

APPENDIX A

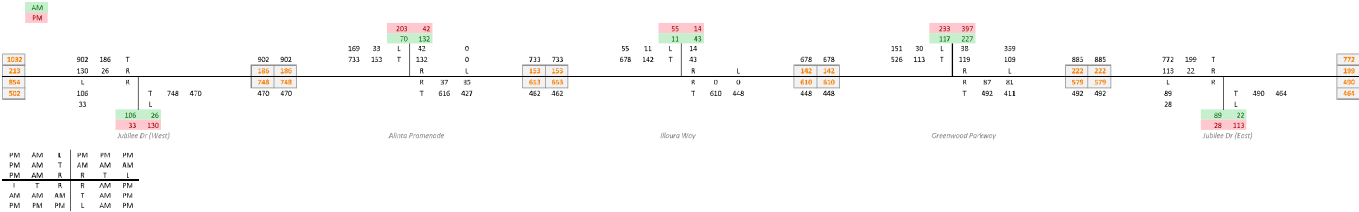
TRIPS GENERATED ONTO ROAD NO.1 BY
JORDAN SPRINGS EAST



APPENDIX B

TRIPS GENERATED ONTO LAKESIDE
PARADE BY JORDAN SPRINGS AND
JORDAN SPRINGS EAST





\\APSP3\F63\jacob\WIM\ARI\AMP_D1\PMINT_CD\2197037A_Central_Precinct_Traffic_Model\05_Works\Papers\WFD\Draft\Internal\Road_Assessment - Jordan Socioe_East\Calculations\TOD\assessments.xlsx

APPENDIX C

SIDRA SUMMARY OF INTERNAL ROADS
IN JORDAN SPRINGS EAST

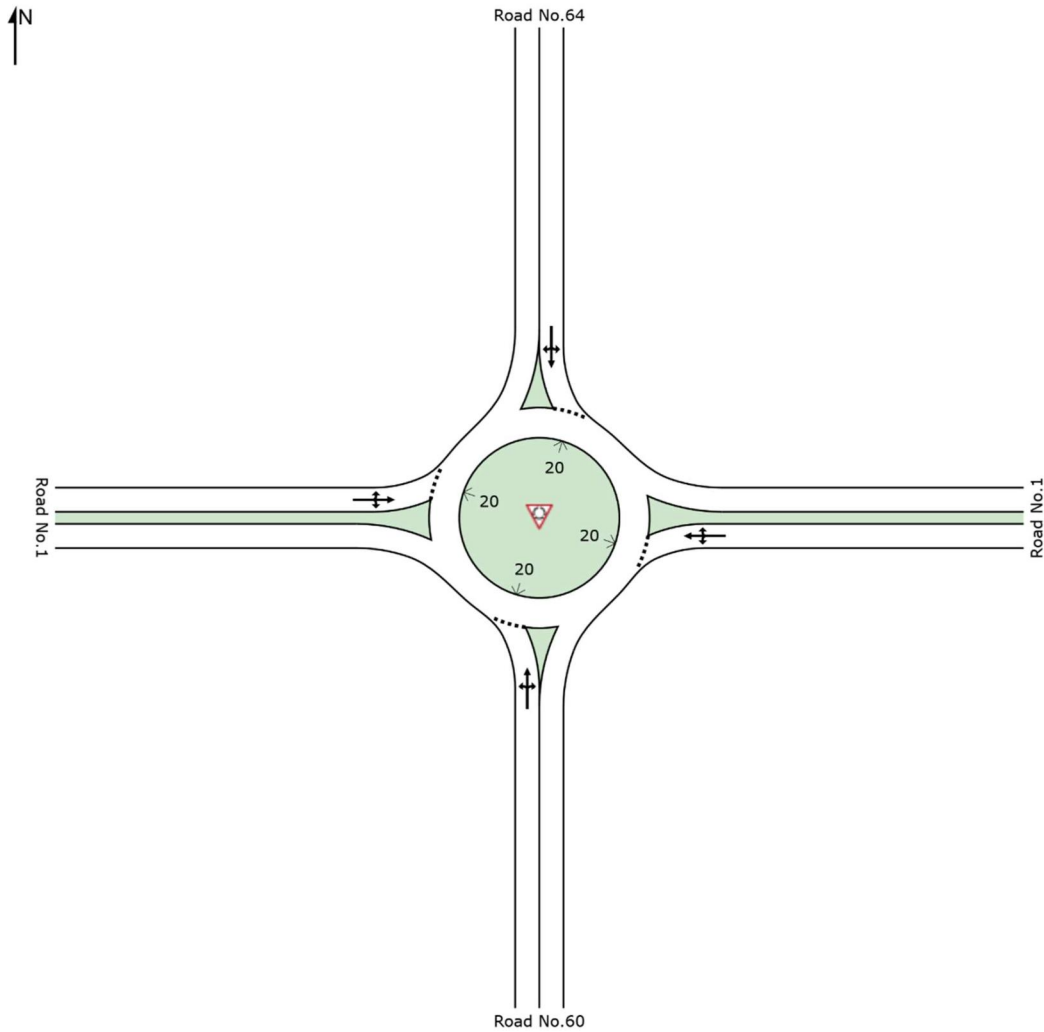


SITE LAYOUT



Site: I-Int_1 [AM_Road No.1, No.60 and No.64]

Intersection of Road No.1, No.60 and No.64
Roundabout



MOVEMENT SUMMARY

Site: I-Int_1 [AM_Road No.1, No.60 and No.64]

Intersection of Road No.1, No.60 and No.64
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Road No.60											
1	L2	19	3.0	0.066	6.4	LOS A	0.3	2.4	0.53	0.67	51.2
2	T1	1	3.0	0.066	6.5	LOS A	0.3	2.4	0.53	0.67	52.3
3	R2	41	3.0	0.066	11.1	LOS A	0.3	2.4	0.53	0.67	51.7
Approach		61	3.0	0.066	9.6	LOS A	0.3	2.4	0.53	0.67	51.5
East: Road No.1											
4	L2	14	3.0	0.290	3.9	LOS A	1.9	13.7	0.05	0.40	54.8
5	T1	469	3.0	0.290	4.0	LOS A	1.9	13.7	0.05	0.40	56.2
6	R2	1	3.0	0.290	8.7	LOS A	1.9	13.7	0.05	0.40	56.1
Approach		484	3.0	0.290	4.0	LOS A	1.9	13.7	0.05	0.40	56.2
North: Road No.64											
7	L2	3	3.0	0.006	4.9	LOS A	0.0	0.2	0.38	0.54	52.2
8	T1	1	3.0	0.006	5.1	LOS A	0.0	0.2	0.38	0.54	53.9
9	R2	3	3.0	0.006	9.7	LOS A	0.0	0.2	0.38	0.54	53.8
Approach		7	3.0	0.006	7.0	LOS A	0.0	0.2	0.38	0.54	53.2
West: Road No.1											
10	L2	1	3.0	0.144	4.1	LOS A	0.8	6.1	0.18	0.40	54.6
11	T1	198	3.0	0.144	4.2	LOS A	0.8	6.1	0.18	0.40	55.5
12	R2	1	3.0	0.144	8.9	LOS A	0.8	6.1	0.18	0.40	55.8
Approach		200	3.0	0.144	4.2	LOS A	0.8	6.1	0.18	0.40	55.5
All Vehicles		752	3.0	0.290	4.6	LOS A	1.9	13.7	0.13	0.42	55.6

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 **Site: I-Int_1 [PM_Road No.1, No.60 and No.64]**

Intersection of Road No.1, No.60 and No.64
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
South: Road No.60											
1	L2	1	3.0	0.024	6.2	LOS A	0.1	0.9	0.53	0.65	50.6
2	T1	1	3.0	0.024	6.3	LOS A	0.1	0.9	0.53	0.65	51.7
3	R2	20	3.0	0.024	11.0	LOS A	0.1	0.9	0.53	0.65	51.0
Approach		22	3.0	0.024	10.6	LOS A	0.1	0.9	0.53	0.65	51.0
East: Road No.1											
4	L2	49	3.0	0.338	4.0	LOS A	2.2	16.0	0.15	0.40	54.3
5	T1	463	3.0	0.338	4.2	LOS A	2.2	16.0	0.15	0.40	55.7
6	R2	4	3.0	0.338	8.8	LOS A	2.2	16.0	0.15	0.40	55.6
Approach		516	3.0	0.338	4.2	LOS A	2.2	16.0	0.15	0.40	55.6
North: Road No.64											
7	L2	1	3.0	0.004	8.5	LOS A	0.0	0.2	0.69	0.59	50.1
8	T1	1	3.0	0.004	8.7	LOS A	0.0	0.2	0.69	0.59	51.9
9	R2	1	3.0	0.004	13.3	LOS A	0.0	0.2	0.69	0.59	51.8
Approach		3	3.0	0.004	10.2	LOS A	0.0	0.2	0.69	0.59	51.3
West: Road No.1											
10	L2	4	3.0	0.492	4.0	LOS A	4.4	31.7	0.19	0.40	54.4
11	T1	741	3.0	0.492	4.2	LOS A	4.4	31.7	0.19	0.40	55.4
12	R2	27	3.0	0.492	8.8	LOS A	4.4	31.7	0.19	0.40	55.6
Approach		772	3.0	0.492	4.3	LOS A	4.4	31.7	0.19	0.40	55.4
All Vehicles		1313	3.0	0.492	4.4	LOS A	4.4	31.7	0.18	0.41	55.4

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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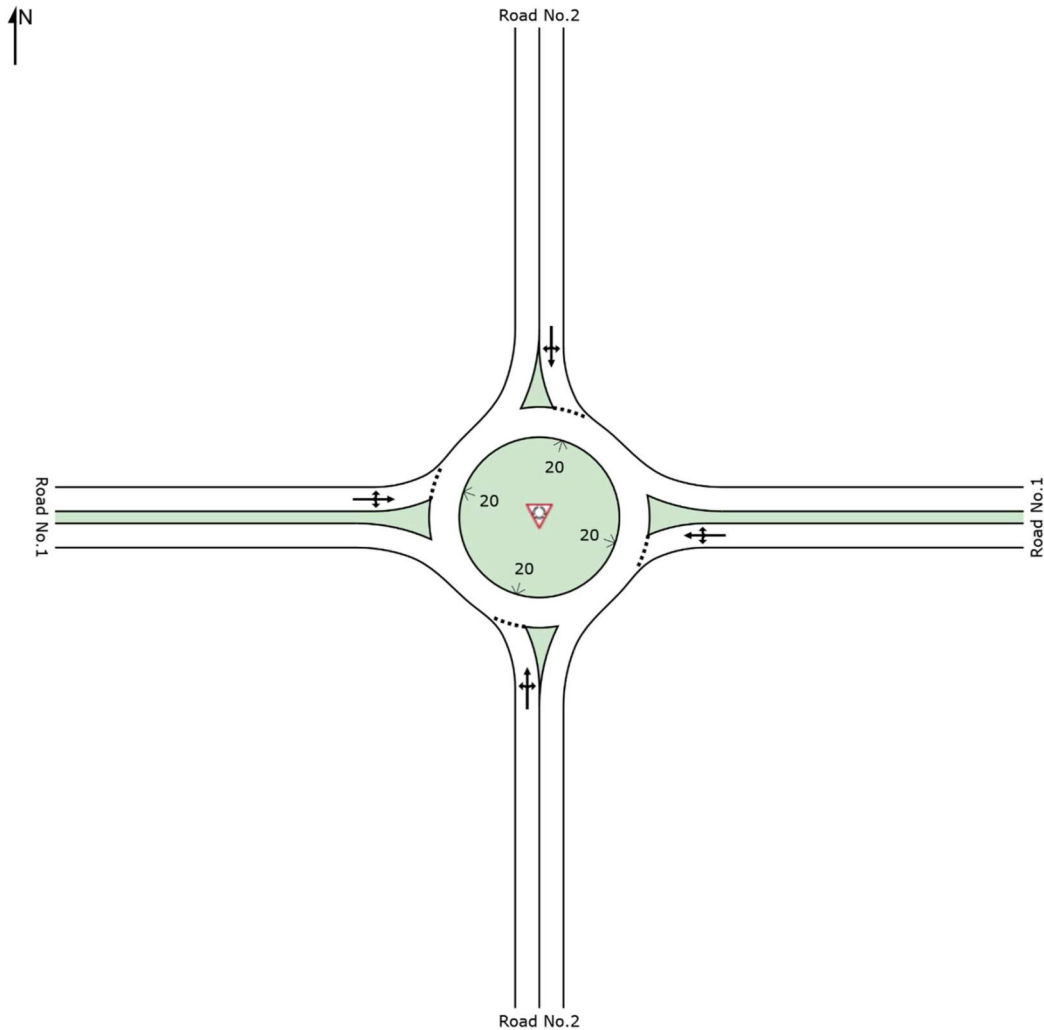
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SITE LAYOUT



Site: I-Int_2 [AM_Road No.1, No.2]

Intersection of Road No.1, No.2
Roundabout



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MOVEMENT SUMMARY



Site: I-Int_2 [AM_Road No.1, No.2]

Intersection of Road No.1, No.2

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Road No.2											
1	L2	134	3.0	0.451	6.6	LOS A	3.1	22.1	0.65	0.75	50.3
2	T1	1	3.0	0.451	6.8	LOS A	3.1	22.1	0.65	0.75	48.2
3	R2	306	3.0	0.451	11.4	LOS A	3.1	22.1	0.65	0.75	48.9
Approach		441	3.0	0.451	10.0	LOS A	3.1	22.1	0.65	0.75	49.4
East: Road No.1											
4	L2	101	3.0	0.288	4.6	LOS A	1.9	13.9	0.38	0.49	51.2
5	T1	234	3.0	0.288	4.7	LOS A	1.9	13.9	0.38	0.49	52.1
6	R2	23	3.0	0.288	9.4	LOS A	1.9	13.9	0.38	0.49	27.9
Approach		358	3.0	0.288	5.0	LOS A	1.9	13.9	0.38	0.49	50.4
North: Road No.2											
7	L2	169	3.0	0.336	7.4	LOS A	2.2	15.4	0.70	0.78	38.5
8	T1	1	3.0	0.336	7.5	LOS A	2.2	15.4	0.70	0.78	48.7
9	R2	115	3.0	0.336	12.2	LOS A	2.2	15.4	0.70	0.78	47.3
Approach		285	3.0	0.336	9.3	LOS A	2.2	15.4	0.70	0.78	42.9
West: Road No.1											
10	L2	25	3.0	0.248	5.8	LOS A	1.5	11.0	0.57	0.61	48.0
11	T1	208	3.0	0.248	6.0	LOS A	1.5	11.0	0.57	0.61	50.7
12	R2	10	3.0	0.248	10.6	LOS A	1.5	11.0	0.57	0.61	53.5
Approach		243	3.0	0.248	6.2	LOS A	1.5	11.0	0.57	0.61	50.6
All Vehicles		1327	3.0	0.451	7.8	LOS A	3.1	22.1	0.57	0.66	48.8

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 **Site: I-Int_2 [PM_Road No.1, No.2]**

Intersection of Road No.1, No.2

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
South: Road No.2											
1	L2	1	3.0	0.211	7.7	LOS A	1.4	10.1	0.77	0.81	48.7
2	T1	1	3.0	0.211	7.8	LOS A	1.4	10.1	0.77	0.81	46.1
3	R2	146	3.0	0.211	12.5	LOS A	1.4	10.1	0.77	0.81	46.9
Approach		148	3.0	0.211	12.4	LOS A	1.4	10.1	0.77	0.81	46.9
East: Road No.1											
4	L2	355	3.0	0.825	10.0	LOS A	14.4	103.2	0.95	0.84	47.1
5	T1	481	3.0	0.825	10.1	LOS A	14.4	103.2	0.95	0.84	47.3
6	R2	97	3.0	0.825	14.8	LOS B	14.4	103.2	0.95	0.84	25.2
Approach		933	3.0	0.825	10.5	LOS A	14.4	103.2	0.95	0.84	45.1
North: Road No.2											
7	L2	57	3.0	0.141	8.7	LOS A	0.9	6.4	0.78	0.79	37.1
8	T1	1	3.0	0.141	8.8	LOS A	0.9	6.4	0.78	0.79	47.6
9	R2	34	3.0	0.141	13.4	LOS A	0.9	6.4	0.78	0.79	46.1
Approach		92	3.0	0.141	10.4	LOS A	0.9	6.4	0.78	0.79	41.3
West: Road No.1											
10	L2	169	3.0	0.675	6.9	LOS A	7.2	51.9	0.74	0.71	46.3
11	T1	385	3.0	0.675	7.0	LOS A	7.2	51.9	0.74	0.71	48.9
12	R2	208	3.0	0.675	11.7	LOS A	7.2	51.9	0.74	0.71	52.2
Approach		762	3.0	0.675	8.2	LOS A	7.2	51.9	0.74	0.71	49.6
All Vehicles		1935	3.0	0.825	9.8	LOS A	14.4	103.2	0.84	0.79	46.9

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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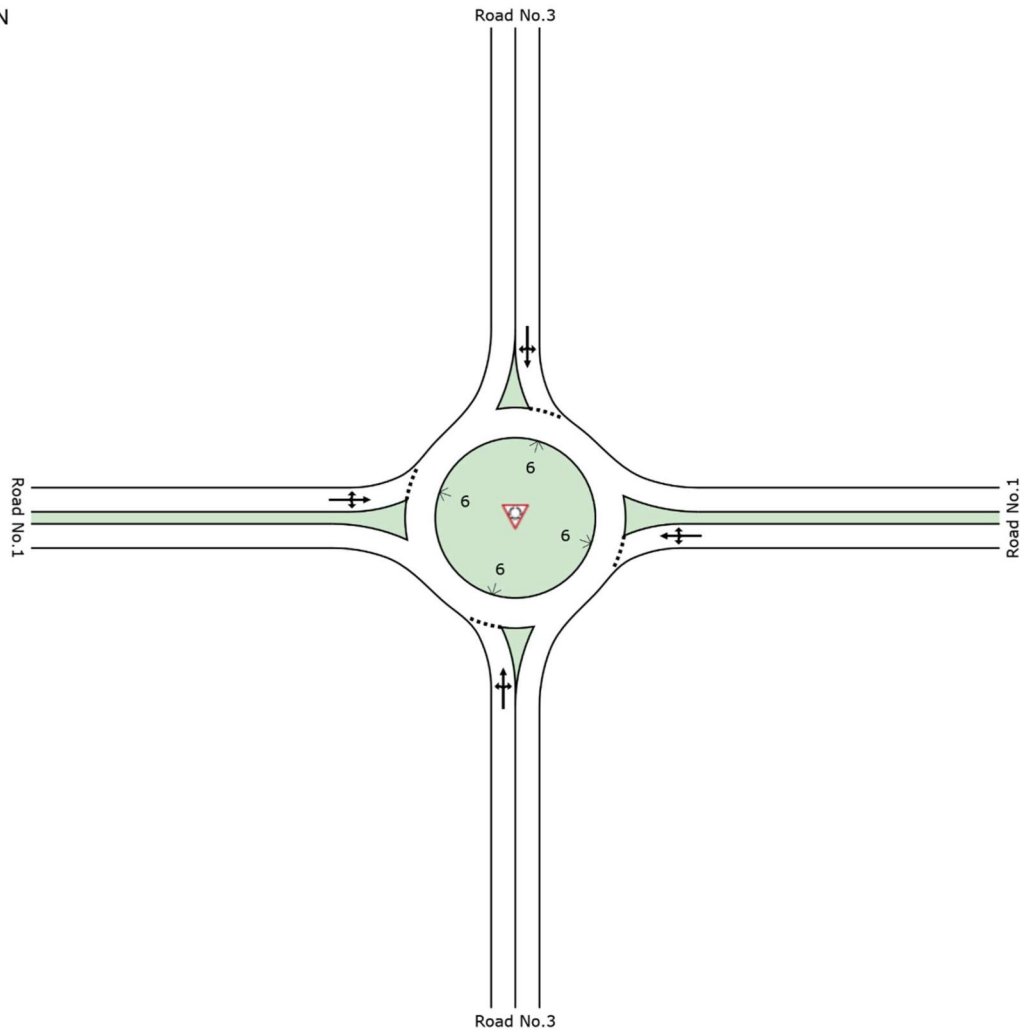
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SITE LAYOUT



Site: I-Int_3 [AM_Road No.1, No.3]

Intersection of Road No.1, No.2
Roundabout



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MOVEMENT SUMMARY



Site: I-Int_3 [AM_Road No.1, No.3]

Intersection of Road No.1, No.2

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h					veh	m			
South: Road No.2											
1	L2	71	3.0	0.233	5.9	LOS A	1.4	10.1	0.40	0.62	37.4
2	T1	43	3.0	0.233	5.4	LOS A	1.4	10.1	0.40	0.62	35.7
3	R2	136	3.0	0.233	8.2	LOS A	1.4	10.1	0.40	0.62	38.0
Approach		250	3.0	0.233	7.1	LOS A	1.4	10.1	0.40	0.62	37.5
East: Road No.1											
4	L2	99	3.0	0.191	7.9	LOS A	1.1	7.6	0.57	0.69	36.2
5	T1	56	3.0	0.191	7.5	LOS A	1.1	7.6	0.57	0.69	42.2
6	R2	7	3.0	0.191	10.1	LOS A	1.1	7.6	0.57	0.69	39.3
Approach		162	3.0	0.191	7.8	LOS A	1.1	7.6	0.57	0.69	38.6
North: Road No.2											
7	L2	115	3.0	0.501	15.3	LOS B	4.0	28.8	0.91	1.04	30.3
8	T1	64	3.0	0.501	14.9	LOS B	4.0	28.8	0.91	1.04	24.9
9	R2	90	3.0	0.501	17.5	LOS B	4.0	28.8	0.91	1.04	30.6
Approach		269	3.0	0.501	15.9	LOS B	4.0	28.8	0.91	1.04	29.3
West: Road No.1											
10	L2	11	3.0	0.616	7.2	LOS A	5.5	39.8	0.63	0.66	38.3
11	T1	435	3.0	0.616	6.8	LOS A	5.5	39.8	0.63	0.66	41.7
12	R2	236	3.0	0.616	9.4	LOS A	5.5	39.8	0.63	0.66	35.5
Approach		682	3.0	0.616	7.7	LOS A	5.5	39.8	0.63	0.66	39.7
All Vehicles		1363	3.0	0.616	9.2	LOS A	5.5	39.8	0.64	0.73	36.8

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY



Site: I-Int_3 [PM_Road No.1, No.3]

Intersection of Road No.1, No.2

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
South: Road No.2											
1	L2	97	3.0	0.553	14.1	LOS A	4.9	34.9	0.96	1.06	29.1
2	T1	70	3.0	0.553	13.6	LOS A	4.9	34.9	0.96	1.06	26.4
3	R2	124	3.0	0.553	16.4	LOS B	4.9	34.9	0.96	1.06	29.4
Approach		291	3.0	0.553	15.0	LOS B	4.9	34.9	0.96	1.06	28.7
East: Road No.1											
4	L2	132	3.0	0.945	31.7	LOS C	30.0	215.7	1.00	1.49	19.4
5	T1	635	3.0	0.945	31.2	LOS C	30.0	215.7	1.00	1.49	24.3
6	R2	68	3.0	0.945	33.9	LOS C	30.0	215.7	1.00	1.49	21.6
Approach		835	3.0	0.945	31.5	LOS C	30.0	215.7	1.00	1.49	23.3
North: Road No.2											
7	L2	8	3.0	0.124	9.1	LOS A	0.7	5.1	0.68	0.74	37.2
8	T1	70	3.0	0.124	8.7	LOS A	0.7	5.1	0.68	0.74	32.1
9	R2	8	3.0	0.124	11.3	LOS A	0.7	5.1	0.68	0.74	37.7
Approach		86	3.0	0.124	9.0	LOS A	0.7	5.1	0.68	0.74	33.3
West: Road No.1											
10	L2	136	3.0	0.601	8.3	LOS A	5.6	40.1	0.73	0.75	37.0
11	T1	154	3.0	0.601	7.8	LOS A	5.6	40.1	0.73	0.75	40.4
12	R2	297	3.0	0.601	10.5	LOS A	5.6	40.1	0.73	0.75	34.2
Approach		587	3.0	0.601	9.3	LOS A	5.6	40.1	0.73	0.75	36.6
All Vehicles		1799	3.0	0.945	20.5	LOS B	30.0	215.7	0.89	1.14	27.5

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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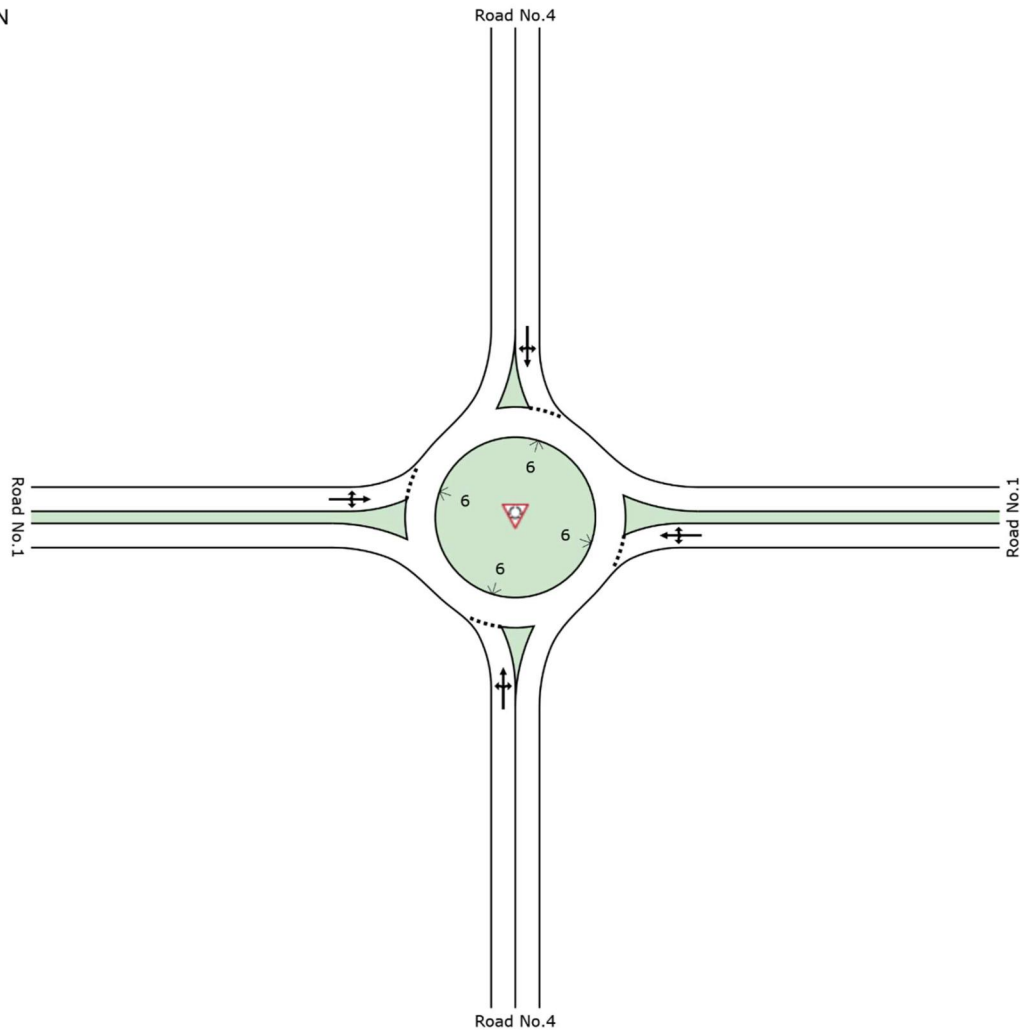
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SITE LAYOUT



Site: I-Int_4 [AM_Road No.1, No.4]

Intersection of Road No.1, No.4
Roundabout



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Project: \\APSYDFIL03\proj\MMARYLAND_DVLPMENT_CO\2197037A_Central_Precinct_Traffic_Model\05_WrkPapers\WP\Draft\Internal Road Assessment - Jordan Springs East\SIDRA\JSE internal.sip7

MOVEMENT SUMMARY

 **Site: I-Int_4 [AM_Road No.1, No.4]**

Intersection of Road No.1, No.4
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h					veh	m			
South: Road No.2											
1	L2	8	3.0	0.018	6.3	LOS A	0.1	0.6	0.35	0.59	42.5
2	T1	1	3.0	0.018	5.9	LOS A	0.1	0.6	0.35	0.59	49.7
3	R2	10	3.0	0.018	8.5	LOS A	0.1	0.6	0.35	0.59	49.2
Approach		19	3.0	0.018	7.4	LOS A	0.1	0.6	0.35	0.59	47.1
East: Road No.1											
4	L2	3	3.0	0.114	5.6	LOS A	0.7	4.8	0.21	0.53	49.8
5	T1	107	3.0	0.114	5.2	LOS A	0.7	4.8	0.21	0.53	50.4
6	R2	32	3.0	0.114	7.8	LOS A	0.7	4.8	0.21	0.53	52.8
Approach		142	3.0	0.114	5.8	LOS A	0.7	4.8	0.21	0.53	51.1
North: Road No.2											
7	L2	31	3.0	0.118	10.1	LOS A	0.6	4.6	0.69	0.79	48.9
8	T1	1	3.0	0.118	9.7	LOS A	0.6	4.6	0.69	0.79	46.3
9	R2	47	3.0	0.118	12.3	LOS A	0.6	4.6	0.69	0.79	45.3
Approach		79	3.0	0.118	11.4	LOS A	0.6	4.6	0.69	0.79	47.0
West: Road No.1											
10	L2	16	3.0	0.485	5.6	LOS A	3.9	27.7	0.24	0.49	49.9
11	T1	668	3.0	0.485	5.2	LOS A	3.9	27.7	0.24	0.49	50.9
12	R2	2	3.0	0.485	7.9	LOS A	3.9	27.7	0.24	0.49	45.1
Approach		686	3.0	0.485	5.2	LOS A	3.9	27.7	0.24	0.49	50.9
All Vehicles		926	3.0	0.485	5.9	LOS A	3.9	27.7	0.28	0.52	50.5

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 **Site: I-Int_4 [PM_Road No.1, No.4]**

Intersection of Road No.1, No.4
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Road No.2											
1	L2	3	3.0	0.016	14.5	LOS B	0.1	0.7	0.83	0.73	34.8
2	T1	1	3.0	0.016	14.1	LOS A	0.1	0.7	0.83	0.73	43.4
3	R2	3	3.0	0.016	16.8	LOS B	0.1	0.7	0.83	0.73	43.0
Approach		7	3.0	0.016	15.4	LOS B	0.1	0.7	0.83	0.73	40.2
East: Road No.1											
4	L2	12	3.0	0.695	5.7	LOS A	8.7	62.5	0.33	0.50	49.4
5	T1	808	3.0	0.695	5.3	LOS A	8.7	62.5	0.33	0.50	50.0
6	R2	204	3.0	0.695	8.0	LOS A	8.7	62.5	0.33	0.50	52.4
Approach		1024	3.0	0.695	5.8	LOS A	8.7	62.5	0.33	0.50	50.6
North: Road No.2											
7	L2	1	3.0	0.027	6.5	LOS A	0.1	1.0	0.41	0.63	50.7
8	T1	1	3.0	0.027	6.1	LOS A	0.1	1.0	0.41	0.63	48.6
9	R2	24	3.0	0.027	8.7	LOS A	0.1	1.0	0.41	0.63	47.6
Approach		26	3.0	0.027	8.6	LOS A	0.1	1.0	0.41	0.63	47.8
West: Road No.1											
10	L2	62	3.0	0.281	6.8	LOS A	1.7	12.0	0.46	0.61	48.9
11	T1	213	3.0	0.281	6.4	LOS A	1.7	12.0	0.46	0.61	49.8
12	R2	11	3.0	0.281	9.0	LOS A	1.7	12.0	0.46	0.61	43.6
Approach		286	3.0	0.281	6.5	LOS A	1.7	12.0	0.46	0.61	49.5
All Vehicles		1343	3.0	0.695	6.1	LOS A	8.7	62.5	0.36	0.53	50.3

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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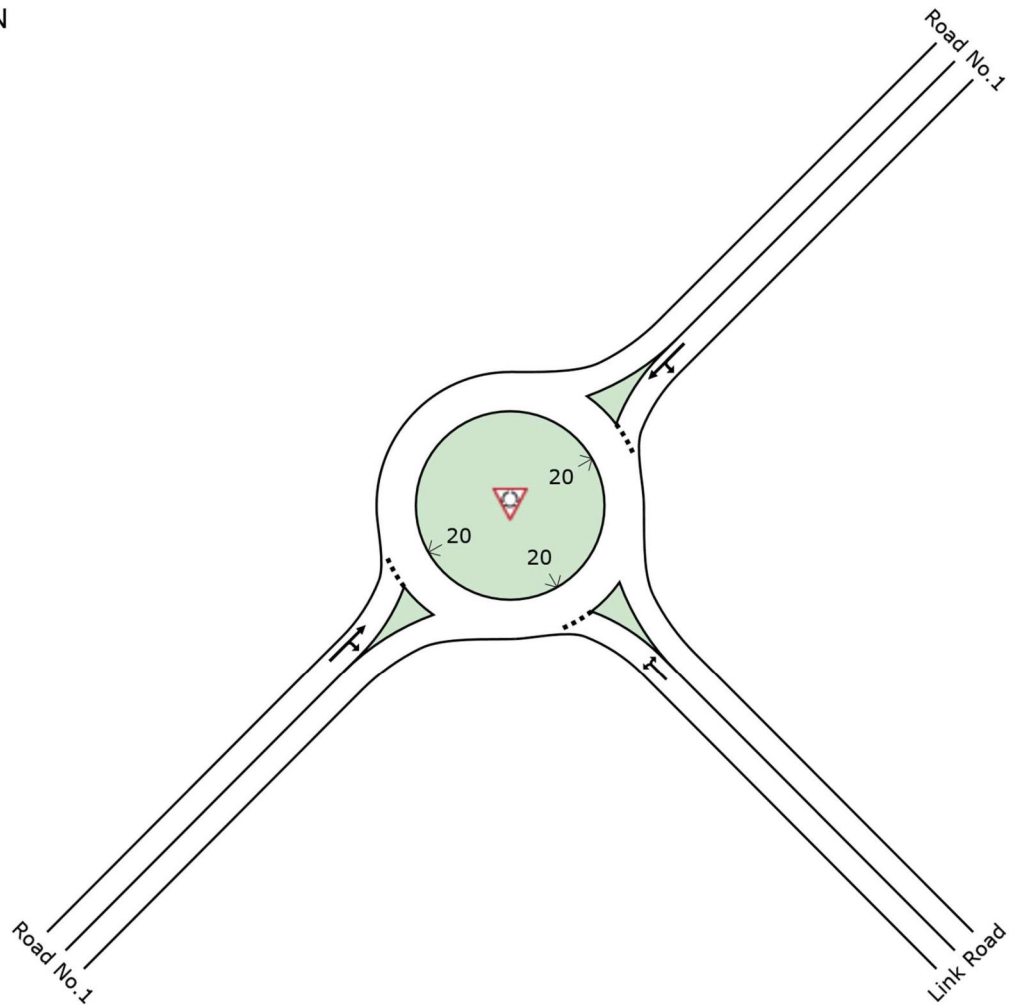
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SITE LAYOUT



Site: 101v [Industry AM]

New Site
Roundabout



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MOVEMENT SUMMARY



Site: 101v [Industry AM]

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h	%				veh	m			
SouthEast: Link Road											
4	L2	88	3.0	0.073	4.3	LOS A	0.5	3.3	0.28	0.47	54.6
6	R2	1	0.0	0.073	9.1	LOS A	0.5	3.3	0.28	0.47	55.9
Approach		89	3.0	0.073	4.3	LOS A	0.5	3.3	0.28	0.47	54.6
NorthEast: Road No.1											
7	L2	1	3.0	0.102	8.9	LOS A	0.6	4.2	0.70	0.69	51.5
8	T1	74	3.0	0.102	9.1	LOS A	0.6	4.2	0.70	0.69	52.7
Approach		75	3.0	0.102	9.1	LOS A	0.6	4.2	0.70	0.69	52.7
SouthWest: Road No.1											
2	T1	160	3.0	0.496	4.0	LOS A	4.9	35.4	0.03	0.62	53.7
3	R2	686	3.0	0.496	8.7	LOS A	4.9	35.4	0.03	0.62	53.5
Approach		846	3.0	0.496	7.8	LOS A	4.9	35.4	0.03	0.62	53.6
All Vehicles		1011	3.0	0.496	7.6	LOS A	4.9	35.4	0.10	0.61	53.6

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

 **Site: 101v [Industry PM]**

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
SouthEast: Link Road											
4	L2	773	3.0	0.882	22.4	LOS B	20.0	143.7	1.00	1.30	43.3
6	R2	1	0.0	0.882	27.0	LOS B	20.0	143.7	1.00	1.30	44.1
Approach		774	3.0	0.882	22.4	LOS B	20.0	143.7	1.00	1.30	43.3
NorthEast: Road No.1											
7	L2	1	3.0	0.362	5.1	LOS A	2.6	18.3	0.44	0.50	53.4
8	T1	437	3.0	0.362	5.2	LOS A	2.6	18.3	0.44	0.50	54.7
Approach		438	3.0	0.362	5.2	LOS A	2.6	18.3	0.44	0.50	54.7
SouthWest: Road No.1											
2	T1	99	3.0	0.150	4.0	LOS A	1.2	8.7	0.02	0.58	54.4
3	R2	156	3.0	0.150	8.7	LOS A	1.2	8.7	0.02	0.58	54.3
Approach		255	3.0	0.150	6.9	LOS A	1.2	8.7	0.02	0.58	54.3
All Vehicles		1466	3.0	0.882	14.6	LOS B	20.0	143.7	0.66	0.94	48.0

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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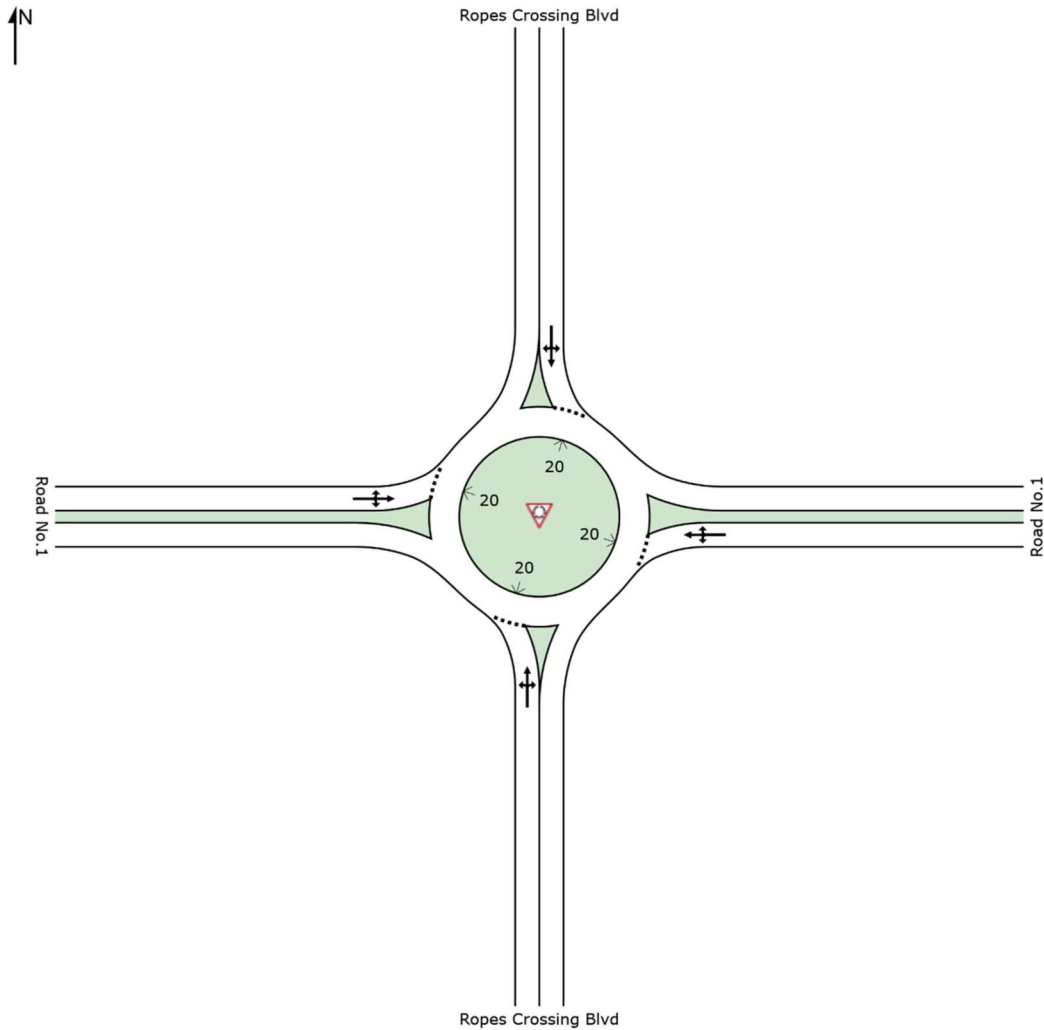
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SITE LAYOUT

Site: I-Int_4 [Ropes RB AM]

Intersection of Road No.1, No.4
Roundabout



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MOVEMENT SUMMARY



Site: I-Int_4 [Ropes RB AM]

Intersection of Road No.1, No.4

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h					veh	m			
South: Ropes Crossing Blvd											
1	L2	34	3.0	0.158	4.1	LOS A	0.9	6.2	0.19	0.45	47.5
2	T1	157	3.0	0.158	4.3	LOS A	0.9	6.2	0.19	0.45	54.0
3	R2	27	3.0	0.158	8.9	LOS A	0.9	6.2	0.19	0.45	53.8
Approach		218	3.0	0.158	4.8	LOS A	0.9	6.2	0.19	0.45	53.3
East: Road No.1											
4	L2	85	3.0	0.112	6.8	LOS A	0.6	4.4	0.60	0.66	50.3
5	T1	6	3.0	0.112	6.9	LOS A	0.6	4.4	0.60	0.66	51.6
6	R2	6	3.0	0.112	11.6	LOS A	0.6	4.4	0.60	0.66	54.0
Approach		97	3.0	0.112	7.1	LOS A	0.6	4.4	0.60	0.66	50.7
North: Ropes Crossing Blvd											
7	L2	6	3.0	0.345	4.4	LOS A	2.3	16.4	0.29	0.45	53.8
8	T1	422	3.0	0.345	4.5	LOS A	2.3	16.4	0.29	0.45	53.2
9	R2	40	3.0	0.345	9.2	LOS A	2.3	16.4	0.29	0.45	52.8
Approach		468	3.0	0.345	4.9	LOS A	2.3	16.4	0.29	0.45	53.2
West: Road No.1											
10	L2	99	3.0	0.137	4.9	LOS A	0.7	5.1	0.37	0.58	50.3
11	T1	1	3.0	0.137	5.0	LOS A	0.7	5.1	0.37	0.58	52.0
12	R2	56	3.0	0.137	9.7	LOS A	0.7	5.1	0.37	0.58	47.2
Approach		156	3.0	0.137	6.6	LOS A	0.7	5.1	0.37	0.58	49.5
All Vehicles		939	3.0	0.345	5.4	LOS A	2.3	16.4	0.31	0.49	52.4

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY



Site: I-Int_4 [Ropes RB PM]

Intersection of Road No.1, No.4

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Ropes Crossing Blvd											
1	L2	148	3.0	0.544	6.5	LOS A	4.1	29.7	0.65	0.67	44.8
2	T1	430	3.0	0.544	6.6	LOS A	4.1	29.7	0.65	0.67	52.0
3	R2	1	3.0	0.544	11.3	LOS A	4.1	29.7	0.65	0.67	51.8
Approach		579	3.0	0.544	6.6	LOS A	4.1	29.7	0.65	0.67	50.6
East: Road No.1											
4	L2	68	3.0	0.158	6.5	LOS A	0.8	6.1	0.56	0.70	48.9
5	T1	5	3.0	0.158	6.6	LOS A	0.8	6.1	0.56	0.70	49.9
6	R2	73	3.0	0.158	11.3	LOS A	0.8	6.1	0.56	0.70	52.7
Approach		146	3.0	0.158	8.9	LOS A	0.8	6.1	0.56	0.70	51.1
North: Ropes Crossing Blvd											
7	L2	33	3.0	0.305	4.0	LOS A	2.2	16.0	0.14	0.53	53.2
8	T1	207	3.0	0.305	4.1	LOS A	2.2	16.0	0.14	0.53	52.3
9	R2	231	3.0	0.305	8.8	LOS A	2.2	16.0	0.14	0.53	51.9
Approach		471	3.0	0.305	6.4	LOS A	2.2	16.0	0.14	0.53	52.2
West: Road No.1											
10	L2	72	3.0	0.111	6.7	LOS A	0.6	4.6	0.63	0.68	49.6
11	T1	2	3.0	0.111	6.8	LOS A	0.6	4.6	0.63	0.68	51.3
12	R2	19	3.0	0.111	11.5	LOS A	0.6	4.6	0.63	0.68	46.2
Approach		93	3.0	0.111	7.6	LOS A	0.6	4.6	0.63	0.68	49.2
All Vehicles		1289	3.0	0.544	6.9	LOS A	4.1	29.7	0.45	0.62	51.2

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

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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APPENDIX D

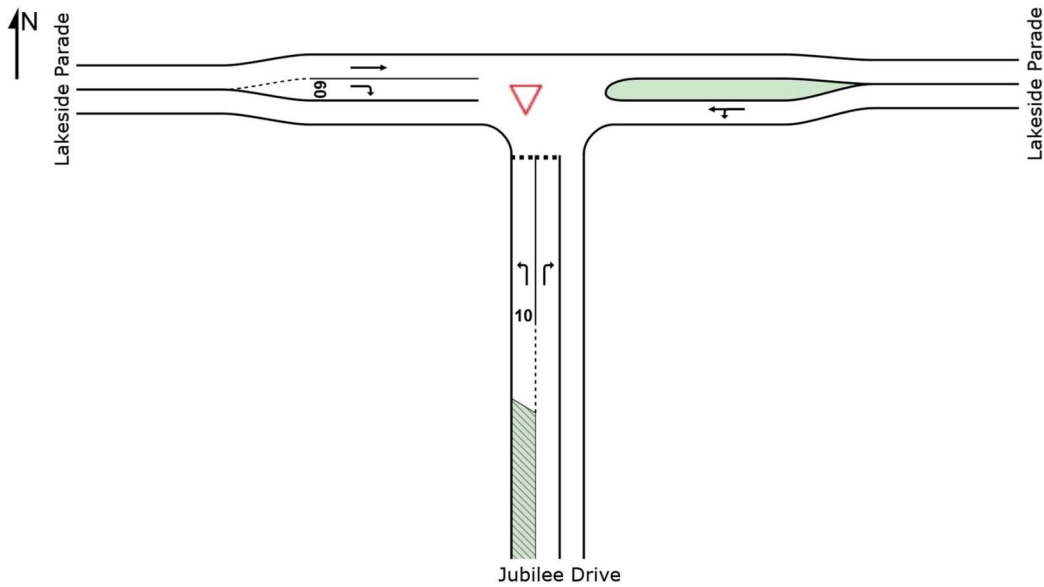
SIDRA SUMMARY OF INTERNAL ROADS IN JORDAN SPRINGS



SITE LAYOUT

▽ Site: 2 [Jubilee Dr (west) and Lakeside Pde - AM]

Jubilee Dr (west) and Lakeside Pde
Giveaway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 2 [Jubilee Dr (west) and Lakeside Pde - AM]

Jubilee Dr (west) and Lakeside Pde
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Jubilee Drive											
1	L2	106	0.0	0.150	9.5	LOS A	0.5	3.8	0.61	0.83	48.1
3	R2	1	0.0	0.003	15.6	LOS B	0.0	0.1	0.75	0.75	44.4
Approach		107	0.0	0.150	9.6	LOS A	0.5	3.8	0.61	0.83	48.1
East: Lakeside Parade											
4	L2	1	0.0	0.384	5.6	LOS A	0.0	0.0	0.00	0.00	58.0
5	T1	748	0.0	0.384	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		749	0.0	0.384	0.0	NA	0.0	0.0	0.00	0.00	59.9
West: Lakeside Parade											
11	T1	186	0.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
12	R2	26	0.0	0.034	9.1	LOS A	0.1	0.9	0.60	0.75	48.1
Approach		212	0.0	0.095	1.1	NA	0.1	0.9	0.07	0.09	57.8
All Vehicles		1068	0.0	0.384	1.2	NA	0.5	3.8	0.08	0.10	57.7

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

Site: 2 [Jubilee Dr (west) and Lakeside Pde - PM]

Jubilee Dr (west) and Lakeside Pde
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
South: Jubilee Drive											
1	L2	33	0.0	0.032	7.3	LOS A	0.1	0.8	0.45	0.64	50.0
3	R2	1	0.0	0.009	36.7	LOS C	0.0	0.2	0.91	0.96	34.0
Approach		34	0.0	0.032	8.1	LOS A	0.1	0.8	0.47	0.65	49.2
East: Lakeside Parade											
4	L2	1	0.0	0.242	5.6	LOS A	0.0	0.0	0.00	0.00	58.0
5	T1	470	0.0	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		471	0.0	0.242	0.0	NA	0.0	0.0	0.00	0.00	59.9
West: Lakeside Parade											
11	T1	902	0.0	0.463	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
12	R2	130	0.0	0.116	7.4	LOS A	0.5	3.5	0.50	0.69	49.6
Approach		1032	0.0	0.463	1.0	NA	0.5	3.5	0.06	0.09	58.0
All Vehicles		1537	0.0	0.463	0.8	NA	0.5	3.5	0.05	0.07	58.3

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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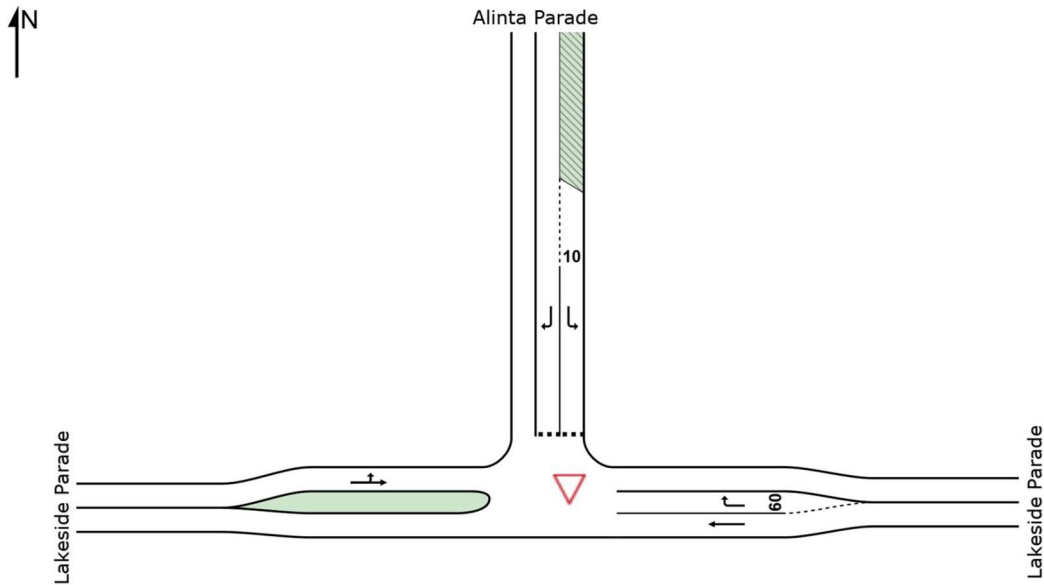
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SITE LAYOUT

▽ Site: 3 [Alinta Parade and Lakeside Parade - AM]

Alinta Parade and Lakeside Parade
Giveway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 3 [Alinta Parade and Lakeside Parade - AM]

Alinta Parade and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
East: Lakeside Parade											
5	T1	616	0.0	0.316	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
6	R2	37	0.0	0.024	6.0	LOS A	0.1	0.7	0.29	0.55	49.4
Approach		653	0.0	0.316	0.4	NA	0.1	0.7	0.02	0.03	59.0
North: Alinta Parade											
7	L2	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.24	0.51	49.9
9	R2	132	0.0	0.337	15.7	LOS B	1.5	10.2	0.76	0.96	44.3
Approach		133	0.0	0.337	15.6	LOS B	1.5	10.2	0.75	0.95	44.3
West: Lakeside Parade											
10	L2	33	0.0	0.096	5.5	LOS A	0.0	0.0	0.00	0.11	57.0
11	T1	153	0.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.11	58.1
Approach		186	0.0	0.096	1.0	NA	0.0	0.0	0.00	0.11	57.8
All Vehicles		972	0.0	0.337	2.6	NA	1.5	10.2	0.11	0.17	55.1

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

Site: 3 [Alinta Parade and Lakeside Parade - PM]

Alinta Parade and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
East: Lakeside Parade											
5	T1	427	0.0	0.219	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R2	35	0.0	0.060	11.0	LOS A	0.2	1.5	0.69	0.87	45.4
Approach		462	0.0	0.219	0.8	NA	0.2	1.5	0.05	0.07	58.1
North: Alinta Parade											
7	L2	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.56	0.61	47.7
9	R2	42	0.0	0.251	29.3	LOS C	0.8	5.8	0.89	0.98	37.0
Approach		43	0.0	0.251	28.8	LOS C	0.8	5.8	0.88	0.97	37.2
West: Lakeside Parade											
10	L2	169	0.0	0.467	5.6	LOS A	0.0	0.0	0.00	0.11	56.8
11	T1	733	0.0	0.467	0.1	LOS A	0.0	0.0	0.00	0.11	57.9
Approach		902	0.0	0.467	1.1	NA	0.0	0.0	0.00	0.11	57.6
All Vehicles		1407	0.0	0.467	1.9	NA	0.8	5.8	0.04	0.12	56.4

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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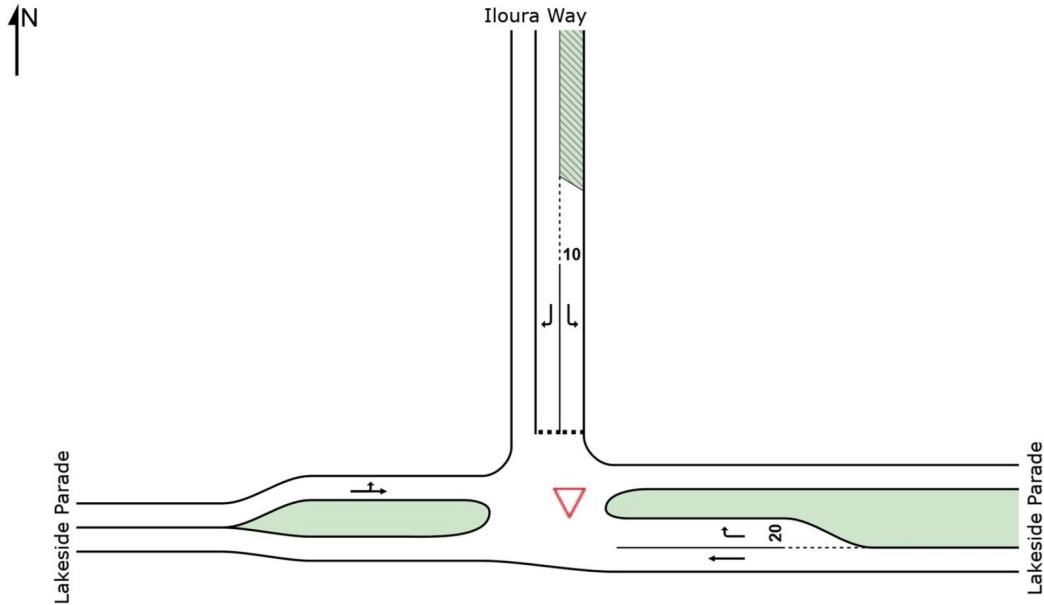
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SITE LAYOUT

▽ Site: 4 [Illoura Way and Lakeside Parade - AM]

Illoura Way and Lakeside Parade
Giveaway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 4 [Illoura Way and Lakeside Parade - AM]

Illoura Way and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h	%				veh	m			
East: Lakeside Parade											
5	T1	610	0.0	0.313	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
6	R2	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.25	0.51	50.5
Approach		611	0.0	0.313	0.0	NA	0.0	0.0	0.00	0.00	59.9
North: Illoura Way											
7	L2	1	0.0	0.001	5.9	LOS A	0.0	0.0	0.23	0.51	50.8
9	R2	43	0.0	0.100	12.5	LOS A	0.4	2.5	0.67	0.87	43.8
Approach		44	0.0	0.100	12.4	LOS A	0.4	2.5	0.66	0.86	43.9
West: Lakeside Parade											
10	L2	11	0.0	0.079	5.5	LOS A	0.0	0.0	0.00	0.04	57.0
11	T1	142	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.04	59.0
Approach		153	0.0	0.079	0.4	NA	0.0	0.0	0.00	0.04	58.8
All Vehicles		808	0.0	0.313	0.8	NA	0.4	2.5	0.04	0.06	57.9

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

Site: 4 [Illoura Way and Lakeside Parade - PM]

Illoura Way and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV	v/c	sec		Vehicles	Distance		per veh	km/h
		veh/h	%				veh	m			
East: Lakeside Parade											
5	T1	448	0.0	0.230	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R2	1	0.0	0.001	8.8	LOS A	0.0	0.0	0.59	0.60	48.5
Approach		449	0.0	0.230	0.0	NA	0.0	0.0	0.00	0.00	59.9
North: Illoura Way											
7	L2	1	0.0	0.001	8.4	LOS A	0.0	0.0	0.54	0.60	49.1
9	R2	14	0.0	0.064	21.0	LOS B	0.2	1.4	0.83	0.93	37.9
Approach		15	0.0	0.064	20.2	LOS B	0.2	1.4	0.81	0.91	38.6
West: Lakeside Parade											
10	L2	55	0.0	0.377	5.6	LOS A	0.0	0.0	0.00	0.04	56.9
11	T1	678	0.0	0.377	0.0	LOS A	0.0	0.0	0.00	0.04	58.9
Approach		733	0.0	0.377	0.4	NA	0.0	0.0	0.00	0.04	58.7
All Vehicles		1197	0.0	0.377	0.5	NA	0.2	1.4	0.01	0.04	58.5

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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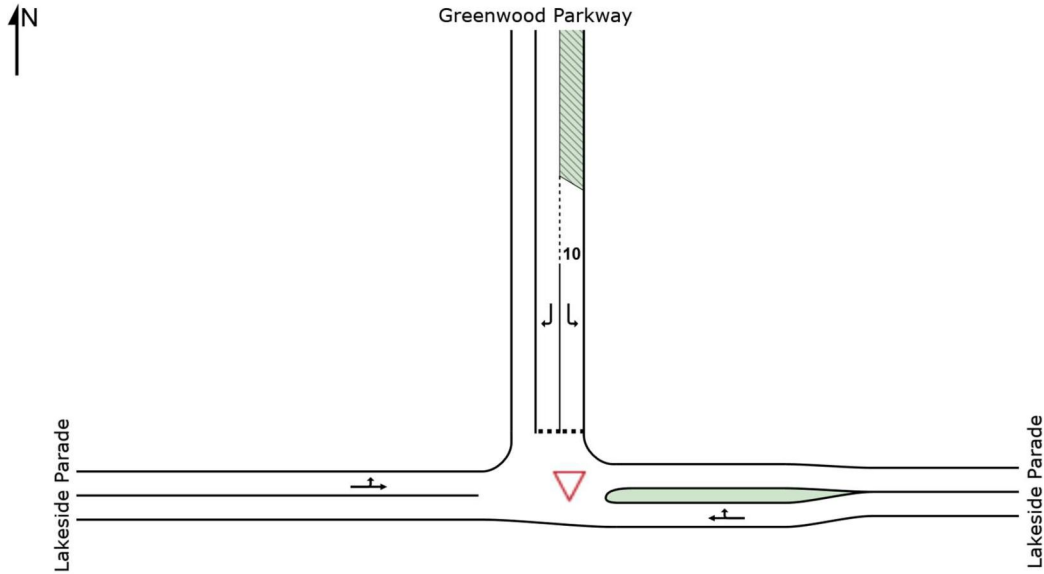
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SITE LAYOUT

▽ Site: 5 [Greenwood Parkway and Lakeside Parade - AM]

Greenwood Parkway and Lakeside Parade
Giveaway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 5 [Greenwood Parkway and Lakeside Parade - AM]

Greenwood Parkway and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
East: Lakeside Parade											
5	T1	492	0.0	0.309	0.1	LOS A	0.7	5.1	0.11	0.09	57.5
6	R2	87	0.0	0.309	6.1	LOS A	0.7	5.1	0.11	0.09	55.9
Approach		579	0.0	0.309	1.0	NA	0.7	5.1	0.11	0.09	57.2
North: Greenwood Parkway											
7	L2	109	0.0	0.073	5.9	LOS A	0.3	2.1	0.21	0.55	51.0
9	R2	119	0.0	0.194	9.6	LOS A	0.6	4.5	0.58	0.83	47.4
Approach		228	0.0	0.194	7.8	LOS A	0.6	4.5	0.40	0.70	49.1
West: Lakeside Parade											
10	L2	30	0.0	0.074	5.5	LOS A	0.0	0.0	0.00	0.13	56.4
11	T1	113	0.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.13	57.8
Approach		143	0.0	0.074	1.2	NA	0.0	0.0	0.00	0.13	57.4
All Vehicles		950	0.0	0.309	2.7	NA	0.7	5.1	0.16	0.24	54.5

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

Site: 5 [Greenwood Parkway and Lakeside Parade - PM]

Greenwood Parkway and Lakeside Parade
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV %	v/c	sec		Vehicles	Distance		per veh	km/h
East: Lakeside Parade											
5	T1	411	0.0	0.308	1.5	LOS A	1.4	9.8	0.31	0.12	54.7
6	R2	81	0.0	0.308	10.0	LOS A	1.4	9.8	0.31	0.12	54.2
Approach		492	0.0	0.308	2.9	NA	1.4	9.8	0.31	0.12	54.6
North: Greenwood Parkway											
7	L2	359	0.0	0.372	8.7	LOS A	2.0	13.9	0.58	0.85	48.9
9	R2	38	0.0	0.101	13.3	LOS A	0.3	2.1	0.73	0.89	44.5
Approach		397	0.0	0.372	9.2	LOS A	2.0	13.9	0.60	0.86	48.4
West: Lakeside Parade											
10	L2	151	0.0	0.351	5.6	LOS A	0.0	0.0	0.00	0.13	56.3
11	T1	526	0.0	0.351	0.0	LOS A	0.0	0.0	0.00	0.13	57.6
Approach		677	0.0	0.351	1.3	NA	0.0	0.0	0.00	0.13	57.2
All Vehicles		1566	0.0	0.372	3.8	NA	2.0	13.9	0.25	0.31	53.4

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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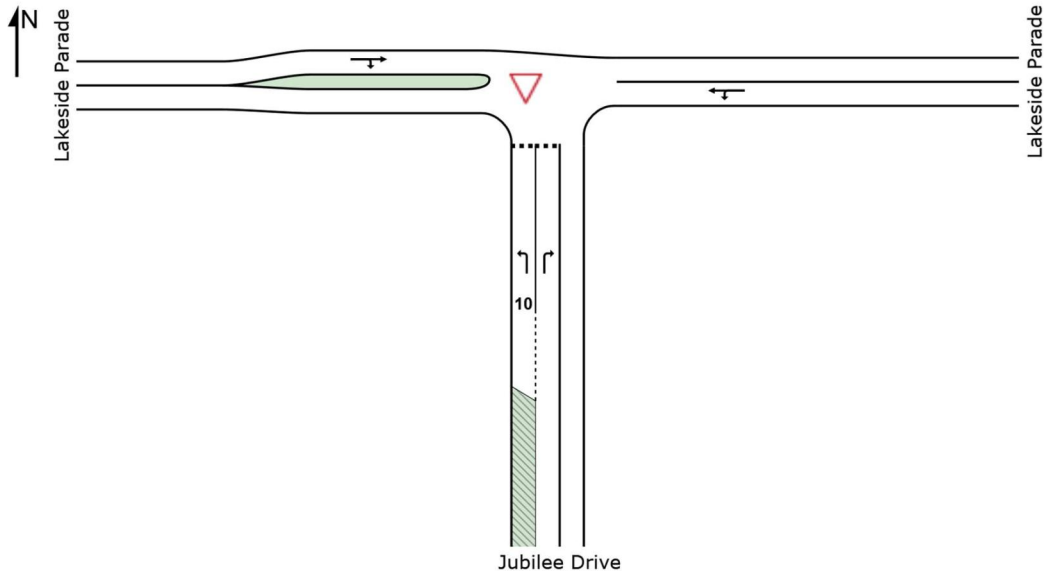
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SITE LAYOUT

▽ Site: 6 [Jubilee Dr (east) and Lakeside Pde - AM]

Jubilee Dr (east) and Lakeside Pde
Giveaway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 6 [Jubilee Dr (east) and Lakeside Pde - AM]

Jubilee Dr (east) and Lakeside Pde
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Jubilee Drive											
1	L2	89	0.0	0.088	7.5	LOS A	0.3	2.4	0.48	0.69	50.0
3	R2	1	0.0	0.002	8.8	LOS A	0.0	0.0	0.52	0.63	50.7
Approach		90	0.0	0.088	7.5	LOS A	0.3	2.4	0.48	0.69	50.0
East: Lakeside Parade											
4	L2	1	0.0	0.252	5.6	LOS A	0.0	0.0	0.00	0.00	58.3
5	T1	490	0.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		491	0.0	0.252	0.0	NA	0.0	0.0	0.00	0.00	59.9
West: Lakeside Parade											
11	T1	199	0.0	0.123	0.4	LOS A	0.2	1.6	0.14	0.06	58.5
12	R2	22	0.0	0.123	7.6	LOS A	0.2	1.6	0.14	0.06	56.1
Approach		221	0.0	0.123	1.1	NA	0.2	1.6	0.14	0.06	58.3
All Vehicles		802	0.0	0.252	1.2	NA	0.3	2.4	0.09	0.10	58.2

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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MOVEMENT SUMMARY

Site: 6 [Jubilee Dr (east) and Lakeside Pde - PM]

Jubilee Dr (east) and Lakeside Pde
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Jubilee Drive											
1	L2	28	0.0	0.027	7.2	LOS A	0.1	0.7	0.45	0.63	50.1
3	R2	1	0.0	0.004	18.6	LOS B	0.0	0.1	0.83	0.86	44.5
Approach		29	0.0	0.027	7.6	LOS A	0.1	0.7	0.46	0.64	49.8
East: Lakeside Parade											
4	L2	1	0.0	0.238	5.6	LOS A	0.0	0.0	0.00	0.00	58.3
5	T1	464	0.0	0.238	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		465	0.0	0.238	0.0	NA	0.0	0.0	0.00	0.00	59.9
West: Lakeside Parade											
11	T1	772	0.0	0.499	1.0	LOS A	2.3	16.1	0.24	0.09	57.4
12	R2	113	0.0	0.499	9.2	LOS A	2.3	16.1	0.24	0.09	55.1
Approach		885	0.0	0.499	2.0	NA	2.3	16.1	0.24	0.09	57.1
All Vehicles		1379	0.0	0.499	1.5	NA	2.3	16.1	0.16	0.07	57.9

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

Vehicle movement LOS values are based on average delay per movement.

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

NA: 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 movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

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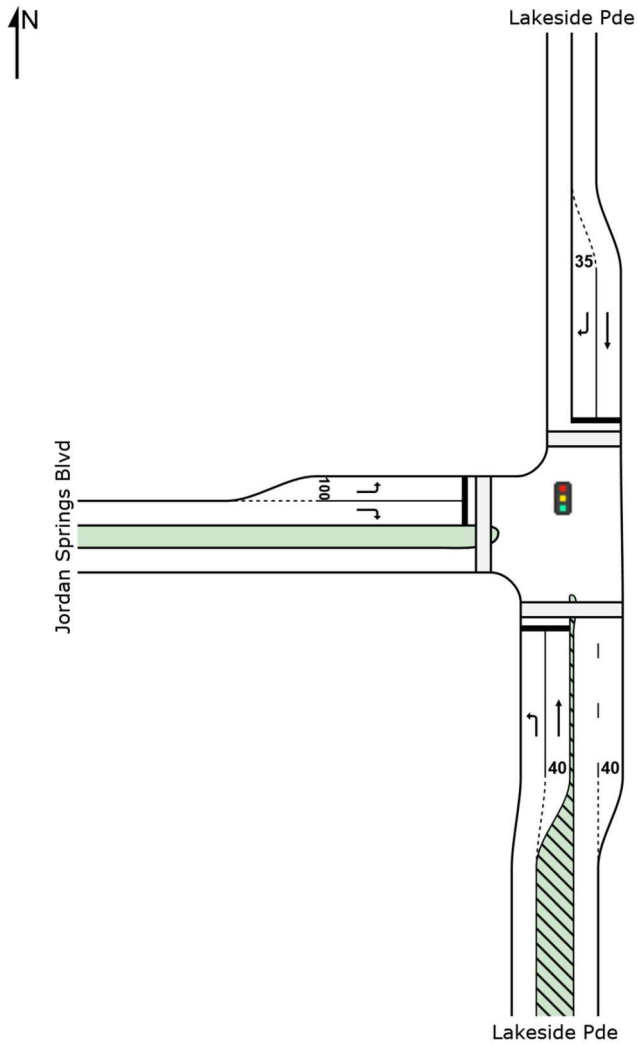
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SITE LAYOUT

 **Site: 101 [I-28JordanSpringsBlvd-LakesideParade-AM - 2021 - Existing - JS+CP - Factor Growth]**

Jordan Springs Blvd-Lakeside Parade
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY



Site: 101 [I-28JordanSpringsBlvd-LakesideParade-AM - 2021 - Existing - JS+CP - Factor Growth]

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Lakeside Pde											
1	L2	800	0.3	0.844	20.3	LOS B	17.7	124.1	0.90	1.00	28.4
2	T1	90	0.0	0.084	4.6	LOS A	0.8	5.8	0.49	0.39	43.3
Approach		890	0.3	0.844	18.7	LOS B	17.7	124.1	0.86	0.94	29.5
North: Lakeside Pde											
8	T1	35	1.3	0.033	4.4	LOS A	0.3	2.2	0.48	0.35	43.5
9	R2	150	1.1	0.634	23.7	LOS B	3.1	22.0	0.97	0.86	23.4
Approach		185	1.2	0.634	20.1	LOS B	3.1	22.0	0.88	0.77	26.3
West: Jordan Springs Blvd											
10	L2	99	5.0	0.442	23.9	LOS B	2.0	14.4	0.97	0.76	23.6
12	R2	187	1.9	0.816	28.2	LOS B	4.3	30.9	1.00	1.02	24.2
Approach		286	2.9	0.816	26.7	LOS B	4.3	30.9	0.99	0.93	24.0
All Vehicles		1361	1.0	0.844	20.6	LOS B	17.7	124.1	0.89	0.91	27.9

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian ped	Distance m		per ped
P1	South Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P3	North Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P4	West Full Crossing	50	7.8	LOS A	0.0	0.0	0.63	0.63
All Pedestrians		150	12.3	LOS B			0.78	0.78

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.

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MOVEMENT SUMMARY



Site: 101 [I-28JordanSpringsBlvd-LakesideParade-PM - 2021 - Existing - JS+CP - Factor Growth]

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Lakeside Pde											
1	L2	472	0.3	0.669	43.1	LOS D	27.5	192.8	0.87	0.84	19.4
2	T1	39	0.0	0.047	26.3	LOS B	1.6	11.4	0.61	0.47	26.5
Approach		511	0.3	0.669	41.8	LOS C	27.5	192.8	0.85	0.81	19.8
North: Lakeside Pde											
8	T1	133	1.3	0.161	27.9	LOS B	5.9	41.5	0.65	0.54	25.8
9	R2	201	1.1	1.161	404.6	LOS F	41.8	295.1	1.00	1.81	2.6
Approach		334	1.2	1.161	254.6	LOS F	41.8	295.1	0.86	1.30	4.5
West: Jordan Springs Blvd											
10	L2	99	5.0	0.118	28.3	LOS B	4.0	29.1	0.60	0.70	21.5
12	R2	935	1.9	1.162	377.2	LOS F	194.8	1385.0	1.00	1.77	3.4
Approach		1034	2.2	1.162	343.8	LOS F	194.8	1385.0	0.96	1.67	3.6
All Vehicles		1879	1.5	1.162	245.8	LOS F	194.8	1385.0	0.91	1.37	4.9

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped
					Pedestrian ped	Distance m		
P1	South Full Crossing	50	25.3	LOS C	0.1	0.1	0.58	0.58
P3	North Full Crossing	50	23.0	LOS C	0.1	0.1	0.55	0.55
P4	West Full Crossing	50	30.8	LOS D	0.1	0.1	0.64	0.64
All Pedestrians		150	26.4	LOS C			0.59	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.

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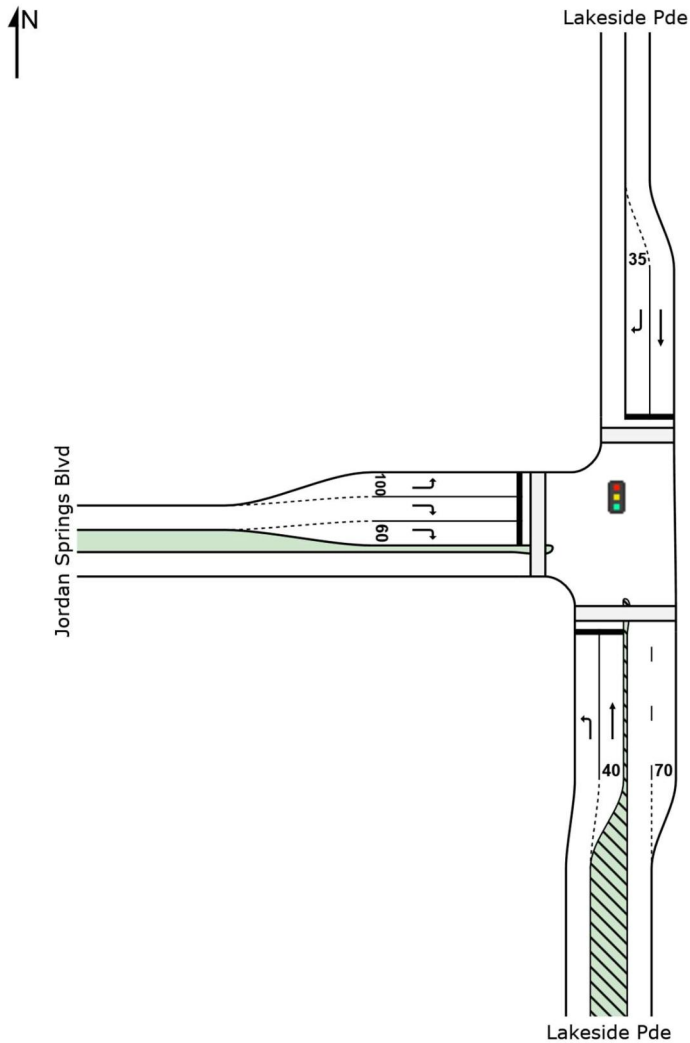
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SITE LAYOUT

 **Site: 101 [I-28JordanSpringsBlvd-LakesideParade-AM - 2021 - OPT1 - JS+CP - Factor Growth]**

Jordan Springs Blvd-Lakeside Parade
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

 **Site: 101 [-28JordanSpringsBlvd-LakesideParade-AM - 2021 - OPT1 - JS+CP - Factor Growth]**

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%				veh	m			
South: Lakeside Pde											
1	L2	800	0.3	0.844	20.3	LOS B	17.7	124.1	0.90	1.00	28.4
2	T1	90	0.0	0.084	4.6	LOS A	0.8	5.8	0.49	0.39	43.3
Approach		890	0.3	0.844	18.7	LOS B	17.7	124.1	0.86	0.94	29.5
North: Lakeside Pde											
8	T1	35	1.3	0.033	4.4	LOS A	0.3	2.2	0.48	0.35	43.5
9	R2	150	1.1	0.634	23.7	LOS B	3.1	22.0	0.97	0.86	23.7
Approach		185	1.2	0.634	20.0	LOS B	3.1	22.0	0.88	0.77	26.7
West: Jordan Springs Blvd											
10	L2	99	5.0	0.442	23.9	LOS B	2.0	14.4	0.97	0.76	23.6
12	R2	187	1.9	0.292	22.3	LOS B	2.5	17.7	0.94	0.74	27.0
Approach		286	2.9	0.442	22.9	LOS B	2.5	17.7	0.95	0.75	25.9
All Vehicles		1361	1.0	0.844	19.8	LOS B	17.7	124.1	0.88	0.87	28.4

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped
					Pedestrian ped	Distance m		
P1	South Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P3	North Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P4	West Full Crossing	50	8.5	LOS A	0.0	0.0	0.65	0.65
All Pedestrians		150	12.5	LOS B			0.78	0.78

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.

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MOVEMENT SUMMARY

 **Site: 101 [I-28JordanSpringsBlvd-LakesideParade-PM - 2021 - OPT1 - JS+CP - Factor Growth]**

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%				veh	m			
South: Lakeside Pde											
1	L2	472	0.3	0.637	15.6	LOS B	7.8	55.0	0.86	0.83	31.4
2	T1	39	0.0	0.047	7.3	LOS A	0.5	3.2	0.61	0.45	40.2
Approach		511	0.3	0.637	15.0	LOS B	7.8	55.0	0.84	0.80	32.0
North: Lakeside Pde											
8	T1	133	1.3	0.162	7.8	LOS A	1.6	11.6	0.65	0.52	39.7
9	R2	201	1.1	0.688	23.4	LOS B	4.2	29.7	0.98	0.90	23.9
Approach		334	1.2	0.688	17.2	LOS B	4.2	29.7	0.85	0.75	29.4
West: Jordan Springs Blvd											
10	L2	99	5.0	0.221	18.1	LOS B	1.6	11.8	0.83	0.74	26.9
12	R2	935	1.9	0.730	19.8	LOS B	12.8	90.7	0.94	0.85	28.5
Approach		1034	2.2	0.730	19.6	LOS B	12.8	90.7	0.93	0.84	28.3
All Vehicles		1879	1.5	0.730	18.0	LOS B	12.8	90.7	0.89	0.81	29.5

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped
					Pedestrian ped	Distance m		
P1	South Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P3	North Full Crossing	50	13.6	LOS B	0.0	0.0	0.83	0.83
P4	West Full Crossing	50	12.0	LOS B	0.0	0.0	0.78	0.78
All Pedestrians		150	13.4	LOS B			0.82	0.82

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.

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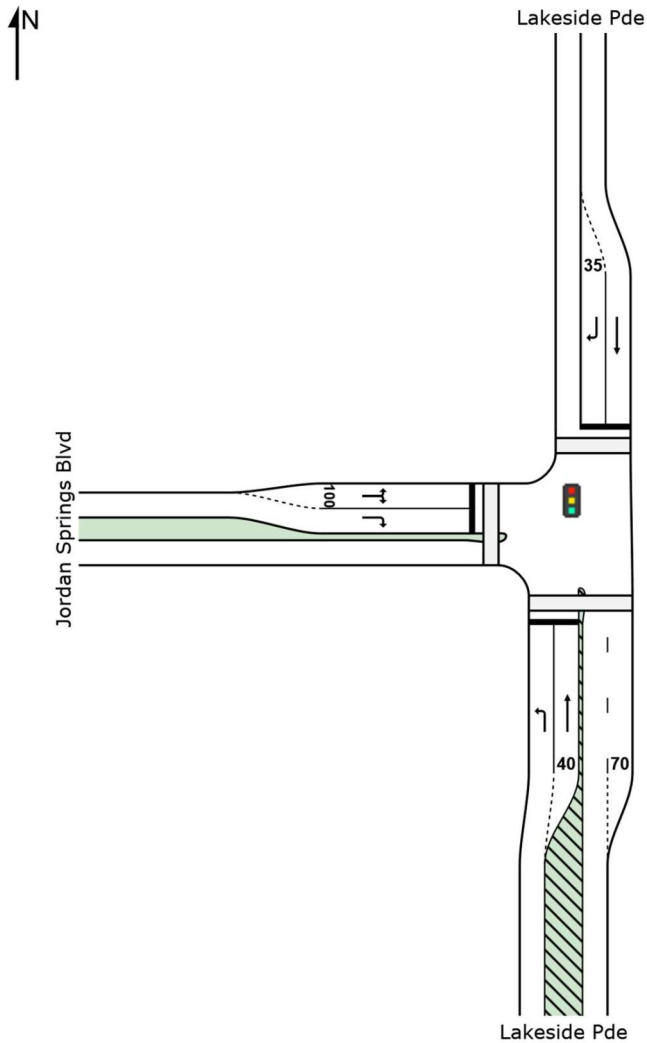
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SITE LAYOUT

 **Site: 101 [I-28JordanSpringsBlvd-LakesideParade-AM - 2021 - OPT2 - JS+CP - Factor Growth]**

Jordan Springs Blvd-Lakeside Parade
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY



Site: 101 [-28JordanSpringsBlvd-LakesideParade-AM - 2021 - OPT2 - JS+CP - Factor Growth]

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
		veh/h	%				veh	m			
South: Lakeside Pde											
1	L2	800	0.3	0.844	20.3	LOS B	17.7	124.1	0.90	1.00	28.4
2	T1	90	0.0	0.084	4.6	LOS A	0.8	5.8	0.49	0.39	43.3
Approach		890	0.3	0.844	18.7	LOS B	17.7	124.1	0.86	0.94	29.5
North: Lakeside Pde											
8	T1	35	1.3	0.033	4.4	LOS A	0.3	2.2	0.48	0.35	43.5
9	R2	150	1.1	0.634	23.7	LOS B	3.1	22.0	0.97	0.86	23.4
Approach		185	1.2	0.634	20.1	LOS B	3.1	22.0	0.88	0.77	26.3
West: Jordan Springs Blvd											
10	L2	99	5.0	0.442	23.9	LOS B	2.0	14.4	0.97	0.76	23.6
12	R2	187	1.9	0.408	22.8	LOS B	3.5	25.2	0.96	0.77	26.8
Approach		286	2.9	0.442	23.2	LOS B	3.5	25.2	0.96	0.77	25.7
All Vehicles		1361	1.0	0.844	19.9	LOS B	17.7	124.1	0.88	0.88	28.3

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate per ped
					Pedestrian ped	Distance m		
P1	South Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P3	North Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P4	West Full Crossing	50	6.6	LOS A	0.0	0.0	0.58	0.58
All Pedestrians		150	11.9	LOS B			0.76	0.76

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.

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MOVEMENT SUMMARY



Site: 101 [I-28JordanSpringsBlvd-LakesideParade-PM - 2021 - OPT2 - JS+CP - Factor Growth]

Jordan Springs Blvd-Lakeside Parade

Signals - Fixed Time Isolated Cycle Time = 40 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m		per veh	km/h
South: Lakeside Pde											
1	L2	472	0.3	0.728	19.1	LOS B	9.1	63.9	0.93	0.90	29.2
2	T1	39	0.0	0.053	8.7	LOS A	0.5	3.5	0.66	0.49	38.7
Approach		511	0.3	0.728	18.3	LOS B	9.1	63.9	0.91	0.87	29.8
North: Lakeside Pde											
8	T1	133	1.3	0.183	9.3	LOS A	1.8	12.7	0.71	0.56	38.1
9	R2	201	1.1	0.841	29.2	LOS C	4.9	34.3	1.00	1.08	20.9
Approach		334	1.2	0.841	21.3	LOS B	4.9	34.3	0.88	0.87	26.6
West: Jordan Springs Blvd											
10	L2	99	5.0	0.313	16.8	LOS B	2.7	19.4	0.81	0.76	27.7
12	R2	935	1.9	0.786	20.0	LOS B	16.9	120.5	0.97	0.90	28.3
Approach		1034	2.2	0.786	19.7	LOS B	16.9	120.5	0.95	0.89	28.3
All Vehicles		1879	1.5	0.841	19.6	LOS B	16.9	120.5	0.93	0.88	28.4

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

Vehicle movement LOS values are based on average delay per movement.

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

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian ped	Distance m		per ped
P1	South Full Crossing	50	14.5	LOS B	0.0	0.0	0.85	0.85
P3	North Full Crossing	50	12.0	LOS B	0.0	0.0	0.78	0.78
P4	West Full Crossing	50	11.3	LOS B	0.0	0.0	0.75	0.75
All Pedestrians		150	12.6	LOS B			0.79	0.79

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.

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