.1				
East: Popes Road (East)													
Lane 1[d]	539	42.0	1391	0.387	100	5.2	LOS A	3.5	33.8	Full	500	0.0	0.0
Approach	539	42.0		0.387		5.2	LOS A	3.5	33.8				
North: Takanini School Road (North)													
Lane 1[d]	551	5.7	1024	0.538	100	5.4	LOS A	4.6	33.5	Full	305	0.0	0.0
Approach	551	5.7		0.538		5.4	LOS A	4.6	33.5				
Intersection	1403	19.4		0.538		6.2	LOS A	4.6	33.8				