

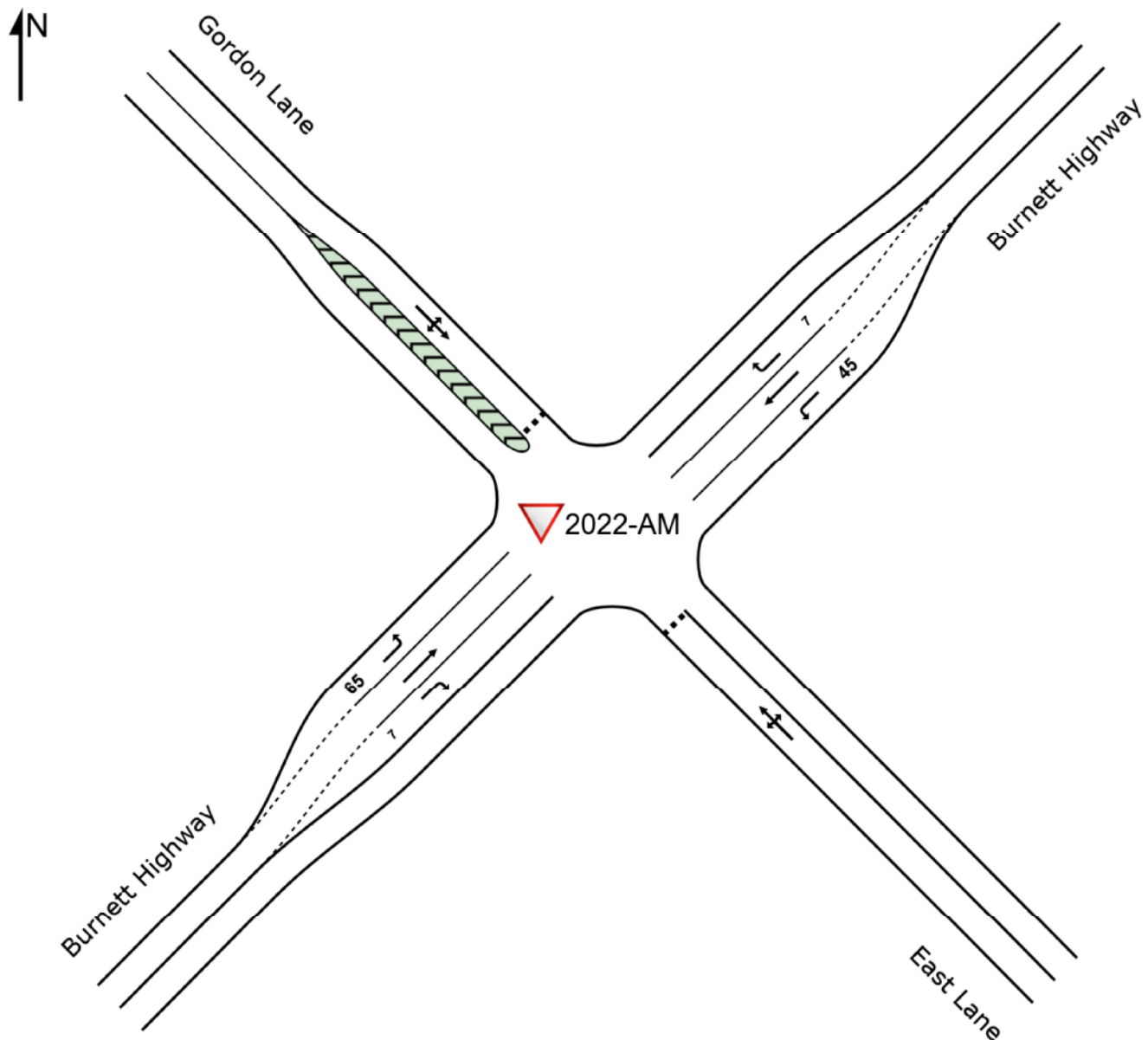
SITE LAYOUT

▽ Site: 2022-AM [2022 AM Peak - Background Traffic (1% p.a.)]
(Site Folder: Burnett Highway / Gordon Lane)

2022 AM Peak - Background Traffic Estimate
Burnett Highway / Gordon Lane / East Lane Intersection

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

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



MOVEMENT SUMMARY

▽ Site: 2022-AM [2022 AM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Gordon Lane / East Lane
Intersection)]

2022 AM Peak - Background Traffic Estimate
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	1	10.0	1	10.0	0.020	6.2	LOS A	0.1	0.5	0.46	0.65	0.46	49.8
5	T1	1	10.0	1	10.0	0.020	9.3	LOS A	0.1	0.5	0.46	0.65	0.46	35.3
4	R2	6	10.0	6	10.0	0.020	11.2	LOS B	0.1	0.5	0.46	0.65	0.46	49.9
Approach		8	10.0	8	10.0	0.020	10.3	LOS B	0.1	0.5	0.46	0.65	0.46	48.3
NorthEast: Burnett Highway														
3	L2	7	10.0	7	10.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	129	10.0	136	10.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	4	10.0	4	10.0	0.004	6.4	LOS A	0.0	0.1	0.32	0.56	0.32	46.8
Approach		140	10.0	147	10.0	0.075	0.5	NA	0.0	0.1	0.01	0.04	0.01	59.3
NorthWest: Gordon Lane														
12	L2	6	10.0	6	10.0	0.088	6.5	LOS A	0.3	2.3	0.48	0.71	0.48	49.8
11	T1	1	10.0	1	10.0	0.088	9.5	LOS A	0.3	2.3	0.48	0.71	0.48	44.3
10	R2	30	10.0	32	10.0	0.088	11.2	LOS B	0.3	2.3	0.48	0.71	0.48	49.8
Approach		37	10.0	39	10.0	0.088	10.4	LOS B	0.3	2.3	0.48	0.71	0.48	49.7
SouthWest: Burnett Highway														
9	L2	24	10.0	25	10.0	0.015	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	174	10.0	183	10.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.1	LOS A	0.0	0.0	0.25	0.54	0.25	47.1
Approach		199	10.0	209	10.0	0.100	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
All Vehicles		384	10.0	404	10.0	0.100	1.8	NA	0.3	2.3	0.06	0.14	0.06	57.7

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▽ Site: 2022-PM [2022 PM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Gordon Lane / East Lane
Intersection)]

2022 PM Peak - Background Traffic Estimate
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: East Lane														
6	L2	3	10.0	3	10.0	0.013	6.3	LOS A	0.0	0.3	0.39	0.59	0.39	50.9
5	T1	1	10.0	1	10.0	0.013	9.3	LOS A	0.0	0.3	0.39	0.59	0.39	36.3
4	R2	3	10.0	3	10.0	0.013	10.9	LOS B	0.0	0.3	0.39	0.59	0.39	51.0
Approach		7	10.0	7	10.0	0.013	8.7	LOS A	0.0	0.3	0.39	0.59	0.39	49.2
NorthEast: Burnett Highway														
3	L2	4	10.0	4	10.0	0.002	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	154	10.0	162	10.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	4	10.0	4	10.0	0.004	6.3	LOS A	0.0	0.1	0.30	0.55	0.30	46.9
Approach		162	10.0	171	10.0	0.089	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.5
NorthWest: Gordon Lane														
12	L2	1	10.0	1	10.0	0.048	6.4	LOS A	0.2	1.2	0.49	0.70	0.49	49.6
11	T1	2	10.0	2	10.0	0.048	9.3	LOS A	0.2	1.2	0.49	0.70	0.49	44.1
10	R2	16	10.0	17	10.0	0.048	11.1	LOS B	0.2	1.2	0.49	0.70	0.49	49.7
Approach		19	10.0	20	10.0	0.048	10.6	LOS B	0.2	1.2	0.49	0.70	0.49	49.3
SouthWest: Burnett Highway														
9	L2	21	10.0	22	10.0	0.013	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	157	10.0	165	10.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.2	LOS A	0.0	0.0	0.28	0.54	0.28	47.0
Approach		179	10.0	188	10.0	0.090	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
All Vehicles		367	10.0	386	10.0	0.090	1.2	NA	0.2	1.2	0.04	0.09	0.04	58.4

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▽ Site: 2027-AM [2027 AM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Gordon Lane / East Lane
Intersection)]

2027 AM Peak - Background Traffic Estimate
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	1	10.0	1	10.0	0.021	6.2	LOS A	0.1	0.5	0.47	0.66	0.47	49.6
5	T1	1	10.0	1	10.0	0.021	9.6	LOS A	0.1	0.5	0.47	0.66	0.47	35.1
4	R2	6	10.0	6	10.0	0.021	11.6	LOS B	0.1	0.5	0.47	0.66	0.47	49.6
Approach		8	10.0	8	10.0	0.021	10.7	LOS B	0.1	0.5	0.47	0.66	0.47	48.1
NorthEast: Burnett Highway														
3	L2	7	10.0	7	10.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	136	10.0	143	10.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	4	10.0	4	10.0	0.004	6.5	LOS A	0.0	0.1	0.32	0.56	0.32	46.8
Approach		147	10.0	155	10.0	0.079	0.5	NA	0.0	0.1	0.01	0.04	0.01	59.3
NorthWest: Gordon Lane														
12	L2	6	10.0	6	10.0	0.097	6.6	LOS A	0.3	2.5	0.49	0.73	0.49	49.5
11	T1	1	10.0	1	10.0	0.097	9.8	LOS A	0.3	2.5	0.49	0.73	0.49	43.9
10	R2	32	10.0	34	10.0	0.097	11.6	LOS B	0.3	2.5	0.49	0.73	0.49	49.6
Approach		39	10.0	41	10.0	0.097	10.8	LOS B	0.3	2.5	0.49	0.73	0.49	49.5
SouthWest: Burnett Highway														
9	L2	25	10.0	26	10.0	0.015	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	183	10.0	193	10.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
7	R2	1	10.0	1	10.0	0.001	6.2	LOS A	0.0	0.0	0.26	0.54	0.26	47.1
Approach		209	10.0	220	10.0	0.105	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
All Vehicles		403	10.0	424	10.0	0.105	1.8	NA	0.3	2.5	0.06	0.14	0.06	57.7

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▼ Site: 2027-PM [2027 PM Peak - Background Traffic (1% p.a.)
(Site Folder: Burnett Highway / Gordon Lane / East Lane Intersection)]

2027 PM Peak - Background Traffic Estimate
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	3	10.0	3	10.0	0.014	6.4	LOS A	0.0	0.3	0.40	0.60	0.40	50.8
5	T1	1	10.0	1	10.0	0.014	9.6	LOS A	0.0	0.3	0.40	0.60	0.40	36.1
4	R2	3	10.0	3	10.0	0.014	11.2	LOS B	0.0	0.3	0.40	0.60	0.40	50.9
Approach		7	10.0	7	10.0	0.014	8.9	LOS A	0.0	0.3	0.40	0.60	0.40	49.1
NorthEast: Burnett Highway														
3	L2	4	10.0	4	10.0	0.002	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	161	10.0	169	10.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	4	10.0	4	10.0	0.004	6.4	LOS A	0.0	0.1	0.31	0.55	0.31	46.9
Approach		169	10.0	178	10.0	0.093	0.3	NA	0.0	0.1	0.01	0.03	0.01	59.5
NorthWest: Gordon Lane														
12	L2	1	10.0	1	10.0	0.053	6.4	LOS A	0.2	1.3	0.50	0.72	0.50	49.4
11	T1	2	10.0	2	10.0	0.053	9.6	LOS A	0.2	1.3	0.50	0.72	0.50	43.8
10	R2	17	10.0	18	10.0	0.053	11.4	LOS B	0.2	1.3	0.50	0.72	0.50	49.4
Approach		20	10.0	21	10.0	0.053	11.0	LOS B	0.2	1.3	0.50	0.72	0.50	49.0
SouthWest: Burnett Highway														
9	L2	22	10.0	23	10.0	0.013	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	165	10.0	174	10.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.3	LOS A	0.0	0.0	0.28	0.54	0.28	47.0
Approach		188	10.0	198	10.0	0.095	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
All Vehicles		384	10.0	404	10.0	0.095	1.2	NA	0.2	1.3	0.04	0.09	0.04	58.4

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▼ Site: 2022-AM [2022 AM Peak - Design Volumes (Background + Construction) (Site Folder: Burnett Highway / Gordon Lane / East Lane Intersection)]

2022 AM Peak - Design Traffic (Background + Construction)
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	1	10.0	1	10.0	0.021	6.2	LOS A	0.1	0.5	0.47	0.66	0.47	49.5
5	T1	1	10.0	1	10.0	0.021	9.5	LOS A	0.1	0.5	0.47	0.66	0.47	35.0
4	R2	6	10.0	6	10.0	0.021	11.7	LOS B	0.1	0.5	0.47	0.66	0.47	49.6
Approach		8	10.0	8	10.0	0.021	10.8	LOS B	0.1	0.5	0.47	0.66	0.47	48.0
NorthEast: Burnett Highway														
3	L2	7	10.0	7	10.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	129	10.0	136	10.0	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	13	10.0	14	10.0	0.013	6.5	LOS A	0.0	0.4	0.32	0.57	0.32	46.8
Approach		149	10.0	157	10.0	0.075	0.8	NA	0.0	0.4	0.03	0.08	0.03	58.7
NorthWest: Gordon Lane														
12	L2	15	10.0	16	10.0	0.116	6.5	LOS A	0.4	3.1	0.46	0.70	0.46	50.0
11	T1	1	10.0	1	10.0	0.116	9.8	LOS A	0.4	3.1	0.46	0.70	0.46	44.6
10	R2	36	10.0	38	10.0	0.116	11.6	LOS B	0.4	3.1	0.46	0.70	0.46	50.0
Approach		52	10.0	55	10.0	0.116	10.1	LOS B	0.4	3.1	0.46	0.70	0.46	49.9
SouthWest: Burnett Highway														
9	L2	30	10.0	32	10.0	0.018	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	174	10.0	183	10.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.1	LOS A	0.0	0.0	0.25	0.54	0.25	47.1
Approach		205	10.0	216	10.0	0.100	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.6
All Vehicles		414	10.0	436	10.0	0.116	2.2	NA	0.4	3.1	0.08	0.17	0.08	57.1

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▽ Site: 2022-PM [2022 PM Peak - Design Volumes (Background + Construction) (Site Folder: Burnett Highway / Gordon Lane / East Lane Intersection)]

2022 PM Peak - Design Traffic (Background + Construction)
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	3	10.0	3	10.0	0.014	6.3	LOS A	0.0	0.4	0.40	0.60	0.40	50.8
5	T1	1	10.0	1	10.0	0.014	9.5	LOS A	0.0	0.4	0.40	0.60	0.40	36.1
4	R2	3	10.0	3	10.0	0.014	11.4	LOS B	0.0	0.4	0.40	0.60	0.40	50.8
Approach		7	10.0	7	10.0	0.014	9.0	LOS A	0.0	0.4	0.40	0.60	0.40	49.0
NorthEast: Burnett Highway														
3	L2	4	10.0	4	10.0	0.002	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	154	10.0	162	10.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	13	10.0	14	10.0	0.012	6.4	LOS A	0.0	0.4	0.30	0.57	0.30	46.9
Approach		171	10.0	180	10.0	0.089	0.6	NA	0.0	0.4	0.02	0.06	0.02	59.0
NorthWest: Gordon Lane														
12	L2	10	10.0	11	10.0	0.075	6.4	LOS A	0.3	1.9	0.44	0.68	0.44	50.1
11	T1	2	10.0	2	10.0	0.075	9.7	LOS A	0.3	1.9	0.44	0.68	0.44	44.8
10	R2	22	10.0	23	10.0	0.075	11.5	LOS B	0.3	1.9	0.44	0.68	0.44	50.2
Approach		34	10.0	36	10.0	0.075	9.9	LOS A	0.3	1.9	0.44	0.68	0.44	49.9
SouthWest: Burnett Highway														
9	L2	27	10.0	28	10.0	0.016	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	157	10.0	165	10.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.2	LOS A	0.0	0.0	0.28	0.54	0.28	47.0
Approach		185	10.0	195	10.0	0.090	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.6
All Vehicles		397	10.0	418	10.0	0.090	1.7	NA	0.3	1.9	0.06	0.13	0.06	57.7

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▽ Site: 2027-AM [2027 AM Peak - Design Volumes (Background + Operations) (Site Folder: Burnett Highway / Gordon Lane / East Lane Intersection)]

2027 AM Peak - Design Traffic (Background + Operations)
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	1	10.0	1	10.0	0.021	6.2	LOS A	0.1	0.5	0.48	0.67	0.48	49.3
5	T1	1	10.0	1	10.0	0.021	9.8	LOS A	0.1	0.5	0.48	0.67	0.48	34.8
4	R2	6	10.0	6	10.0	0.021	12.1	LOS B	0.1	0.5	0.48	0.67	0.48	49.4
Approach		8	10.0	8	10.0	0.021	11.1	LOS B	0.1	0.5	0.48	0.67	0.48	47.8
NorthEast: Burnett Highway														
3	L2	7	10.0	7	10.0	0.004	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	136	10.0	143	10.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	12	10.0	13	10.0	0.012	6.5	LOS A	0.0	0.3	0.33	0.58	0.33	46.8
Approach		155	10.0	163	10.0	0.079	0.8	NA	0.0	0.3	0.03	0.07	0.03	58.8
NorthWest: Gordon Lane														
12	L2	14	10.0	15	10.0	0.121	6.6	LOS A	0.4	3.2	0.48	0.72	0.48	49.7
11	T1	1	10.0	1	10.0	0.121	10.2	LOS B	0.4	3.2	0.48	0.72	0.48	44.2
10	R2	37	10.0	39	10.0	0.121	12.0	LOS B	0.4	3.2	0.48	0.72	0.48	49.8
Approach		52	10.0	55	10.0	0.121	10.5	LOS B	0.4	3.2	0.48	0.72	0.48	49.7
SouthWest: Burnett Highway														
9	L2	30	10.0	32	10.0	0.018	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	183	10.0	193	10.0	0.105	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
7	R2	1	10.0	1	10.0	0.001	6.2	LOS A	0.0	0.0	0.26	0.54	0.26	47.1
Approach		214	10.0	225	10.0	0.105	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.7
All Vehicles		429	10.0	452	10.0	0.121	2.2	NA	0.4	3.2	0.08	0.17	0.08	57.2

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.

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.

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

Queue Model: SIDRA Standard.

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

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

MOVEMENT SUMMARY

▽ Site: 2027-PM [2027 PM Peak - Design Volumes (Background + Operations) (Site Folder: Burnett Highway / Gordon Lane / East Lane Intersection)]

2027 PM Peak - Design Traffic (Background + Operations)
Burnett Highway / Gordon Lane / East Lane Intersection

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: East Lane														
6	L2	3	10.0	3	10.0	0.014	6.4	LOS A	0.0	0.4	0.41	0.60	0.41	50.6
5	T1	1	10.0	1	10.0	0.014	9.8	LOS A	0.0	0.4	0.41	0.60	0.41	36.0
4	R2	3	10.0	3	10.0	0.014	11.7	LOS B	0.0	0.4	0.41	0.60	0.41	50.7
Approach		7	10.0	7	10.0	0.014	9.1	LOS A	0.0	0.4	0.41	0.60	0.41	48.9
NorthEast: Burnett Highway														
3	L2	4	10.0	4	10.0	0.002	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
2	T1	161	10.0	169	10.0	0.093	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
1	R2	12	10.0	13	10.0	0.011	6.4	LOS A	0.0	0.3	0.31	0.57	0.31	46.8
Approach		177	10.0	186	10.0	0.093	0.6	NA	0.0	0.3	0.02	0.05	0.02	59.1
NorthWest: Gordon Lane														
12	L2	9	10.0	9	10.0	0.076	6.4	LOS A	0.3	2.0	0.46	0.69	0.46	49.9
11	T1	2	10.0	2	10.0	0.076	10.0	LOS A	0.3	2.0	0.46	0.69	0.46	44.4
10	R2	22	10.0	23	10.0	0.076	11.8	LOS B	0.3	2.0	0.46	0.69	0.46	49.9
Approach		33	10.0	35	10.0	0.076	10.2	LOS B	0.3	2.0	0.46	0.69	0.46	49.7
SouthWest: Burnett Highway														
9	L2	27	10.0	28	10.0	0.016	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
8	T1	165	10.0	174	10.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
7	R2	1	10.0	1	10.0	0.001	6.3	LOS A	0.0	0.0	0.28	0.54	0.28	47.0
Approach		193	10.0	203	10.0	0.095	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.7
All Vehicles		410	10.0	432	10.0	0.095	1.6	NA	0.3	2.0	0.05	0.13	0.05	57.8

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.

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.

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

Queue Model: SIDRA Standard.

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

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