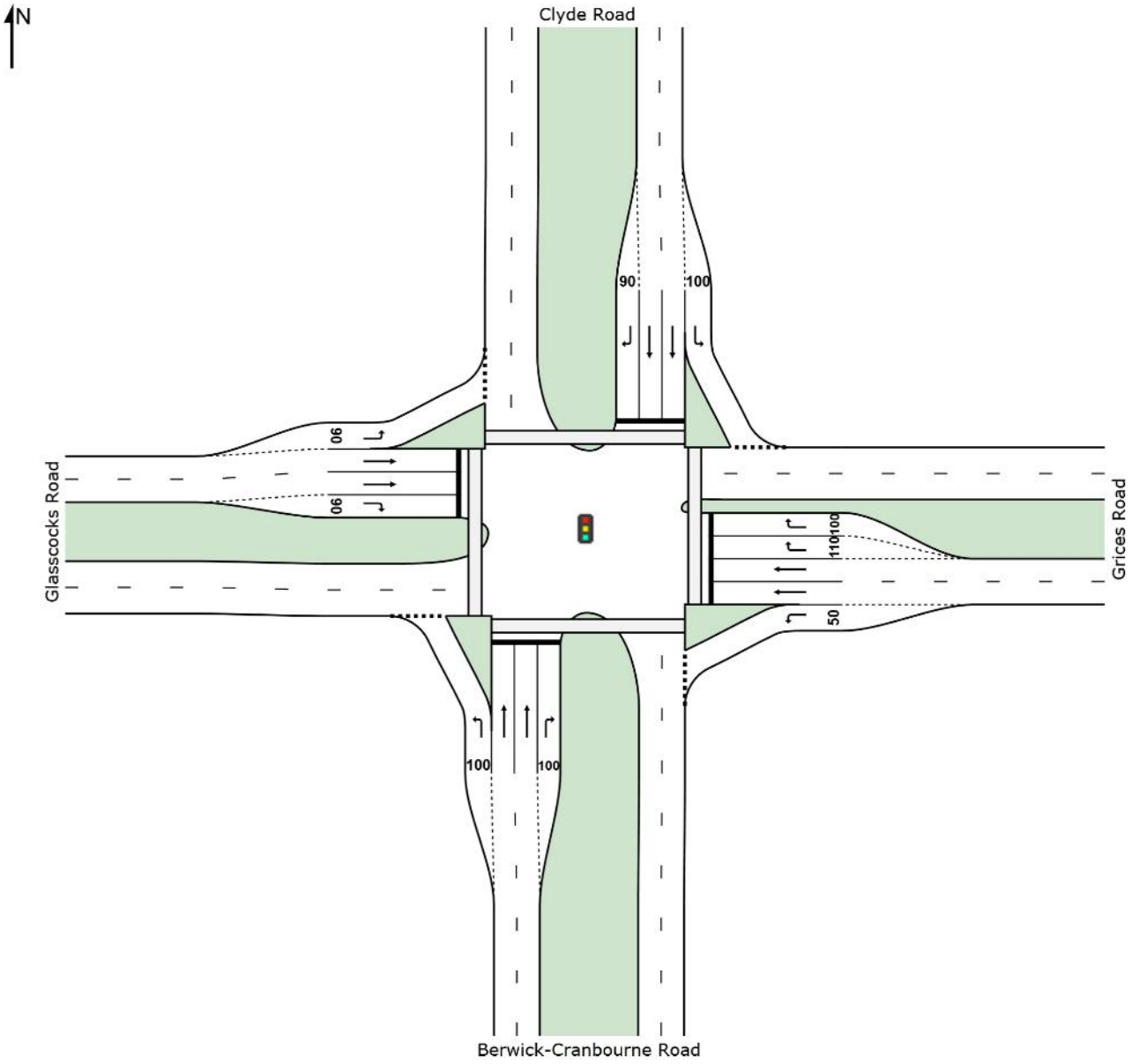
SITE LAYOUT

Site: 104 [Option 1c - Grices Rd / Clyde Rd - AM - Grices Duplication]

No improvements to current road network
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:22:20 PM
Project: I:\SBIF\Admin\STRATEGIC CONSULTING & DELIVERY\Transport Planning\4. Temporary Project Folder (Move when project number is set up)\Minta Farm PSP - Feb 2018\TIA\SIDRA files\Minta Farm - Sensitivity Tests.sip7

MOVEMENT SUMMARY

Site: 104 [Option 1c - Grices Rd / Clyde Rd - AM - Grices Duplication]

No improvements to current road network
Signals - Fixed Time Isolated Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	359	2.0	0.309	13.2	LOS A	7.6	54.3	0.40	0.71	56.7
2	T1	1460	5.8	0.941	52.4	LOS D	56.7	416.5	0.92	0.99	37.5
3	R2	91	3.9	0.425	67.7	LOS A	5.7	41.0	0.97	0.78	30.9
Approach		1910	5.0	0.941	45.8	LOS D	56.7	416.5	0.83	0.93	39.6
East: Grices Road											
4	L2	445	4.1	0.735	28.1	LOS C	21.1	153.0	0.83	0.85	45.2
5	T1	296	1.6	0.635	62.1	LOS B	9.5	67.6	1.00	0.81	32.1
6	R2	258	3.4	0.931	90.6	LOS D	10.0	71.9	1.00	0.97	25.7
Approach		999	3.2	0.931	54.3	LOS D	21.1	153.0	0.92	0.87	34.3
North: Clyde Road											
7	L2	264	4.3	0.213	10.8	LOS A	4.0	29.2	0.30	0.69	58.3
8	T1	1375	8.4	0.921	47.5	LOS D	45.7	343.0	0.89	0.94	39.5
9	R2	203	1.9	0.940	89.9	LOS D	15.9	112.9	1.00	0.96	26.1
Approach		1842	7.1	0.940	46.9	LOS D	45.7	343.0	0.82	0.90	39.1
West: Glasscocks Road											
10	L2	363	0.3	0.636	35.1	LOS B	18.0	126.3	0.86	0.84	42.1
11	T1	338	2.8	0.955	86.5	LOS E	13.3	95.5	1.00	1.00	26.5
12	R2	72	7.0	0.647	77.7	LOS B	4.9	36.6	1.00	0.80	28.0
Approach		772	2.0	0.955	61.5	LOS E	18.0	126.3	0.93	0.91	32.3
All Vehicles		5522	4.9	0.955	49.9	LOS E	56.7	416.5	0.86	0.91	37.2

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	61.8	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	25.0	LOS C	0.1	0.1	0.61	0.61
P3	North Full Crossing	53	61.8	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	25.6	LOS C	0.1	0.1	0.62	0.62
All Pedestrians		211	43.5	LOS E			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.

PHASING SUMMARY

Site: 104 [Option 1c - Grices Rd / Clyde Rd - AM - Grices Duplication]

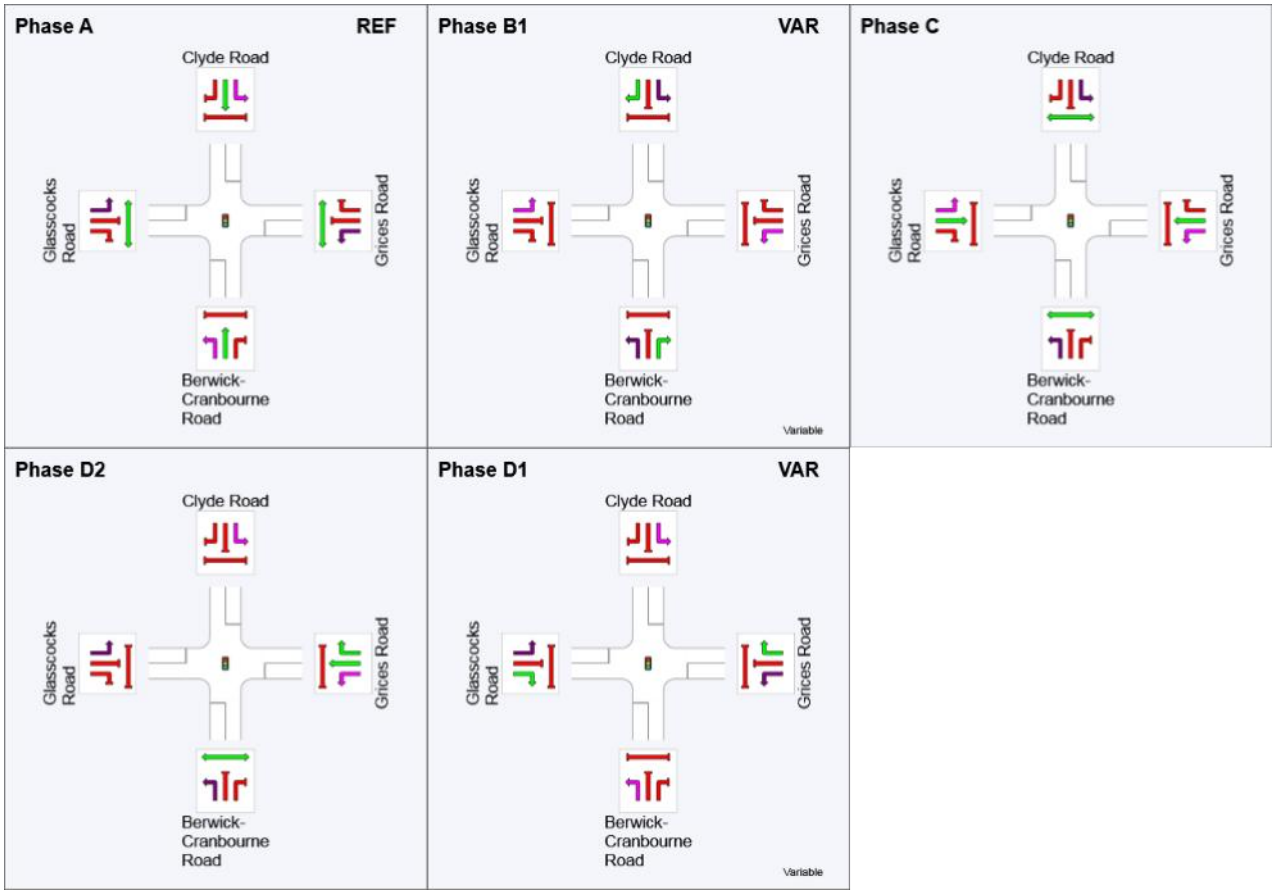
No improvements to current road network
Signals - Fixed Time Isolated Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

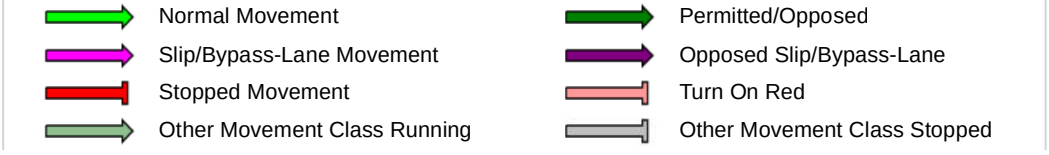
Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2*, B3*, C, D2, D1*, D3*
Output Sequence: A, B1*, C, D2, D1*
(* Variable Phase)

Phase Timing Results

Phase	A	B1	C	D2	D1
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	73	97	116	120
Green Time (sec)	67	17	13	***	9
Yellow Time (sec)	5	3	4	4	4
All-Red Time (sec)	2	3	4	2	2
Phase Time (sec)	73	24	19	4	15
Phase Split	54 %	18 %	14 %	3 %	11 %

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.
This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.






Mixed Running & Stopped Movement Classes

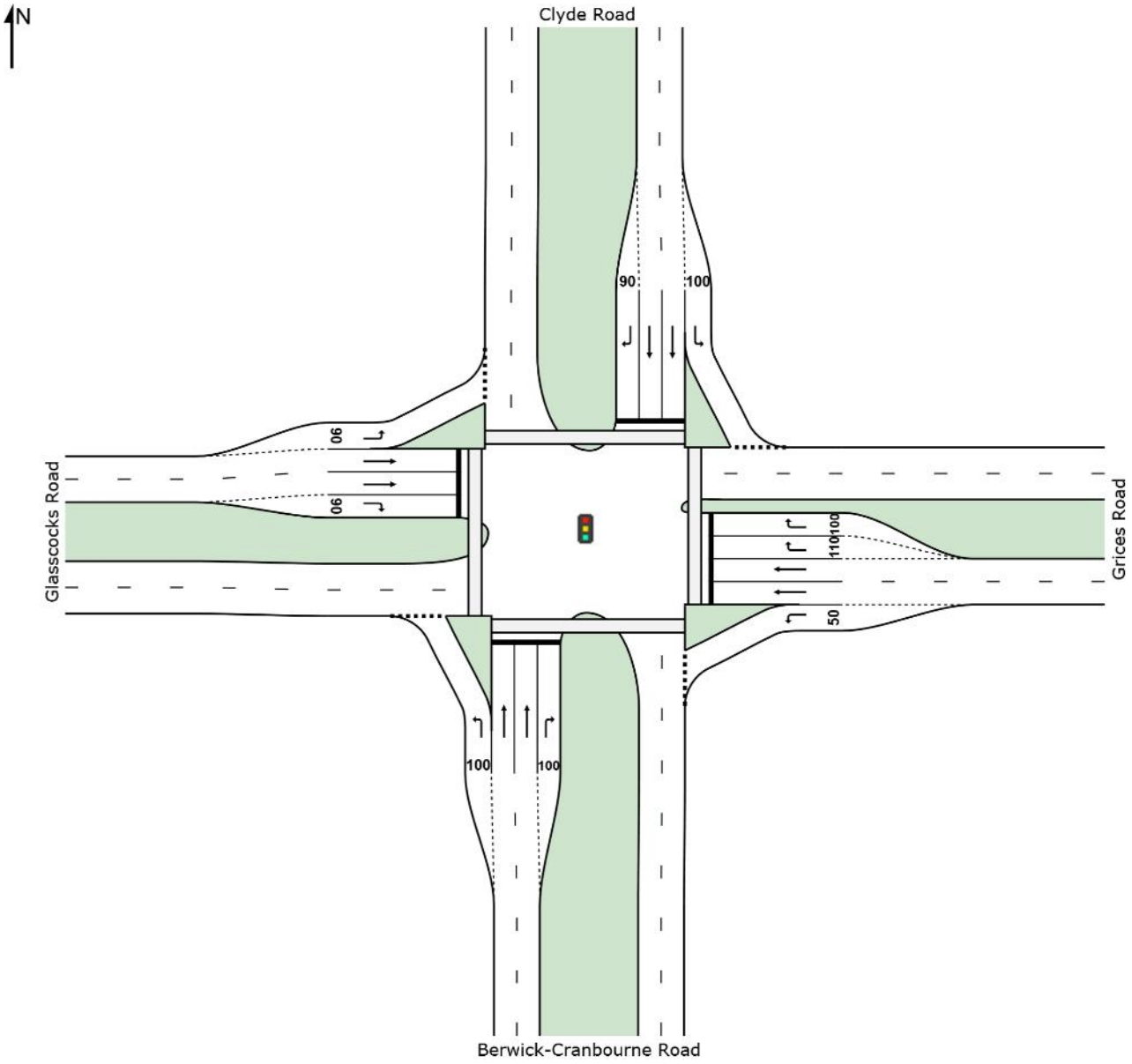
Undetected Movement


Phase Transition Applied

SITE LAYOUT

Site: 104 [Option 1c - Grices Rd / Clyde Rd - PM - Grices Duplication]

No improvements to current road network
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:13:53 PM
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MOVEMENT SUMMARY

Site: 104 [Option 1c - Grices Rd / Clyde Rd - PM - Grices Duplication]

No improvements to current road network
Signals - Fixed Time Isolated Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	333	4.2	0.293	12.9	LOS A	6.6	47.8	0.40	0.71	56.4
2	T1	1371	4.0	0.873	36.4	LOS C	34.9	252.8	0.98	1.00	44.8
3	R2	85	1.4	0.638	74.2	LOS B	5.5	39.3	1.00	0.80	29.5
Approach		1789	3.9	0.873	33.8	LOS C	34.9	252.8	0.87	0.94	45.4
East: Grices Road											
4	L2	306	2.0	0.674	28.8	LOS B	13.9	99.2	0.81	0.83	45.2
5	T1	155	3.1	0.687	69.5	LOS B	5.2	37.3	1.00	0.81	30.2
6	R2	167	3.7	0.711	75.9	LOS C	5.6	40.5	1.00	0.83	28.6
Approach		628	2.7	0.711	51.3	LOS C	13.9	99.2	0.91	0.83	35.4
North: Clyde Road											
7	L2	318	1.8	0.237	9.2	LOS A	3.5	25.1	0.24	0.67	60.5
8	T1	1589	3.0	0.885	29.7	LOS C	42.5	305.2	0.78	0.79	48.8
9	R2	275	1.8	0.866	72.6	LOS C	19.0	135.1	1.00	0.92	29.7
Approach		2181	2.7	0.885	32.1	LOS C	42.5	305.2	0.73	0.79	46.3
West: Glasscocks Road											
10	L2	239	4.2	0.337	23.6	LOS A	8.1	59.1	0.63	0.76	47.9
11	T1	192	0.6	0.838	73.8	LOS C	6.7	47.2	1.00	0.88	29.2
12	R2	105	1.2	0.882	83.0	LOS C	7.6	53.5	1.00	0.92	27.2
Approach		536	2.3	0.882	53.3	LOS C	8.1	59.1	0.84	0.84	34.7
All Vehicles		5135	3.1	0.885	37.3	LOS C	42.5	305.2	0.81	0.85	42.9

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	17.3	LOS B	0.1	0.1	0.52	0.52
P3	North Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	19.0	LOS B	0.1	0.1	0.76	0.76
All Pedestrians		211	38.7	LOS D			0.80	0.80

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.

PHASING SUMMARY

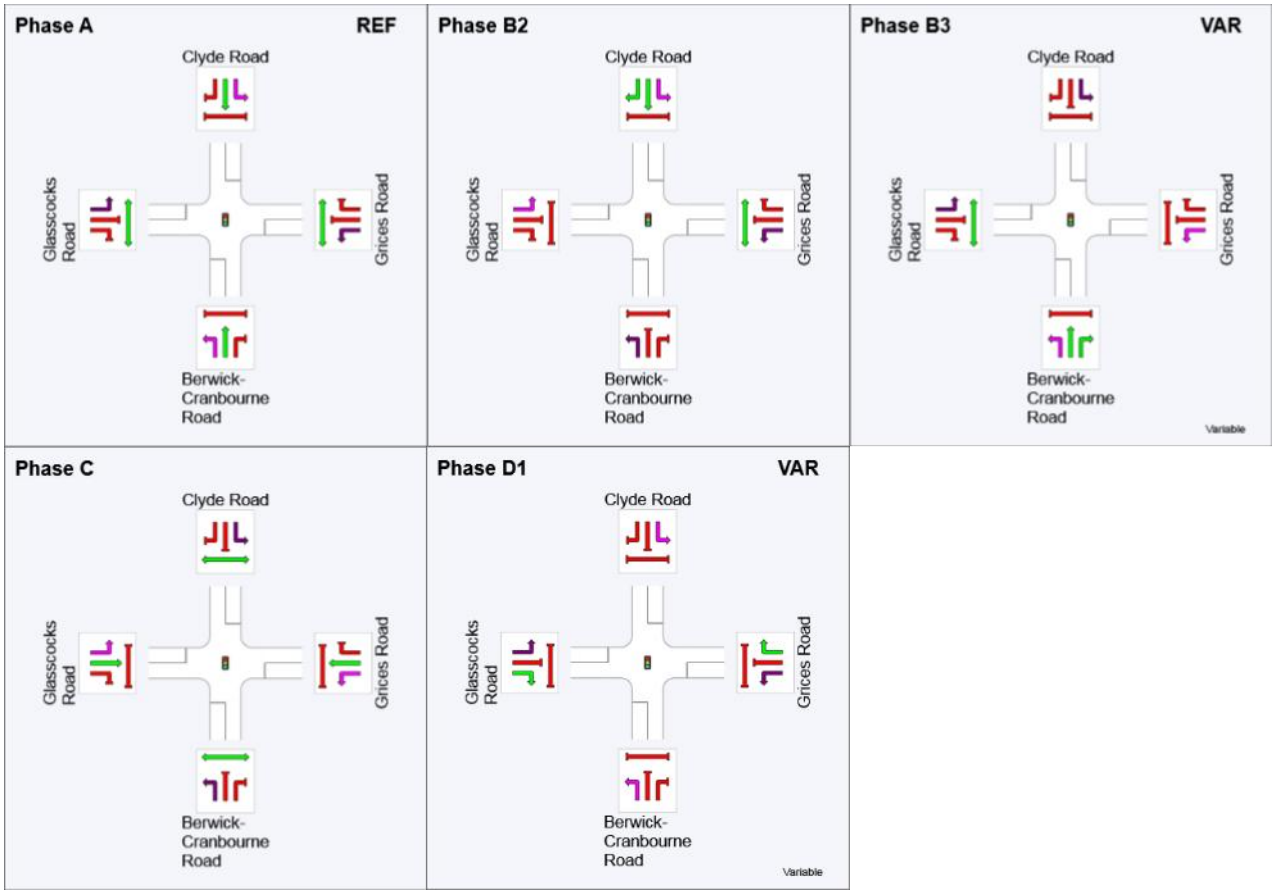
Site: 104 [Option 1c - Grices Rd / Clyde Rd - PM - Grices Duplication]

No improvements to current road network
Signals - Fixed Time Isolated Cycle Time = 130 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2, B3*, C, D2*, D1*, D3*
Output Sequence: A, B2, B3*, C, D1*
(* Variable Phase)

Phase Timing Results

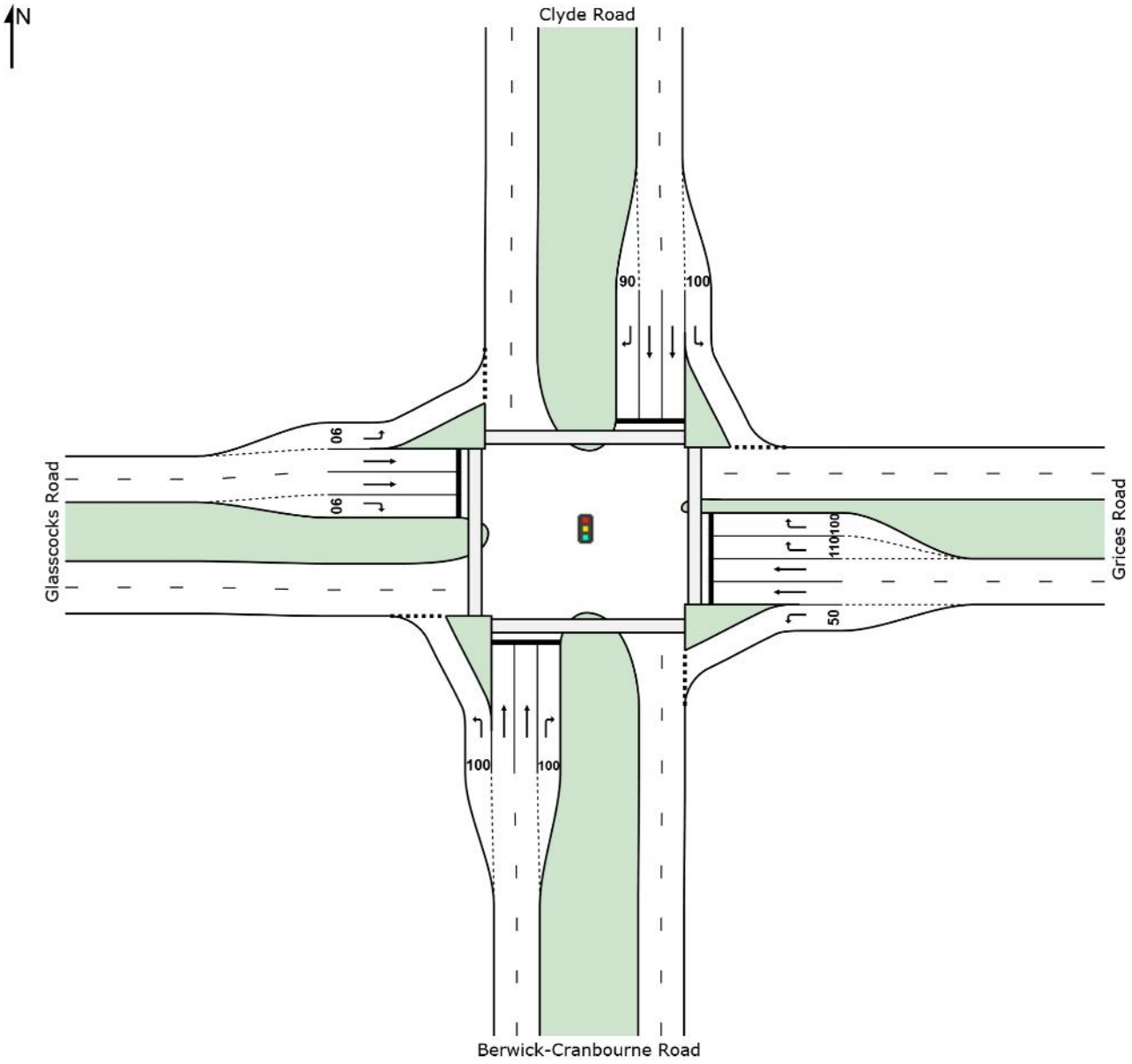
Phase	A	B2	B3	C	D1
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	52	83	99	113
Green Time (sec)	46	24	10	8	9
Yellow Time (sec)	5	3	3	4	4
All-Red Time (sec)	2	3	3	4	2
Phase Time (sec)	52	31	16	14	17
Phase Split	40 %	24 %	12 %	11 %	13 %



SITE LAYOUT

Site: 104 [Option 3c - Grices Rd / Clyde Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:14:04 PM
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MOVEMENT SUMMARY

Site: 104 [Option 3c - Grices Rd / Clyde Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	568	1.3	0.508	13.7	LOS A	12.1	85.7	0.53	0.76	56.5
2	T1	1251	6.8	0.804	29.1	LOS C	29.6	219.3	0.92	0.86	49.1
3	R2	91	3.9	0.468	56.5	LOS A	4.5	32.9	0.98	0.78	34.1
Approach		1910	5.0	0.804	25.8	LOS C	29.6	219.3	0.80	0.82	50.0
East: Grices Road											
4	L2	553	5.3	0.833	31.3	LOS C	25.0	183.0	0.90	0.92	43.4
5	T1	375	2.2	0.712	49.2	LOS C	9.7	69.2	1.00	0.86	36.2
6	R2	174	2.6	0.889	71.5	LOS C	5.2	37.1	1.00	0.92	29.7
Approach		1102	3.8	0.889	43.8	LOS C	25.0	183.0	0.95	0.90	38.1
North: Clyde Road											
7	L2	206	4.2	0.175	10.7	LOS A	2.7	19.5	0.34	0.69	58.4
8	T1	1204	8.3	0.829	31.2	LOS C	29.6	221.7	0.90	0.87	47.8
9	R2	177	1.9	0.903	70.1	LOS D	10.6	75.6	1.00	0.96	30.3
Approach		1588	7.1	0.903	32.9	LOS D	29.6	221.7	0.84	0.85	45.9
West: Glasscocks Road											
10	L2	307	0.3	0.461	22.7	LOS A	9.7	67.8	0.72	0.79	49.1
11	T1	390	2.5	0.857	57.3	LOS C	11.1	79.5	1.00	0.95	33.6
12	R2	72	7.0	0.755	66.1	LOS C	4.0	30.0	1.00	0.84	30.7
Approach		769	2.1	0.857	44.3	LOS C	11.1	79.5	0.89	0.87	38.0
All Vehicles		5368	4.9	0.903	34.2	LOS D	29.6	221.7	0.86	0.85	44.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	46.8	LOS E	0.1	0.1	0.94	0.94
P2	East Full Crossing	53	24.7	LOS C	0.1	0.1	0.69	0.69
P3	North Full Crossing	53	46.8	LOS E	0.1	0.1	0.94	0.94
P4	West Full Crossing	53	25.4	LOS C	0.1	0.1	0.70	0.70
All Pedestrians		211	35.9	LOS D			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.

PHASING SUMMARY

Site: 104 [Option 3c - Grices Rd / Clyde Rd - AM - Grices Duplication]

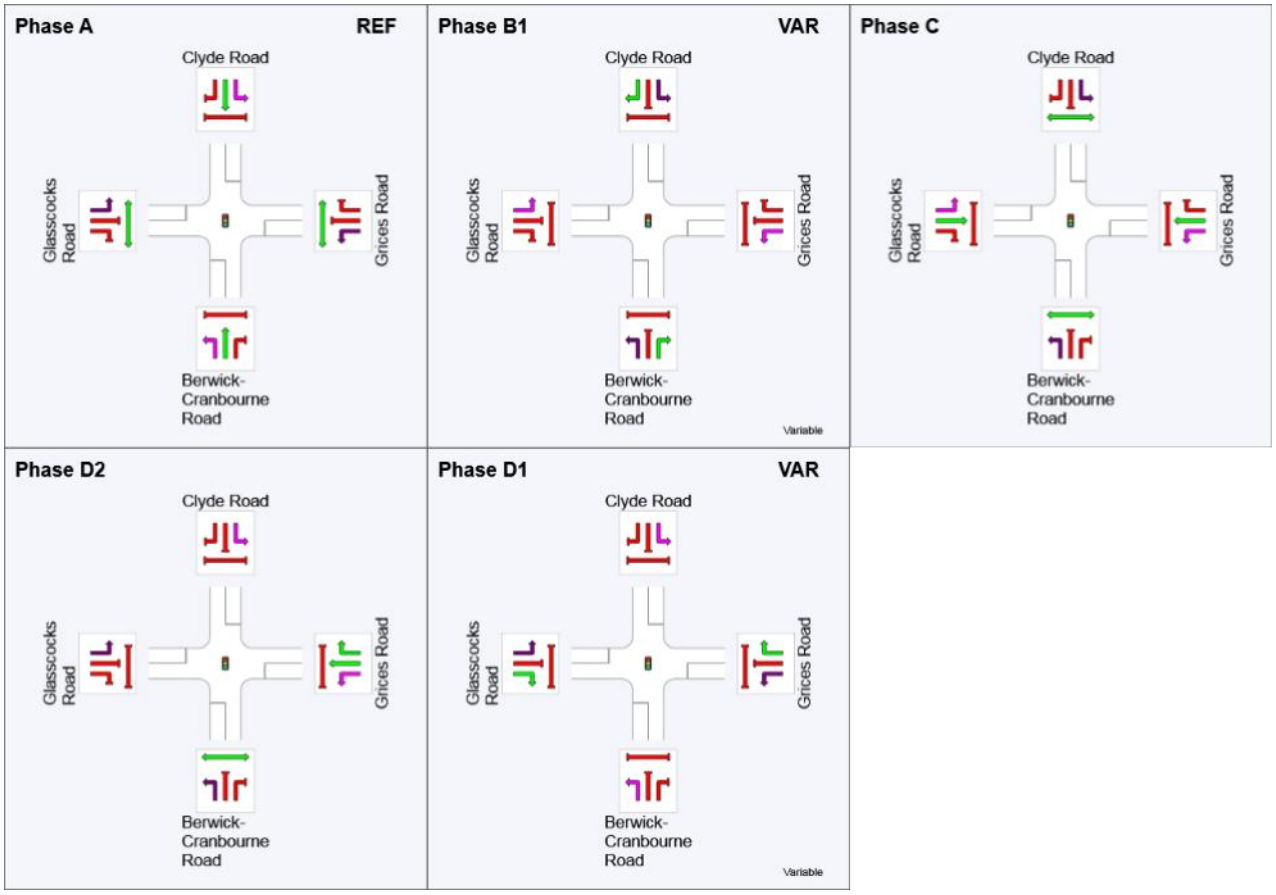
Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

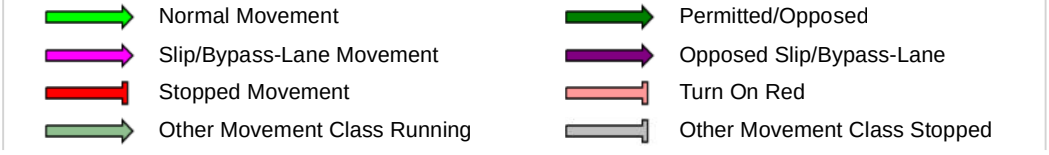
Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2*, B3*, C, D2, D1*, D3*
Output Sequence: A, B1*, C, D2, D1*
(* Variable Phase)

Phase Timing Results

Phase	A	B1	C	D2	D1
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	53	72	91	93
Green Time (sec)	47	12	13	***	6
Yellow Time (sec)	5	3	4	4	4
All-Red Time (sec)	2	3	4	2	2
Phase Time (sec)	53	19	19	2	12
Phase Split	50 %	18 %	18 %	2 %	11 %

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.
This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.






Mixed Running & Stopped Movement Classes

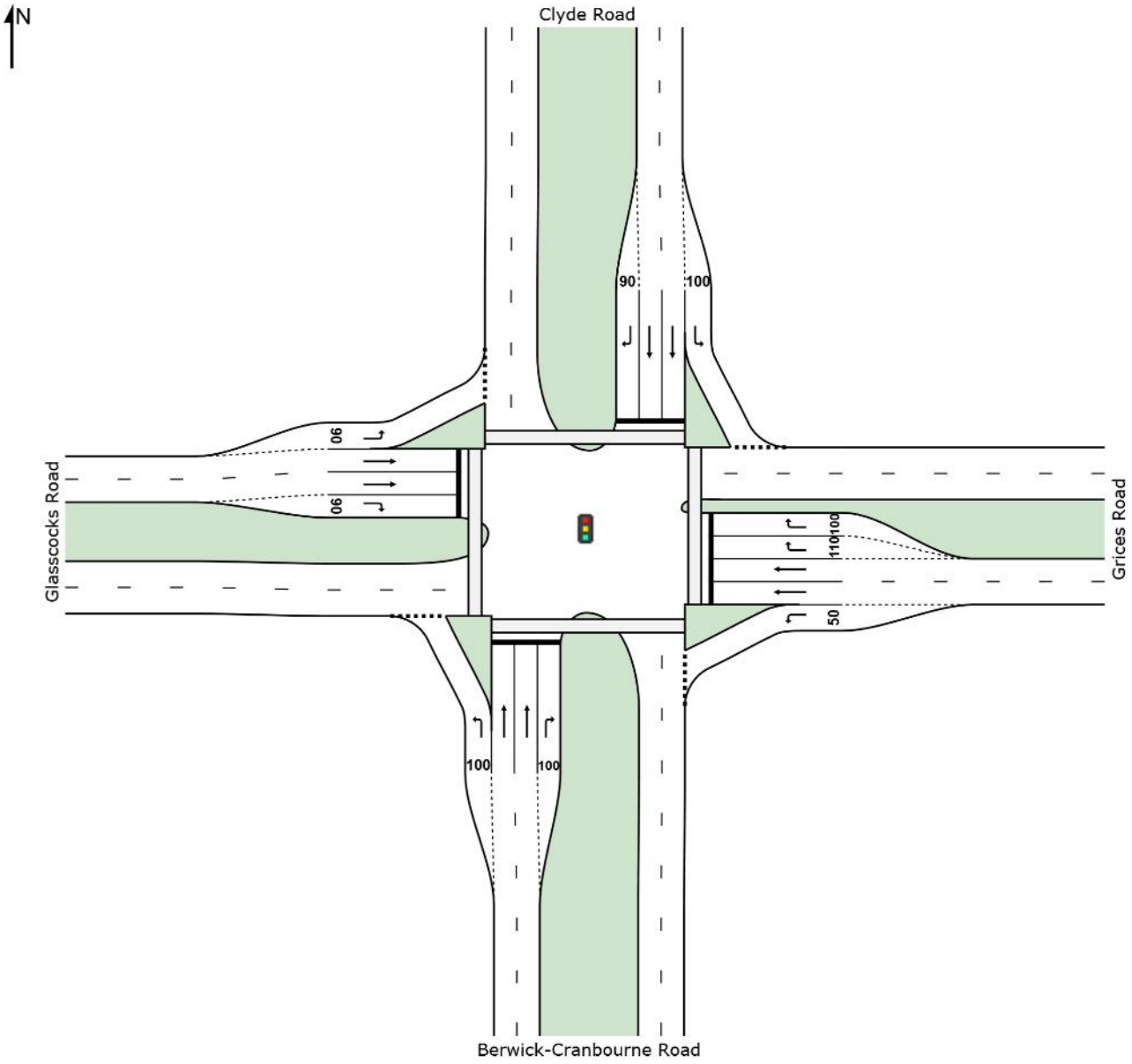
Undetected Movement


Phase Transition Applied

SITE LAYOUT

Site: 104 [Option 3c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:24:15 PM
Project: I:\SBIF\Admin\STRATEGIC CONSULTING & DELIVERY\Transport Planning\4. Temporary Project Folder (Move when project number is set up)\Minta Farm PSP - Feb 2018\TIA\SIDRA files\Minta Farm - Sensitivity Tests.sip7

MOVEMENT SUMMARY

Site: 104 [Option 3c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	333	4.2	0.292	13.5	LOS A	7.1	51.5	0.40	0.71	56.0
2	T1	1371	4.0	0.858	35.2	LOS C	42.7	309.0	0.88	0.85	45.4
3	R2	85	1.4	0.316	62.8	LOS A	5.0	35.6	0.93	0.77	32.4
Approach		1789	3.9	0.858	32.5	LOS C	42.7	309.0	0.79	0.82	46.2
East: Grices Road											
4	L2	457	2.1	0.805	35.6	LOS C	24.7	175.8	0.88	0.89	41.7
5	T1	239	3.4	0.884	78.3	LOS C	8.8	63.7	1.00	0.93	28.2
6	R2	125	3.2	0.498	74.7	LOS A	4.2	30.1	1.00	0.76	28.9
Approach		822	2.7	0.884	54.0	LOS C	24.7	175.8	0.93	0.88	34.5
North: Clyde Road											
7	L2	216	0.9	0.164	9.5	LOS A	2.6	18.0	0.25	0.67	60.5
8	T1	1378	3.0	0.889	40.1	LOS C	43.7	313.4	0.87	0.88	42.9
9	R2	238	1.8	0.890	80.0	LOS C	17.5	124.7	1.00	0.93	28.0
Approach		1832	2.6	0.890	41.7	LOS C	43.7	313.4	0.82	0.86	41.5
West: Glasscocks Road											
10	L2	202	4.2	0.339	22.9	LOS A	7.0	50.8	0.61	0.75	48.3
11	T1	227	1.2	0.825	74.2	LOS C	8.1	57.3	1.00	0.89	29.1
12	R2	105	1.2	0.824	81.3	LOS C	7.6	53.6	1.00	0.89	27.6
Approach		534	2.3	0.825	56.2	LOS C	8.1	57.3	0.85	0.84	33.8
All Vehicles		4978	3.0	0.890	42.0	LOS C	43.7	313.4	0.83	0.85	40.6

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	61.8	LOS F	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	25.0	LOS C	0.1	0.1	0.61	0.61
P3	North Full Crossing	53	61.8	LOS F	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	25.6	LOS C	0.1	0.1	0.62	0.62
All Pedestrians		211	43.5	LOS E			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.

PHASING SUMMARY

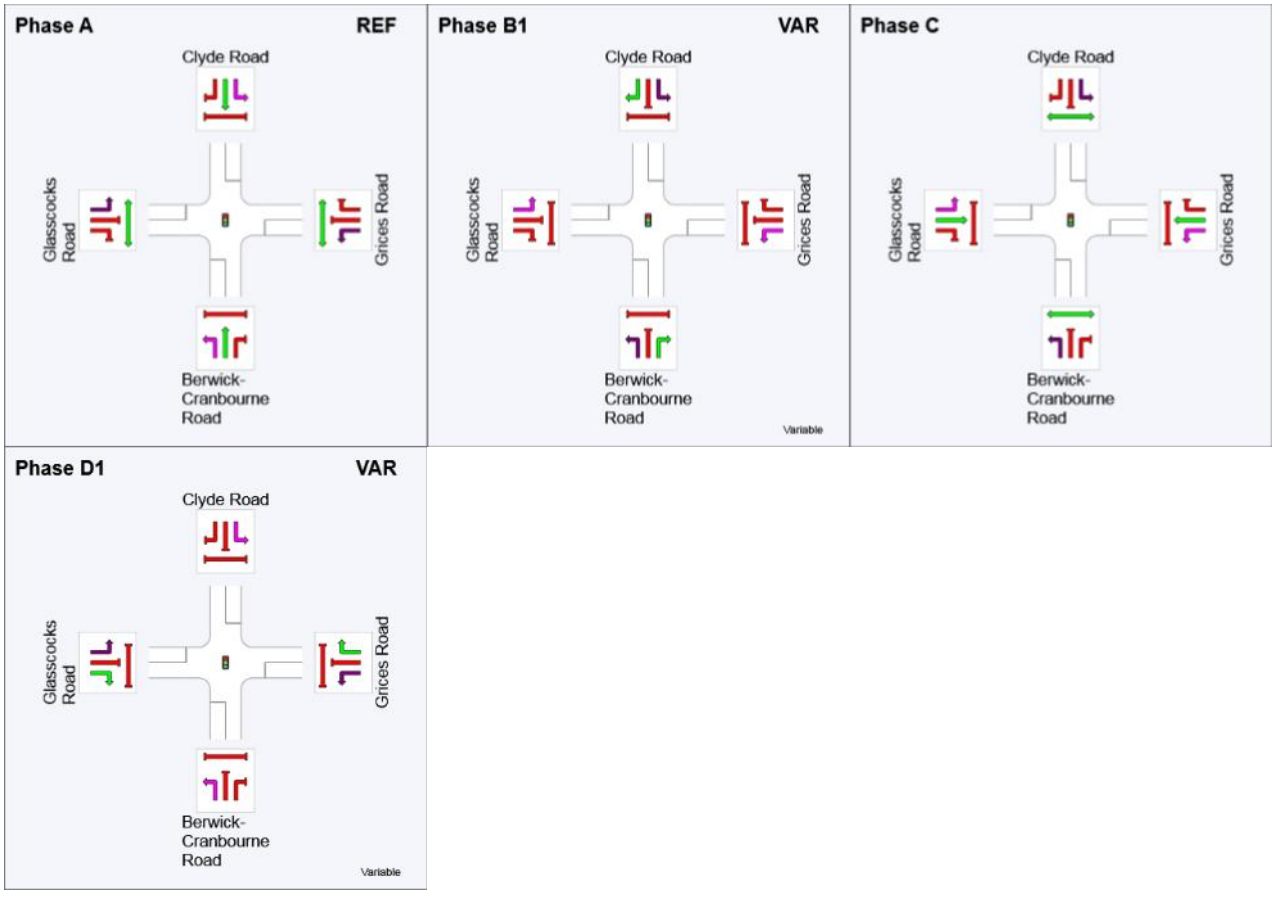
Site: 104 [Option 3c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Degree of Saturation)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2*, B3*, C, D2*, D1*, D3*
Output Sequence: A, B1*, C, D1*
(* Variable Phase)

Phase Timing Results

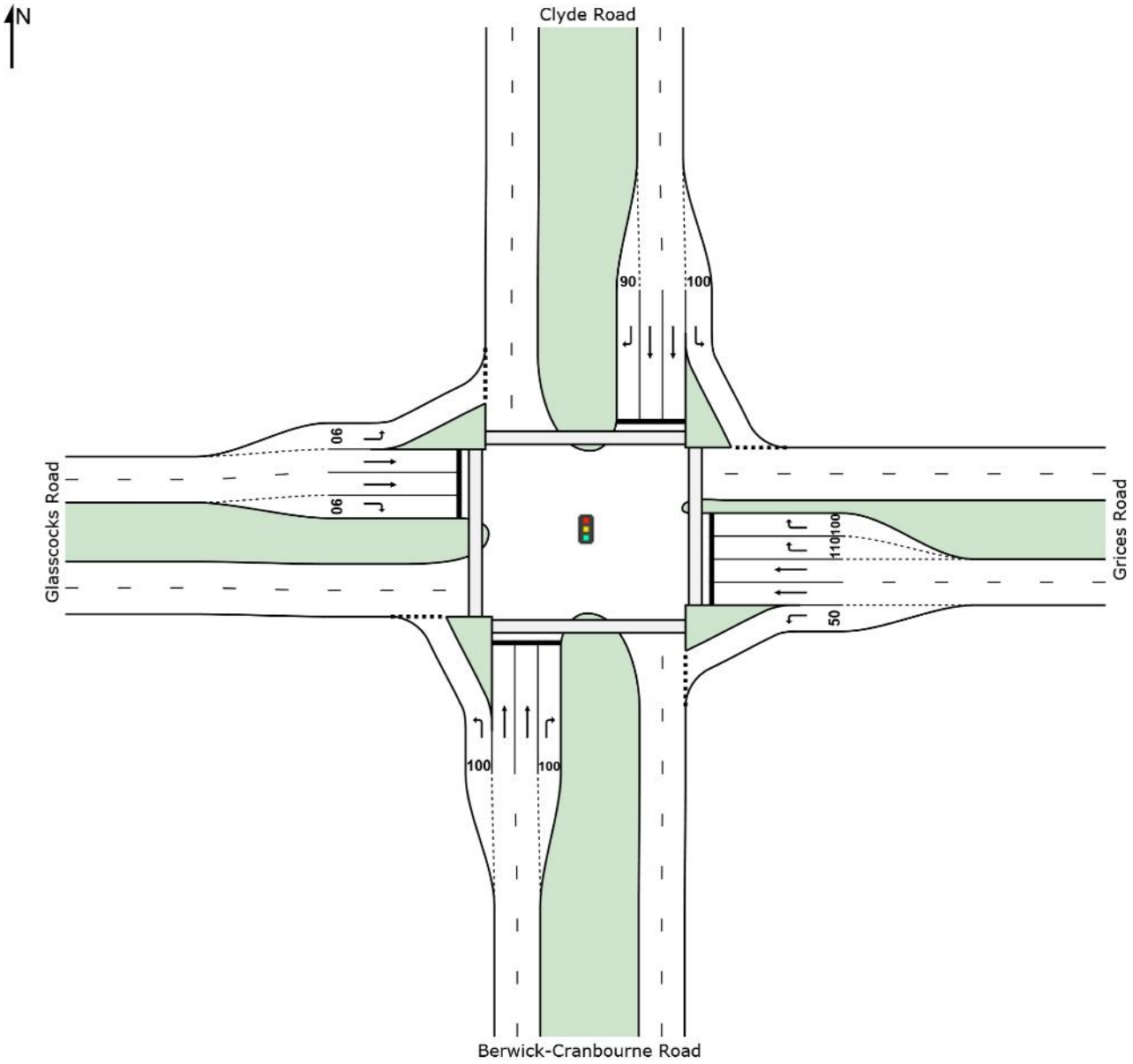
Phase	A	B1	C	D1
Reference Phase	Yes	No	No	No
Phase Change Time (sec)	0	73	101	117
Green Time (sec)	67	21	10	10
Yellow Time (sec)	5	3	4	4
All-Red Time (sec)	2	3	4	2
Phase Time (sec)	73	28	16	18
Phase Split	54 %	21 %	12 %	13 %



SITE LAYOUT

Site: 104 [Option 2c - Grices Rd / Clyde Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:14:02 PM
Project: I:\SBIF\Admin\STRATEGIC CONSULTING & DELIVERY\Transport Planning\4. Temporary Project Folder (Move when project number is set up)\Minta Farm PSP - Feb 2018\TIA\SIDRA files\Minta Farm - Sensitivity Tests.sip7

MOVEMENT SUMMARY

Site: 104 [Option 2c - Grices Rd / Clyde Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 110 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	581	3.5	0.524	14.0	LOS A	13.1	94.4	0.53	0.76	55.7
2	T1	1238	5.8	0.778	27.6	LOS C	29.2	214.4	0.90	0.82	50.1
3	R2	91	3.9	0.453	58.1	LOS A	4.7	34.2	0.98	0.78	33.6
Approach		1910	5.0	0.778	24.9	LOS C	29.2	214.4	0.79	0.80	50.5
East: Grices Road											
4	L2	553	5.3	0.843	33.1	LOS C	26.7	195.6	0.90	0.92	42.5
5	T1	375	2.2	0.746	53.0	LOS C	10.3	73.7	1.00	0.87	34.9
6	R2	169	2.6	0.774	68.1	LOS C	5.0	35.5	1.00	0.86	30.5
Approach		1097	3.8	0.843	45.3	LOS C	26.7	195.6	0.95	0.90	37.5
North: Clyde Road											
7	L2	205	4.2	0.173	10.6	LOS A	2.7	19.4	0.32	0.69	58.5
8	T1	1204	8.3	0.824	31.1	LOS C	30.1	225.9	0.89	0.85	47.9
9	R2	177	1.9	0.873	69.3	LOS C	10.8	76.5	1.00	0.93	30.5
Approach		1586	7.1	0.873	32.7	LOS C	30.1	225.9	0.83	0.84	46.0
West: Glasscocks Road											
10	L2	307	0.3	0.465	22.8	LOS A	10.0	70.1	0.71	0.79	49.1
11	T1	390	2.5	0.898	63.8	LOS C	12.0	86.1	1.00	0.98	31.7
12	R2	72	7.0	0.678	66.3	LOS B	4.1	30.6	1.00	0.81	30.6
Approach		769	2.1	0.898	47.6	LOS C	12.0	86.1	0.88	0.89	36.8
All Vehicles		5361	4.9	0.898	34.7	LOS C	30.1	225.9	0.85	0.84	43.8

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
P2	East Full Crossing	53	24.9	LOS C	0.1	0.1	0.67	0.67
P3	North Full Crossing	53	49.3	LOS E	0.2	0.2	0.95	0.95
P4	West Full Crossing	53	25.6	LOS C	0.1	0.1	0.68	0.68
All Pedestrians		211	37.3	LOS D			0.81	0.81

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.

PHASING SUMMARY

Site: 104 [Option 2c - Grices Rd / Clyde Rd - AM - Grices Duplication]

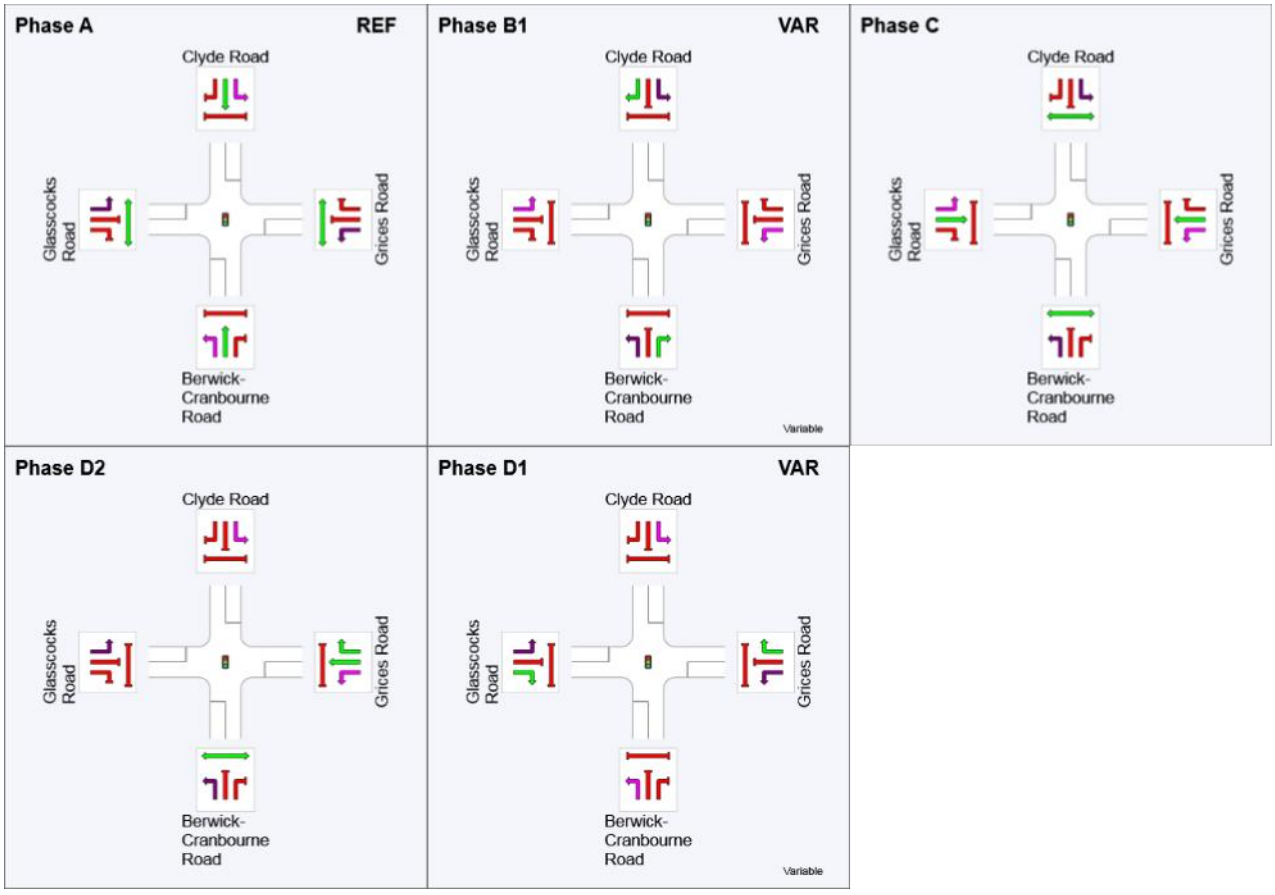
Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 110 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

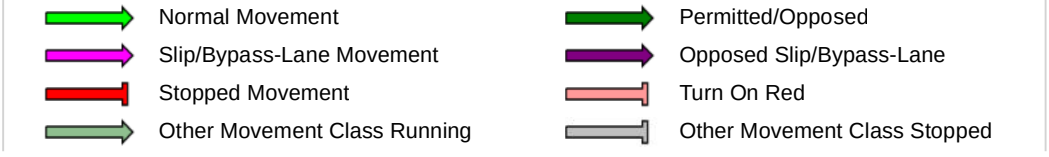
Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2*, B3*, C, D2, D1*, D3*
Output Sequence: A, B1*, C, D2, D1*
(* Variable Phase)

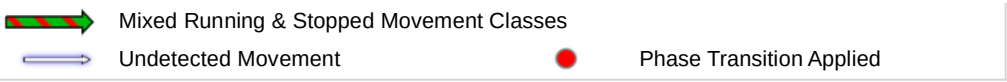
Phase Timing Results

Phase	A	B1	C	D2	D1
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	56	76	95	97
Green Time (sec)	50	13	13	***	7
Yellow Time (sec)	5	3	4	4	4
All-Red Time (sec)	2	3	4	2	2
Phase Time (sec)	56	20	19	2	13
Phase Split	51 %	18 %	17 %	2 %	12 %

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.
This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.



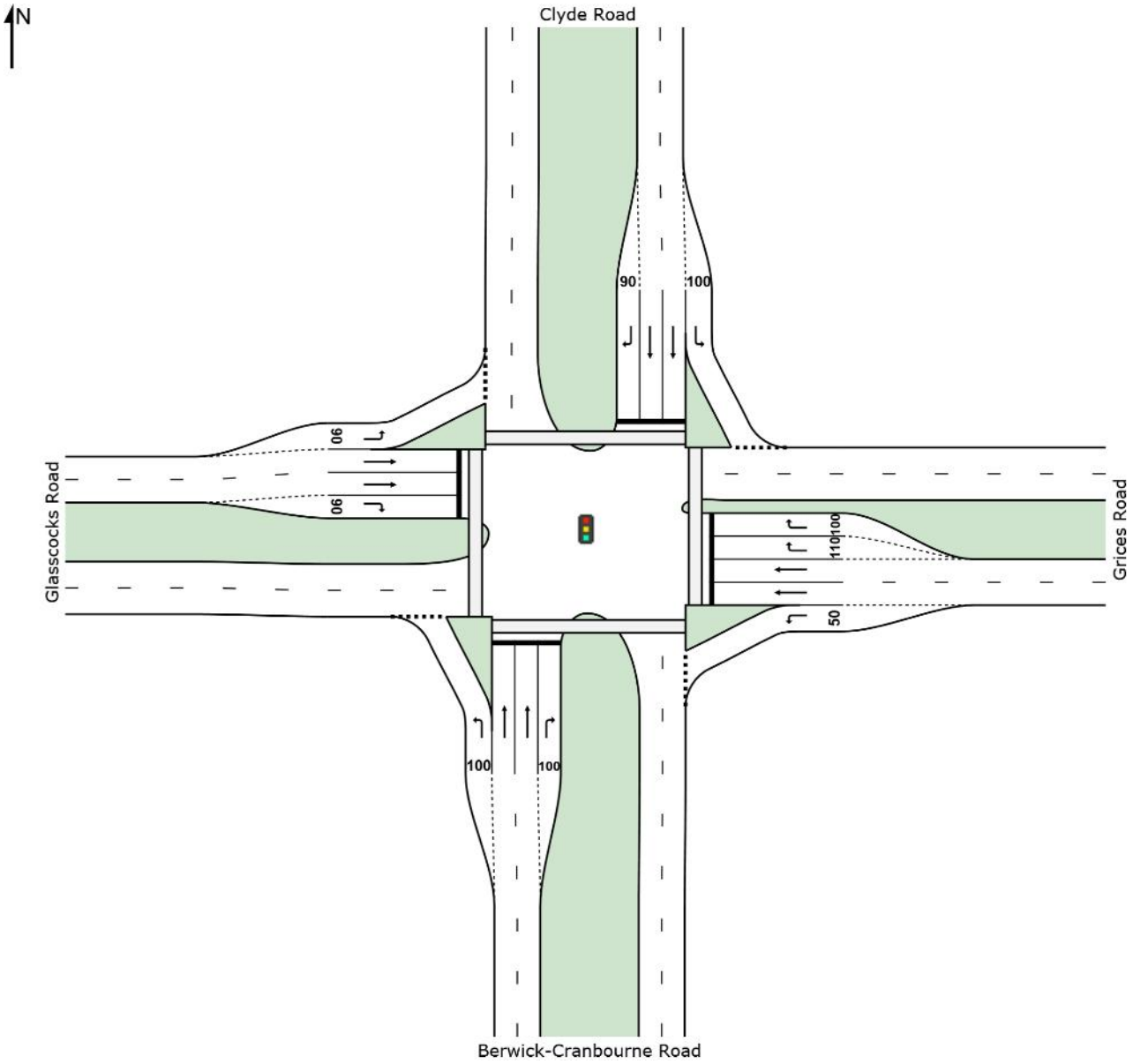




SITE LAYOUT

Site: 104 [Option 2c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 104 [Option 2c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Berwick-Cranbourne Road											
1	L2	539	4.1	0.493	13.2	LOS A	10.4	75.6	0.52	0.76	56.2
2	T1	1166	4.0	0.889	37.3	LOS C	26.4	191.2	1.00	1.03	44.3
3	R2	85	1.4	0.818	65.6	LOS C	4.7	33.0	1.00	0.87	31.6
Approach		1789	3.9	0.889	31.4	LOS C	26.4	191.2	0.86	0.94	46.4
East: Grices Road											
4	L2	457	2.1	0.874	42.1	LOS C	23.8	169.6	0.98	0.98	38.9
5	T1	239	3.4	0.818	56.0	LOS C	6.5	46.6	1.00	0.90	34.0
6	R2	123	3.2	0.516	58.6	LOS A	3.1	22.4	1.00	0.76	33.1
Approach		819	2.6	0.874	48.6	LOS C	23.8	169.6	0.99	0.92	36.4
North: Clyde Road											
7	L2	212	0.8	0.163	9.1	LOS A	1.9	13.6	0.27	0.67	60.8
8	T1	1378	3.0	0.786	20.3	LOS C	28.2	202.7	0.82	0.75	55.6
9	R2	238	1.8	0.865	61.1	LOS C	13.1	92.9	1.00	0.94	32.7
Approach		1828	2.6	0.865	24.3	LOS C	28.2	202.7	0.78	0.77	51.5
West: Glasscocks Road											
10	L2	202	4.2	0.257	17.4	LOS A	4.7	34.1	0.58	0.73	52.1
11	T1	227	1.2	0.764	54.1	LOS C	6.0	42.2	1.00	0.86	34.6
12	R2	105	1.2	0.872	66.6	LOS C	5.9	41.9	1.00	0.92	31.0
Approach		534	2.3	0.872	42.7	LOS C	6.0	42.2	0.84	0.83	38.6
All Vehicles		4971	3.0	0.889	32.8	LOS C	28.2	202.7	0.85	0.86	45.0

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Intersection and Approach LOS values are based on worst degree of saturation for any vehicle movement.
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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P2	East Full Crossing	53	18.6	LOS B	0.1	0.1	0.61	0.61
P3	North Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P4	West Full Crossing	53	19.4	LOS B	0.1	0.1	0.84	0.84
All Pedestrians		211	31.6	LOS D			0.83	0.83

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.

PHASING SUMMARY

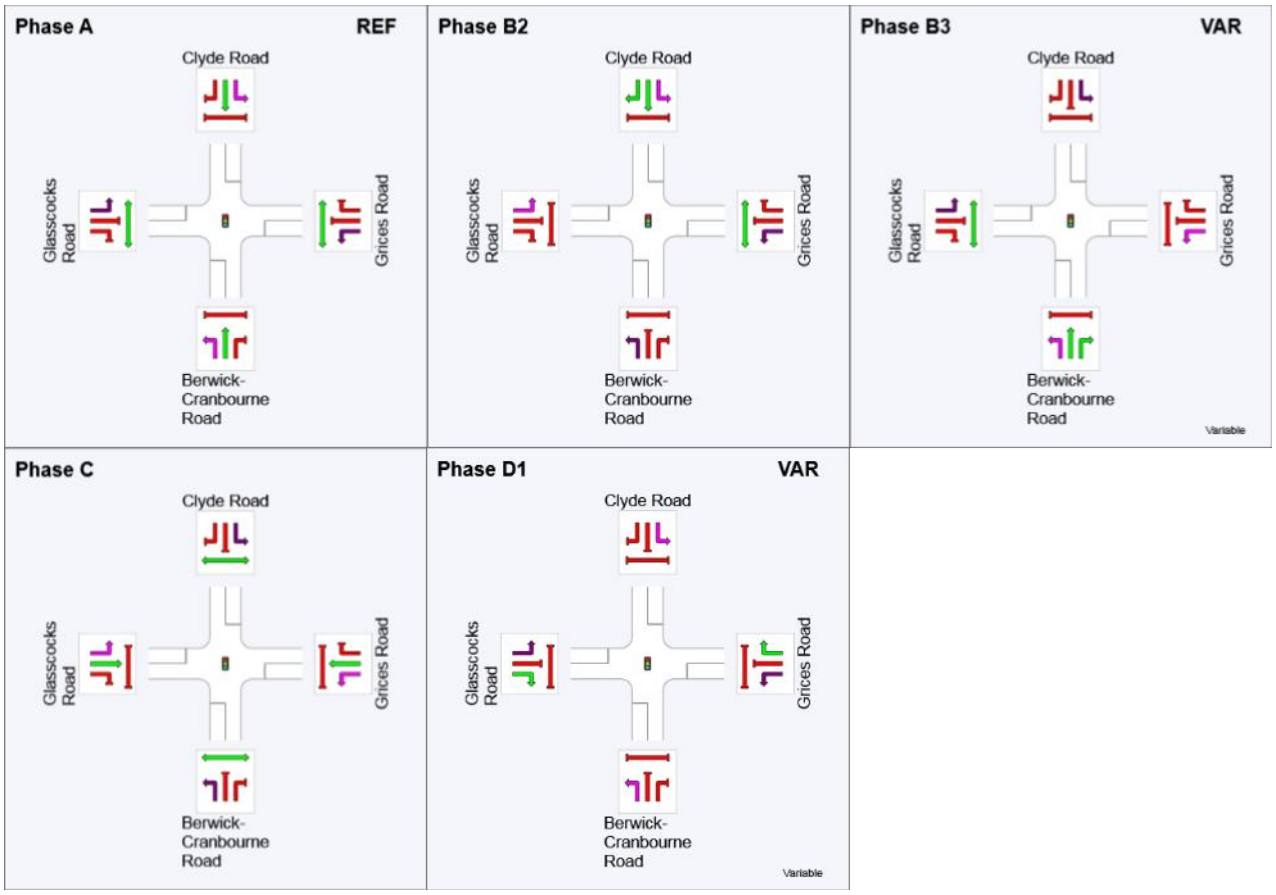
Site: 104 [Option 2c - Grices Rd / Clyde Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Variable Phasing
Movement Class: All Movement Classes
Input Sequence: A, B1*, B2, B3*, C, D2*, D1*, D3*
Output Sequence: A, B2, B3*, C, D1*
(* Variable Phase)

Phase Timing Results

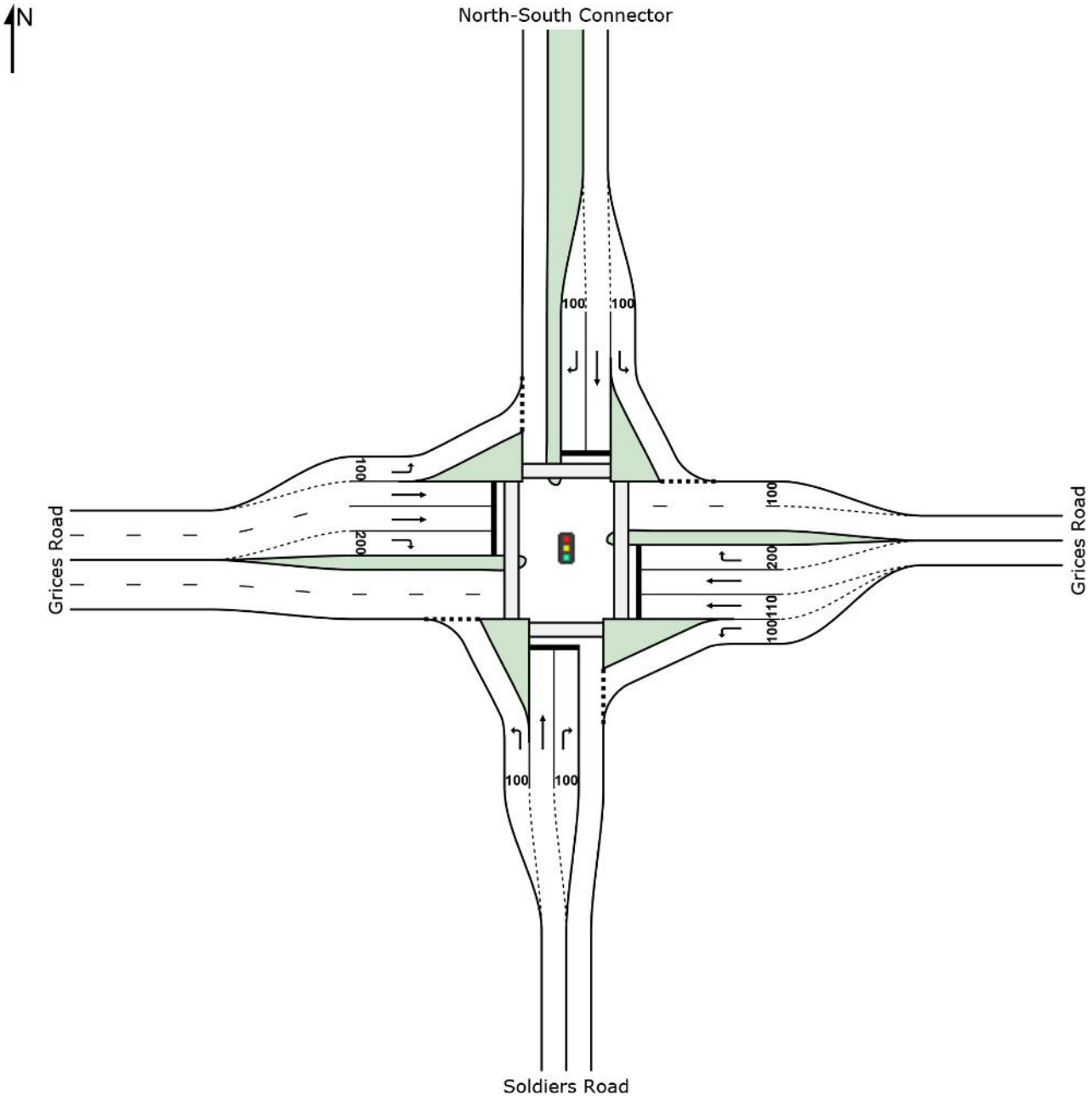
Phase	A	B2	B3	C	D1
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	36	59	71	85
Green Time (sec)	30	16	6	8	7
Yellow Time (sec)	5	3	3	4	4
All-Red Time (sec)	2	3	3	4	2
Phase Time (sec)	36	23	12	14	15
Phase Split	36 %	23 %	12 %	14 %	15 %



SITE LAYOUT

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Soldiers Road											
1	L2	276	4.1	0.248	12.5	LOS B	5.5	39.6	0.40	0.70	44.3
2	T1	375	8.0	0.947	76.3	LOS E	28.7	214.4	1.00	1.06	27.7
3	R2	3	0.0	0.031	73.0	LOS E	0.2	1.1	0.98	0.62	25.6
Approach		654	6.3	0.947	49.3	LOS D	28.7	214.4	0.74	0.91	32.9
East: Grices Road											
4	L2	6	0.0	0.011	24.7	LOS C	0.2	1.4	0.59	0.63	44.0
5	T1	64	0.0	0.202	64.0	LOS E	2.0	13.7	0.97	0.72	26.1
6	R2	98	0.0	0.664	71.6	LOS E	6.4	44.8	1.00	0.82	27.4
Approach		168	0.0	0.664	67.0	LOS E	6.4	44.8	0.97	0.77	27.3
North: North-South Connector											
7	L2	32	5.7	0.023	6.0	LOS A	0.1	0.8	0.11	0.57	45.4
8	T1	460	3.2	0.640	34.2	LOS C	23.5	169.0	0.87	0.77	40.8
9	R2	341	5.6	0.945	81.6	LOS F	26.1	191.6	1.00	1.00	23.4
Approach		833	4.2	0.945	52.6	LOS D	26.1	191.6	0.90	0.86	31.4
West: Grices Road											
10	L2	375	4.2	0.357	14.6	LOS B	9.7	70.3	0.47	0.69	47.8
11	T1	45	18.3	0.059	37.6	LOS D	1.3	10.6	0.75	0.64	32.2
12	R2	484	2.4	0.967	81.7	LOS F	38.4	274.4	1.00	1.02	25.9
Approach		904	4.0	0.967	51.7	LOS D	38.4	274.4	0.77	0.87	32.4
All Vehicles		2559	4.4	0.967	52.4	LOS D	38.4	274.4	0.82	0.87	31.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	34.1	LOS D	0.1	0.1	0.72	0.72
P3	North Full Crossing	53	40.1	LOS E	0.2	0.2	0.79	0.79
P4	West Full Crossing	53	51.9	LOS E	0.2	0.2	0.89	0.89
All Pedestrians		211	46.3	LOS E			0.84	0.84

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.

PHASING SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Split
Movement Class: All Movement Classes
Input Sequence: A, B, C, D1, D2*, D3
Output Sequence: A, B, C, D1, D3
(* Variable Phase)

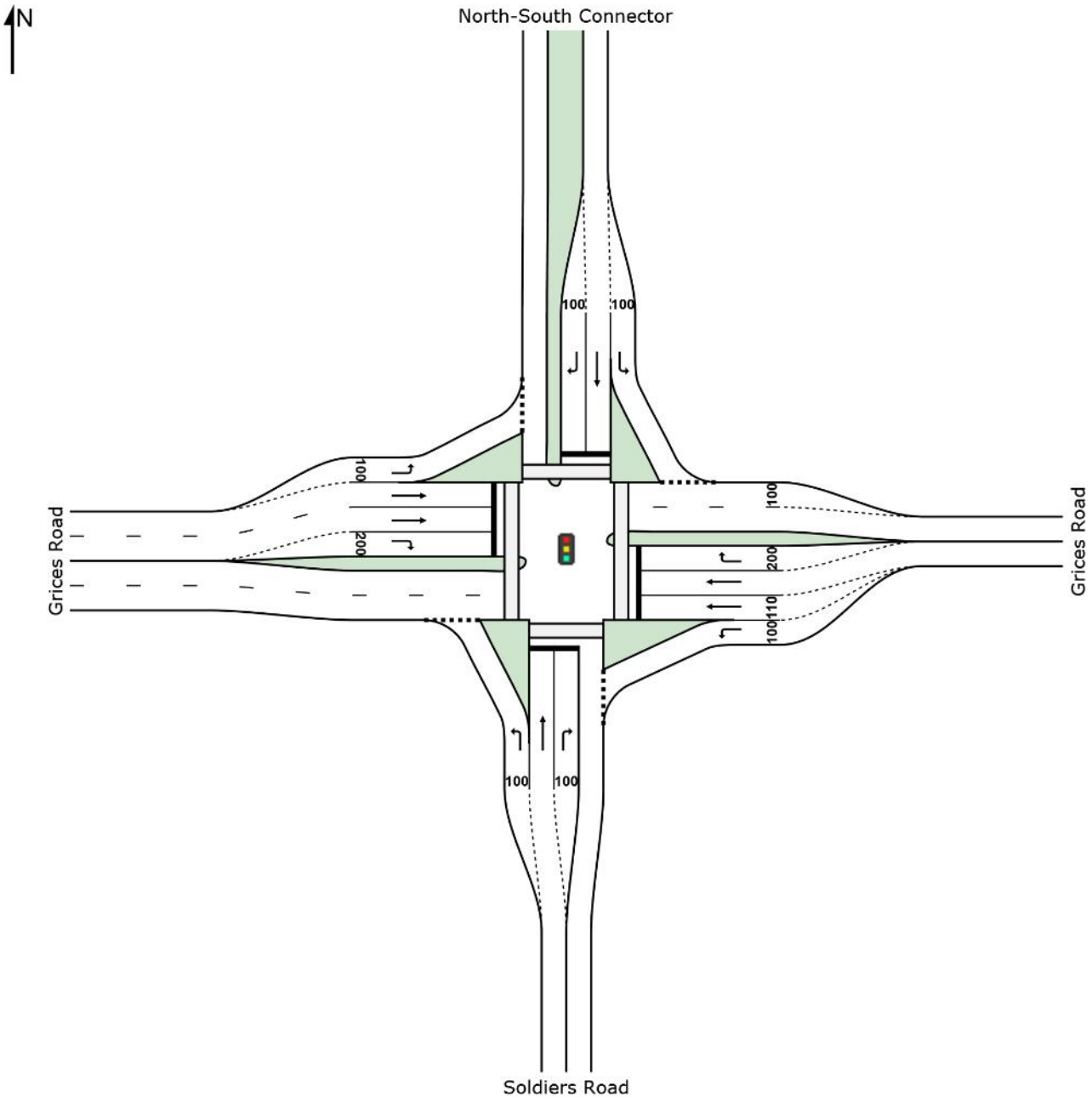
Phase Timing Results

Phase	A	B	C	D1	D3
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	35	52	96	108
Green Time (sec)	29	11	38	6	16
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	35	17	44	12	22
Phase Split	27 %	13 %	34 %	9 %	17 %

SITE LAYOUT

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated



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MOVEMENT SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Soldiers Road											
1	L2	131	2.9	0.122	10.6	LOS B	2.0	14.4	0.31	0.66	45.4
2	T1	266	2.4	0.587	47.8	LOS D	14.9	106.8	0.94	0.81	35.2
3	R2	4	0.0	0.013	54.5	LOS D	0.2	1.4	0.85	0.64	29.4
Approach		400	2.5	0.587	35.8	LOS D	14.9	106.8	0.73	0.76	37.9
East: Grices Road											
4	L2	1	0.0	0.001	7.5	LOS A	0.0	0.1	0.21	0.57	55.4
5	T1	25	5.0	0.082	63.0	LOS E	0.8	5.5	0.95	0.67	26.3
6	R2	48	0.0	0.324	68.4	LOS E	3.0	20.8	0.98	0.75	28.1
Approach		74	1.7	0.324	65.5	LOS E	3.0	20.8	0.96	0.72	27.7
North: North-South Connector											
7	L2	76	1.9	0.053	6.0	LOS A	0.3	1.9	0.11	0.58	45.4
8	T1	205	1.8	0.241	22.4	LOS C	7.7	55.1	0.64	0.54	46.9
9	R2	379	2.7	0.577	39.5	LOS D	18.9	135.6	0.85	0.83	32.0
Approach		660	2.4	0.577	30.3	LOS C	18.9	135.6	0.70	0.71	36.9
West: Grices Road											
10	L2	397	4.2	0.328	9.4	LOS A	6.6	47.7	0.34	0.66	51.3
11	T1	40	5.9	0.141	61.1	LOS E	1.5	11.1	0.94	0.69	26.7
12	R2	95	0.0	0.545	67.9	LOS E	6.0	41.7	1.00	0.78	28.9
Approach		531	3.6	0.545	23.7	LOS C	6.6	47.7	0.50	0.68	42.5
All Vehicles		1666	2.8	0.587	31.1	LOS C	18.9	135.6	0.66	0.71	38.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	27.8	LOS C	0.1	0.1	0.66	0.66
P3	North Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	49.2	LOS E	0.2	0.2	0.87	0.87
All Pedestrians		211	48.9	LOS E			0.86	0.86

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.

PHASING SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Split
Movement Class: All Movement Classes
Input Sequence: A, B, C, D1, D2*, D3
Output Sequence: A, B, C, D1, D3
(* Variable Phase)

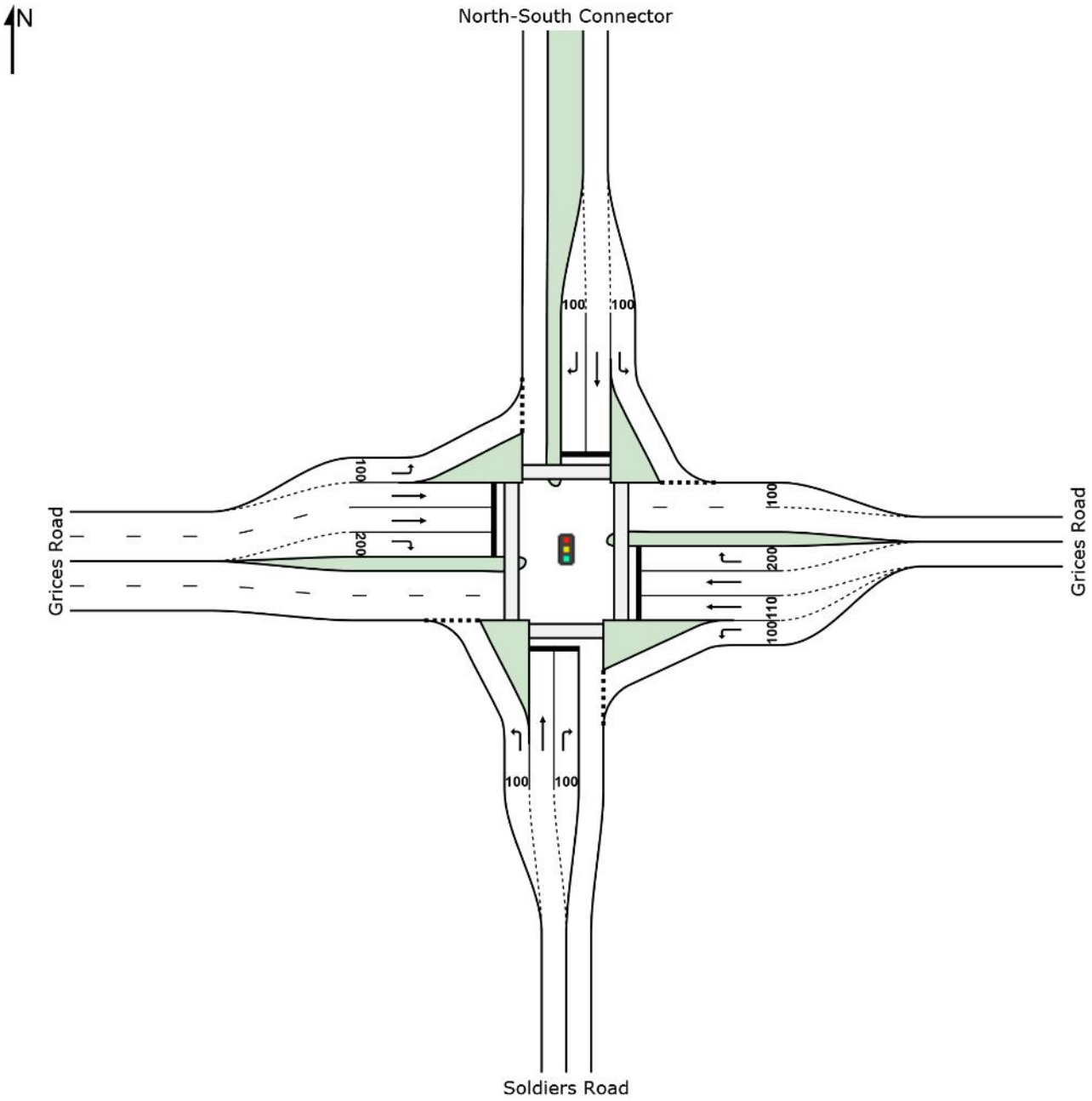
Phase Timing Results

Phase	A	B	C	D1	D3
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	38	55	74	102
Green Time (sec)	32	11	13	22	22
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	38	17	19	28	28
Phase Split	29 %	13 %	15 %	22 %	22 %

SITE LAYOUT

Site: 103v [Option 2c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Soldiers Road											
1	L2	276	4.1	0.248	12.5	LOS B	5.5	39.6	0.40	0.70	44.3
2	T1	375	8.0	0.947	76.3	LOS E	28.7	214.4	1.00	1.06	27.7
3	R2	3	0.0	0.031	73.0	LOS E	0.2	1.1	0.98	0.62	25.6
Approach		654	6.3	0.947	49.3	LOS D	28.7	214.4	0.74	0.91	32.9
East: Grices Road											
4	L2	6	0.0	0.011	24.7	LOS C	0.2	1.4	0.59	0.63	44.0
5	T1	64	0.0	0.202	64.0	LOS E	2.0	13.7	0.97	0.72	26.1
6	R2	98	0.0	0.664	71.6	LOS E	6.4	44.8	1.00	0.82	27.4
Approach		168	0.0	0.664	67.0	LOS E	6.4	44.8	0.97	0.77	27.3
North: North-South Connector											
7	L2	32	5.7	0.023	6.0	LOS A	0.1	0.8	0.11	0.57	45.4
8	T1	460	3.2	0.640	34.2	LOS C	23.5	169.0	0.87	0.77	40.8
9	R2	341	5.6	0.945	81.6	LOS F	26.1	191.6	1.00	1.00	23.4
Approach		833	4.2	0.945	52.6	LOS D	26.1	191.6	0.90	0.86	31.4
West: Grices Road											
10	L2	375	4.2	0.357	14.6	LOS B	9.7	70.3	0.47	0.69	47.8
11	T1	45	18.3	0.059	37.6	LOS D	1.3	10.6	0.75	0.64	32.2
12	R2	484	2.4	0.967	81.7	LOS F	38.4	274.4	1.00	1.02	25.9
Approach		904	4.0	0.967	51.7	LOS D	38.4	274.4	0.77	0.87	32.4
All Vehicles		2559	4.4	0.967	52.4	LOS D	38.4	274.4	0.82	0.87	31.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	34.1	LOS D	0.1	0.1	0.72	0.72
P3	North Full Crossing	53	40.1	LOS E	0.2	0.2	0.79	0.79
P4	West Full Crossing	53	51.9	LOS E	0.2	0.2	0.89	0.89
All Pedestrians		211	46.3	LOS E			0.84	0.84

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.

PHASING SUMMARY

Site: 103v [Option 3c - Grices Rd / North-South Arterial / Soldiers Rd - AM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Split
Movement Class: All Movement Classes
Input Sequence: A, B, C, D1, D2*, D3
Output Sequence: A, B, C, D1, D3
(* Variable Phase)

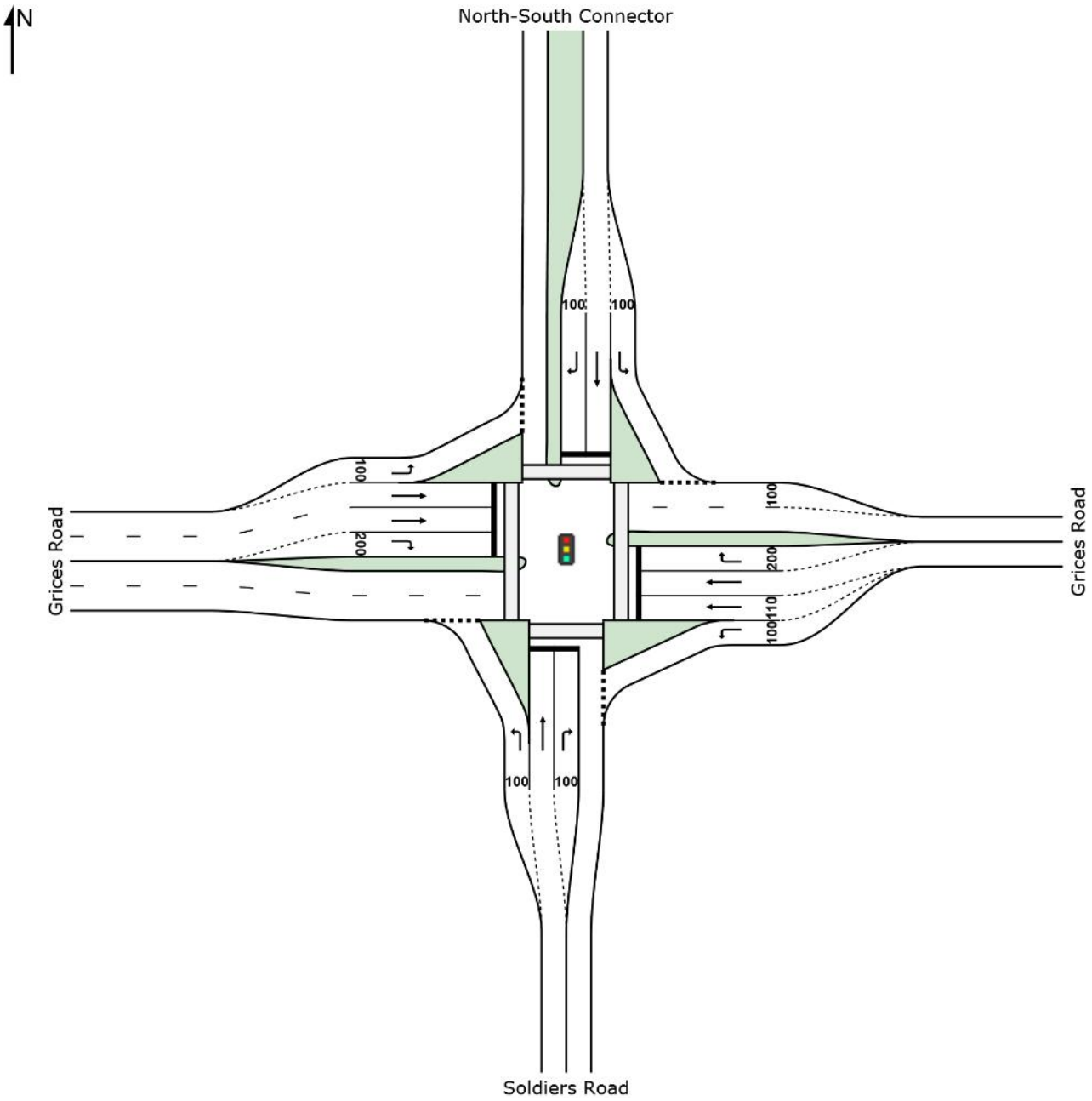
Phase Timing Results

Phase	A	B	C	D1	D3
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	35	52	96	108
Green Time (sec)	29	11	38	6	16
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	35	17	44	12	22
Phase Split	27 %	13 %	34 %	9 %	17 %

SITE LAYOUT

Site: 103v [Option 2c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated



Organisation: JACOBS GROUP (AUSTRALIA) PTY LTD - (AUSTRALIA) | Created: Wednesday, 4 April 2018 3:27:16 PM
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MOVEMENT SUMMARY

Site: 103v [Option 2c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Soldiers Road											
1	L2	124	2.9	0.115	10.5	LOS B	1.9	13.7	0.31	0.66	45.4
2	T1	272	2.4	0.583	47.0	LOS D	15.2	108.5	0.93	0.80	35.5
3	R2	4	0.0	0.047	73.3	LOS E	0.2	1.7	0.98	0.64	25.5
Approach		400	2.5	0.583	36.0	LOS D	15.2	108.5	0.74	0.76	37.9
East: Grices Road											
4	L2	1	0.0	0.001	7.3	LOS A	0.0	0.1	0.20	0.57	55.5
5	T1	25	5.0	0.082	63.0	LOS E	0.8	5.5	0.95	0.67	26.3
6	R2	45	0.0	0.308	68.2	LOS E	2.8	19.7	0.98	0.74	28.1
Approach		72	1.7	0.308	65.3	LOS E	2.8	19.7	0.95	0.72	27.7
North: North-South Connector											
7	L2	82	1.8	0.056	6.0	LOS A	0.3	2.1	0.11	0.58	45.4
8	T1	221	1.8	0.205	13.4	LOS B	6.5	45.9	0.50	0.43	53.0
9	R2	377	2.7	0.585	40.3	LOS D	19.0	136.2	0.86	0.83	31.8
Approach		679	2.3	0.585	27.4	LOS C	19.0	136.2	0.65	0.67	38.2
West: Grices Road											
10	L2	392	4.2	0.325	9.6	LOS A	6.7	48.3	0.35	0.66	51.1
11	T1	40	5.9	0.141	61.1	LOS E	1.5	11.1	0.94	0.69	26.7
12	R2	95	0.0	0.545	67.9	LOS E	6.0	41.7	1.00	0.78	28.9
Approach		527	3.6	0.545	24.0	LOS C	6.7	48.3	0.51	0.68	42.4
All Vehicles		1678	2.7	0.585	30.0	LOS C	19.0	136.2	0.64	0.70	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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 Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P2	East Full Crossing	53	18.4	LOS B	0.1	0.1	0.53	0.53
P3	North Full Crossing	53	59.3	LOS E	0.2	0.2	0.96	0.96
P4	West Full Crossing	53	48.4	LOS E	0.2	0.2	0.86	0.86
All Pedestrians		211	46.3	LOS E			0.83	0.83

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.

PHASING SUMMARY

Site: 103v [Option 2c - Grices Rd / North-South Arterial / Soldiers Rd - PM - Grices Duplication]

Truncation of Soldiers Road with interim delivery of the north-south arterial (2 lane carriageway) and delivery of O'Shea Road (4 lane carriageway) and Beaconsfield Interchange
Signals - Fixed Time Isolated Cycle Time = 130 seconds (User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Phase times determined by the program
Sequence: Split
Movement Class: All Movement Classes
Input Sequence: A, B, C, D1, D2*, D3
Output Sequence: A, B, C, D1, D3
(* Variable Phase)

Phase Timing Results

Phase	A	B	C	D1	D3
Reference Phase	Yes	No	No	No	No
Phase Change Time (sec)	0	39	56	75	87
Green Time (sec)	33	11	13	6	37
Yellow Time (sec)	4	4	4	4	4
All-Red Time (sec)	2	2	2	2	2
Phase Time (sec)	39	17	19	12	43
Phase Split	30 %	13 %	15 %	9 %	33 %