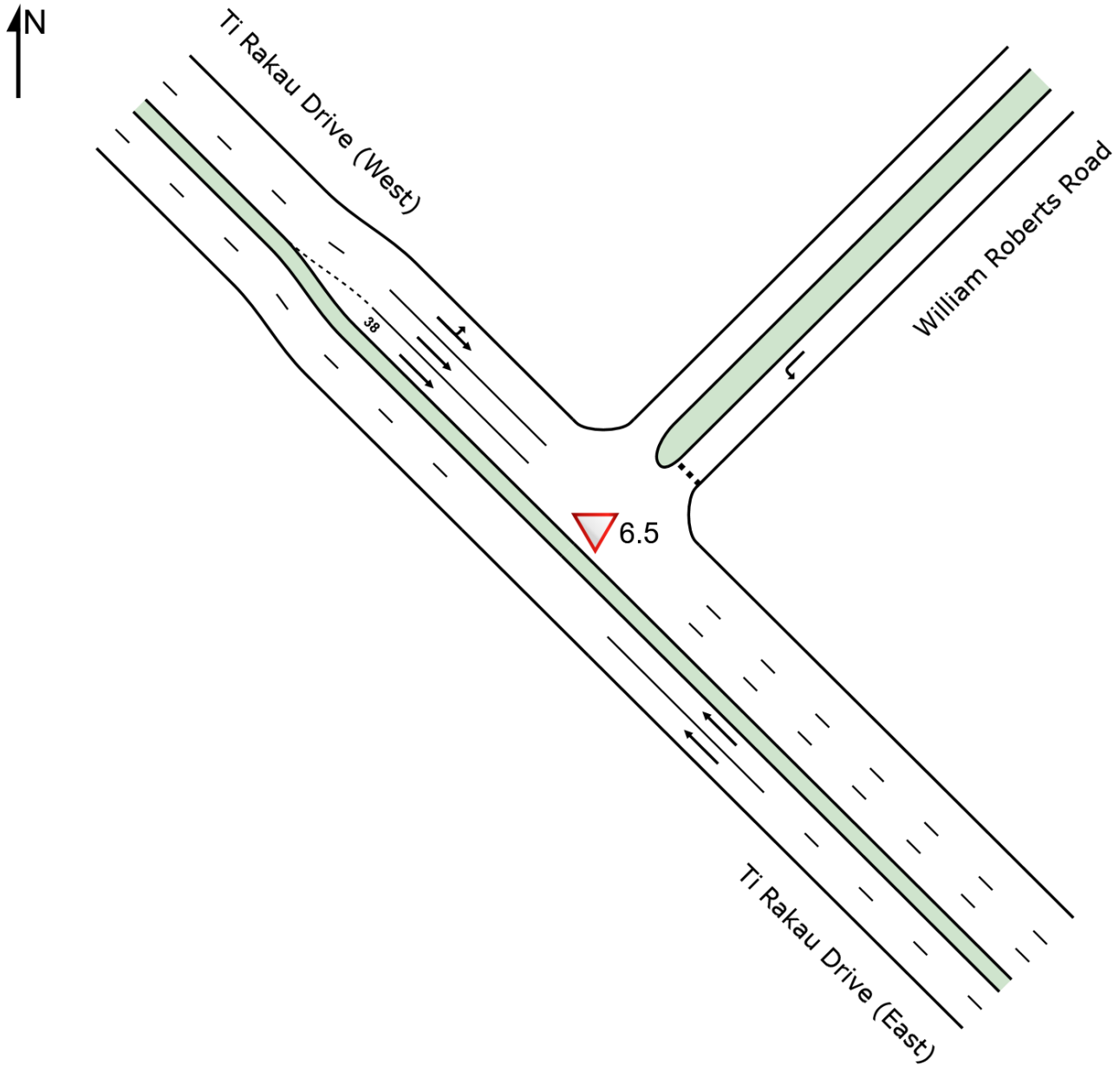


SITE LAYOUT

▽ Site: 6.5 [6.5 William Roberts Rd / Ti Rakau Dr - Import (Site Folder: General)]

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

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



LANE SUMMARY

Site: 6.5 [6.5 William Roberts Rd / Ti Rakau Dr - Import (Site Folder: General)]

Network: N101 [AM (Network Folder: General)]

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV %	[Total veh/h	HV %						[Veh	Dist] m				
SouthEast: Ti Rakau Drive (East)															
Lane 1	990	10.2	882	10.2	1781	0.495	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Lane 2	979	10.2	872	10.2	1762	0.495	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Approach	1969	10.2	1754 ^{N1}	10.2		0.495		0.0	NA	0.0	0.0				
NorthEast: William Roberts Road															
Lane 1	263	8.0	263	8.0	553	0.475	100	2.9	LOS A	2.7 ^{N5}	19.8 ^{N5}	Full	110	-50.0 ^{N3}	0.0
Approach	263	8.0	263	8.0		0.475		2.9	LOS A	2.7	19.8				
NorthWest: Ti Rakau Drive (West)															
Lane 1	348	10.2	348	10.2	1827	0.190	100	2.7	LOS A	1.5 ^{N5}	11.1 ^{N5}	Full	97	0.0	0.0
Lane 2	332	12.1	332	12.1	1742	0.190	100	0.0	LOS A	3.7 ^{N5}	28.3 ^{N5}	Full	97	0.0	0.0
Lane 3	332	12.1	332	12.1	1742	0.190	100	0.0	LOS A	0.0	0.0	Short	38	0.0	NA
Approach	1013	11.5	1011 ^{N1}	11.5		0.190		0.9	NA	3.7	28.3				
Intersection	3245	10.4	3028 ^{N1}	11.1		0.495		0.6	NA	3.7	28.3				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

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

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

^{N3} Capacity Adjustment due to downstream lane blockage determined by the program.

^{N5} Continuous Lane results determined by Back of Queue values of downstream lanes (proportional to lane movement flows).

Approach Lane Flows (veh/h)									
SouthEast: Ti Rakau Drive (East)									
Mov.	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From SE To Exit:	NW			Cap. veh/h	v/c	%	%		
Lane 1	882	882	10.2	1781	0.495	100	NA	NA	
Lane 2	872	872	10.2	1762	0.495	100	NA	NA	
Approach	1754	1754	10.2		0.495				
NorthEast: William Roberts Road									
Mov.	L2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From NE To Exit:	SE			Cap. veh/h	v/c	%	%		
Lane 1	263	263	8.0	553	0.475	100	NA	NA	
Approach	263	263	8.0		0.475				
NorthWest: Ti Rakau Drive (West)									

Mov. From NW To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	NE	SE							
Lane 1	204	144	348	10.2	1827	0.190	100	NA	NA
Lane 2	-	332	332	12.1	1742	0.190	100	NA	NA
Lane 3	-	332	332	12.1	1742	0.190	100	0.0	2
Approach	204	807	1011	11.5		0.190			
Total %HV Deg.Satn (v/c)									
Intersection	3028	11.1		0.495					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
SouthEast Exit: Ti Rakau Drive (East)												
Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
Full Length Lane	2										Merge Analysis not applied.	
Full Length Lane	3										Merge Analysis not applied.	
NorthEast Exit: William Roberts Road												
Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
NorthWest Exit: Ti Rakau Drive (West)												
Merge Type: Not Applied												
Full Length Lane	1										Merge Analysis not applied.	
Full Length Lane	2										Merge Analysis not applied.	

SITE LAYOUT

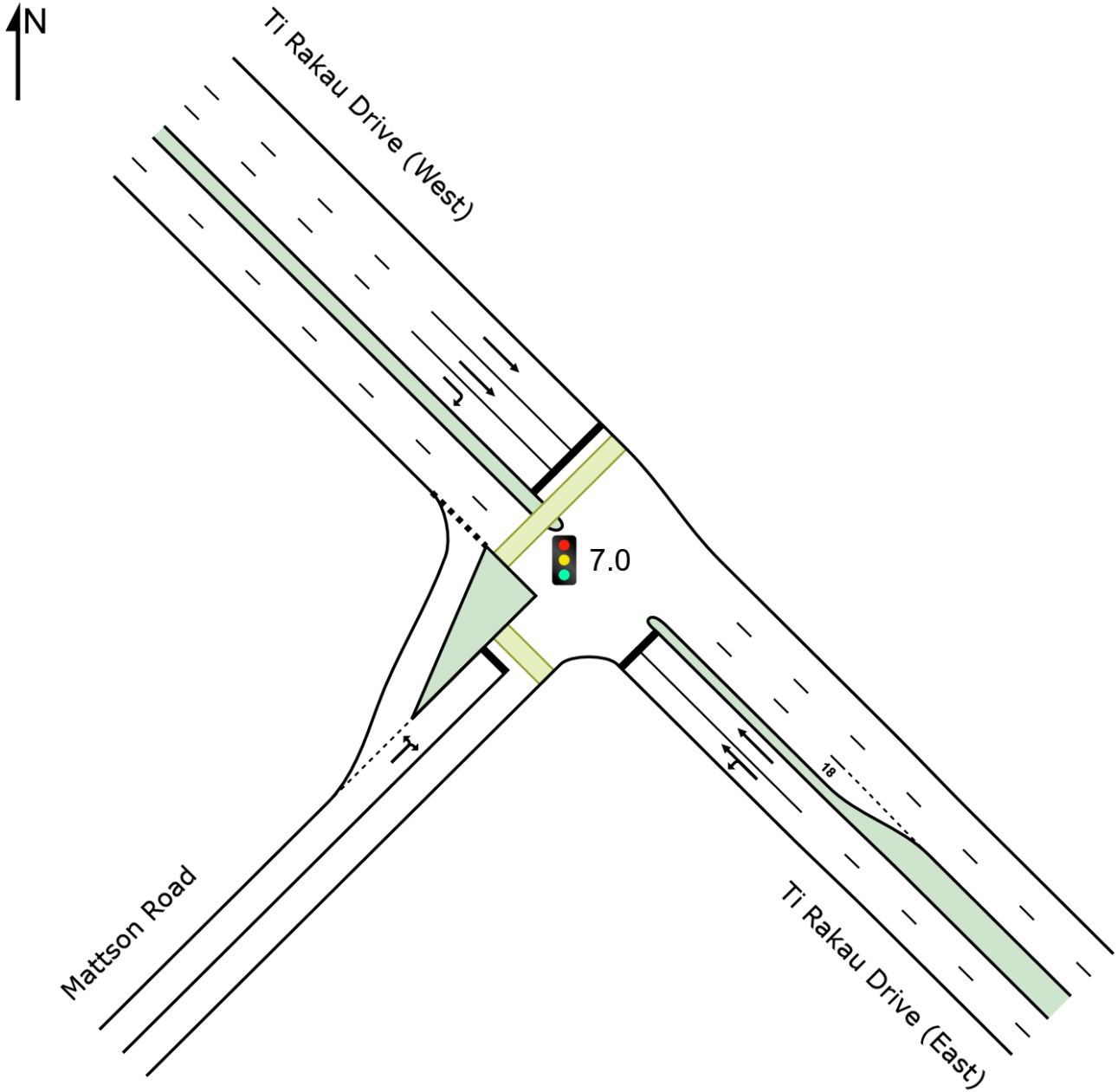
 Site: 7.0 [7.0 Mattson Rd/ Ti Rakau Dr (Site Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 7.0 [7.0 Mattson Rd/ Ti Rakau Dr (Site Folder: General)]

Network: N101 [AM
(Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 81 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]	veh/h	v/c	%	sec		[Veh	Dist]		m	%	%
	veh/h	%	veh/h	%	veh/h	v/c	%	sec		Dist]	m		m	%	%
SouthEast: Ti Rakau Drive (East)															
Lane 1	969	10.3	860	10.3	972	0.884	100	28.1	LOS C	33.4	254.2	Full	187	0.0	43.2
Lane 2	976	10.3	865	10.4	978	0.884	100	28.2	LOS C	33.6	255.8	Full	187	0.0	43.8
Approach	1945	10.3	1725 ^N	10.3		0.884		28.1	LOS C	33.6	255.8				
NorthWest: Ti Rakau Drive (West)															
Lane 1	525	11.3	524	11.3	1325	0.396	100	5.2	LOS A	3.4 ^{N4}	26.3 ^{N4}	Full	18	0.0	50.0
Lane 2	494	11.3	493	11.3	1245	0.396	100	5.3	LOS A	3.4 ^{N4}	26.3 ^{N4}	Full	18	0.0	50.0
Lane 3	52	7.7	52	7.7	128	0.406	100	44.1	LOS D	1.9	14.2	Full	18	0.0	0.0
Approach	1071	11.1	1069 ^N	11.1		0.406		7.1	LOS A	3.4	26.3				
SouthWest: Mattson Road															
Lane 1	136	4.4	136	4.4	509	0.267	100	25.3	LOS C	3.9	28.3	Full	282	0.0	0.0
Approach	136	4.4	136	4.4		0.267		25.3	LOS C	3.9	28.3				
Intersection	3152	10.3	2929 ^N	11.1		0.884		20.3	LOS C	33.6	255.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

^{N4} Average back of queue has been restricted to the available queue storage space.

Approach Lane Flows (veh/h)										
SouthEast: Ti Rakau Drive (East)										
Mov.	L2	T1	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From SE To Exit:	SW	NW			veh/h	v/c	%	%		
Lane 1	21	838	860	10.3	972	0.884	100	NA	NA	NA
Lane 2	-	865	865	10.4	978	0.884	100	NA	NA	NA
Approach	21	1703	1725	10.3		0.884				
NorthWest: Ti Rakau Drive (West)										
Mov.	T1	R2	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From NW To Exit:	SE	SW			veh/h	v/c	%	%		
Lane 1	524	-	524	11.3	1325	0.396	100	NA	NA	NA
Lane 2	493	-	493	11.3	1245	0.396	100	NA	NA	NA
Lane 3	-	52	52	7.7	128	0.406	100	NA	NA	NA
Approach	1017	52	1069	11.1		0.406				
SouthWest: Mattson Road										
Mov.	L2	R2	Total	%HV	Deg.	Lane Util.	Prob.	Ov.		
					v/c	%	%			

From SW To Exit:	NW	SE			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	72	64	136	4.4	509	0.267	100	NA	NA
Approach	72	64	136	4.4		0.267			
Total %HV Deg. Satn (v/c)									
Intersection	2929	11.1		0.884					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

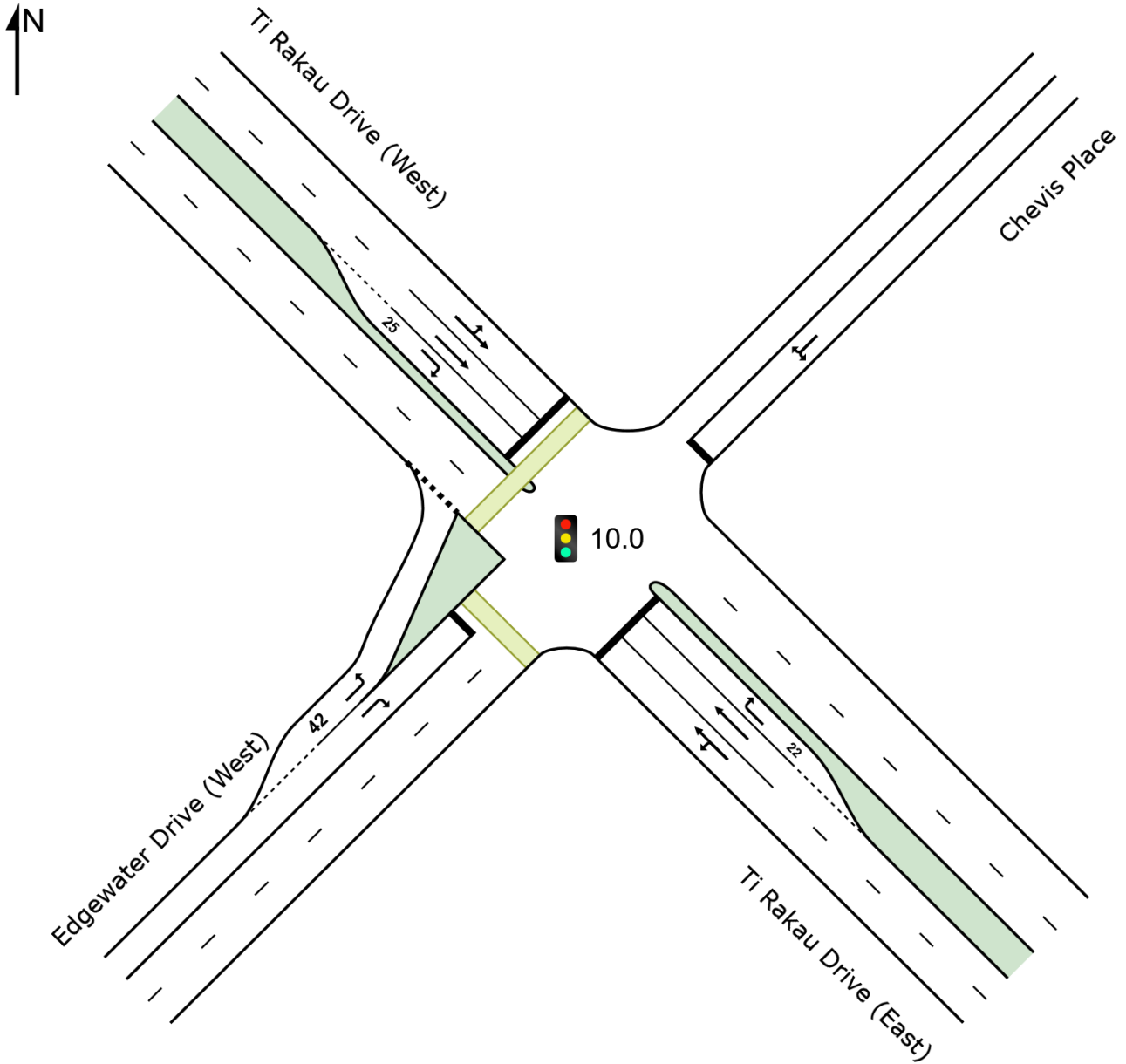
Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
SouthEast Exit: Ti Rakau Drive (East) Merge Type: Priority												
Exit Short Lane	3	18	0.0	493	521	3.00	2.00	64	1265	0.051	0.9	1.1
Merge Lane	2	-	100.0	Merge Lane is not Opposed				493	1800	0.274	0.0	0.0
NorthWest Exit: Ti Rakau Drive (West) Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
SouthWest Exit: Mattson Road Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 10.0 [10.0 Edgewater Dr (West) / Chevis Pl (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 10.0 [10.0 Edgewater Dr (West) / Chevis Pl (Site Folder: General)]

Network: N101 [AM (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 91 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	DEMAND FLOWS [Total HV]		ARRIVAL FLOWS [Total HV]		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
SouthEast: Ti Rakau Drive (East)															
Lane 1	949	9.5	881	9.6	991	0.890	100	32.0	LOS C	36.6 ^{N4}	277.6 ^{N4}	Full	190	0.0	50.0
Lane 2	928	10.4	861	10.6	968 ¹	0.890	100	31.3	LOS C	36.4 ^{N4}	277.6 ^{N4}	Full	190	0.0	50.0
Lane 3	10	0.0	9	0.0	117	0.079	100	49.9	LOS D	0.4	2.6	Short	22	0.0	NA
Approach	1887	9.9	1752 ^{N1}	10.0		0.890		31.8	LOS C	36.6	277.6				
NorthEast: Chevis Place															
Lane 1	28	3.6	28	3.6	141	0.198	100	48.6	LOS D	1.1	7.9	Full	138	0.0	0.0
Approach	28	3.6	28	3.6		0.198		48.6	LOS D	1.1	7.9				
NorthWest: Ti Rakau Drive (West)															
Lane 1	478	11.3	460	11.3	1003	0.459	100	13.9	LOS B	11.1	85.5	Full	68	0.0	36.0
Lane 2	382	11.5	368	11.6	801 ¹	0.459	100	13.1	LOS B	8.5	65.3	Full	68	0.0	11.3
Lane 3	77	13.7	74	13.7	108	0.684	100	54.7	LOS D	3.2	25.0	Short	25	0.0	NA
Approach	937	11.6	902 ^{N1}	11.6		0.684		16.9	LOS B	11.1	85.5				
SouthWest: Edgewater Drive (West)															
Lane 1	132	8.0	132	8.0	549	0.240	100	18.6	LOS B	2.9	21.4	Short	42	0.0	NA
Lane 2	59	8.9	59	8.9	115	0.512	100	53.7	LOS D	2.5	18.5	Full	789	0.0	0.0
Approach	191	8.3	191	8.3		0.512		29.5	LOS C	2.9	21.4				
Intersection	3043	10.2	2872 ^{N1}	10.8		0.890		27.1	LOS C	36.6	277.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

^{N4} Average back of queue has been restricted to the available queue storage space.

Approach Lane Flows (veh/h)											
SouthEast: Ti Rakau Drive (East)											
Mov. From SE To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	134	748	-	881	9.6	991	0.890	100	NA	NA	
Lane 2	-	861	-	861	10.6	968 ¹	0.890	100	NA	NA	
Lane 3	-	-	9	9	0.0	117	0.079	100	0.0	2	
Approach	134	1609	9	1752	10.0		0.890				
NorthEast: Chevis Place											
Mov.	L2	R2	Total	%HV	Deg.	Lane	Prob.	Ov.			

From NE To Exit:	SE	NW				Cap. veh/h	Satn v/c	Util. %	SL %	Ov. %	Lane No.
Lane 1	10	18	28	3.6		141	0.198	100	NA	NA	
Approach	10	18	28	3.6			0.198				
NorthWest: Ti Rakau Drive (West)											
Mov. From NW To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. %	Ov. Lane No.
Lane 1	10	451	-	460	11.3	1003	0.459	100	NA	NA	
Lane 2	-	368	-	368	11.6	801 ¹	0.459	100	NA	NA	
Lane 3	-	-	74	74	13.7	108	0.684	100	15.1		2
Approach	10	818	74	902	11.6		0.684				
SouthWest: Edgewater Drive (West)											
Mov. From SW To Exit:	L2	R2	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. %	Ov. Lane No.
Lane 1	132	-	132	8.0		549	0.240	100	0.0		2
Lane 2	-	59	59	8.9		115	0.512	100	NA	NA	
Approach	132	59	191	8.3			0.512				
Total %HV Deg.Satn (v/c)											
Intersection	2872	10.8		0.890							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

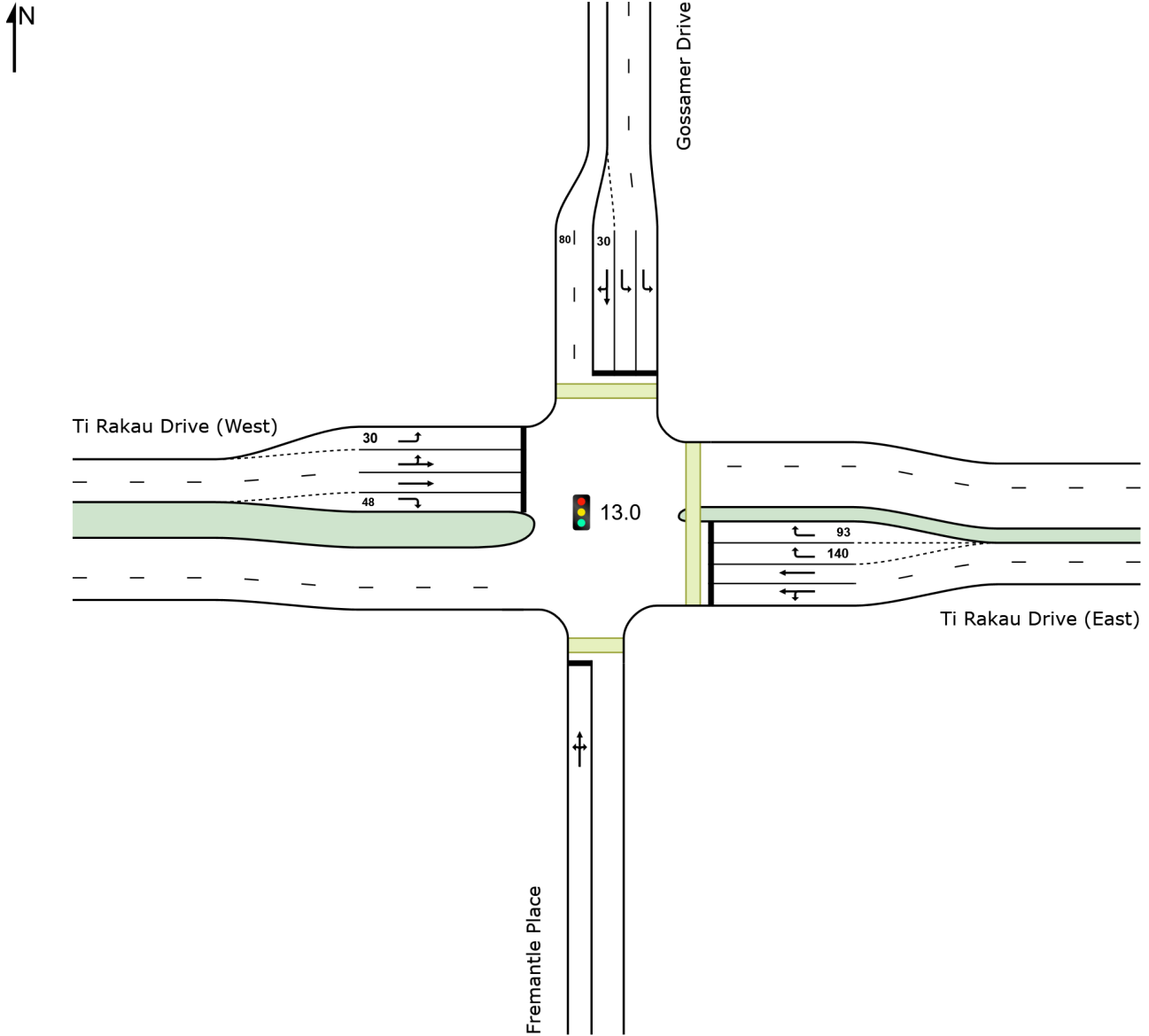
Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
SouthEast Exit: Ti Rakau Drive (East)											
Merge Type: Not Applied											
Full Length Lane	1		Merge Analysis not applied.								
Full Length Lane	2		Merge Analysis not applied.								
NorthEast Exit: Chevis Place											
Merge Type: Not Applied											
Full Length Lane	1		Merge Analysis not applied.								
NorthWest Exit: Ti Rakau Drive (West)											
Merge Type: Not Applied											
Full Length Lane	1		Merge Analysis not applied.								
Full Length Lane	2		Merge Analysis not applied.								
SouthWest Exit: Edgewater Drive (West)											
Merge Type: Not Applied											
Full Length Lane	1		Merge Analysis not applied.								
Full Length Lane	2		Merge Analysis not applied.								

SITE LAYOUT

Site: 13.0 [13.0 Gossamer Dr / Ti Rakau Dr (Site Folder: General)]

Scheme Design
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 13.0 [13.0 Gossamer Dr / Ti Rakau Dr (Site Folder: General)]

Network: N101 [AM (Network Folder: General)]

Scheme Design

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 132 seconds (Site User-Given Phase Times)

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]	veh/h	v/c	%	sec		[Veh	Dist]		m	%	%
South: Fremantle Place															
Lane 1	51	7.8	51	7.8	81	0.631	100	76.2	LOS E	3.1	23.5	Full	285	0.0	0.0
Approach	51	7.8	51	7.8		0.631		76.2	LOS E	3.1	23.5				
East: Ti Rakau Drive (East)															
Lane 1	784	10.7	784	10.7	752	1.043	100	97.8	LOS F	59.6	455.7	Full	636	0.0	0.0
Lane 2	730	10.8	730	10.8	700 ¹	1.043	100	120.9	LOS F	69.4	530.9	Full	636	0.0	0.0
Lane 3	128	7.8	128	7.8	328	0.389	47 ⁶	31.2	LOS C	3.4	25.6	Short	140	0.0	NA
Lane 4	271	7.8	271	7.8	328	0.827	100	45.1	LOS D	10.4	77.7	Short	93	0.0	NA
Approach	1913	10.1	1913	10.1		1.043		94.7	LOS F	69.4	530.9				
North: Gossamer Drive															
Lane 1	521	8.9	521	8.9	794	0.656	100	23.1	LOS C	17.3	130.7	Full	1010	0.0	0.0
Lane 2	409	8.9	409	8.9	623 ¹	0.656	100	21.5	LOS C	12.4	93.5	Full	1010	0.0	0.0
Lane 3	291	5.8	291	5.8	230 ¹	1.267	100	315.6	LOS F	42.7	313.8	Short	30	0.0	NA
Approach	1221	8.2	1221	8.2		1.267		92.3	LOS F	42.7	313.8				
West: Ti Rakau Drive (West)															
Lane 1	55	9.1	53	9.1	907	0.058	8 ⁵	14.1	LOS B	1.0	7.6	Short	30	0.0	NA
Lane 2	396	11.4	380	11.5	510 ¹	0.746	100	43.6	LOS D	19.4	149.3	Full	479	0.0	0.0
Lane 3	418	11.4	402	11.5	539 ¹	0.746	100	44.3	LOS D	20.9	160.6	Full	479	0.0	0.0
Lane 4	11	9.1	11	9.1	218	0.049	100	59.4	LOS E	0.5	4.1	Short	48	0.0	NA
Approach	880	11.3	845 ^{N1}	11.3		0.746		42.3	LOS D	20.9	160.6				
Intersection	4065	9.8	4030 ^{N1}	9.9		1.267		82.7	LOS F	69.4	530.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

⁵ Lane under-utilisation found by the program

⁶ Lane under-utilisation due to downstream effects

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Approach Lane Flows (veh/h)											
South: Fremantle Place											
Mov. From S To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Ov. %	Ov. Lane No.
Lane 1	23	11	17	51	7.8	81	0.631	100	NA	NA	
Approach	23	11	17	51	7.8		0.631				
East: Ti Rakau Drive (East)											

Mov. From E To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	766	-	784	10.7	752	1.043	100	NA	NA
Lane 2	-	730	-	730	10.8	700 ¹	1.043	100	NA	NA
Lane 3	-	-	128	128	7.8	328	0.389	47 ⁶	0.0	2
Lane 4	-	-	271	271	7.8	328	0.827	100	0.0	3
Approach	18	1496	399	1913	10.1		1.043			
North: Gossamer Drive										
Mov. From N To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	521	-	-	521	8.9	794	0.656	100	NA	NA
Lane 2	409	-	-	409	8.9	623 ¹	0.656	100	NA	NA
Lane 3	-	11	280	291	5.8	230 ¹	1.267	100	100.0	2
Approach	930	11	280	1221	8.2		1.267			
West: Ti Rakau Drive (West)										
Mov. From W To Exit:	L2	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	53	-	-	53	9.1	907	0.058	8 ⁵	0.0	2
Lane 2	-	380	-	380	11.5	510 ¹	0.746	100	NA	NA
Lane 3	-	402	-	402	11.5	539 ¹	0.746	100	NA	NA
Lane 4	-	-	11	11	9.1	218	0.049	100	0.0	3
Approach	53	782	11	845	11.3		0.746			
Total %HV Deg. Satn (v/c)										
Intersection	4030	9.9		1.267						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

- 1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
- 5 Lane under-utilisation found by the program
- 6 Lane under-utilisation due to downstream effects

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
South Exit: Fremantle Place Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ti Rakau Drive (East) Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: Gossamer Drive Merge Type: Zipper												
Exit Short Lane	1	80	50.0	141	147	2.50	2.00	181	1630	0.111	0.0	0.1
Merge Lane	2	-	50.0	90	94	2.50	2.00	282	1693	0.167	0.0	0.0
West Exit: Ti Rakau Drive (West) Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										

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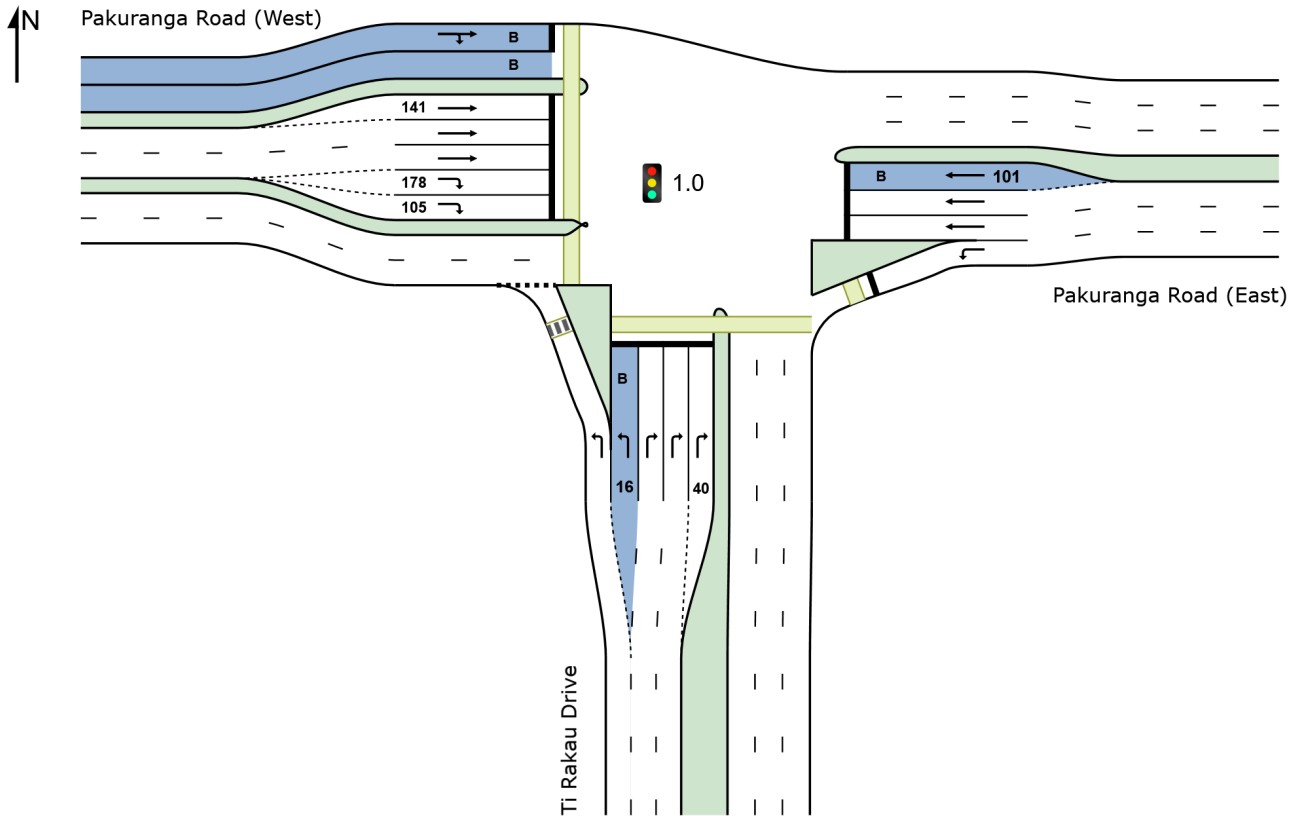
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SITE LAYOUT

Site: 1.0 [1.0 Pakuranga Rd / Ti Rakau Rd (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

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



LANE SUMMARY

Site: 1.0 [1.0 Pakuranga Rd / Ti Rakau Rd (Site Folder: General)]

Network: N101 [PM (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Ti Rakau Drive															
Lane 1	767	4.8	754	4.8	1132 ¹	0.666	100	9.4	LOS A	12.2	89.2	Full	174	0.0	0.0
Lane 2 (B)	13	100.0	13	100.0	127	0.102	100	44.7	LOS D	0.5	5.9	Short	16	0.0	NA
Lane 3	385	4.1	378	4.0	427	0.887	100	48.2	LOS D	15.7	114.0	Full	174	0.0	0.0
Lane 4	323	4.1	318	4.0	358 ¹	0.887	100	48.1	LOS D	12.9	93.7	Full	174	0.0	0.0
Lane 5	323	4.1	318	4.0	358 ¹	0.887	100	48.1	LOS D	12.9	93.7	Short	40	0.0	NA
Approach	1811	5.1	1780 ^N	5.0		0.887		31.7	LOS C	15.7	114.0				
East: Pakuranga Road (East)															
Lane 1	787	4.7	766	4.7	983	0.779	100	22.4	LOS C	22.1	160.6	Full	113	0.0	47.4
Lane 2	406	10.2	395	10.2	432	0.913	100	47.9	LOS D	17.3	132.1	Full	113	0.0	29.3
Lane 3	406	10.2	395	10.2	432	0.913	100	47.9	LOS D	17.3	132.1	Full	113	0.0	29.3
Lane 4 (B)	11	100.0	11	100.0	90	0.123	100	42.2	LOS D	0.4	5.1	Short	101	0.0	NA
Approach	1609	8.1	1566 ^N	8.1		0.913		35.4	LOS D	22.1	160.6				
West: Pakuranga Road (West)															
Lane 1 (B)	42	100.0	42	100.0	86	0.490	100	42.0	LOS D	1.5	19.7	Full	388	0.0	0.0
Lane 2	450	7.1	450	7.1	579	0.777	100	30.1	LOS C	15.5	115.0	Short	141	0.0	NA
Lane 3	450	7.1	450	7.1	579	0.777	100	30.1	LOS C	15.5	115.0	Full	388	0.0	0.0
Lane 4	450	7.1	450	7.1	579	0.777	100	30.1	LOS C	15.5	115.0	Full	388	0.0	0.0
Lane 5	228	8.8	228	8.8	261	0.872	100	51.7	LOS D	9.3	70.2	Short	178	0.0	NA
Lane 6	228	8.8	228	8.8	261	0.872	100	51.7	LOS D	9.3	70.2	Short	105	0.0	NA
Approach	1847	9.6	1847	9.6		0.872		35.7	LOS D	15.5	115.0				
Intersection	5267	7.6	5193 ^N	7.7		0.913		34.2	LOS C	22.1	160.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Approach Lane Flows (veh/h)										
South: Ti Rakau Drive										
Mov. From S To Exit:	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. %	Ov. Lane No.
	W	E								
Lane 1	754	-	754	4.8	1132 ¹	0.666	100	NA	NA	
Lane 2	13	-	13	100.0	127	0.102	100	0.0	1	
Lane 3	-	378	378	4.0	427	0.887	100	NA	NA	
Lane 4	-	318	318	4.0	358 ¹	0.887	100	NA	NA	

Lane 5	-	318	318	4.0	358 ¹	0.887	100	95.7	4
Approach	767	1013	1780	5.0		0.887			
East: Pakuranga Road (East)									
Mov. From E To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	766	-	766	4.7	983	0.779	100	NA	NA
Lane 2	-	395	395	10.2	432	0.913	100	NA	NA
Lane 3	-	395	395	10.2	432	0.913	100	NA	NA
Lane 4	-	11	11	100.0	90	0.123	100	0.0	3
Approach	766	800	1566	8.1		0.913			
West: Pakuranga Road (West)									
Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	21	21	42	100.0	86	0.490	100	NA	NA
Lane 2	450	-	450	7.1	579	0.777	100	0.0	3
Lane 3	450	-	450	7.1	579	0.777	100	NA	NA
Lane 4	450	-	450	7.1	579	0.777	100	NA	NA
Lane 5	-	228	228	8.8	261	0.872	100	0.0	4
Lane 6	-	228	228	8.8	261	0.872	100	0.0	5
Approach	1371	476	1847	9.6		0.872			
Total %HV Deg. Satn (v/c)									
Intersection	5193	7.7		0.913					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

- 1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

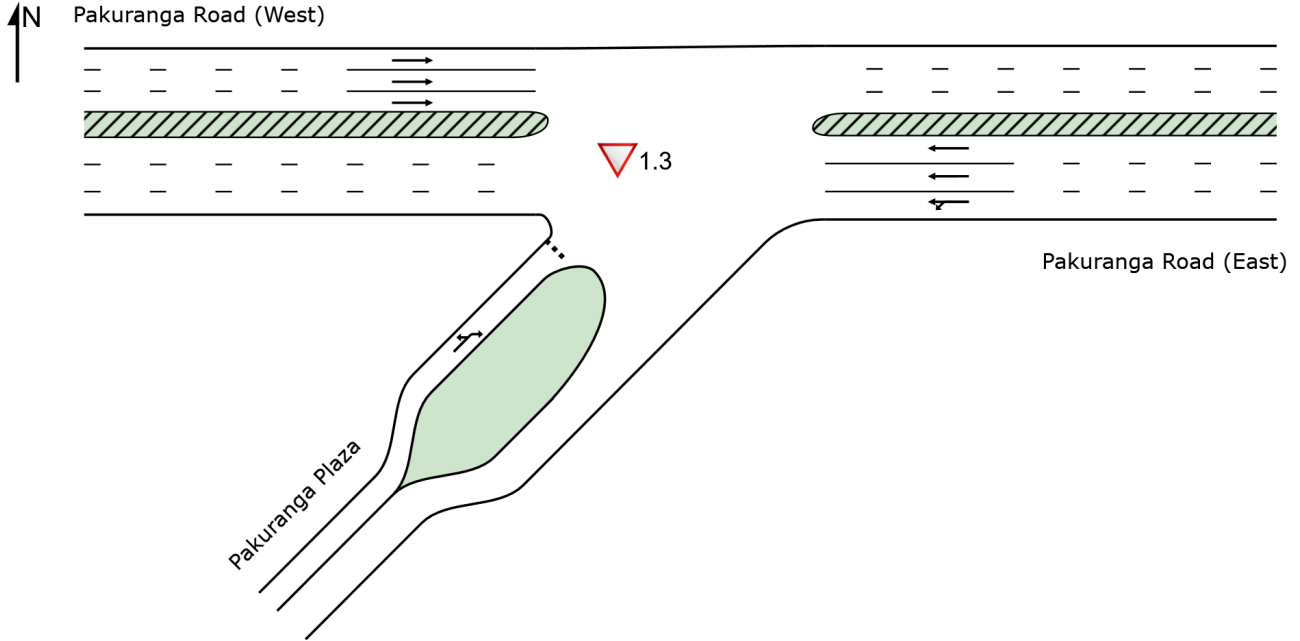
Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate % veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Ti Rakau Drive											
Merge Type: Not Applied											
Full Length Lane	1										
Full Length Lane	2										
Full Length Lane	3										
East Exit: Pakuranga Road (East)											
Merge Type: Not Applied											
Full Length Lane	1										
Full Length Lane	2										
Full Length Lane	3										
West Exit: Pakuranga Road (West)											
Merge Type: Not Applied											
Full Length Lane	1										
Full Length Lane	2										
Full Length Lane	3										

SITE LAYOUT

▽ Site: 1.3 [1.3 Mall/ Pakuranga Rd - PD (Site Folder: General)]

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

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



LANE SUMMARY

Site: 1.3 [1.3 Mall/ Pakuranga Rd - PD (Site Folder: General)] Network: N101 [PM (Network Folder: General)]

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

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist] m				
East: Pakuranga Road (East)															
Lane 1	508	8.7	508	8.7	1846	0.275	100	1.0	LOS A	0.0	0.0	Full	152	0.0	0.0
Lane 2	515	7.3	515	7.3	1872	0.275	100	0.0	LOS A	0.0	0.0	Full	152	0.0	0.0
Lane 3	515	7.3	515	7.3	1872	0.275	100	0.0	LOS A	0.0	0.0	Full	152	0.0	0.0
Approach	1539	7.7	1539	7.7		0.275		0.4	NA	0.0	0.0				
West: Pakuranga Road (West)															
Lane 1	797	6.6	792	6.6	1802	0.439	100	0.0	LOS A	0.0	0.0	Full	108	0.0	0.0
Lane 2	797	6.6	792	6.6	1802	0.439	100	0.0	LOS A	0.0	0.0	Full	108	0.0	0.0
Lane 3	792	6.6	787	6.6	1792	0.439	100	0.0	LOS A	0.0	0.0	Full	108	0.0	0.0
Approach	2386	6.6	2371 ^{N1}	6.6		0.439		0.0	NA	0.0	0.0				
SouthWest: Pakuranga Plaza															
Lane 1	99	7.1	99	7.1	88	1.128	100	318.2	LOS F	12.1	89.8	Full	196	-1.0 ^{N7}	0.0
Approach	99	7.1	99	7.1		1.128		318.2	LOS F	12.1	89.8				
Intersection	4024	7.1	4009 ^{N1}	7.1		1.128		8.0	NA	12.1	89.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

N7 The capacity reduction has been determined from the queue blockage probability of a Site further downstream due to intermediate continuous lanes.

Approach Lane Flows (veh/h)										
East: Pakuranga Road (East)										
Mov. From E To Exit:	L1	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
	SW	W								
Lane 1	94	414	508	8.7	1846	0.275	100	NA	NA	
Lane 2	-	515	515	7.3	1872	0.275	100	NA	NA	
Lane 3	-	515	515	7.3	1872	0.275	100	NA	NA	
Approach	94	1445	1539	7.7		0.275				
West: Pakuranga Road (West)										
Mov. From W To Exit:	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.		
	E									
Lane 1	792	792	6.6	1802	0.439	100	NA	NA		
Lane 2	792	792	6.6	1802	0.439	100	NA	NA		

Lane 3	787	787	6.6		1792	0.439	100	NA	NA
Approach	2371	2371	6.6			0.439			
SouthWest: Pakuranga Plaza									
Mov. From SW To Exit:	L3 W	R1 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL %	Ov. Lane No.
Lane 1	98	1	99	7.1	88	1.128	100	NA	NA
Approach	98	1	99	7.1		1.128			
Total %HV Deg. Satn (v/c)									
Intersection	4009	7.1		1.128					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

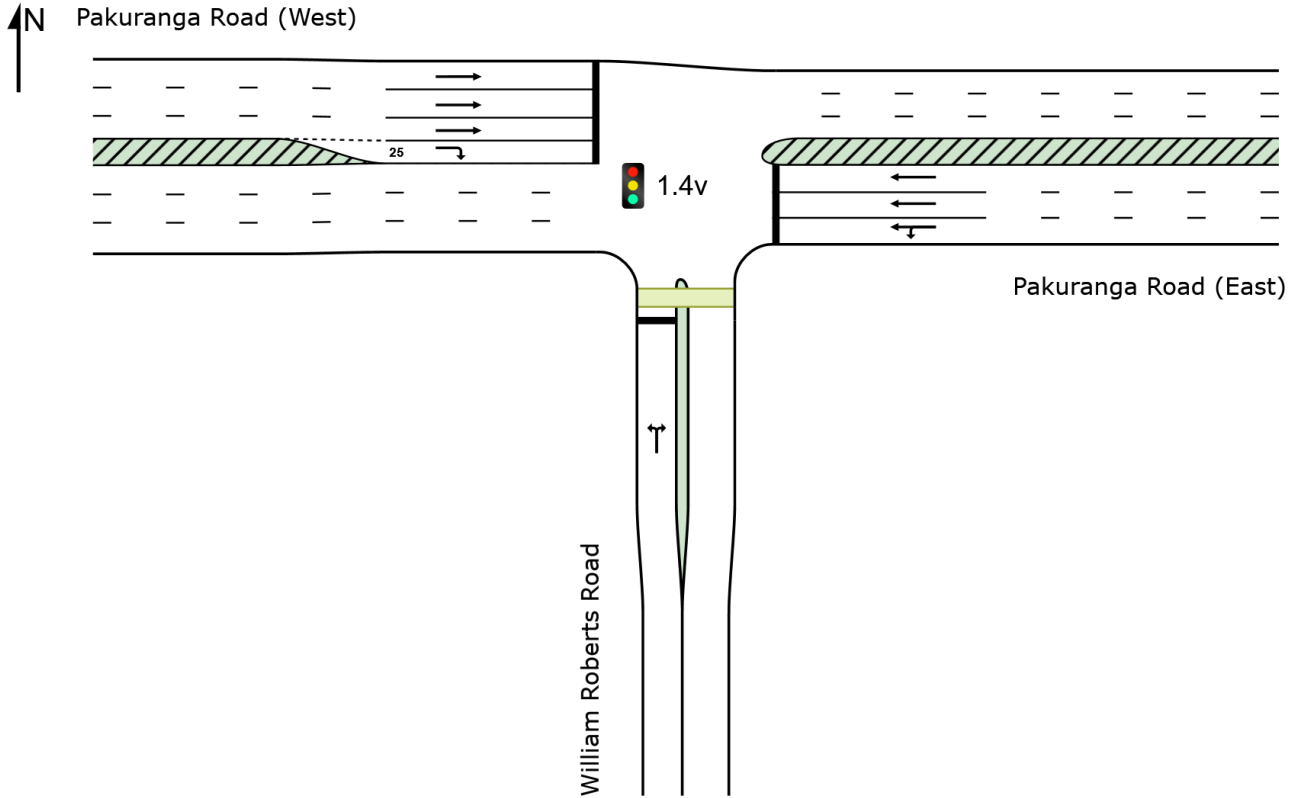
Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
East Exit: Pakuranga Road (East)												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
Full Length Lane	2											Merge Analysis not applied.
Full Length Lane	3											Merge Analysis not applied.
West Exit: Pakuranga Road (West)												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.
Full Length Lane	2											Merge Analysis not applied.
Full Length Lane	3											Merge Analysis not applied.
SouthWest Exit: Pakuranga Plaza												
Merge Type: Not Applied												
Full Length Lane	1											Merge Analysis not applied.

SITE LAYOUT

 Site: 1.4v [1.4 William Roberts/ Pakuranga Rd - PD - Conversion (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 1.4v [1.4 William Roberts/ Pakuranga Rd - PD - Conversion (Site Folder: General)]

Network: N101 [PM (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Lane Use and Performance															
	DEMAND FLOWS [Total HV]		ARRIVAL FLOWS [Total HV]		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE [Veh Dist]		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: William Roberts Road															
Lane 1	236	7.2	235	7.2	265	0.888	100	84.0	LOS F	17.6	130.7	Full	244	-28.7 ^{N7}	0.0
Approach	236	7.2	235 ^{N1}	7.2		0.888		84.0	LOS F	17.6	130.7				
East: Pakuranga Road (East)															
Lane 1	490	7.3	490	7.3	1102	0.444	100	12.9	LOS B	11.7	87.3	Full	184	0.0	0.0
Lane 2	488	7.6	488	7.6	1098	0.444	100	15.7	LOS B	14.4	107.1	Full	184	0.0	0.0
Lane 3	493	7.6	493	7.6	1110	0.444	100	15.6	LOS B	14.5	107.9	Full	184	0.0	0.0
Approach	1471	7.5	1471	7.5		0.444		14.7	LOS B	14.5	107.9				
West: Pakuranga Road (West)															
Lane 1	1187	6.5	1186	6.5	1333	0.890	100	17.2	LOS B	30.0 ^{N4}	222.1 ^{N4}	Full	152	0.0	50.0
Lane 2	725	6.5	725	6.5	814	0.890	100	31.6	LOS C	30.0 ^{N4}	222.1 ^{N4}	Full	152	-38.9 ^{N3}	50.0
Lane 3	549	6.5	549	6.5	616 ¹	0.890	100	38.1	LOS D	30.0 ^{N4}	222.1 ^{N4}	Full	152	-50.0 ^{N3}	50.0
Lane 4	54	13.0	54	13.0	119	0.452	100	80.8	LOS F	3.6	27.6	Short	25	0.0	NA
Approach	2515	6.7	2514 ^{N1}	6.7		0.890		27.3	LOS C	30.0	222.1				
Intersection	4222	7.0	4220 ^{N1}	7.0		0.890		26.1	LOS C	30.0	222.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

^{N3} Capacity Adjustment due to downstream lane blockage determined by the program.

^{N4} Average back of queue has been restricted to the available queue storage space.

^{N7} The capacity reduction has been determined from the queue blockage probability of a Site further downstream due to intermediate continuous lanes.

Approach Lane Flows (veh/h)										
South: William Roberts Road										
Mov. From S To Exit:	L2	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
	W	E								
Lane 1	141	95	235	7.2	265	0.888	100	NA	NA	
Approach	141	95	235	7.2		0.888				
East: Pakuranga Road (East)										
Mov. From E To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
	S	W								
Lane 1	73	417	490	7.3	1102	0.444	100	NA	NA	
Lane 2	-	488	488	7.6	1098	0.444	100	NA	NA	

Lane 3	-	493	493	7.6	1110	0.444	100	NA	NA
Approach	73	1398	1471	7.5		0.444			
West: Pakuranga Road (West)									
Mov. From W To Exit:	T1	R2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	E	S							
Lane 1	1186	-	1186	6.5	1333	0.890	100	NA	NA
Lane 2	725	-	725	6.5	814	0.890	100	NA	NA
Lane 3	549	-	549	6.5	616 ¹	0.890	100	NA	NA
Lane 4	-	54	54	13.0	119	0.452	100	24.1	3
Approach	2460	54	2514	6.7		0.890			
Total %HV Deg. Satn (v/c)									
Intersection	4220	7.0		0.890					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

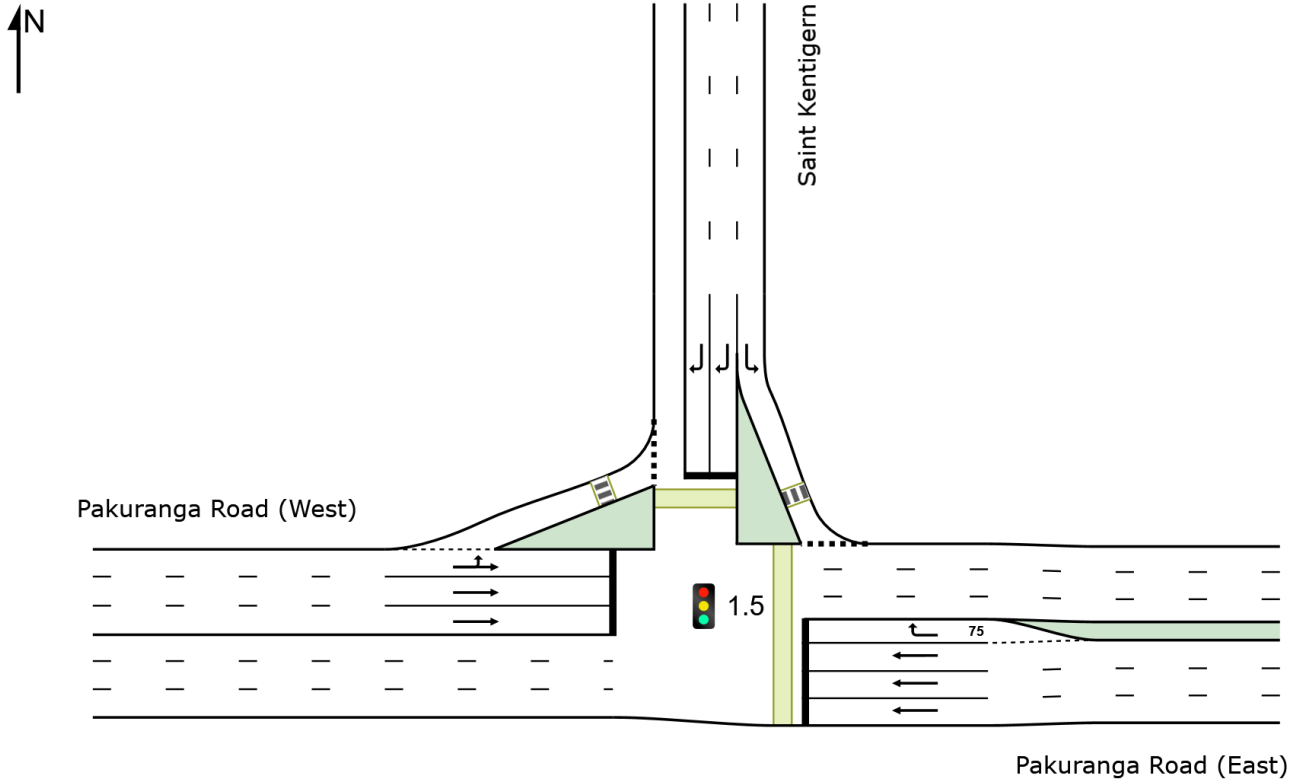
Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate % veh/h	Critical Gap pcu/h	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: William Roberts Road												
Merge Type: Not Applied												
Full Length Lane	1											
East Exit: Pakuranga Road (East)												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
Full Length Lane	3											
West Exit: Pakuranga Road (West)												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
Full Length Lane	3											

SITE LAYOUT

 Site: 1.5 [1.5 Saint Kentigern/ Pakuranga Rd - PD (Site Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



LANE SUMMARY

Site: 1.5 [1.5 Saint Kentigern/ Pakuranga Rd - PD (Site Folder: Network: N101 [PM (Network General)]) Folder: General]]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network User-Given Cycle Time)

Lane Use and Performance															
	DEMAND FLOWS		ARRIVAL FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	85% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]	veh/h	v/c	%	sec		[Veh	Dist]		m	%	%
East: Pakuranga Road (East)															
Lane 1	458	7.6	458	7.6	1415	0.323	100	5.4	LOS A	8.8	65.6	Full	87	0.0	0.0
Lane 2	458	7.6	458	7.6	1415	0.323	100	5.4	LOS A	8.8	65.6	Full	87	0.0	0.0
Lane 3	460	7.6	460	7.6	1422	0.323	100	5.4	LOS A	8.8	65.9	Full	87	0.0	0.0
Lane 4	27	3.7	27	3.7	139	0.194	100	52.6	LOS D	1.3	9.7	Short	75	0.0	NA
Approach	1402	7.5	1402	7.5		0.323		6.3	LOS A	8.8	65.9				
North: Saint Kentigern															
Lane 1	57	3.5	57	3.5	544	0.105	100	14.6	LOS B	1.7	12.1	Full	96	0.0	0.0
Lane 2	47	7.5	47	7.5	254	0.184	100	60.9	LOS E	2.7	20.2	Full	96	0.0	0.0
Lane 3	46	7.5	46	7.5	250	0.184	100	61.0	LOS E	2.7	19.9	Full	96	0.0	0.0
Approach	150	6.0	150	6.0		0.184		43.3	LOS D	2.7	20.2				
West: Pakuranga Road (West)															
Lane 1	603	6.2	603	6.2	701	0.860	100	14.9	LOS B	18.1	133.5	Full	184	0.0	0.0
Lane 2	982	6.5	982	6.5	1142	0.860	100	9.5	LOS A	32.3	238.8	Full	184	0.0	38.9
Lane 3	982	6.5	982	6.5	1142	0.860	100	15.8	LOS B	36.4 ^{N4}	268.9 ^{N4}	Full	184	0.0	50.0
Approach	2568	6.4	2568	6.4		0.860		13.2	LOS B	36.4	268.9				
Intersection	4120	6.8	4120	6.8		0.860		11.9	LOS B	36.4	268.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Lane LOS values are based on average delay per lane.

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

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

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

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

^{N4} Average back of queue has been restricted to the available queue storage space.

Approach Lane Flows (veh/h)										
East: Pakuranga Road (East)										
Mov.	T1	R2	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane
From E To Exit:	W	N			veh/h	v/c	%	%	No.	
Lane 1	458	-	458	7.6	1415	0.323	100	NA	NA	
Lane 2	458	-	458	7.6	1415	0.323	100	NA	NA	
Lane 3	460	-	460	7.6	1422	0.323	100	NA	NA	
Lane 4	-	27	27	3.7	139	0.194	100	0.0	3	
Approach	1375	27	1402	7.5		0.323				
North: Saint Kentigern										
Mov.	L2	R2	Total	%HV	Cap.	Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane
From N To Exit:	E	W			veh/h	v/c	%	%	No.	
Lane 1	57	-	57	3.5	544	0.105	100	NA	NA	
Lane 2	-	47	47	7.5	254	0.184	100	NA	NA	

Lane 3	-	46	46	7.5	250	0.184	100	NA	NA
Approach	57	93	150	6.0		0.184			
West: Pakuranga Road (West)									
Mov. From W To Exit:	L2	T1	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
	N	E							
Lane 1	54	549	603	6.2	701	0.860	100	NA	NA
Lane 2	-	982	982	6.5	1142	0.860	100	NA	NA
Lane 3	-	982	982	6.5	1142	0.860	100	NA	NA
Approach	54	2514	2568	6.4		0.860			
Total %HV Deg. Satn (v/c)									
Intersection	4120	6.8		0.860					

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
East Exit: Pakuranga Road (East)												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
Full Length Lane	3											
North Exit: Saint Kentigern												
Merge Type: Not Applied												
Full Length Lane	1											
West Exit: Pakuranga Road (West)												
Merge Type: Not Applied												
Full Length Lane	1											
Full Length Lane	2											
Full Length Lane	3											

SITE LAYOUT

▽ Site: 5.4 [5.4 Reeves Rd / William Roberts Rd - Import (Site Folder: General)]

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

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

