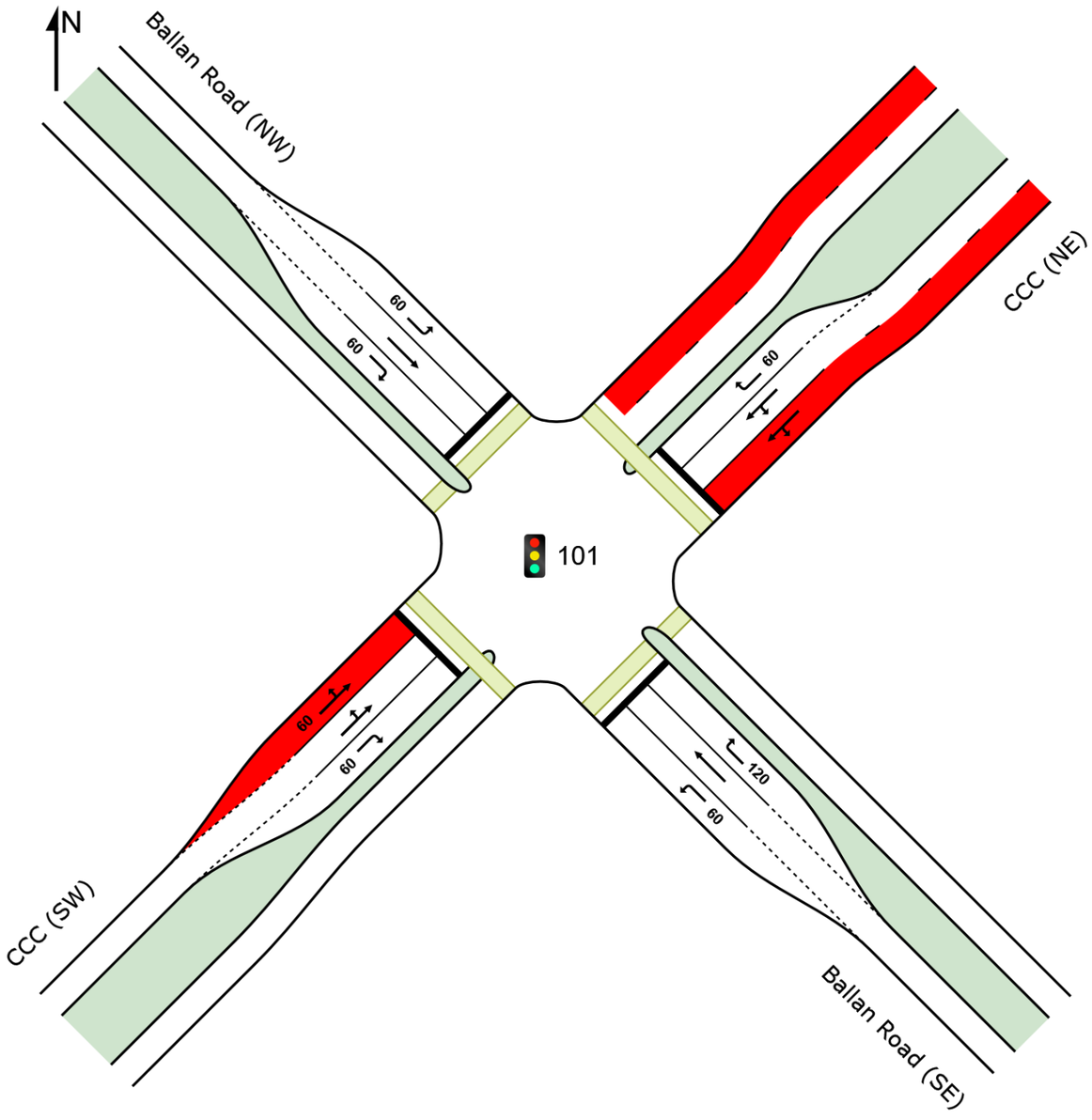
SITE LAYOUT

Site: 101 [IN01AMInt (Site Folder: General)]

IN01
AM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN01AMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN01
AM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Ballan Road (SE)															
4	L2	All MCs	22	4.8	22	4.8	0.046	29.4	LOS C	0.6	4.7	0.77	0.69	0.77	37.2
5	T1	All MCs	145	7.2	145	7.2	0.294	25.8	LOS C	4.6	34.2	0.84	0.68	0.84	42.3
6	R2	All MCs	347	3.9	347	3.9	*0.896	51.0	LOS D	16.3	117.7	1.00	1.05	1.38	30.6
Approach			515	4.9	515	4.9	0.896	43.0	LOS D	16.3	117.7	0.95	0.93	1.20	33.5
NorthEast: CCC (NE)															
7	L2	All MCs	157	4.0	157	4.0	0.870	50.3	LOS D	10.0	72.5	1.00	1.07	1.39	29.5
8	T1	All MCs	69	12.1	69	12.1	*0.870	43.6	LOS D	10.0	72.5	0.99	1.03	1.34	30.6
9	R2	All MCs	21	5.0	21	5.0	0.155	44.3	LOS D	0.8	6.0	0.97	0.70	0.97	30.8
Approach			247	6.4	247	6.4	0.870	47.9	LOS D	10.0	72.5	0.99	1.02	1.34	29.9
NorthWest: Ballan Road (NW)															
10	L2	All MCs	22	4.8	22	4.8	0.097	40.2	LOS D	0.8	5.8	0.92	0.70	0.92	33.5
11	T1	All MCs	204	7.2	204	7.2	*0.868	46.0	LOS D	9.2	68.4	1.00	1.03	1.40	34.3
12	R2	All MCs	22	4.8	22	4.8	0.162	45.4	LOS D	0.9	6.3	0.97	0.70	0.97	32.1
Approach			248	6.8	248	6.8	0.868	45.5	LOS D	9.2	68.4	0.99	0.97	1.31	34.0
SouthWest: CCC (SW)															
1	L2	All MCs	21	5.0	21	5.0	0.532	40.8	LOS D	5.3	38.5	0.98	0.78	0.98	32.7
2	T1	All MCs	123	8.5	123	8.5	0.532	35.4	LOS D	5.3	38.5	0.97	0.77	0.97	33.5
3	R2	All MCs	32	3.3	32	3.3	*0.230	44.7	LOS D	1.2	8.9	0.97	0.72	0.97	30.7
Approach			176	7.2	176	7.2	0.532	37.7	LOS D	5.3	38.5	0.97	0.76	0.97	32.9
All Vehicles			1186	5.9	1186	5.9	0.896	43.7	LOS D	16.3	117.7	0.97	0.93	1.22	32.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Ballan Road (SE)												
P21	Stage 1	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44
P22	Stage 2	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44

NorthEast: CCC (NE)												
P3	Full	51	54	29.8	LOS C	0.1	0.1	0.86	0.86	46.5	20.0	0.43
NorthWest: Ballan Road (NW)												
P41	Stage 1	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44
P42	Stage 2	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44
SouthWest: CCC (SW)												
P1	Full	51	54	21.1	LOS C	0.1	0.1	0.73	0.73	37.7	20.0	0.53
All Pedestrians		306	322	27.8	LOS C	0.1	0.1	0.83	0.83	44.5	20.0	0.45

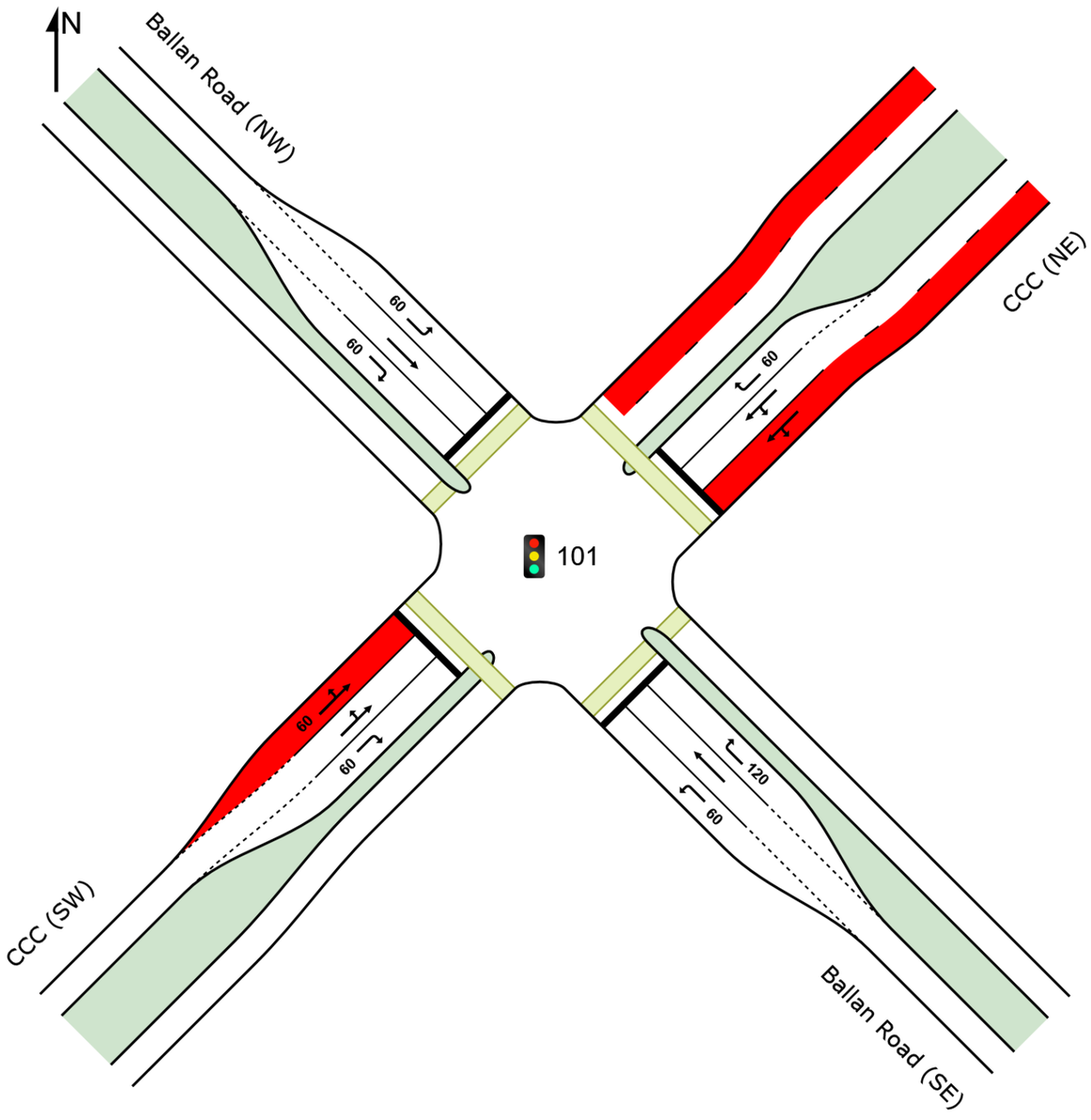
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN01PMInt (Site Folder: General)]

IN01
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN01PMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN01
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 95 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Ballan Road (SE)															
4	L2	All MCs	35	4.0	35	4.0	0.082	36.5	LOS D	1.3	9.2	0.81	0.71	0.81	34.7
5	T1	All MCs	213	7.0	213	7.0	0.487	34.6	LOS C	8.7	64.4	0.92	0.76	0.92	38.4
6	R2	All MCs	212	4.0	212	4.0	*0.918	65.2	LOS E	11.9	86.2	1.00	1.07	1.48	27.4
Approach			459	5.4	459	5.4	0.918	48.8	LOS D	11.9	86.2	0.95	0.90	1.17	32.2
NorthEast: CCC (NE)															
7	L2	All MCs	323	4.0	323	4.0	0.897	62.0	LOS E	23.3	168.5	1.00	1.05	1.29	29.8
8	T1	All MCs	113	8.8	113	8.8	*0.897	55.4	LOS E	23.3	168.5	0.99	1.02	1.26	29.5
9	R2	All MCs	21	4.0	21	4.0	0.183	61.1	LOS E	1.0	7.1	0.98	0.70	0.98	28.7
Approach			457	5.2	457	5.2	0.897	60.3	LOS E	23.3	168.5	1.00	1.03	1.26	27.9
NorthWest: Ballan Road (NW)															
10	L2	All MCs	21	4.0	21	4.0	0.069	41.8	LOS D	0.8	6.0	0.87	0.70	0.87	33.0
11	T1	All MCs	276	7.0	276	7.0	*0.869	50.8	LOS D	14.4	107.0	1.00	1.03	1.29	32.8
12	R2	All MCs	28	4.0	28	4.0	0.247	54.4	LOS D	1.3	9.7	0.98	0.71	0.98	29.8
Approach			325	6.5	325	6.5	0.869	50.6	LOS D	14.4	107.0	0.99	0.98	1.24	32.5
SouthWest: CCC (SW)															
1	L2	All MCs	21	4.0	21	4.0	0.176	33.8	LOS C	3.1	22.8	0.81	0.66	0.81	36.5
2	T1	All MCs	72	11.2	72	11.2	0.176	28.2	LOS C	3.1	22.8	0.80	0.65	0.80	35.8
3	R2	All MCs	24	4.0	24	4.0	*0.210	53.1	LOS D	1.1	8.2	0.98	0.71	0.98	29.8
Approach			117	8.4	117	8.4	0.210	34.4	LOS C	3.1	22.8	0.84	0.66	0.84	34.5
All Vehicles			1358	5.9	1358	5.9	0.918	51.9	LOS D	23.3	168.5	0.96	0.94	1.19	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Ballan Road (SE)												
P21	Stage 1	51	54	25.1	LOS C	0.1	0.1	0.73	0.73	41.8	20.0	0.48
P22	Stage 2	51	54	25.1	LOS C	0.1	0.1	0.73	0.73	41.8	20.0	0.48

NorthEast: CCC (NE)												
P3	Full	51	54	32.1	LOS D	0.1	0.1	0.82	0.82	48.8	20.0	0.41
NorthWest: Ballan Road (NW)												
P41	Stage 1	51	54	25.1	LOS C	0.1	0.1	0.73	0.73	41.8	20.0	0.48
P42	Stage 2	51	54	25.1	LOS C	0.1	0.1	0.73	0.73	41.8	20.0	0.48
SouthWest: CCC (SW)												
P1	Full	51	54	27.3	LOS C	0.1	0.1	0.76	0.76	44.0	20.0	0.45
All Pedestrians		306	322	26.6	LOS C	0.1	0.1	0.75	0.75	43.3	20.0	0.46

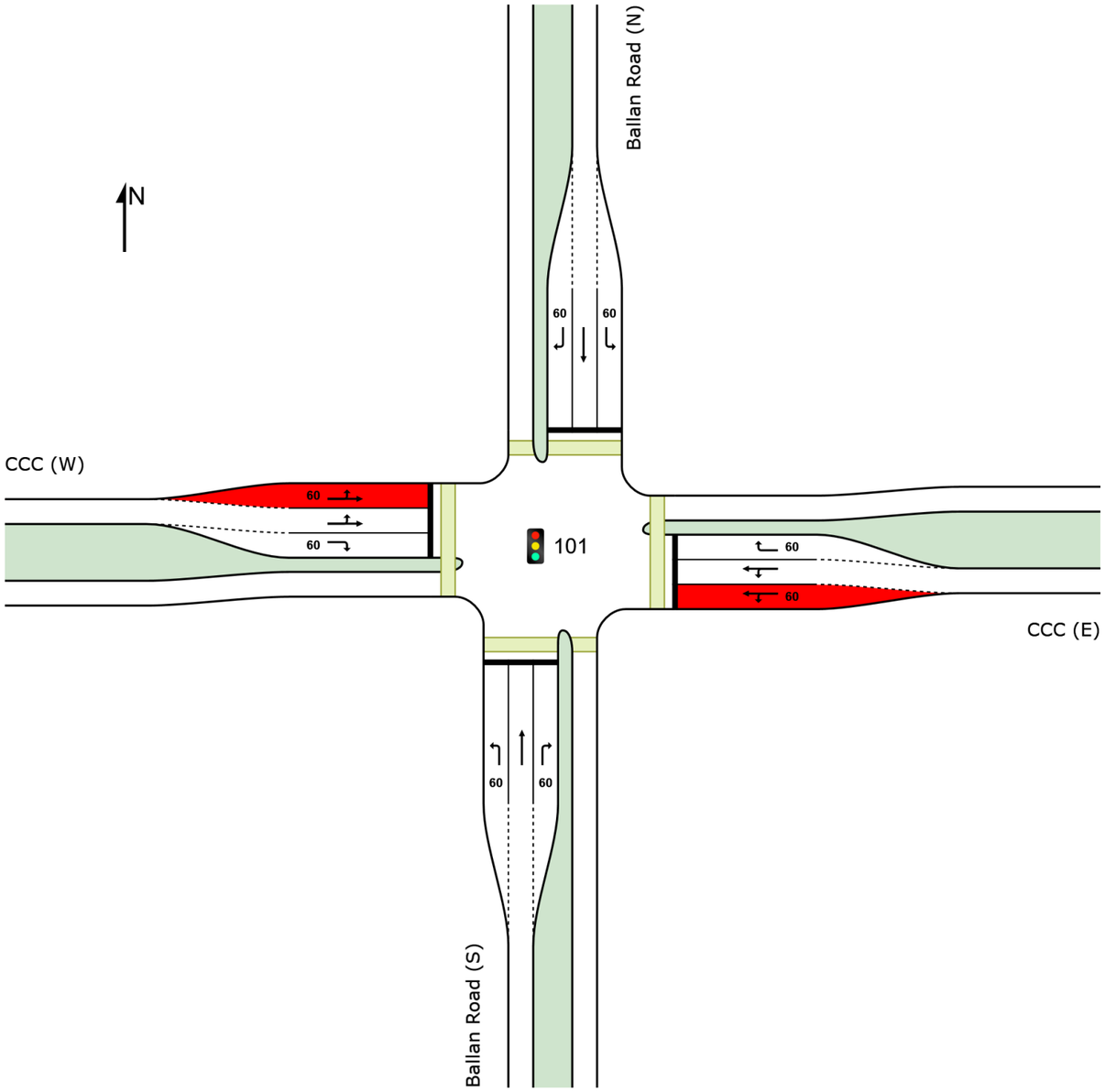
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN03AMInt (Site Folder: General)]

IN03
AM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN03AMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN03
AM Peak
Interim Volumes
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.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ballan Road (S)															
4	L2	All MCs	21	5.0	21	5.0	0.036	37.1	LOS D	0.6	4.6	0.71	0.68	0.71	37.8
5	T1	All MCs	513	7.0	513	7.0	*0.856	47.8	LOS D	24.2	179.4	1.00	1.01	1.18	36.8
6	R2	All MCs	109	3.8	109	3.8	*0.771	64.6	LOS E	5.3	38.1	1.00	0.90	1.25	29.6
Approach			643	6.4	643	6.4	0.856	50.3	LOS D	24.2	179.4	0.99	0.98	1.17	32.5
East: CCC (E)															
7	L2	All MCs	38	2.8	38	2.8	0.604	50.2	LOS D	4.6	33.2	1.00	0.81	1.05	29.9
8	T1	All MCs	68	12.3	68	12.3	*0.604	43.8	LOS D	4.6	33.2	0.99	0.79	1.04	30.9
9	R2	All MCs	75	4.2	75	4.2	0.369	46.4	LOS D	3.2	23.1	0.97	0.76	0.97	30.2
Approach			181	7.0	181	7.0	0.604	46.2	LOS D	4.6	33.2	0.98	0.78	1.01	30.4
North: Ballan Road (N)															
10	L2	All MCs	63	3.3	63	3.3	0.107	30.5	LOS C	1.9	14.0	0.73	0.72	0.73	37.5
11	T1	All MCs	404	7.0	404	7.0	0.674	30.7	LOS C	15.5	115.3	0.92	0.80	0.92	40.8
12	R2	All MCs	39	2.7	39	2.7	0.272	52.3	LOS D	1.7	12.3	0.98	0.73	0.98	30.8
Approach			506	6.2	506	6.2	0.674	32.3	LOS C	15.5	115.3	0.90	0.79	0.90	38.6
West: CCC (W)															
1	L2	All MCs	28	3.7	28	3.7	0.335	48.4	LOS D	2.4	17.6	0.98	0.74	0.98	30.2
2	T1	All MCs	33	19.4	33	19.4	0.335	40.3	LOS D	2.4	17.6	0.96	0.71	0.96	31.7
3	R2	All MCs	172	4.3	172	4.3	*0.848	55.0	LOS E	8.5	61.6	1.00	1.01	1.34	28.2
Approach			233	6.3	233	6.3	0.848	52.1	LOS D	8.5	61.6	0.99	0.93	1.24	28.9
All Vehicles			1563	6.4	1563	6.4	0.856	44.3	LOS D	24.2	179.4	0.96	0.89	1.08	33.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ballan Road (S)												
P21	Stage 1	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
P22	Stage 2	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38

East: CCC (E)												
P3	Full	51	54	20.0	LOS C	0.1	0.1	0.67	0.67	36.7	20.0	0.54
North: Ballan Road (N)												
P41	Stage 1	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
P42	Stage 2	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
West: CCC (W)												
P1	Full	51	54	20.0	LOS C	0.1	0.1	0.67	0.67	36.7	20.0	0.54
All Pedestrians		306	322	31.0	LOS D	0.1	0.1	0.82	0.82	47.7	20.0	0.42

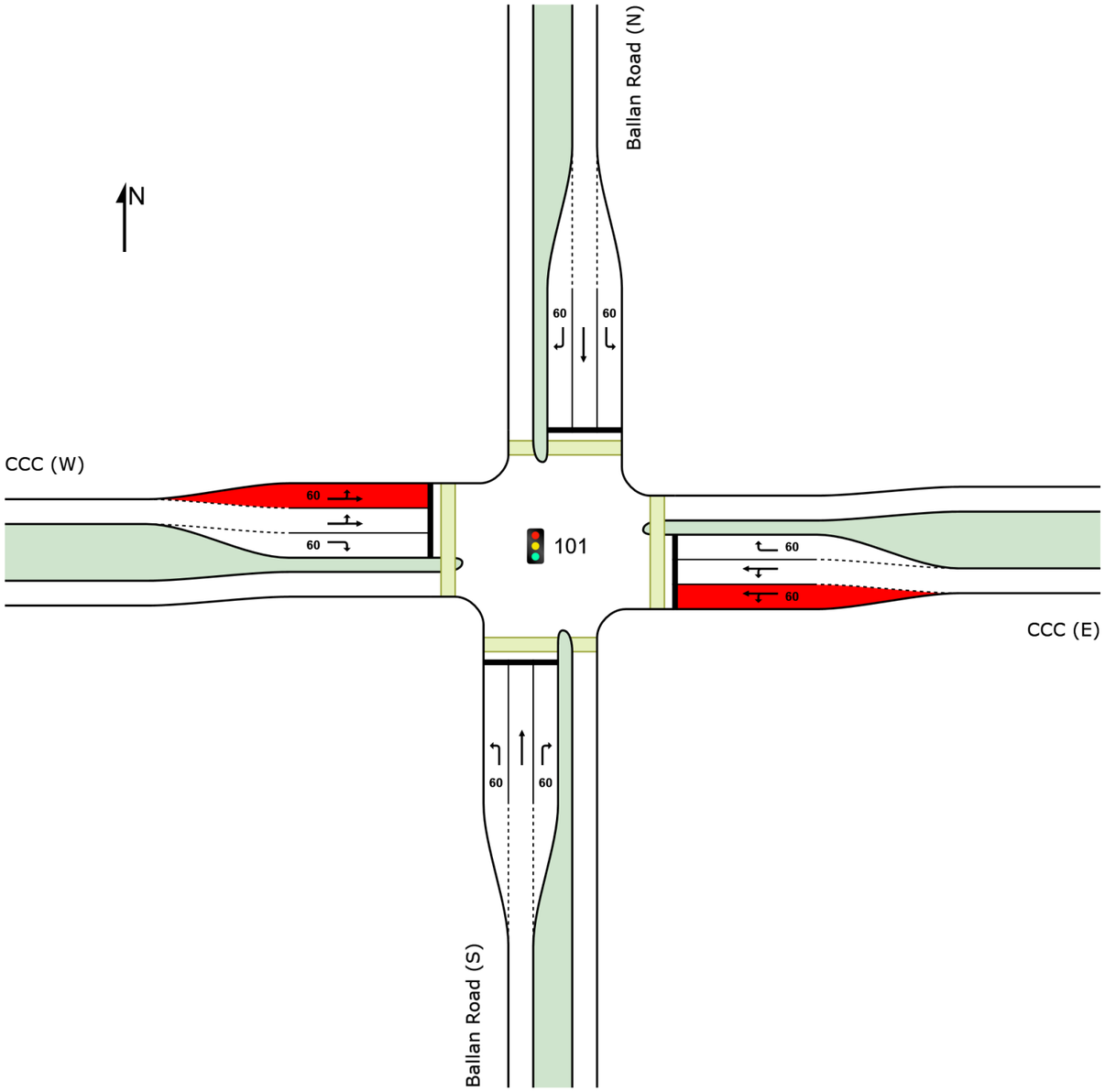
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN03PMInt (Site Folder: General)]

IN03
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN03PMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN03
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ballan Road (S)															
4	L2	All MCs	34	4.0	34	4.0	0.062	27.1	LOS C	0.9	6.8	0.74	0.70	0.74	38.1
5	T1	All MCs	32	7.0	32	7.0	0.056	21.4	LOS C	0.9	6.5	0.74	0.55	0.74	44.4
6	R2	All MCs	86	4.0	86	4.0	*0.631	48.2	LOS D	3.6	26.0	1.00	0.82	1.11	31.4
Approach			152	4.6	152	4.6	0.631	37.9	LOS D	3.6	26.0	0.89	0.74	0.95	34.9
East: CCC (E)															
7	L2	All MCs	27	4.0	27	4.0	0.548	43.9	LOS D	4.1	29.8	1.00	0.78	1.01	31.7
8	T1	All MCs	82	10.5	82	10.5	*0.548	38.0	LOS D	4.1	29.8	0.99	0.77	1.00	32.6
9	R2	All MCs	81	4.0	81	4.0	0.592	46.7	LOS D	3.3	24.2	1.00	0.80	1.08	30.1
Approach			190	6.8	190	6.8	0.592	42.6	LOS D	4.1	29.8	0.99	0.78	1.03	31.4
North: Ballan Road (N)															
10	L2	All MCs	41	4.0	41	4.0	0.075	30.1	LOS C	1.1	8.3	0.75	0.71	0.75	38.1
11	T1	All MCs	446	7.0	446	7.0	*0.798	34.7	LOS C	17.7	131.0	0.98	0.94	1.11	39.4
12	R2	All MCs	57	4.0	57	4.0	0.415	49.6	LOS D	2.3	16.6	0.99	0.75	0.99	31.8
Approach			544	6.5	544	6.5	0.798	35.9	LOS D	17.7	131.0	0.97	0.90	1.07	37.3
West: CCC (W)															
1	L2	All MCs	21	4.0	21	4.0	0.247	42.3	LOS D	1.8	12.7	0.96	0.72	0.96	31.9
2	T1	All MCs	30	20.7	30	20.7	0.247	34.5	LOS C	1.8	12.7	0.94	0.69	0.94	33.5
3	R2	All MCs	98	4.0	98	4.0	*0.715	48.3	LOS D	4.2	30.1	1.00	0.88	1.20	29.8
Approach			149	7.4	149	7.4	0.715	44.6	LOS D	4.2	30.1	0.98	0.82	1.12	30.7
All Vehicles			1035	6.4	1035	6.4	0.798	38.7	LOS D	17.7	131.0	0.96	0.84	1.05	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ballan Road (S)												
P21	Stage 1	51	54	31.6	LOS D	0.1	0.1	0.89	0.89	48.2	20.0	0.41
P22	Stage 2	51	54	31.6	LOS D	0.1	0.1	0.89	0.89	48.2	20.0	0.41

East: CCC (E)												
P3	Full	51	54	18.9	LOS B	0.1	0.1	0.69	0.69	35.6	20.0	0.56
North: Ballan Road (N)												
P41	Stage 1	51	54	31.6	LOS D	0.1	0.1	0.89	0.89	48.2	20.0	0.41
P42	Stage 2	51	54	31.6	LOS D	0.1	0.1	0.89	0.89	48.2	20.0	0.41
West: CCC (W)												
P1	Full	51	54	18.9	LOS B	0.1	0.1	0.69	0.69	35.6	20.0	0.56
All Pedestrians		306	322	27.4	LOS C	0.1	0.1	0.82	0.82	44.0	20.0	0.45

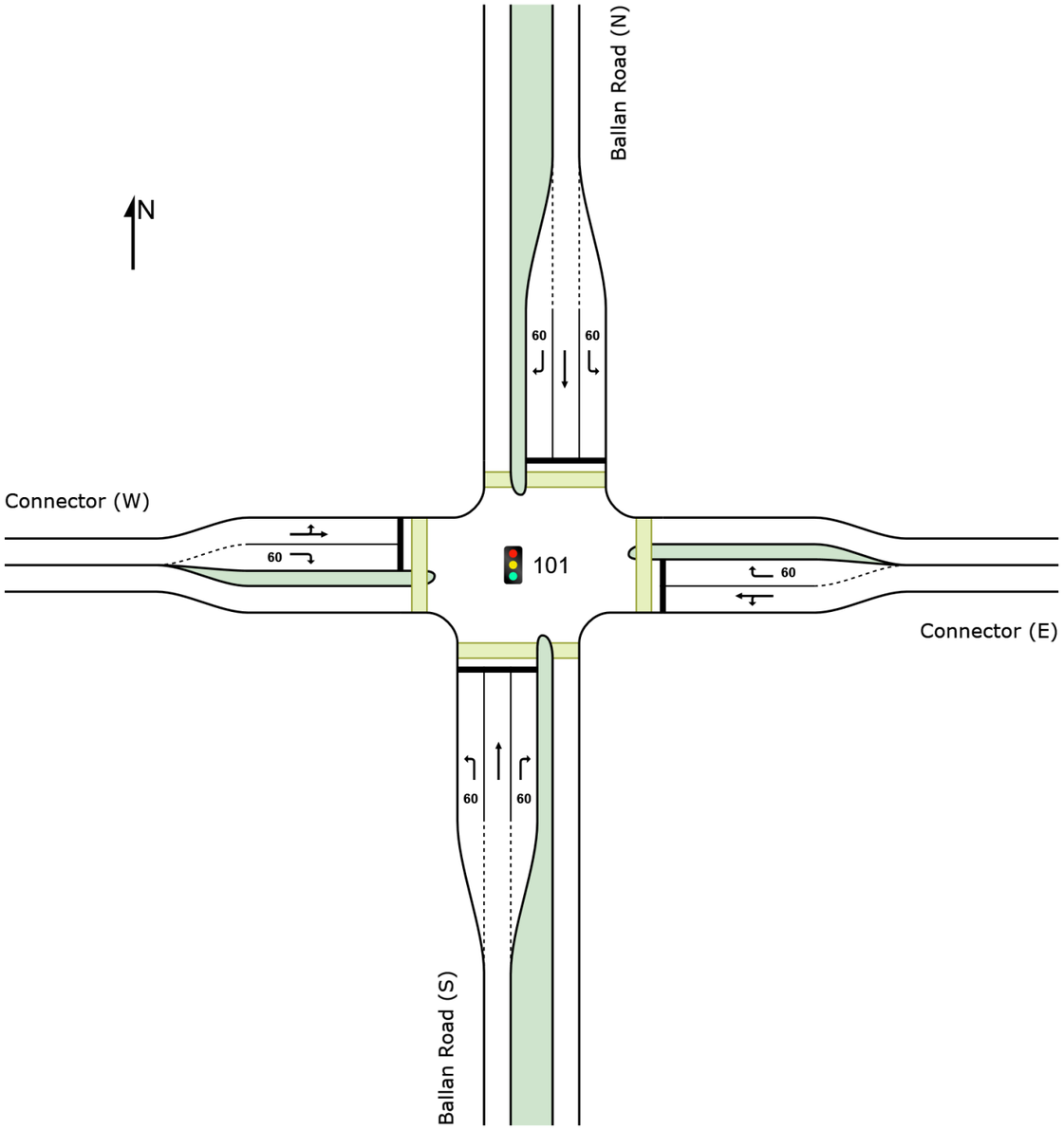
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN04AMInt (Site Folder: General)]

IN04
AM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN04AMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN04
AM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ballan Road (S)															
4	L2	All MCs	21	4.0	21	4.0	0.025	22.6	LOS C	0.5	3.5	0.56	0.66	0.56	41.5
5	T1	All MCs	535	7.0	535	7.0	0.613	22.7	LOS C	17.5	130.0	0.80	0.71	0.80	45.6
6	R2	All MCs	125	4.0	125	4.0	*0.687	54.8	LOS D	5.8	41.7	1.00	0.85	1.12	30.4
Approach			681	6.4	681	6.4	0.687	28.6	LOS C	17.5	130.0	0.83	0.74	0.85	40.1
East: Connector (E)															
7	L2	All MCs	125	4.0	125	4.0	0.597	46.1	LOS D	6.3	45.9	0.99	0.81	1.00	30.4
8	T1	All MCs	21	4.0	21	4.0	0.597	41.5	LOS D	6.3	45.9	0.99	0.81	1.00	30.9
9	R2	All MCs	142	4.0	142	4.0	*0.701	49.7	LOS D	6.5	47.1	1.00	0.87	1.12	29.4
Approach			288	4.0	288	4.0	0.701	47.5	LOS D	6.5	47.1	0.99	0.84	1.06	29.9
North: Ballan Road (N)															
10	L2	All MCs	79	4.0	79	4.0	0.100	27.8	LOS C	2.0	14.7	0.62	0.71	0.62	40.4
11	T1	All MCs	563	7.0	563	7.0	*0.720	28.7	LOS C	20.4	151.4	0.88	0.79	0.88	43.7
12	R2	All MCs	21	4.0	21	4.0	0.173	57.1	LOS E	0.9	6.7	0.97	0.70	0.97	30.5
Approach			663	6.5	663	6.5	0.720	29.5	LOS C	20.4	151.4	0.86	0.77	0.86	39.9
West: Connector (W)															
1	L2	All MCs	21	4.0	21	4.0	0.253	47.9	LOS D	1.8	13.1	0.97	0.72	0.97	30.3
2	T1	All MCs	21	4.0	21	4.0	*0.253	43.3	LOS D	1.8	13.1	0.97	0.72	0.97	30.8
3	R2	All MCs	21	4.0	21	4.0	0.173	50.0	LOS D	0.9	6.7	0.97	0.70	0.97	29.3
Approach			63	4.0	63	4.0	0.253	47.1	LOS D	1.8	13.1	0.97	0.71	0.97	30.1
All Vehicles			1696	5.9	1696	5.9	0.720	32.9	LOS C	20.4	151.4	0.87	0.77	0.89	37.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ballan Road (S)												
P21	Stage 1	51	54	33.0	LOS D	0.1	0.1	0.86	0.86	49.7	20.0	0.40
P22	Stage 2	51	54	33.0	LOS D	0.1	0.1	0.86	0.86	49.7	20.0	0.40

East: Connector (E)												
P3	Full	51	54	13.9	LOS B	0.1	0.1	0.56	0.56	30.6	20.0	0.65
North: Ballan Road (N)												
P41	Stage 1	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
P42	Stage 2	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
West: Connector (W)												
P1	Full	51	54	12.3	LOS B	0.1	0.1	0.52	0.52	29.0	20.0	0.69
All Pedestrians		306	322	27.6	LOS C	0.1	0.1	0.77	0.77	44.2	20.0	0.45

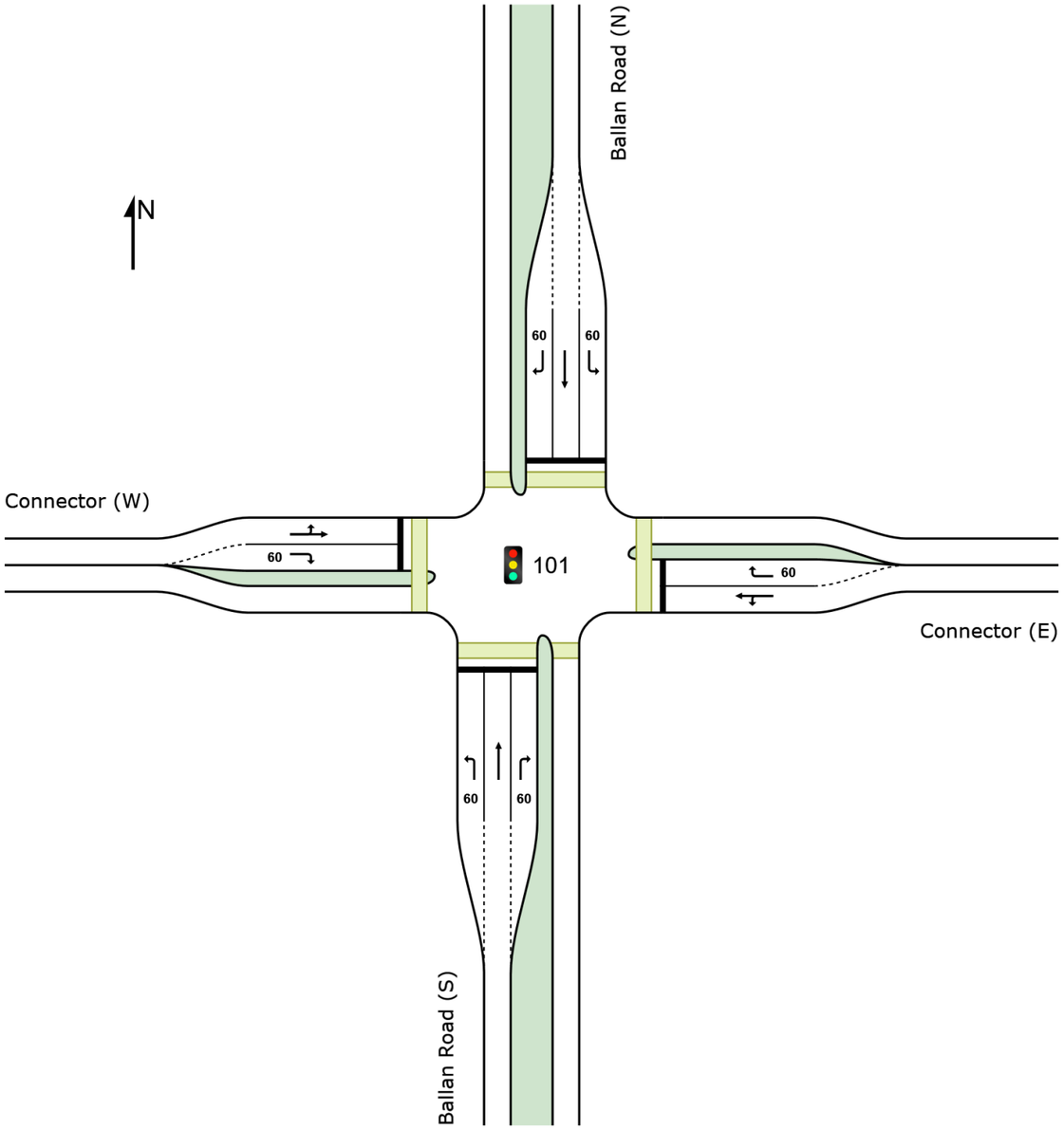
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN04PMInt (Site Folder: General)]

IN04
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN04PMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN04
PM Peak
Interim Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ballan Road (S)															
4	L2	All MCs	21	4.0	21	4.0	0.024	18.1	LOS B	0.5	3.4	0.54	0.66	0.54	42.0
5	T1	All MCs	414	7.0	414	7.0	0.449	16.1	LOS B	11.8	87.9	0.70	0.61	0.70	47.4
6	R2	All MCs	122	4.0	122	4.0	*0.602	49.1	LOS D	5.4	39.2	1.00	0.80	1.03	31.0
Approach			557	6.2	557	6.2	0.602	23.5	LOS C	11.8	87.9	0.76	0.66	0.77	42.3
East: Connector (E)															
7	L2	All MCs	98	4.0	98	4.0	0.582	47.9	LOS D	5.2	38.0	1.00	0.80	1.01	30.0
8	T1	All MCs	21	4.0	21	4.0	0.582	43.3	LOS D	5.2	38.0	1.00	0.80	1.01	30.4
9	R2	All MCs	102	4.0	102	4.0	*0.630	50.6	LOS D	4.7	33.8	1.00	0.82	1.08	29.2
Approach			221	4.0	221	4.0	0.630	48.7	LOS D	5.2	38.0	1.00	0.81	1.04	29.7
North: Ballan Road (N)															
10	L2	All MCs	41	4.0	41	4.0	0.051	24.8	LOS C	1.0	7.3	0.59	0.69	0.59	40.9
11	T1	All MCs	532	7.0	532	7.0	*0.646	25.1	LOS C	18.2	135.0	0.84	0.74	0.84	44.6
12	R2	All MCs	21	4.0	21	4.0	0.173	55.2	LOS E	0.9	6.7	0.97	0.70	0.97	30.5
Approach			594	6.7	594	6.7	0.646	26.2	LOS C	18.2	135.0	0.82	0.74	0.82	41.6
West: Connector (W)															
1	L2	All MCs	21	4.0	21	4.0	0.253	47.9	LOS D	1.8	13.1	0.97	0.72	0.97	30.3
2	T1	All MCs	21	4.0	21	4.0	*0.253	43.3	LOS D	1.8	13.1	0.97	0.72	0.97	30.8
3	R2	All MCs	21	4.0	21	4.0	0.173	50.0	LOS D	0.9	6.7	0.97	0.70	0.97	29.3
Approach			63	4.0	63	4.0	0.253	47.1	LOS D	1.8	13.1	0.97	0.71	0.97	30.1
All Vehicles			1435	6.0	1435	6.0	0.646	29.5	LOS C	18.2	135.0	0.83	0.72	0.84	38.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Ballan Road (S)												
P21	Stage 1	51	54	34.7	LOS D	0.1	0.1	0.88	0.88	51.4	20.0	0.39
P22	Stage 2	51	54	34.7	LOS D	0.1	0.1	0.88	0.88	51.4	20.0	0.39

East: Connector (E)												
P3	Full	51	54	13.4	LOS B	0.1	0.1	0.55	0.55	30.0	20.0	0.67
North: Ballan Road (N)												
P41	Stage 1	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
P42	Stage 2	51	54	36.5	LOS D	0.1	0.1	0.90	0.90	53.2	20.0	0.38
West: Connector (W)												
P1	Full	51	54	11.3	LOS B	0.1	0.1	0.50	0.50	27.9	20.0	0.72
All Pedestrians		306	322	27.9	LOS C	0.1	0.1	0.77	0.77	44.5	20.0	0.45

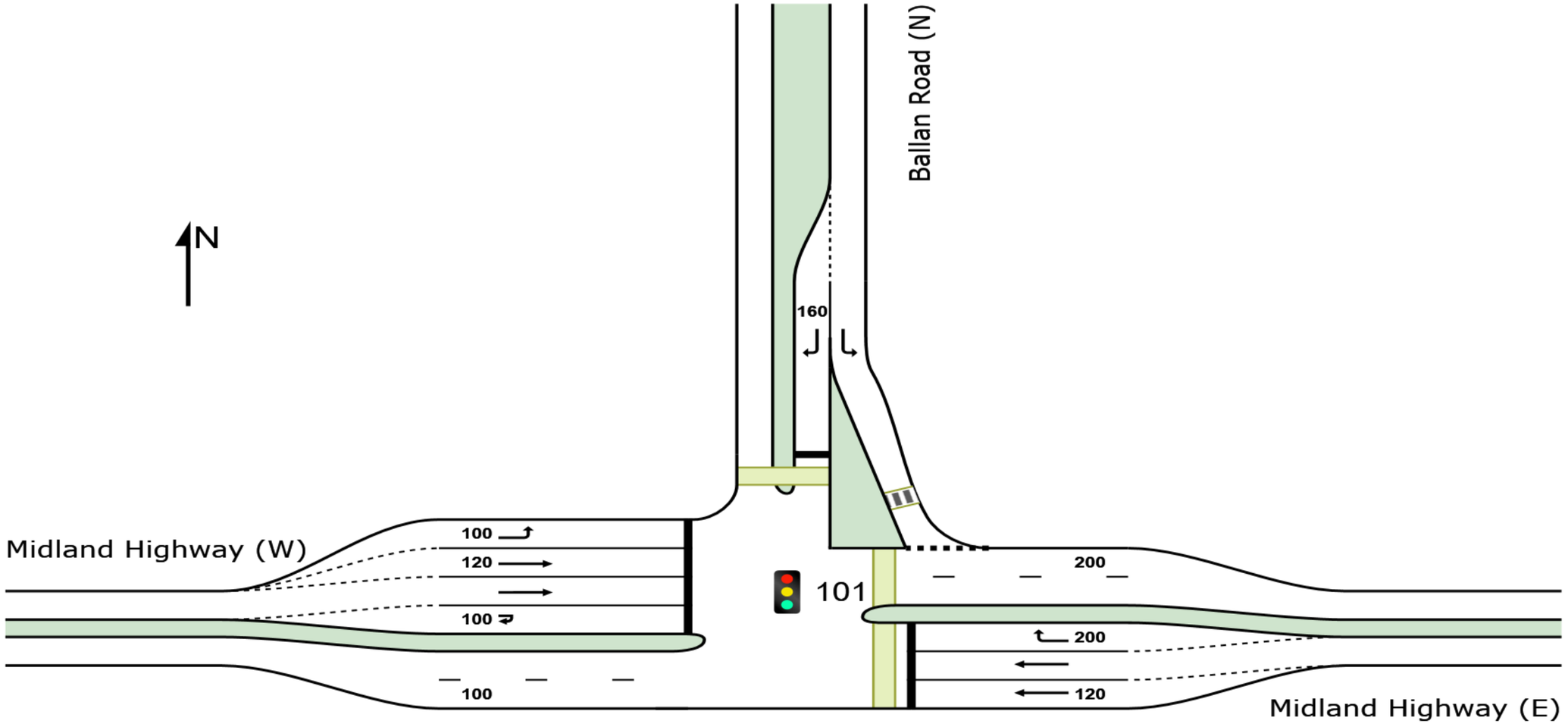
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN05AMInt (Site Folder: General)]

IN05
AM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN05AMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN05
AM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Midland Highway (E)															
5	T1	All MCs	653	7.0	653	7.0	0.319	8.9	LOS A	9.1	67.4	0.39	0.53	0.39	59.0
6	R2	All MCs	402	7.0	402	7.0	*0.909	69.7	LOS E	27.2	202.0	1.00	0.99	1.26	29.2
Approach			1055	7.0	1055	7.0	0.909	32.1	LOS C	27.2	202.0	0.62	0.70	0.72	42.4
North: Ballan Road (N)															
7	L2	All MCs	477	7.0	477	7.0	0.656	110.4	LOS F	17.7	131.4	0.82	0.97	0.82	39.7
9	R2	All MCs	187	7.0	187	7.0	*0.908	77.0	LOS E	12.8	94.8	1.00	1.03	1.38	27.0
Approach			664	7.0	664	7.0	0.908	101.0	LOS F	17.7	131.4	0.87	0.99	0.98	35.1
West: Midland Highway (W)															
10	L2	All MCs	219	7.0	219	7.0	0.190	25.1	LOS C	5.0	37.2	0.43	0.73	0.43	50.8
11	T1	All MCs	1588	7.0	1588	7.0	*0.897	130.4	LOS F	50.3	373.4	0.98	0.99	1.10	42.9
12u	U	All MCs	21	7.0	21	7.0	0.316	85.4	LOS F	1.3	9.7	1.00	0.71	1.00	28.3
Approach			1828	7.0	1828	7.0	0.897	117.3	LOS F	50.3	373.4	0.91	0.96	1.02	38.4
All Vehicles			3547	7.0	3547	7.0	0.909	88.9	LOS F	50.3	373.4	0.82	0.89	0.92	38.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Midland Highway (E)												
P21	Stage 1	51	54	46.0	LOS E	0.2	0.2	0.88	0.88	62.7	20.0	0.32
P22	Stage 2	51	54	46.0	LOS E	0.2	0.2	0.88	0.88	62.7	20.0	0.32
North: Ballan Road (N)												
P3	Full	51	54	14.0	LOS B	0.1	0.1	0.48	0.48	30.7	20.0	0.65
All Pedestrians		153	161	35.4	LOS D	0.2	0.2	0.75	0.75	52.0	20.0	0.38

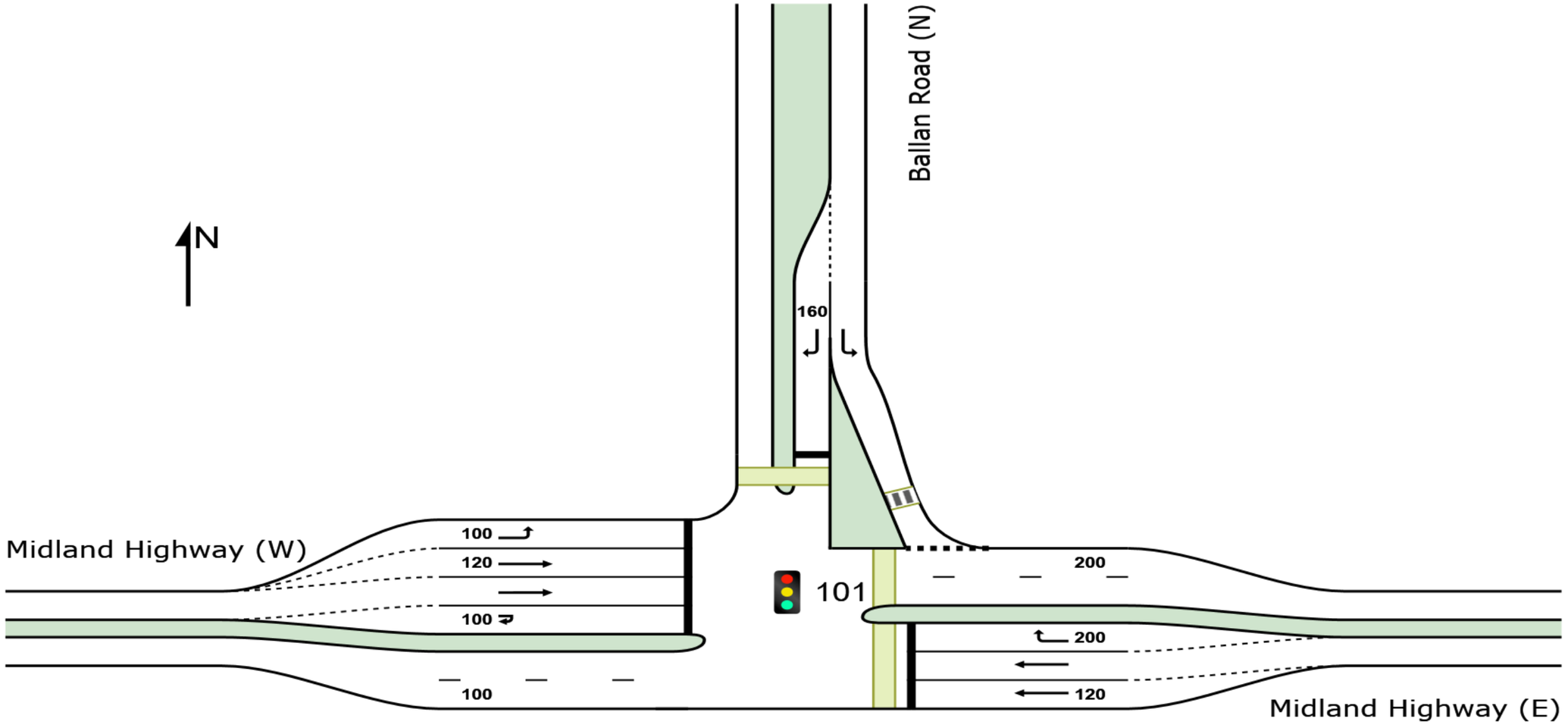
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN05PMInt (Site Folder: General)]

IN05
PM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN05PMInt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN05
PM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Midland Highway (E)															
5	T1	All MCs	1023	7.0	1023	7.0	0.574	14.1	LOS B	22.6	167.4	0.60	0.54	0.60	61.8
6	R2	All MCs	393	7.0	393	7.0	*0.666	44.2	LOS D	19.7	146.3	0.92	0.85	0.92	36.6
Approach			1416	7.0	1416	7.0	0.666	22.4	LOS C	22.6	167.4	0.68	0.62	0.68	51.9
North: Ballan Road (N)															
7	L2	All MCs	351	7.0	351	7.0	0.326	11.4	LOS B	7.4	55.0	0.39	0.67	0.39	52.1
9	R2	All MCs	279	7.0	279	7.0	*0.676	51.5	LOS D	15.1	111.7	0.97	0.84	0.97	33.2
Approach			629	7.0	629	7.0	0.676	29.2	LOS C	15.1	111.7	0.65	0.74	0.65	41.6
West: Midland Highway (W)															
10	L2	All MCs	138	7.0	138	7.0	0.138	19.9	LOS B	3.7	27.6	0.50	0.73	0.50	48.1
11	T1	All MCs	769	7.0	769	7.0	*0.669	39.4	LOS D	19.7	145.9	0.93	0.81	0.93	43.2
12u	U	All MCs	21	7.0	21	7.0	0.632	81.6	LOS F	1.4	10.6	1.00	0.76	1.21	26.6
Approach			928	7.0	928	7.0	0.669	37.4	LOS D	19.7	145.9	0.87	0.80	0.87	43.2
All Vehicles			2974	7.0	2974	7.0	0.676	28.5	LOS C	22.6	167.4	0.73	0.70	0.74	46.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Midland Highway (E)												
P21	Stage 1	51	54	34.6	LOS D	0.1	0.1	0.76	0.76	51.2	20.0	0.39
P22	Stage 2	51	54	34.6	LOS D	0.1	0.1	0.76	0.76	51.2	20.0	0.39
North: Ballan Road (N)												
P3	Full	51	54	28.1	LOS C	0.1	0.1	0.68	0.68	44.7	20.0	0.45
All Pedestrians		153	161	32.4	LOS D	0.1	0.1	0.73	0.73	49.1	20.0	0.41

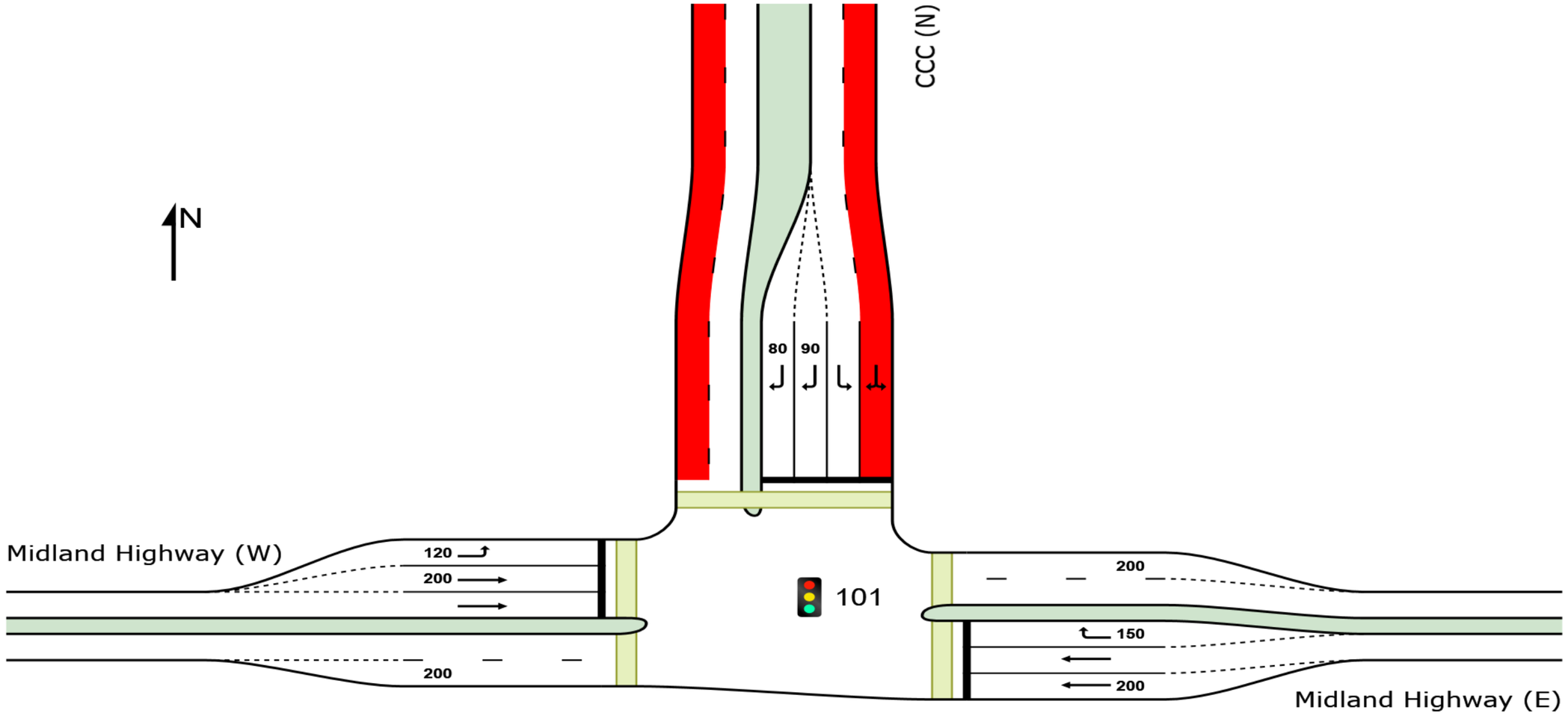
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN06AMInt - PSP (Site Folder: General)]

IN06
AM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN06AMInt - PSP (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN06
AM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Midland Highway (E)															
5	T1	All MCs	784	7.0	784	7.0	0.291	6.7	LOS A	7.6	56.2	0.38	0.33	0.38	54.7
6	R2	All MCs	193	3.8	193	3.8	*0.875	69.8	LOS E	12.2	87.9	1.00	1.00	1.31	27.6
Approach			977	6.4	977	6.4	0.875	19.2	LOS B	12.2	87.9	0.50	0.46	0.56	45.8
North: CCC (N)															
7	L2	All MCs	26	24.0	26	24.0	0.169	130.9	LOS F	1.2	8.5	0.97	0.70	0.97	28.9
9	R2	All MCs	124	8.5	124	8.5	*0.475	65.5	LOS E	3.4	24.8	1.00	0.75	1.00	28.7
Approach			151	11.2	151	11.2	0.475	76.9	LOS E	3.4	24.8	0.99	0.74	0.99	28.7
West: Midland Highway (W)															
10	L2	All MCs	21	5.0	21	5.0	0.021	28.0	LOS C	0.5	3.8	0.48	0.65	0.48	44.7
11	T1	All MCs	1875	7.0	1875	7.0	*0.927	221.6	LOS F	58.4	433.4	0.99	1.04	1.15	35.9
Approach			1896	7.0	1896	7.0	0.927	219.4	LOS F	58.4	433.4	0.99	1.04	1.15	34.2
All Vehicles			3023	7.0	3023	7.0	0.927	147.6	LOS F	58.4	433.4	0.83	0.84	0.95	36.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Midland Highway (E)												
P21	Stage 1	51	54	49.0	LOS E	0.2	0.2	0.92	0.92	65.6	20.0	0.30
P22	Stage 2	51	54	49.0	LOS E	0.2	0.2	0.92	0.92	65.6	20.0	0.30
North: CCC (N)												
P3	Full	51	54	11.3	LOS B	0.1	0.1	0.44	0.44	28.0	20.0	0.71
West: Midland Highway (W)												
P41	Stage 1	51	54	49.0	LOS E	0.2	0.2	0.92	0.92	65.6	20.0	0.30
P42	Stage 2	51	54	49.0	LOS E	0.2	0.2	0.92	0.92	65.6	20.0	0.30
All Pedestrians		255	268	41.4	LOS E	0.2	0.2	0.83	0.83	58.1	20.0	0.34

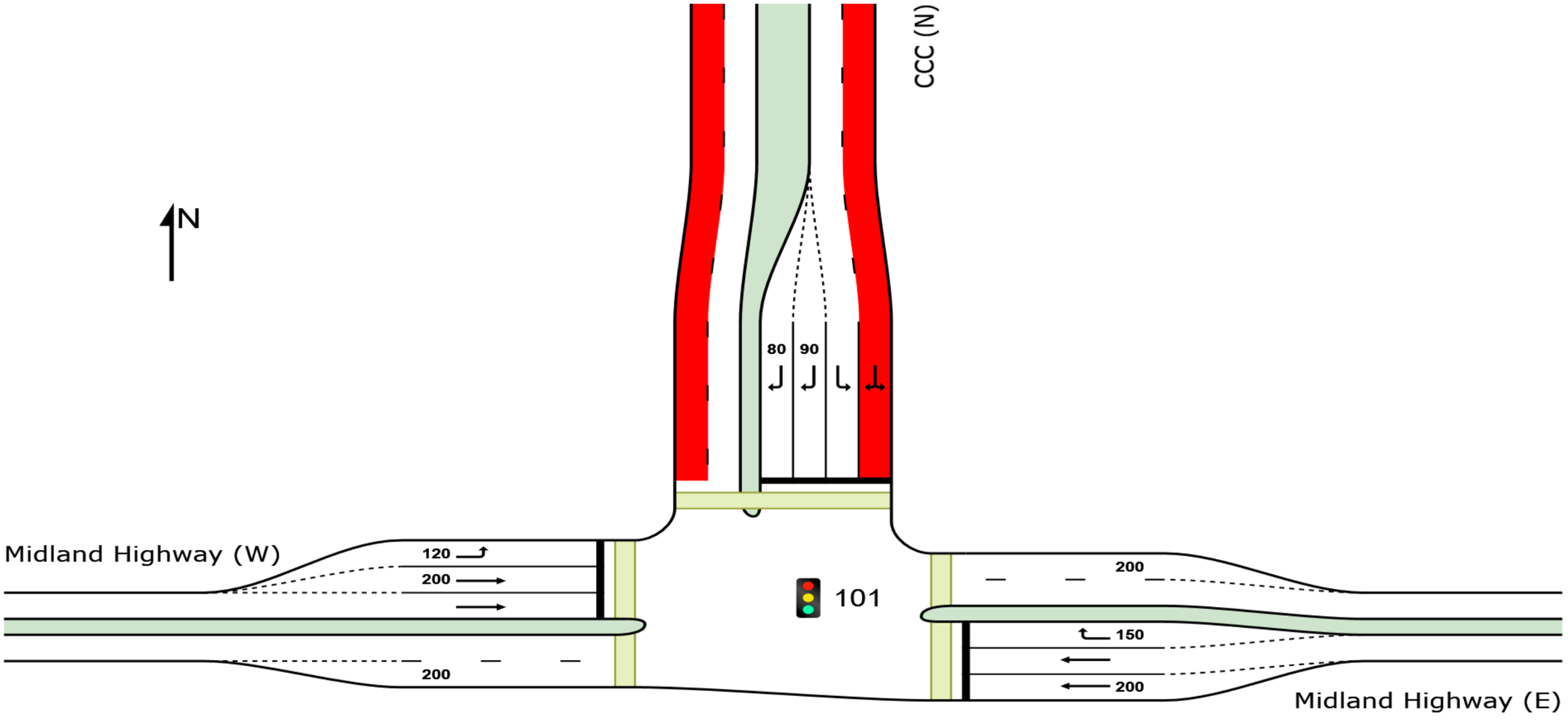
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [IN06PMInt - PSP (Site Folder: General)]

IN06
PM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [IN06PMInt - PSP (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

IN06
PM Peak
Interim
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Degree of Saturation)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Midland Highway (E)															
5	T1	All MCs	1104	7.0	1104	7.0	0.418	9.7	LOS A	13.1	97.3	0.45	0.40	0.45	53.4
6	R2	All MCs	208	4.0	208	4.0	*0.577	53.1	LOS D	11.2	81.1	0.96	0.82	0.96	31.5
Approach			1313	6.5	1313	6.5	0.577	16.6	LOS B	13.1	97.3	0.53	0.47	0.53	48.1
North: CCC (N)															
7	L2	All MCs	26	23.2	26	23.2	0.127	60.5	LOS E	1.2	8.5	0.95	0.70	0.95	29.1
9	R2	All MCs	205	6.5	205	6.5	*0.603	67.3	LOS E	5.9	42.8	1.00	0.80	1.02	28.6
Approach			231	8.4	231	8.4	0.603	66.5	LOS E	5.9	42.8	0.99	0.79	1.02	28.6
West: Midland Highway (W)															
10	L2	All MCs	21	4.0	21	4.0	0.025	24.3	LOS C	0.7	4.8	0.57	0.67	0.57	41.5
11	T1	All MCs	1003	7.0	1003	7.0	*0.587	26.8	LOS C	21.5	159.9	0.80	0.71	0.80	42.3
Approach			1024	6.9	1024	6.9	0.587	26.7	LOS C	21.5	159.9	0.79	0.71	0.79	42.3
All Vehicles			2568	6.9	2568	6.9	0.603	25.1	LOS C	21.5	159.9	0.68	0.59	0.68	43.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Midland Highway (E)												
P21	Stage 1	51	54	48.7	LOS E	0.2	0.2	0.90	0.90	65.4	20.0	0.31
P22	Stage 2	51	54	48.7	LOS E	0.2	0.2	0.90	0.90	65.4	20.0	0.31
North: CCC (N)												
P3	Full	51	54	17.1	LOS B	0.1	0.1	0.53	0.53	33.8	20.0	0.59
West: Midland Highway (W)												
P41	Stage 1	51	54	48.7	LOS E	0.2	0.2	0.90	0.90	65.4	20.0	0.31
P42	Stage 2	51	54	48.7	LOS E	0.2	0.2	0.90	0.90	65.4	20.0	0.31
All Pedestrians		255	268	42.4	LOS E	0.2	0.2	0.83	0.83	59.1	20.0	0.34

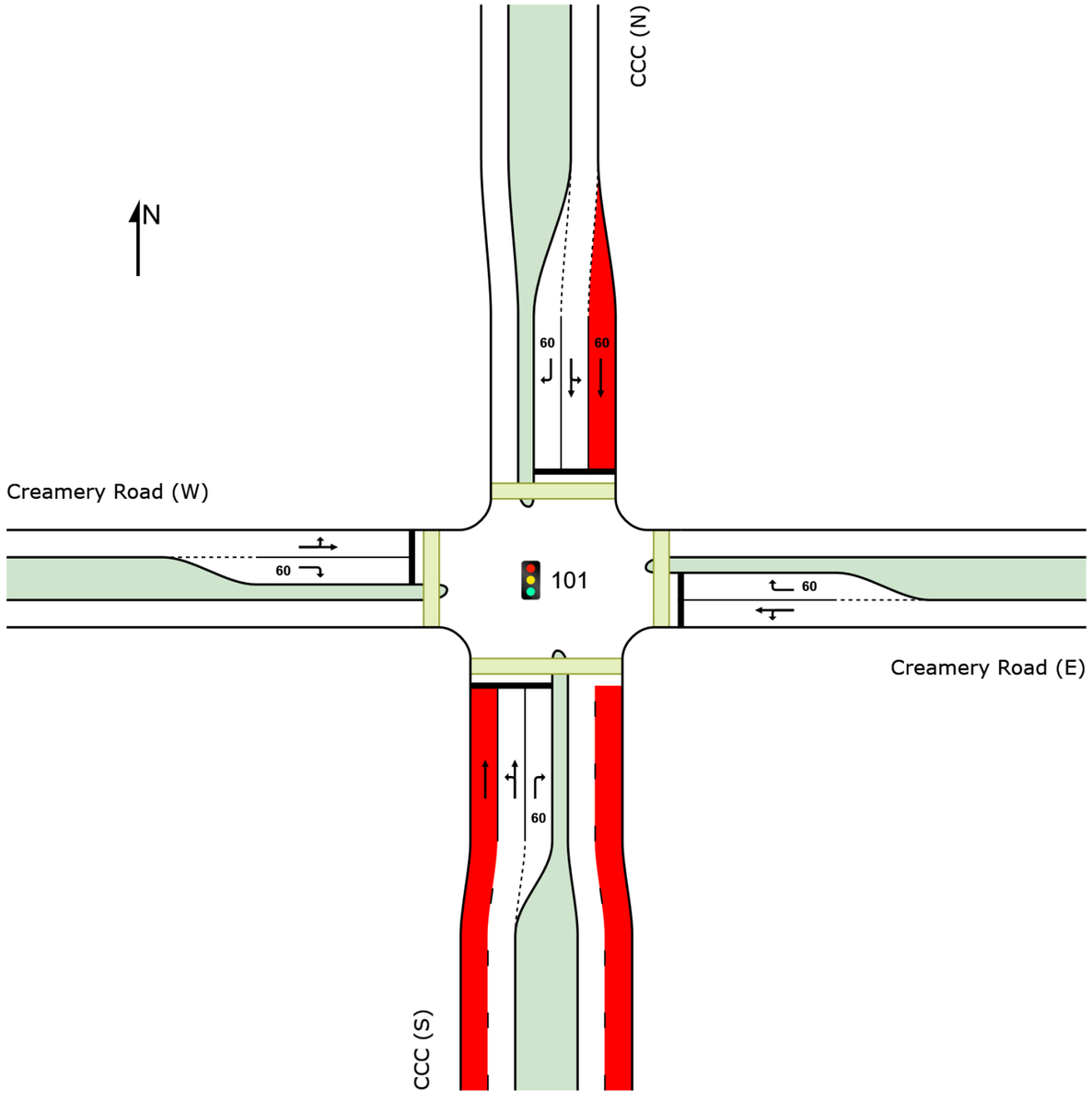
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [CC07AMUlt (Site Folder: General)]

CC09
AM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [CC07AMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC09
AM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC (S)															
1	L2	All MCs	190	4.2	190	4.2	0.783	33.5	LOS C	9.2	66.4	1.00	0.97	1.22	34.2
2	T1	All MCs	106	9.0	106	9.0	*0.783	28.5	LOS C	9.2	66.4	0.99	0.95	1.20	35.0
3	R2	All MCs	114	7.7	114	7.7	*0.641	35.8	LOS D	3.6	26.6	1.00	0.84	1.13	33.1
Approach			410	6.4	410	6.4	0.783	32.8	LOS C	9.2	66.4	1.00	0.93	1.19	34.1
East: Creamery Road (E)															
4	L2	All MCs	203	4.0	203	4.0	0.639	30.0	LOS C	6.7	48.7	0.97	0.84	1.02	35.0
5	T1	All MCs	32	4.0	32	4.0	0.639	25.4	LOS C	6.7	48.7	0.97	0.84	1.02	35.7
6	R2	All MCs	32	4.0	32	4.0	0.173	33.1	LOS C	0.9	6.6	0.95	0.71	0.95	33.9
Approach			266	4.0	266	4.0	0.639	29.8	LOS C	6.7	48.7	0.97	0.82	1.01	35.0
North: CCC (N)															
7	L2	All MCs	30	4.2	30	4.2	0.354	27.8	LOS C	3.5	25.6	0.90	0.73	0.90	36.8
8	T1	All MCs	109	8.7	109	8.7	0.354	23.1	LOS C	3.5	25.6	0.90	0.72	0.90	37.6
9	R2	All MCs	29	4.3	29	4.3	0.161	33.0	LOS C	0.8	6.1	0.95	0.71	0.95	33.9
Approach			169	7.1	169	7.1	0.354	25.7	LOS C	3.5	25.6	0.91	0.72	0.91	36.8
West: Creamery Road (W)															
10	L2	All MCs	29	4.3	29	4.3	0.778	33.1	LOS C	9.3	67.4	1.00	0.96	1.21	35.2
11	T1	All MCs	268	4.0	268	4.0	*0.778	28.5	LOS C	9.3	67.4	1.00	0.96	1.21	35.9
12	R2	All MCs	51	4.7	51	4.7	*0.278	33.6	LOS C	1.5	10.8	0.96	0.73	0.96	33.8
Approach			348	4.1	348	4.1	0.778	29.7	LOS C	9.3	67.4	0.99	0.93	1.17	35.5
All Vehicles			1193	5.3	1193	5.3	0.783	30.2	LOS C	9.3	67.4	0.98	0.87	1.10	35.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: CCC (S)												
P1	Full	51	54	18.4	LOS B	0.1	0.1	0.79	0.79	35.1	20.0	0.57
East: Creamery Road (E)												

P2	Full	51	54	18.4	LOS B	0.1	0.1	0.79	0.79	35.1	20.0	0.57
North: CCC (N)												
P3	Full	51	54	18.4	LOS B	0.1	0.1	0.79	0.79	35.1	20.0	0.57
West: Creamery Road (W)												
P4	Full	51	54	18.4	LOS B	0.1	0.1	0.79	0.79	35.1	20.0	0.57
All Pedestrians		204	215	18.4	LOS B	0.1	0.1	0.79	0.79	35.1	20.0	0.57

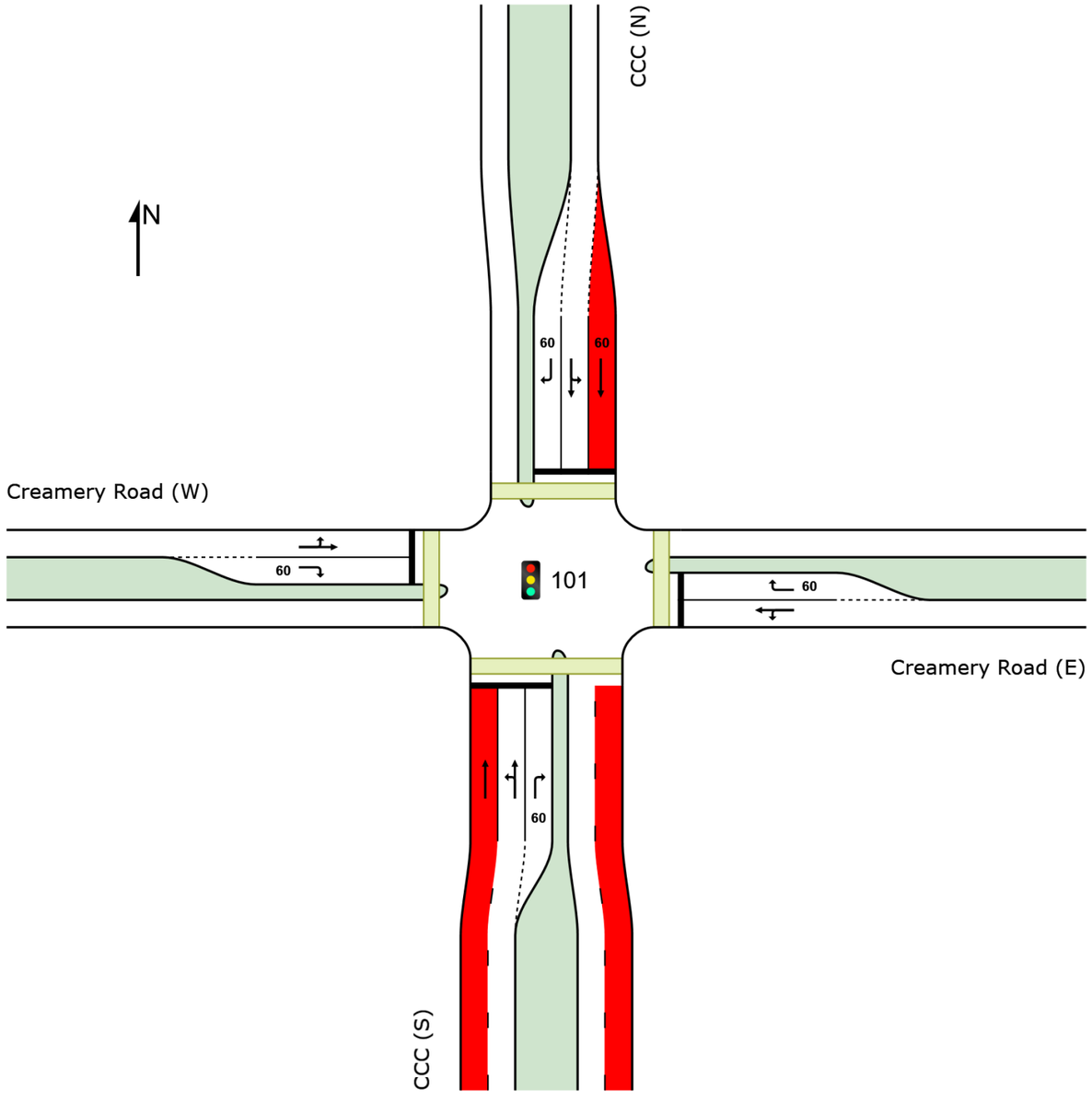
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [CC07PMUlt (Site Folder: General)]

CC07
PM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [CC07PMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC07
PM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC (S)															
1	L2	All MCs	203	3.9	203	3.9	0.880	44.5	LOS D	12.3	89.1	1.00	1.10	1.40	31.0
2	T1	All MCs	105	9.0	105	9.0	*0.880	39.2	LOS D	12.3	89.1	0.99	1.07	1.37	31.7
3	R2	All MCs	52	17.0	52	17.0	*0.360	40.0	LOS D	1.8	14.5	0.98	0.74	0.98	31.8
Approach			360	7.3	360	7.3	0.880	42.3	LOS D	12.3	89.1	0.99	1.04	1.33	31.3
East: Creamery Road (E)															
4	L2	All MCs	429	1.9	429	1.9	0.839	36.1	LOS D	17.5	124.3	1.00	0.98	1.22	33.1
5	T1	All MCs	38	3.3	38	3.3	*0.839	31.6	LOS C	17.5	124.3	1.00	0.98	1.22	33.6
6	R2	All MCs	38	3.3	38	3.3	*0.241	39.3	LOS D	1.3	9.3	0.97	0.72	0.97	32.2
Approach			505	2.1	505	2.1	0.839	36.0	LOS D	17.5	124.3	1.00	0.96	1.20	33.0
North: CCC (N)															
7	L2	All MCs	38	3.3	38	3.3	0.404	32.6	LOS C	4.4	32.1	0.92	0.75	0.92	35.0
8	T1	All MCs	109	8.7	109	8.7	0.404	27.9	LOS C	4.4	32.1	0.92	0.74	0.92	35.8
9	R2	All MCs	52	2.4	52	2.4	0.326	39.5	LOS D	1.8	12.8	0.98	0.74	0.98	32.0
Approach			199	6.0	199	6.0	0.404	31.8	LOS C	4.4	32.1	0.94	0.74	0.94	34.6
West: Creamery Road (W)															
10	L2	All MCs	38	3.3	38	3.3	0.218	24.7	LOS C	3.1	23.5	0.79	0.67	0.79	37.9
11	T1	All MCs	81	13.3	81	13.3	0.218	20.1	LOS C	3.1	23.5	0.79	0.67	0.79	38.6
12	R2	All MCs	21	11.2	21	11.2	0.141	38.7	LOS D	0.7	5.5	0.96	0.70	0.96	32.2
Approach			140	10.3	140	10.3	0.218	24.1	LOS C	3.1	23.5	0.81	0.67	0.81	37.3
All Vehicles			1204	5.3	1204	5.3	0.880	35.8	LOS D	17.5	124.3	0.96	0.91	1.15	33.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: CCC (S)												
P1	Full	51	54	16.5	LOS B	0.1	0.1	0.69	0.69	33.2	20.0	0.60
East: Creamery Road (E)												

P2	Full	51	54	22.5	LOS C	0.1	0.1	0.80	0.80	39.1	20.0	0.51
North: CCC (N)												
P3	Full	51	54	16.5	LOS B	0.1	0.1	0.69	0.69	33.2	20.0	0.60
West: Creamery Road (W)												
P4	Full	51	54	22.5	LOS C	0.1	0.1	0.80	0.80	39.1	20.0	0.51
All Pedestrians		204	215	19.5	LOS B	0.1	0.1	0.74	0.74	36.1	20.0	0.55

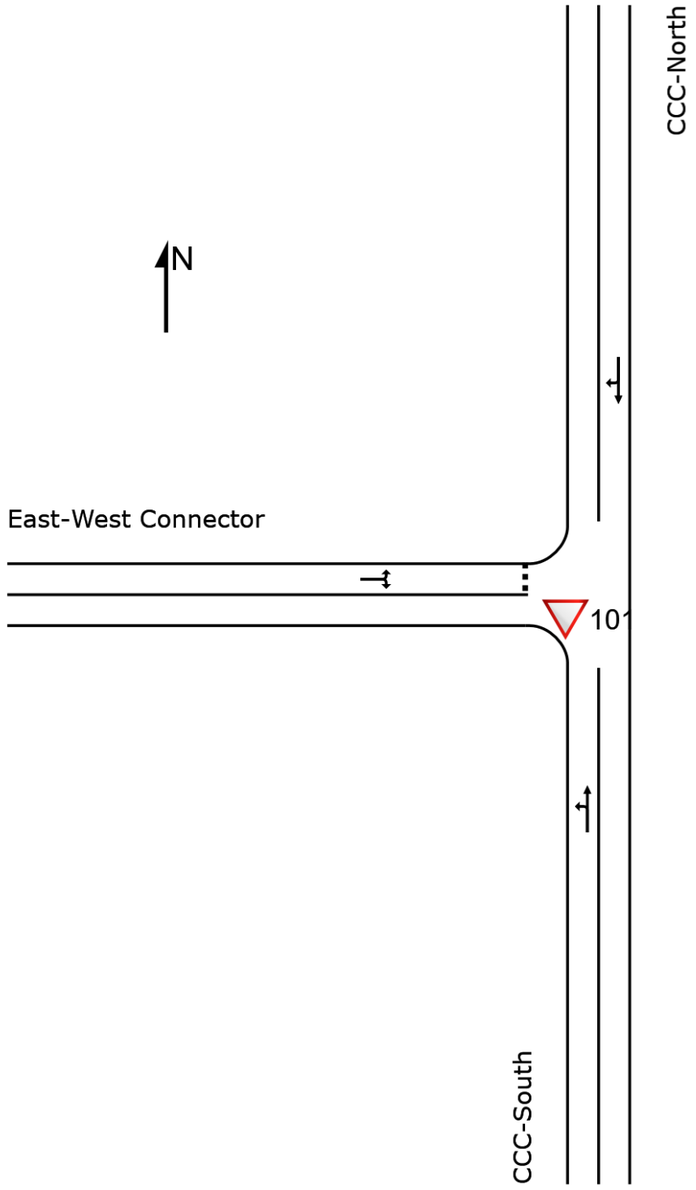
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [CC08AM (Site Folder: General)]

CC08
CCC and East-West Connector
AM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [CC08AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC08
CCC and East-West Connector
AM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC-South															
1	L2	All MCs	296	3.0	296	3.0	0.334	5.7	LOS A	0.0	0.0	0.00	0.28	0.00	54.9
2	T1	All MCs	328	3.0	328	3.0	0.334	0.1	LOS A	0.0	0.0	0.00	0.28	0.00	57.3
Approach			624	3.0	624	3.0	0.334	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.2
North: CCC-North															
8	T1	All MCs	302	3.0	302	3.0	0.231	1.1	LOS A	0.8	5.6	0.27	0.33	0.27	57.7
9	R2	All MCs	63	3.0	63	3.0	0.231	8.9	LOS A	0.8	5.6	0.27	0.33	0.27	54.9
Approach			364	3.0	364	3.0	0.231	2.5	NA	0.8	5.6	0.27	0.33	0.27	57.2
West: East-West Connector															
10	L2	All MCs	352	3.0	352	3.0	0.485	8.4	LOS A	3.3	24.0	0.60	0.81	0.83	49.8
12	R2	All MCs	94	3.0	94	3.0	0.485	14.4	LOS B	3.3	24.0	0.60	0.81	0.83	49.6
Approach			446	3.0	446	3.0	0.485	9.6	LOS A	3.3	24.0	0.60	0.81	0.83	49.8
All Vehicles			1434	3.0	1434	3.0	0.485	4.8	NA	3.3	24.0	0.25	0.46	0.33	54.2

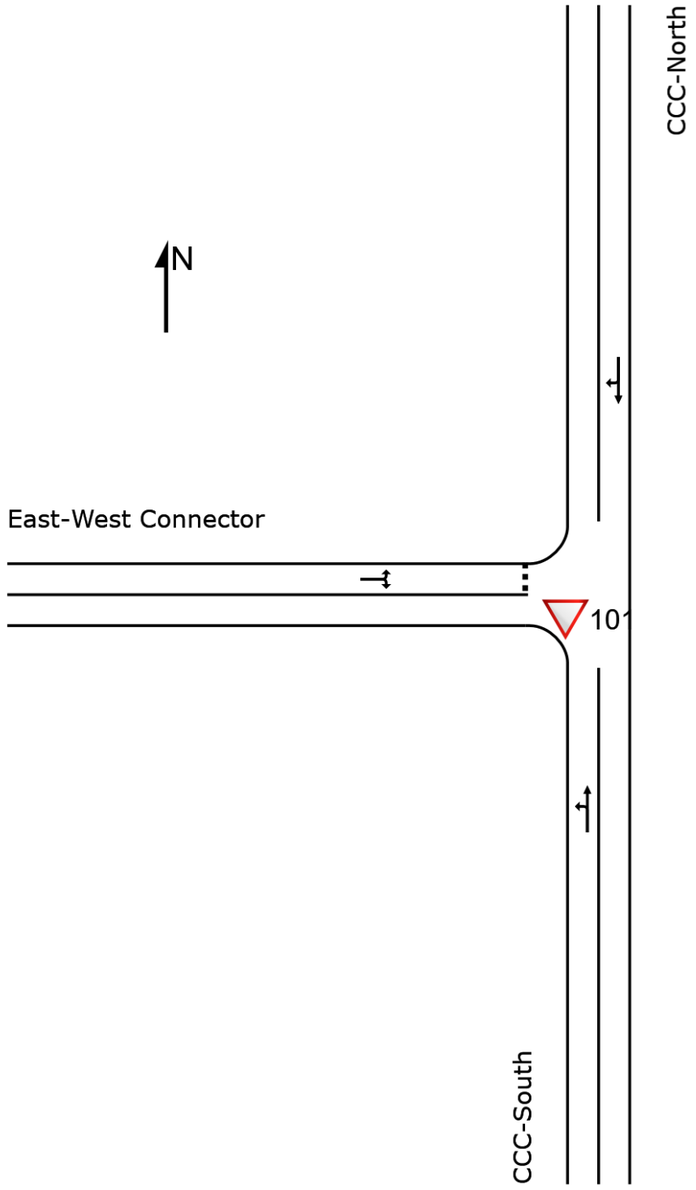
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [CC08PM (Site Folder: General)]

CC08
CCC and East-West Connector
PM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [CC08PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC08
CCC and East-West Connector
PM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC-South															
1	L2	All MCs	302	3.0	302	3.0	0.288	5.6	LOS A	0.0	0.0	0.00	0.33	0.00	54.5
2	T1	All MCs	233	3.0	233	3.0	0.288	0.1	LOS A	0.0	0.0	0.00	0.33	0.00	56.9
Approach			535	3.0	535	3.0	0.288	3.2	NA	0.0	0.0	0.00	0.33	0.00	55.6
North: CCC-North															
8	T1	All MCs	638	3.0	638	3.0	0.398	0.6	LOS A	0.9	6.8	0.14	0.18	0.17	58.7
9	R2	All MCs	63	3.0	63	3.0	0.398	8.7	LOS A	0.9	6.8	0.14	0.18	0.17	55.9
Approach			701	3.0	701	3.0	0.398	1.3	NA	0.9	6.8	0.14	0.18	0.17	58.5
West: East-West Connector															
10	L2	All MCs	120	3.0	120	3.0	0.186	6.5	LOS A	0.7	5.1	0.47	0.63	0.47	50.7
12	R2	All MCs	31	3.0	31	3.0	0.186	16.0	LOS C	0.7	5.1	0.47	0.63	0.47	50.4
Approach			152	3.0	152	3.0	0.186	8.4	LOS A	0.7	5.1	0.47	0.63	0.47	50.6
All Vehicles			1387	3.0	1387	3.0	0.398	2.8	NA	0.9	6.8	0.12	0.29	0.14	56.4

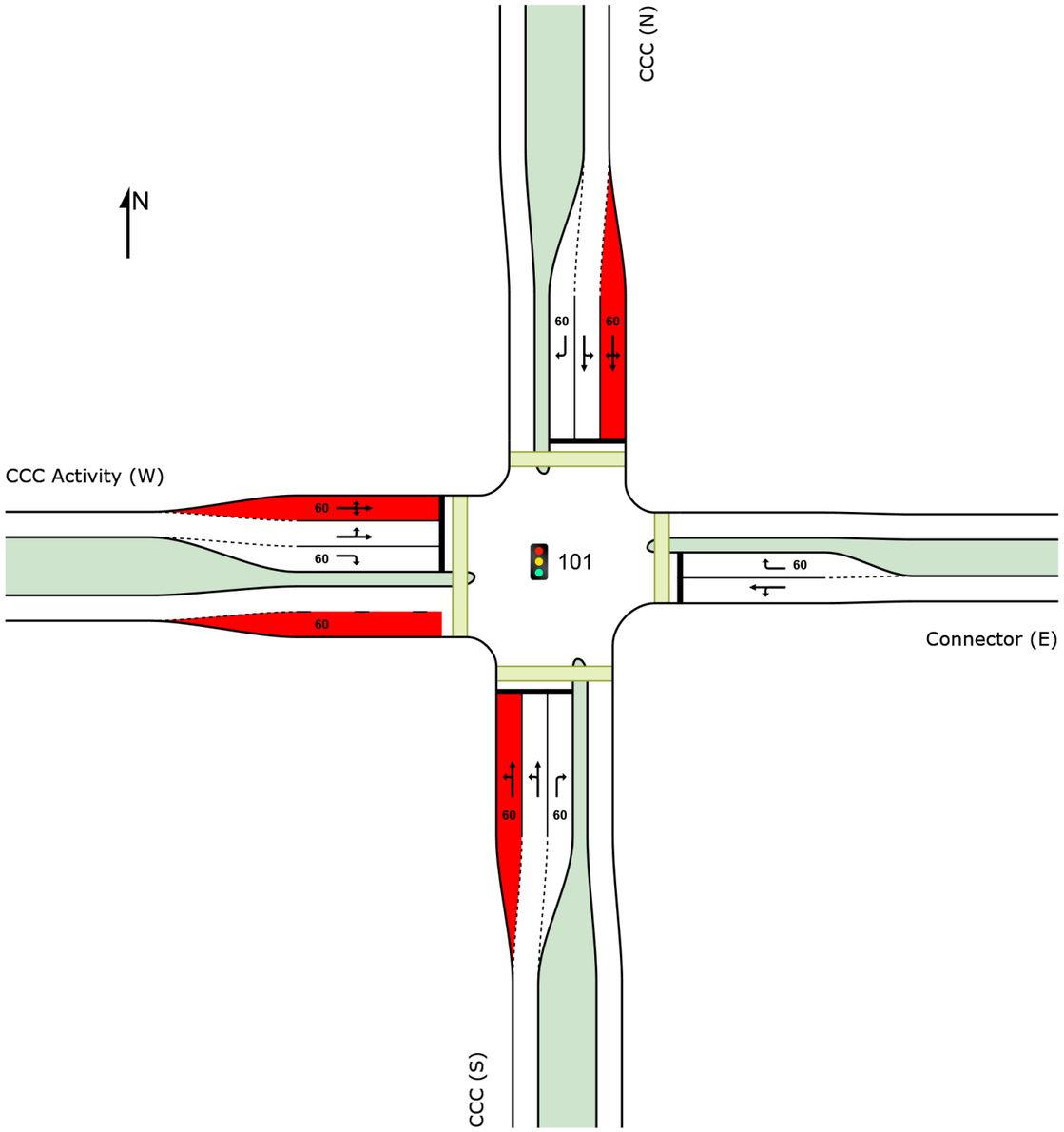
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [CC09AMUlt (Site Folder: General)]

CC09
AM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [CC09AMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC09
AM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 85 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC (S)															
1	L2	All MCs	120	7.3	120	7.3	*0.903	54.7	LOS D	10.9	78.6	0.99	1.09	1.43	28.7
2	T1	All MCs	111	7.6	111	7.6	*0.903	50.4	LOS D	10.9	78.6	0.99	1.09	1.43	29.1
3	R2	All MCs	71	3.0	71	3.0	0.544	49.2	LOS D	3.1	22.0	1.00	0.78	1.03	29.5
Approach			301	6.4	301	6.4	0.903	51.8	LOS D	10.9	78.6	0.99	1.02	1.34	29.0
East: Connector (E)															
4	L2	All MCs	32	3.0	32	3.0	0.392	39.8	LOS D	4.7	33.8	0.94	0.75	0.94	32.8
5	T1	All MCs	92	3.0	92	3.0	0.392	35.2	LOS D	4.7	33.8	0.94	0.75	0.94	33.4
6	R2	All MCs	21	3.0	21	3.0	0.162	47.1	LOS D	0.9	6.3	0.97	0.70	0.97	30.0
Approach			144	3.0	144	3.0	0.392	38.0	LOS D	4.7	33.8	0.94	0.75	0.94	32.7
North: CCC (N)															
7	L2	All MCs	120	7.3	120	7.3	0.903	55.6	LOS E	10.9	78.6	1.00	1.10	1.44	28.4
8	T1	All MCs	106	4.0	106	4.0	0.903	51.7	LOS D	10.9	78.6	1.00	1.11	1.46	28.8
9	R2	All MCs	76	9.7	76	9.7	*0.544	49.6	LOS D	3.1	22.0	0.99	0.77	1.03	29.8
Approach			302	6.7	302	6.7	0.903	52.7	LOS D	10.9	78.6	1.00	1.02	1.34	28.9
West: CCC Activity (W)															
10	L2	All MCs	67	10.6	67	10.6	0.834	46.4	LOS D	11.9	85.7	0.99	0.98	1.22	30.7
11	T1	All MCs	201	3.5	201	3.5	*0.834	43.6	LOS D	11.9	85.7	1.00	1.01	1.25	31.0
12	R2	All MCs	37	16.9	37	16.9	*0.244	49.2	LOS D	1.3	9.5	0.97	0.71	0.97	30.5
Approach			305	6.7	305	6.7	0.834	44.9	LOS D	11.9	85.7	0.99	0.97	1.21	30.9
All Vehicles			1053	6.1	1053	6.1	0.903	48.2	LOS D	11.9	85.7	0.99	0.97	1.25	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: CCC (S)												
P1	Full	51	54	28.9	LOS C	0.1	0.1	0.83	0.83	45.6	20.0	0.44
East: Connector (E)												

P2	Full	51	54	31.4	LOS D	0.1	0.1	0.86	0.86	48.1	20.0	0.42
North: CCC (N)												
P3	Full	51	54	28.9	LOS C	0.1	0.1	0.83	0.83	45.6	20.0	0.44
West: CCC Activity (W)												
P4	Full	51	54	31.4	LOS D	0.1	0.1	0.86	0.86	48.1	20.0	0.42
All Pedestrians		204	215	30.2	LOS D	0.1	0.1	0.84	0.84	46.8	20.0	0.43

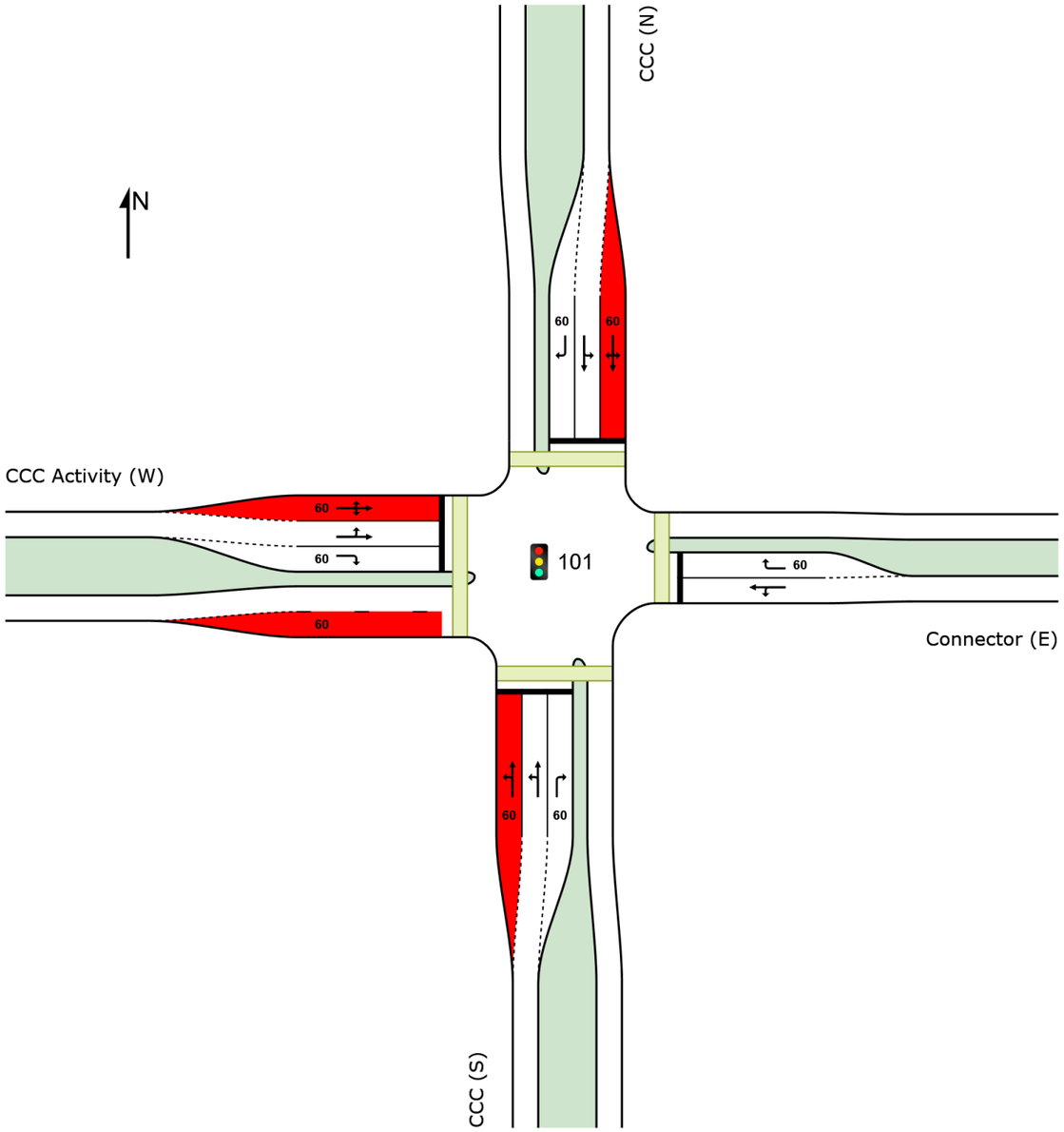
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [CC09PMUlt (Site Folder: General)]

CC09
PM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [CC09PMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC09
PM Peak
Ultimate Volumes
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC (S)															
1	L2	All MCs	69	11.5	69	11.5	*0.774	44.2	LOS D	6.9	50.1	0.98	0.91	1.19	31.4
2	T1	All MCs	106	9.0	106	9.0	*0.774	40.8	LOS D	6.9	50.1	0.99	0.92	1.20	31.7
3	R2	All MCs	24	4.0	24	4.0	0.177	44.4	LOS D	0.9	6.8	0.97	0.70	0.97	30.6
Approach			198	9.3	198	9.3	0.774	42.4	LOS D	6.9	50.1	0.98	0.89	1.17	31.4
East: Connector (E)															
4	L2	All MCs	32	4.0	32	4.0	0.780	45.2	LOS D	8.5	61.8	1.00	0.95	1.20	31.5
5	T1	All MCs	173	4.0	173	4.0	*0.780	40.6	LOS D	8.5	61.8	1.00	0.95	1.20	32.0
6	R2	All MCs	69	4.0	69	4.0	*0.508	46.1	LOS D	2.8	20.5	1.00	0.76	1.01	30.3
Approach			274	4.0	274	4.0	0.780	42.5	LOS D	8.5	61.8	1.00	0.90	1.15	31.5
North: CCC (N)															
7	L2	All MCs	28	21.9	28	21.9	0.595	41.0	LOS D	5.0	36.5	0.96	0.77	0.99	32.5
8	T1	All MCs	109	8.7	109	8.7	0.595	38.1	LOS D	5.0	36.5	0.99	0.80	1.02	32.7
9	R2	All MCs	63	5.9	63	5.9	*0.452	45.8	LOS D	2.5	18.1	0.99	0.75	0.99	30.5
Approach			201	9.7	201	9.7	0.595	40.9	LOS D	5.0	36.5	0.99	0.78	1.01	31.9
West: CCC Activity (W)															
10	L2	All MCs	71	11.4	71	11.4	0.625	40.4	LOS D	6.3	45.6	0.98	0.81	1.02	32.1
11	T1	All MCs	96	5.1	96	5.1	0.625	37.1	LOS D	6.3	45.6	0.99	0.82	1.03	32.6
12	R2	All MCs	32	20.2	32	20.2	0.199	46.1	LOS D	1.1	7.7	0.95	0.70	0.95	31.3
Approach			200	9.8	200	9.8	0.625	39.7	LOS D	6.3	45.6	0.98	0.80	1.02	32.2
All Vehicles			873	7.8	873	7.8	0.780	41.5	LOS D	8.5	61.8	0.99	0.85	1.09	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: CCC (S)												
P1	Full	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44
East: Connector (E)												

P2	Full	51	54	30.7	LOS D	0.1	0.1	0.88	0.88	47.4	20.0	0.42
North: CCC (N)												
P3	Full	51	54	29.0	LOS C	0.1	0.1	0.85	0.85	45.6	20.0	0.44
West: CCC Activity (W)												
P4	Full	51	54	30.7	LOS D	0.1	0.1	0.88	0.88	47.4	20.0	0.42
All Pedestrians		204	215	29.8	LOS C	0.1	0.1	0.86	0.86	46.5	20.0	0.43

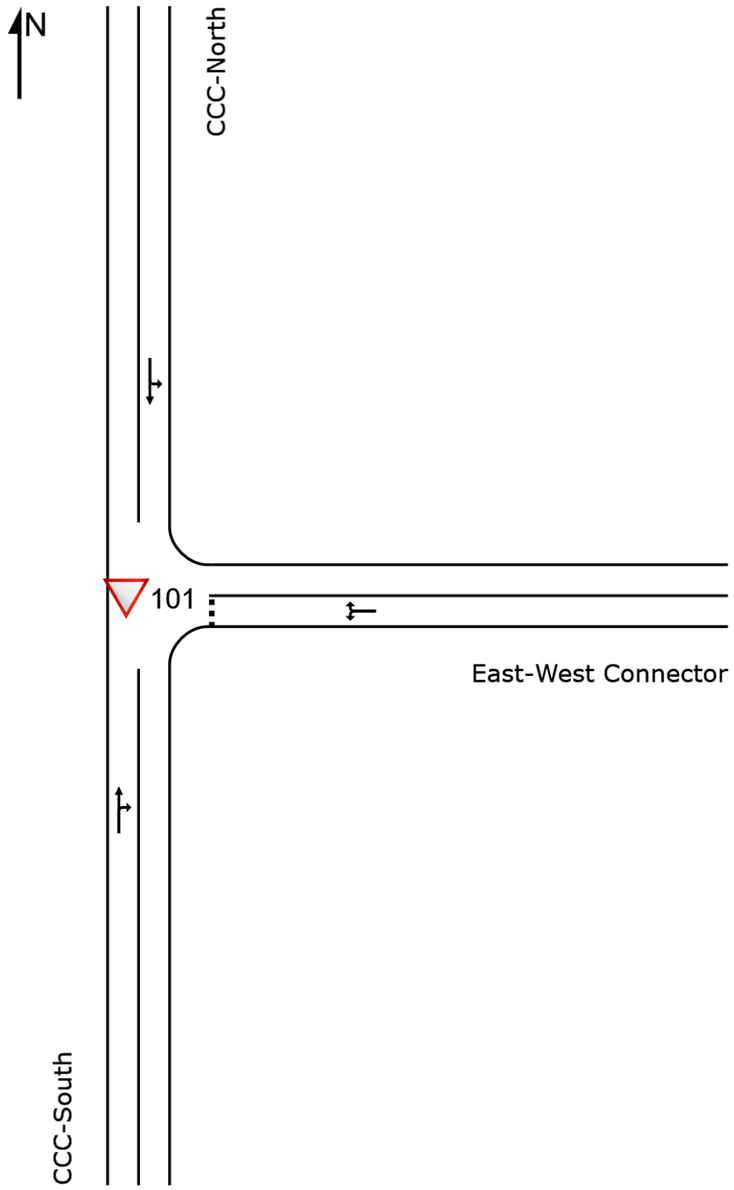
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 101 [CC10-AMUlt (Site Folder: General)]

CC10
CCC/East-west Connector
AM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [CC10-AMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC10
CCC/East-west Connector
AM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC-South															
2	T1	All MCs	283	4.0	283	4.0	0.270	1.4	LOS A	1.2	8.7	0.38	0.44	0.38	56.8
3	R2	All MCs	122	4.0	122	4.0	0.270	8.1	LOS A	1.2	8.7	0.38	0.44	0.38	54.1
Approach			405	4.0	405	4.0	0.270	3.4	NA	1.2	8.7	0.38	0.44	0.38	56.0
East: East-West Connector															
4	L2	All MCs	283	4.0	283	4.0	0.538	9.8	LOS A	3.5	25.6	0.68	0.96	1.08	48.5
6	R2	All MCs	122	4.0	122	4.0	0.538	15.5	LOS C	3.5	25.6	0.68	0.96	1.08	48.3
Approach			405	4.0	405	4.0	0.538	11.6	LOS B	3.5	25.6	0.68	0.96	1.08	48.5
North: CCC-North															
7	L2	All MCs	52	4.0	52	4.0	0.265	5.7	LOS A	0.0	0.0	0.00	0.06	0.00	56.7
8	T1	All MCs	449	4.0	449	4.0	0.265	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	59.3
Approach			501	4.0	501	4.0	0.265	0.7	NA	0.0	0.0	0.00	0.06	0.00	59.0
All Vehicles			1311	4.0	1311	4.0	0.538	4.9	NA	3.5	25.6	0.33	0.46	0.45	54.4

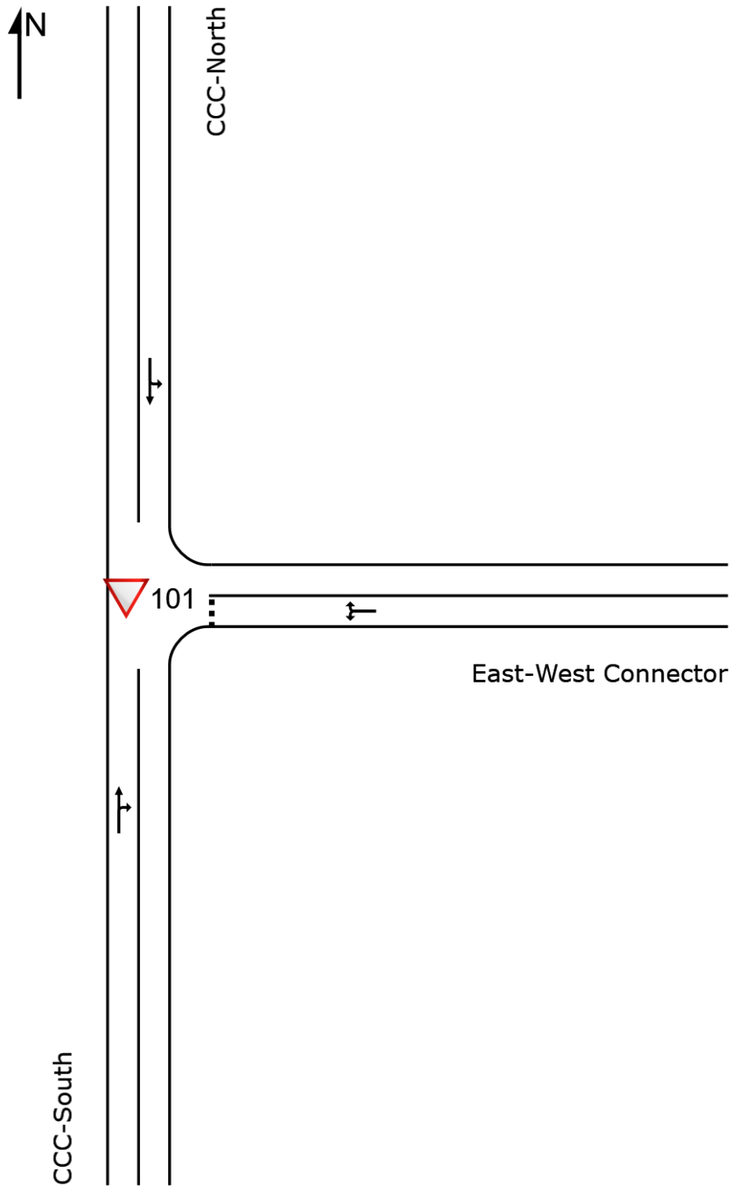
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [CC10-PMUlt (Site Folder: General)]

CC10
CCC/East-west Connector
PM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [CC10-PMUlt (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC10
CCC/East-west Connector
PM Peak Ultimate
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: CCC-South															
2	T1	All MCs	366	4.0	366	4.0	0.405	1.7	LOS A	2.6	18.7	0.45	0.51	0.51	56.1
3	R2	All MCs	242	4.0	242	4.0	0.405	8.0	LOS A	2.6	18.7	0.45	0.51	0.51	53.4
Approach			608	4.0	608	4.0	0.405	4.2	NA	2.6	18.7	0.45	0.51	0.51	55.0
East: East-West Connector															
4	L2	All MCs	163	4.0	163	4.0	0.305	7.2	LOS A	1.3	9.7	0.56	0.72	0.62	50.0
6	R2	All MCs	69	4.0	69	4.0	0.305	14.7	LOS B	1.3	9.7	0.56	0.72	0.62	49.7
Approach			231	4.0	231	4.0	0.305	9.4	LOS A	1.3	9.7	0.56	0.72	0.62	49.9
North: CCC-North															
7	L2	All MCs	105	4.0	105	4.0	0.215	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	55.9
8	T1	All MCs	299	4.0	299	4.0	0.215	0.1	LOS A	0.0	0.0	0.00	0.15	0.00	58.5
Approach			404	4.0	404	4.0	0.215	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.8
All Vehicles			1244	4.0	1244	4.0	0.405	4.3	NA	2.6	18.7	0.32	0.43	0.36	54.8

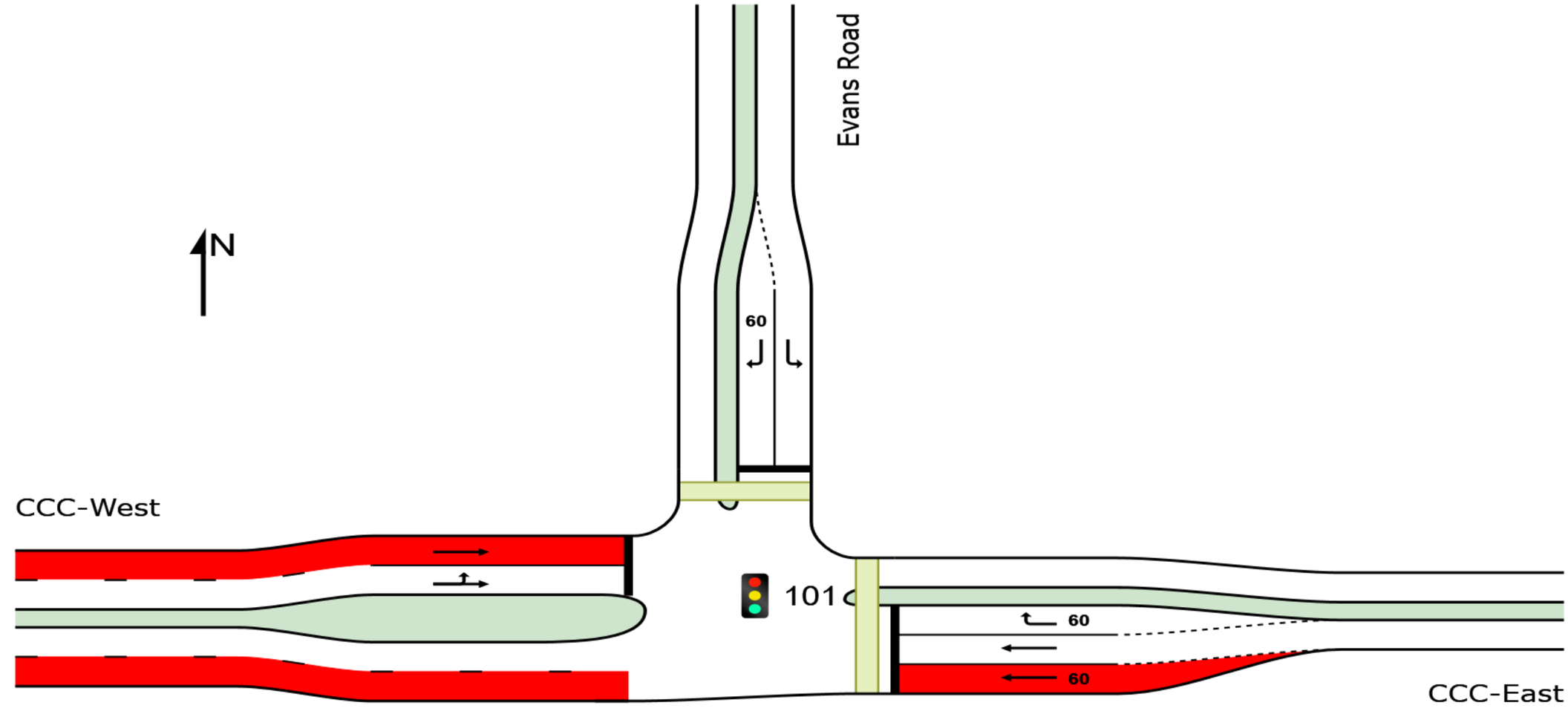
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [CC12PMUlt-+200 veh-AltGeo (Site Folder: General)]

CC12
CCC/Evans Road
PM Peak Ultimate
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101 [CC12AMUlt-+200 veh-AltGeo (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC12
CCC/Evans Road
AM Peak Ultimate
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: CCC-East															
5	T1	All MCs	237	6.1	237	6.1	0.180	5.6	LOS A	3.7	26.5	0.39	0.33	0.39	54.9
6	R2	All MCs	131	4.0	131	4.0	*0.929	66.1	LOS E	7.1	51.3	1.00	1.07	1.63	28.2
Approach			367	5.4	367	5.4	0.929	27.1	LOS C	7.1	51.3	0.61	0.59	0.83	41.1
North: Evans Road															
7	L2	All MCs	83	4.0	83	4.0	0.148	29.7	LOS C	2.6	19.1	0.76	0.74	0.76	39.1
9	R2	All MCs	307	4.0	307	4.0	*0.901	57.4	LOS E	16.1	116.6	1.00	1.04	1.38	30.3
Approach			391	4.0	391	4.0	0.901	51.5	LOS D	16.1	116.6	0.95	0.98	1.25	31.8
West: CCC-West															
10	L2	All MCs	635	4.0	635	4.0	0.915	42.6	LOS D	44.2	320.0	0.99	1.03	1.21	35.0
11	T1	All MCs	237	6.1	237	6.1	*0.915	34.6	LOS C	44.2	320.0	0.98	1.01	1.19	36.3
Approach			872	4.6	872	4.6	0.915	40.4	LOS D	44.2	320.0	0.99	1.02	1.20	35.4
All Vehicles			1629	4.6	1629	4.6	0.929	40.1	LOS D	44.2	320.0	0.89	0.91	1.13	35.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: CCC-East												
P2	Full	51	54	28.9	LOS C	0.1	0.1	0.80	0.80	45.5	20.0	0.44
North: Evans Road												
P3	Full	51	54	9.4	LOS A	0.1	0.1	0.46	0.46	26.0	20.0	0.77
All Pedestrians		102	107	19.1	LOS B	0.1	0.1	0.63	0.63	35.8	20.0	0.56

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

SITE LAYOUT

Site: 101 [CC12AMUlt-+200 veh-AltGeo (Site Folder: General)]

CC12
CCC/Evans Road
AM Peak Ultimate
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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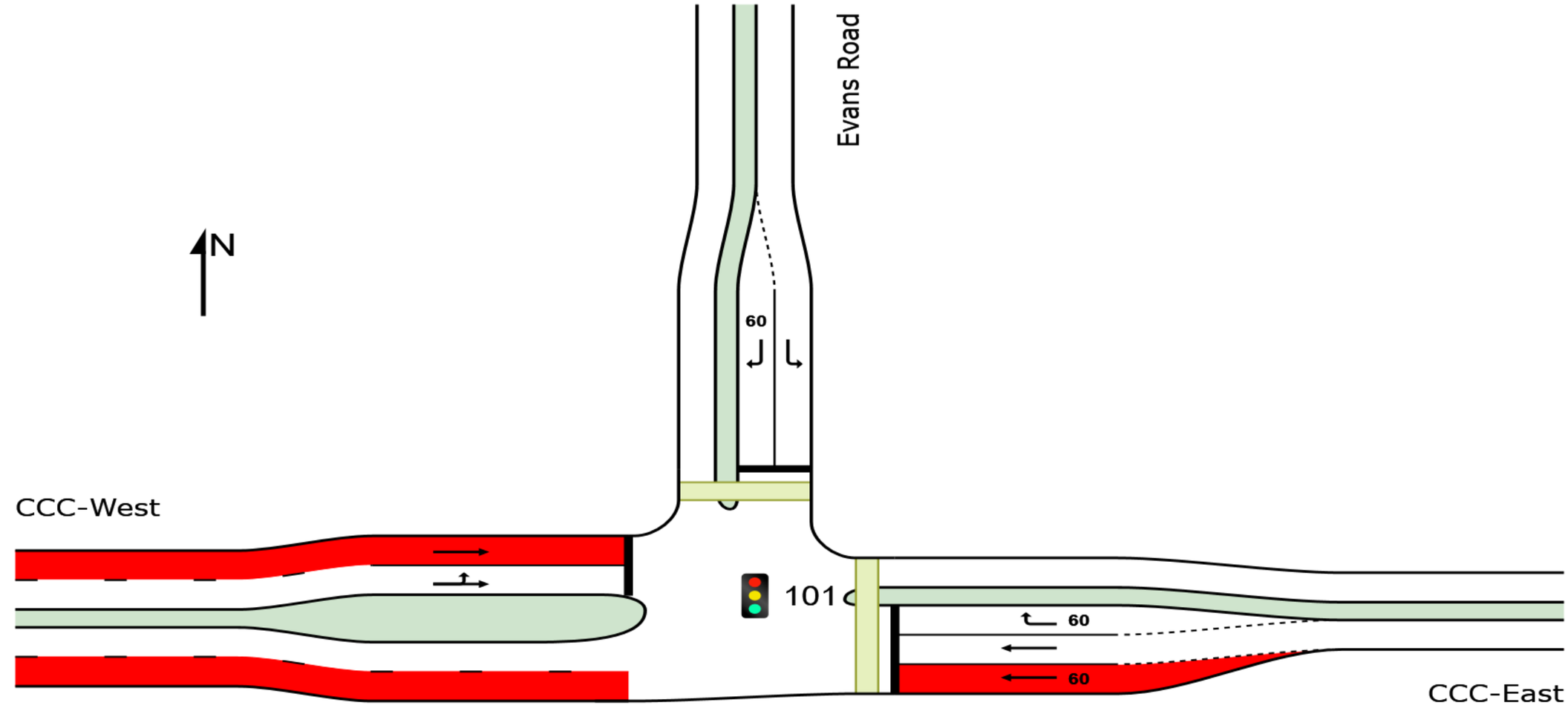

MOVEMENT SUMMARY

Site: 101 [CC12PMUlt-+200 veh-AltGeo (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CC12
CCC/Evans Road
PM Peak Ultimate
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: CCC-East															
5	T1	All MCs	237	6.1	237	6.1	0.233	12.4	LOS B	5.5	39.6	0.58	0.49	0.58	49.8
6	R2	All MCs	81	4.0	81	4.0	*0.673	54.5	LOS D	3.8	27.8	1.00	0.83	1.15	30.9
Approach			318	5.6	318	5.6	0.673	23.1	LOS C	5.5	39.6	0.68	0.57	0.72	43.1
North: Evans Road															
7	L2	All MCs	103	4.0	103	4.0	0.125	24.1	LOS C	2.6	18.8	0.61	0.72	0.61	43.3
9	R2	All MCs	440	4.0	440	4.0	*0.732	38.2	LOS D	17.5	127.0	0.94	0.87	0.97	37.2
Approach			543	4.0	543	4.0	0.732	35.5	LOS D	17.5	127.0	0.88	0.84	0.90	36.9
West: CCC-West															
10	L2	All MCs	288	4.0	288	4.0	*0.748	33.8	LOS C	20.4	148.0	0.93	0.86	0.96	38.8
11	T1	All MCs	237	6.1	237	6.1	0.748	26.1	LOS C	20.4	148.0	0.92	0.85	0.95	40.1
Approach			525	5.0	525	5.0	0.748	30.3	LOS C	20.4	148.0	0.93	0.86	0.96	39.4
All Vehicles			1386	4.7	1386	4.7	0.748	30.7	LOS C	20.4	148.0	0.85	0.79	0.88	39.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: CCC-East												
P2	Full	51	54	18.7	LOS B	0.1	0.1	0.65	0.65	35.4	20.0	0.57
North: Evans Road												
P3	Full	51	54	16.2	LOS B	0.1	0.1	0.60	0.60	32.9	20.0	0.61
All Pedestrians		102	107	17.5	LOS B	0.1	0.1	0.62	0.62	34.2	20.0	0.59

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