

MOVEMENT SUMMARY

Site: 2031 Med AM

Existing SH1/ School Road
 2031 Do Minimum, Medium Growth
 AM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	753	19.3	0.434	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
3	R	132	10.4	0.329	21.7	LOS C	1.4	10.5	0.78	0.99	47.3
Approach		884	18.0	0.434	3.2	NA	1.4	10.5	0.12	0.15	72.7
East: School Road WB											
4	L	119	10.6	1.747	735.5	LOS F	59.4	457.1	1.00	3.94	3.2
6	R	82	12.8	1.747	735.6	LOS F	59.4	457.1	1.00	3.29	3.2
Approach		201	11.5	1.747	735.5	LOS F	59.4	457.1	1.00	3.67	3.2
North: Existing SH1 SB											
7	L	71	9.0	0.040	11.5	LOS B	0.0	0.0	0.00	0.73	58.9
8	T	826	15.7	0.467	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
Approach		897	15.1	0.467	0.9	NA	0.0	0.0	0.00	0.06	77.9
All Vehicles		1982	16.0	1.747	76.5	NA	59.4	457.1	0.15	0.46	23.1

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Do Nothing 2031 Med AM

Existing SH1/ Te Horo Beach Road
2031 Do Minimum, Medium Growth
AM Peak
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1											
1	L	21	10.0	0.012	11.5	LOS B	0.0	0.0	0.00	0.73	58.9
2	T	813	18.9	0.468	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
Approach		834	18.7	0.468	0.3	NA	0.0	0.0	0.00	0.02	79.3
North: Existing SH1											
8	T	876	15.3	0.494	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
9	R	5	20.0	0.015	20.9	LOS C	0.1	0.4	0.72	0.86	48.7
Approach		881	15.3	0.494	0.1	NA	0.1	0.4	0.00	0.01	79.7
West: Te Horo Beach Road											
10	L	6	33.3	1.000 ⁴	381.8	LOS F	4.3	34.4	1.00	1.22	6.0
12	R	20	10.5	1.000 ⁴	379.7	LOS F	4.3	34.4	1.00	1.18	6.0
Approach		26	16.0	1.000	380.2	LOS F	4.3	34.4	1.00	1.19	6.0
All Vehicles		1741	16.9	1.000	5.9	NA	4.3	34.4	0.02	0.03	67.3

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

⁴ x = 1.00 due to minimum capacity

Processed: Tuesday, 14 August 2012 8:13:20 a.m.

SIDRA INTERSECTION 5.1.12.2089

Project: G:_Projects\5C1814.90 Peka Peka to Otaki Sidra Modelling\400 SIDRA\A-Te Horo\Site02-SH1 and Te Horo Beach Rd.sip

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INTERSECTION

MOVEMENT SUMMARY

Site: 2031 Med AM

Existing SH1/ Old Hautere Road
 2031 Do Minimum, Medium Growth
 AM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	801	19.1	0.496	22.8	LOS C	13.3	108.1	1.00	0.00	49.9
3	R	12	9.1	0.496	36.1	LOS E	13.3	108.1	1.00	1.15	51.0
Approach		813	18.9	0.496	23.0	NA	13.3	108.1	1.00	0.02	49.9
East: Old Hautere Road WB											
4	L	23	9.1	0.117	22.7	LOS C	0.2	1.7	0.73	0.93	56.2
6	R	13	8.3	0.730	378.2	LOS F	2.1	16.0	0.99	1.04	6.9
Approach		36	8.8	0.730	148.2	LOS F	2.1	16.0	0.82	0.97	16.0
North: Existing SH1 SB											
7	L	6	0.0	0.005	13.2	LOS B	0.0	0.1	0.06	0.69	67.7
8	T	853	15.3	0.481	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
Approach		859	15.2	0.481	0.1	NA	0.0	0.1	0.00	0.01	99.7
All Vehicles		1707	16.8	0.730	14.1	NA	13.3	108.1	0.49	0.03	63.0

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: 2031 Med AM

Existing SH1/ Otaki Gorge Road
 2031 Do Minimum, Medium Growth
 AM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	781	19.1	0.450	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
3	R	9	11.1	0.022	20.2	LOS C	0.1	0.6	0.68	0.87	59.5
Approach		791	19.0	0.450	0.2	NA	0.1	0.6	0.01	0.01	99.2
East: Otaki Gorge Road											
4	L	13	8.3	0.997	326.8	LOS F	4.8	35.7	0.99	1.23	7.9
6	R	22	4.8	0.997	326.3	LOS F	4.8	35.7	0.99	1.18	7.9
Approach		35	6.1	0.997	326.5	LOS F	4.8	35.7	0.99	1.20	7.9
North: Existing SH1 SB											
7	L	8	12.5	0.005	13.7	LOS B	0.0	0.0	0.00	0.76	69.1
8	T	834	15.0	0.469	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
Approach		842	15.0	0.469	0.1	NA	0.0	0.0	0.00	0.01	99.6
All Vehicles		1667	16.7	0.997	7.0	NA	4.8	35.7	0.02	0.03	80.5

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Do Nothing 2031 Med AM

Existing SH1/ Riverbank Road
 2031 Do Minimum, Medium Growth
 AM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
1	L	184	21.7	0.115	10.8	LOS B	0.0	0.0	0.00	0.71	53.9
2	T	625	17.7	0.357	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		809	18.6	0.357	2.5	NA	0.0	0.0	0.00	0.16	65.6
North: Existing SH1 SB											
8	T	678	12.6	0.376	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	59	12.5	0.138	18.0	LOS C	0.5	3.8	0.71	0.92	45.7
Approach		737	12.6	0.376	1.4	NA	0.5	3.8	0.06	0.07	67.2
West: Riverbank Road EB											
10	L	37	11.4	2.831	1722.9	LOS F	89.0	743.3	1.00	4.49	1.3
12	R	164	25.0	2.831	1723.6	LOS F	89.0	743.3	1.00	3.65	1.3
Approach		201	22.5	2.831	1723.5	LOS F	89.0	743.3	1.00	3.80	1.3
All Vehicles		1747	16.5	2.831	200.1	NA	89.0	743.3	0.14	0.54	9.9

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Mill Rd RAB - 2031 AM Do
Min

Existing SH1/ Rahui Road/ Mill Road Roundabout
2031 Do Minimum, Medium Growth
AM Peak
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rahui											
1	L	39	8.1	0.121	8.7	LOS A	0.5	3.9	0.62	0.77	41.6
2	T	42	7.5	0.121	8.0	LOS A	0.5	3.9	0.62	0.73	41.9
3	R	1	0.0	0.121	12.6	LOS B	0.5	3.9	0.62	0.90	39.3
Approach		82	7.7	0.121	8.4	LOS A	0.5	3.9	0.62	0.76	41.7
East: SH1 North											
4	L	1	0.0	0.181	6.5	LOS A	1.0	7.3	0.30	0.61	43.1
5	T	588	11.3	0.436	4.9	LOS A	3.4	25.8	0.32	0.43	43.6
6	R	211	5.0	0.436	9.5	LOS A	3.4	25.8	0.32	0.72	41.0
Approach		800	9.6	0.436	6.1	LOS A	3.4	25.8	0.32	0.51	42.9
North: Mill											
7	L	191	6.6	0.325	8.0	LOS A	1.6	12.0	0.63	0.78	41.8
8	T	23	0.0	0.325	7.1	LOS A	1.6	12.0	0.63	0.72	41.8
9	R	37	14.3	0.325	12.1	LOS B	1.6	12.0	0.63	0.90	39.7
Approach		251	7.1	0.325	8.5	LOS A	1.6	12.0	0.63	0.79	41.5
West: SH1 South											
10	L	18	17.6	0.147	8.7	LOS A	0.7	5.8	0.49	0.70	42.1
11	T	519	16.0	0.397	6.2	LOS A	2.7	21.2	0.52	0.57	42.7
12	R	16	26.7	0.397	11.0	LOS B	2.7	21.2	0.53	0.82	40.8
Approach		553	16.4	0.397	6.4	LOS A	2.7	21.2	0.52	0.59	42.6
All Vehicles		1685	11.4	0.436	6.7	LOS A	3.4	25.8	0.45	0.59	42.5

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Signalised Intersections.

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 used.

Processed: Tuesday, 14 August 2012 8:29:22 a.m.

SIDRA INTERSECTION 5.1.12.2089

Project: G:_Projects\5C1814.90 Peka Peka to Otaki Sidra Modelling\400 SIDRAID-Otaki\Site10- Mill Rd and Rahui Rd RBT.sip

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INTERSECTION

MOVEMENT SUMMARY

Site: 2031 Med PM

Existing SH1/ School Road
2031 Do Minimum, Medium Growth
PM Peak
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	875	11.2	0.481	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
3	R	133	11.1	0.279	19.3	LOS C	1.2	8.9	0.72	0.96	49.8
Approach		1007	11.2	0.481	2.5	NA	1.2	8.9	0.09	0.13	74.2
East: School Road WB											
4	L	115	8.3	1.588	598.6	LOS F	50.7	374.7	1.00	3.74	3.9
6	R	79	4.0	1.588	598.3	LOS F	50.7	374.7	1.00	3.04	3.9
Approach		194	6.5	1.588	598.5	LOS F	50.7	374.7	1.00	3.46	3.9
North: Existing SH1 SB											
7	L	131	4.0	0.072	11.2	LOS B	0.0	0.0	0.00	0.73	58.9
8	T	693	11.6	0.382	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
Approach		823	10.4	0.382	1.8	NA	0.0	0.0	0.00	0.12	75.8
All Vehicles		2024	10.4	1.588	59.2	NA	50.7	374.7	0.14	0.44	27.5

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Do Nothing 2031 Med PM

Existing SH1/ Te Horo Beach Road
2031 Do Minimum, Medium Growth
PM Peak
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Existing SH1											
1	L	21	10.0	0.012	11.5	LOS B	0.0	0.0	0.00	0.73	58.9
2	T	927	10.7	0.509	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
Approach		948	10.7	0.509	0.3	NA	0.0	0.0	0.00	0.02	79.4
North: Existing SH1											
8	T	804	10.5	0.440	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
9	R	9	11.1	0.025	19.6	LOS C	0.1	0.6	0.72	0.89	49.4
Approach		814	10.5	0.440	0.2	NA	0.1	0.6	0.01	0.01	79.4
West: Te Horo Beach Road											
10	L	5	20.0	0.929	354.2	LOS F	3.6	26.8	1.00	1.17	6.4
12	R	19	5.6	0.929	352.8	LOS F	3.6	26.8	1.00	1.14	6.4
Approach		24	8.7	0.929	353.1	LOS F	3.6	26.8	1.00	1.14	6.4
All Vehicles		1786	10.5	0.929	5.0	NA	3.6	26.8	0.02	0.03	69.0

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

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SIDRA INTERSECTION 5.1.12.2089

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Project: G:_Projects\5C1814.90 Peka Peka to Otaki Sidra Modelling\400 SIDRA\A-Te Horo\Site02-SH1 and Te Horo Beach Rd.sip

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INTERSECTION 

MOVEMENT SUMMARY

Site: 2031 Med PM

Existing SH1/ Old Hautere Road
 2031 Do Minimum, Medium Growth
 PM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	905	10.6	0.550	20.7	LOS C	14.6	111.3	1.00	0.00	51.7
3	R	22	9.5	0.550	34.0	LOS D	14.6	111.3	1.00	1.18	53.0
Approach		927	10.6	0.550	21.0	NA	14.6	111.3	1.00	0.03	51.8
East: Old Hautere Road WB											
4	L	13	8.3	0.057	20.7	LOS C	0.1	0.8	0.68	0.90	58.4
6	R	7	0.0	0.330	200.1	LOS F	0.9	6.2	0.98	1.01	12.3
Approach		20	5.3	0.330	86.8	LOS F	0.9	6.2	0.79	0.94	24.5
North: Existing SH1 SB											
7	L	20	5.3	0.015	13.6	LOS B	0.1	0.4	0.08	0.68	67.5
8	T	807	10.3	0.442	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
Approach		827	10.2	0.442	0.3	NA	0.1	0.4	0.00	0.02	98.9
All Vehicles		1775	10.3	0.550	12.1	NA	14.6	111.3	0.53	0.03	65.5

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: 2031 Med PM

Existing SH1/ Otaki Gorge Road
 2031 Do Minimum, Medium Growth
 PM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
2	T	880	10.3	0.481	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
3	R	17	12.5	0.036	19.9	LOS C	0.1	1.0	0.66	0.89	60.1
Approach		897	10.3	0.481	0.4	NA	0.1	1.0	0.01	0.02	98.8
East: Otaki Gorge Road											
4	L	7	14.3	0.607	204.0	LOS F	1.8	14.1	0.98	1.05	12.2
6	R	12	9.1	0.607	203.5	LOS F	1.8	14.1	0.98	1.04	12.2
Approach		19	11.1	0.607	203.7	LOS F	1.8	14.1	0.98	1.04	12.2
North: Existing SH1 SB											
7	L	11	0.0	0.006	12.6	LOS B	0.0	0.0	0.00	0.75	69.1
8	T	819	9.9	0.447	0.0	LOS A	0.0	0.0	0.00	0.00	100.0
Approach		829	9.8	0.447	0.2	NA	0.0	0.0	0.00	0.01	99.4
All Vehicles		1745	10.1	0.607	2.5	NA	1.8	14.1	0.02	0.02	92.1

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Do Nothing 2031 Med PM

Existing SH1/ Riverbank Road
 2031 Do Minimum, Medium Growth
 PM Peak
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow 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: Existing SH1 NB											
1	L	177	19.0	0.108	10.7	LOS B	0.0	0.0	0.00	0.71	53.9
2	T	709	7.4	0.381	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
Approach		886	9.7	0.381	2.1	NA	0.0	0.0	0.00	0.14	66.1
North: Existing SH1 SB											
8	T	669	7.9	0.361	0.0	LOS A	0.0	0.0	0.00	0.00	70.0
9	R	36	11.8	0.084	17.8	LOS C	0.3	2.3	0.70	0.92	45.9
Approach		705	8.1	0.361	0.9	NA	0.3	2.3	0.04	0.05	68.2
West: Riverbank Road EB											
10	L	63	13.3	2.839	1730.6	LOS F	98.7	788.4	1.00	4.54	1.3
12	R	160	17.8	2.839	1730.9	LOS F	98.7	788.4	1.00	3.76	1.3
Approach		223	16.5	2.839	1730.8	LOS F	98.7	788.4	1.00	3.98	1.3
All Vehicles		1815	9.9	2.839	214.2	NA	98.7	788.4	0.14	0.58	9.4

Level of Service (LOS) Method: Delay (HCM 2000).

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 used.

MOVEMENT SUMMARY

Site: Mill Rd RAB - 2031 PM Do
Min

Existing SH1/ Rahui Road/ Mill Road Roundabout
2031 Do Minimum, Medium Growth
PM Peak
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Rahui											
1	L	25	8.3	0.068	7.8	LOS A	0.3	2.0	0.55	0.70	42.4
2	T	25	0.0	0.068	6.9	LOS A	0.3	2.0	0.55	0.65	42.4
3	R	1	0.0	0.068	11.6	LOS B	0.3	2.0	0.55	0.85	39.9
Approach		52	4.1	0.068	7.4	LOS A	0.3	2.0	0.55	0.68	42.3
East: SH1 North											
4	L	1	0.0	0.149	6.6	LOS A	0.8	6.0	0.32	0.62	43.1
5	T	513	8.0	0.359	4.9	LOS A	2.6	19.1	0.33	0.44	43.6
6	R	142	7.4	0.359	9.6	LOS A	2.6	19.1	0.33	0.73	41.0
Approach		656	7.9	0.359	5.9	LOS A	2.6	19.1	0.33	0.51	43.0
North: Mill											
7	L	202	2.6	0.359	8.1	LOS A	1.8	13.0	0.65	0.80	41.8
8	T	44	0.0	0.359	7.3	LOS A	1.8	13.0	0.65	0.75	41.8
9	R	35	6.1	0.359	12.2	LOS B	1.8	13.0	0.65	0.91	39.5
Approach		281	2.6	0.359	8.5	LOS A	1.8	13.0	0.65	0.81	41.5
West: SH1 South											
10	L	31	10.3	0.149	7.5	LOS A	0.7	5.3	0.40	0.64	42.7
11	T	608	7.4	0.402	5.3	LOS A	2.8	20.9	0.43	0.50	43.2
12	R	21	15.0	0.402	10.1	LOS B	2.8	20.9	0.43	0.79	41.2
Approach		660	7.8	0.402	5.6	LOS A	2.8	20.9	0.42	0.52	43.1
All Vehicles		1648	6.8	0.402	6.3	LOS A	2.8	20.9	0.43	0.57	42.7

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Signalised Intersections.

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 used.

Processed: Tuesday, 14 August 2012 8:29:22 a.m.

SIDRA INTERSECTION 5.1.12.2089

Project: G:_Projects\5C1814.90 Peka Peka to Otaki Sidra Modelling\400 SIDRAID-Otaki\Site10- Mill Rd and Rahui Rd RBT.sip

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