SITE LAYOUT

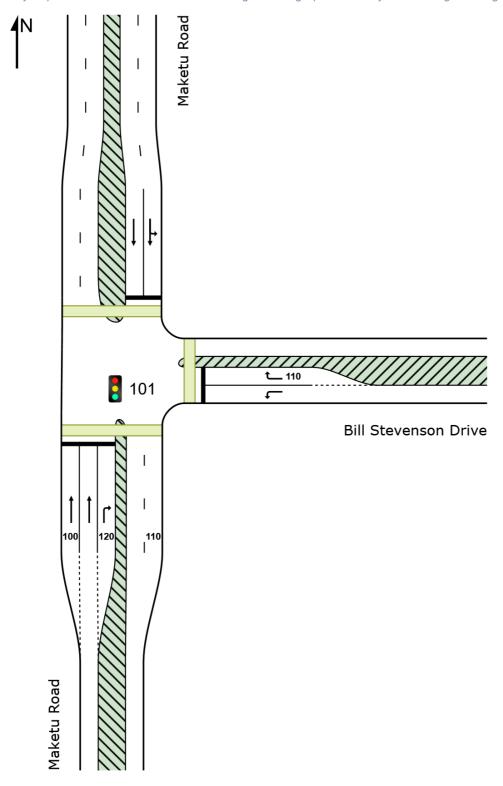
Site: 101 [Maketu_BStevenson_AM_ex (Site Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum

Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A*, B, C, D Output Phase Sequence: B, C, D Reference Phase: Phase B

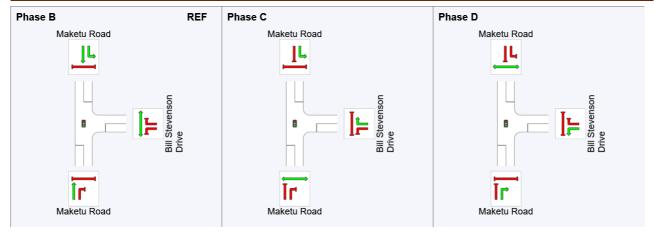
(* Variable Phase)

Phase	Timing	Summary
-------	--------	---------

Phase	В	С	D
Phase Change Time (sec)	0	16	34
Green Time (sec)	10	12	20
Phase Time (sec)	16	18	26
Phase Split	27%	30%	43%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase



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Project: C:\Users\annaj\OneDrive\AW Consulting\Projects\174 DMC Stevenson Quarry\Stevensons Drury.sip9

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

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum

Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehic	cle Mo	ovement	Performa	nce									
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %	Arrival Flows [Total HV] veh/h %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% B Que [Veh. veh		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South	: Mak	etu Road											
2	T1	All MCs	59 14.3	59 14.3	* 0.099	23.7	LOS C	8.0	6.0	0.88	0.64	0.88	37.8
3	R2	All MCs	120 34.2	120 34.2	* 0.241	20.9	LOS C	2.6	23.7	0.76	0.74	0.76	38.0
Appro	ach		179 27.6	179 27.6	0.241	21.8	LOS C	2.6	23.7	0.80	0.70	0.80	37.9
East:	Bill St	evenson l	Orive										
4	L2	All MCs	27 92.3	27 92.3	0.073	20.6	LOS C	0.6	7.1	0.71	0.68	0.71	37.7
6	R2	All MCs	44 59.5	44 59.5	* 0.170	27.6	LOS C	1.1	12.0	0.86	0.72	0.86	35.4
Appro	ach		72 72.1	72 72.1	0.170	24.9	LOS C	1.1	12.0	0.80	0.70	0.80	36.3
North	Make	etu Road											
7	L2	All MCs	40 65.8	40 65.8	0.068	14.8	LOS B	0.7	7.2	0.58	0.66	0.58	40.3
8	T1	All MCs	25 8.3	25 8.3	0.082	23.6	LOS C	0.6	4.9	0.87	0.63	0.87	37.8
Appro	ach		65 43.5	65 43.5	0.082	18.2	LOS B	0.7	7.2	0.69	0.65	0.69	39.3
All Ve	hicles		316 41.0	316 41.0	0.241	21.8	LOS C	2.6	23.7	0.78	0.69	0.78	37.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian N	Pedestrian Movement Performance													
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE QUE	UE	Prop. Que	Eff. Stop	Travel Time	Travel Dist.	Aver. Speed			
	ped/h	ped/h	sec		[Ped ped	Dist] m		Rate	sec	m	m/sec			
South: Maketu	Road													
P1 Full	30	32	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12			
East: Bill Steve	enson D	rive												
P2 Full	30	32	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12			
North: Maketu	Road													
P3 Full	30	32	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12			
All Pedestrians	90	95	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12			

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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Site: 101 [Maketu_BStevenson_AM_800vph (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A*, B, C, D Output Phase Sequence: A*, B, C, D

Reference Phase: Phase B

(* Variable Phase)

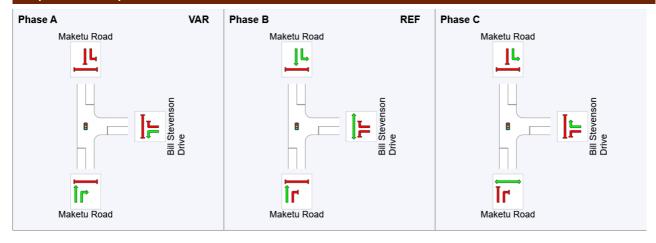
Phase Timing Summary

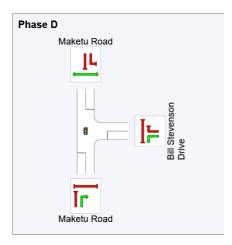
Phase	Α	В	С	D
Phase Change Time (sec)	52	0	16	37
Green Time (sec)	15	10	15	9
Phase Time (sec)	21	16	21	12
Phase Split	30%	23%	30%	17%
Phase Frequency (%)	100.0	100.0	100.0	43.5 ³

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase VAR: Variable Phase



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Site: 101 [BStevenson_Toiawaka_AM_800vph (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Delay)

Vehicle Movement Performance													
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %	Arrival Flows [Total HV] veh/h %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Ba Que [Veh. veh		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South	: Toiav	waka Roa	ıd										
1	L2	All MCs	16 40.0	16 40.0	0.095	44.3	LOS D	1.0	8.8	0.88	0.68	0.88	31.1
2	T1	All MCs	8 0.0	8 0.0	0.095	39.4	LOS D	1.0	8.8	0.88	0.68	0.88	31.8
3	R2	All MCs	5 40.0	5 40.0	0.061	55.8	LOS E	0.3	2.4	0.97	0.65	0.97	27.8
Appro	ach		29 28.6	29 28.6	0.095	44.9	LOS D	1.0	8.8	0.90	0.68	0.90	30.6
East:	Bill Ste	evenson l	Road										
4	L2	All MCs	9 0.0	9 0.0	0.843	52.7	LOS D	18.8	239.7	0.97	1.02	1.18	30.8
5	T1	All MCs	346 98.5	346 98.5	* 0.843	48.1	LOS D	18.8	239.7	0.97	1.02	1.18	31.3
6	R2	All MCs	149 90.1	149 90.1	* 0.881	72.8	LOS E	8.8	108.8	1.00	1.05	1.44	25.7
Appro	ach		505 94.2	505 94.2	0.881	55.5	LOS E	18.8	239.7	0.98	1.03	1.26	27.8
North	Jack	Stevenso	n Road										
7	L2	All MCs	152 91.0	152 91.0	0.888	65.4	LOS E	9.8	117.5	1.00	1.08	1.44	26.2
8	T1	All MCs	15 0.0	15 0.0	* 0.888	60.1	LOS E	9.8	117.5	1.00	1.08	1.44	27.0
9	R2	All MCs	27 11.5	27 11.5	* 0.266	56.6	LOS E	1.4	10.5	0.99	0.71	0.99	27.8
Appro	ach		194 72.8	194 72.8	0.888	63.8	LOS E	9.8	117.5	1.00	1.02	1.38	26.5
West:	Bill St	tevenson	Road										
10	L2	All MCs	12 27.3	12 27.3	0.019	37.7	LOS D	0.3	3.0	0.64	0.64	0.64	36.5
11	T1	All MCs	379 91.1	379 91.1	0.803	48.8	LOS D	18.5	230.2	0.95	0.94	1.08	33.7
12	R2	All MCs	67 21.9	67 21.9	0.280	60.1	LOS E	3.0	25.1	0.93	0.76	0.93	29.9
Appro	ach		458 79.3	458 79.3	0.803	50.2	LOS D	18.5	230.2	0.94	0.90	1.04	29.6
All Ve	hicles		1186 83.3	1186 83.3	0.888	54.5	LOS D	18.8	239.7	0.97	0.97	1.18	28.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

 $\label{eq:hv} \mbox{HV (\%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.}$

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Mov	Input	Dem.	Aver.	Level of .	AVERAGE	BACK OF	Prop.	Eff.	Travel	Travel	Aver.
ID Crossing	Vol.	Flow	Delay	Service	QUE	UE	Que	Stop	Time	Dist. S	Speed
					[Ped	Dist]		Rate			
	ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Toiawa	ka Road										
P1 Full	30	32	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

P2 Full	30	32	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Jack S	tevenson	Road									
P3 Full	30	32	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Bill Ste	venson R	oad									
P4 Full	30	32	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	120	126	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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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SITE LAYOUT

Site: 101 [BStevenson_Toiawaka_AM_ex (Site Folder:

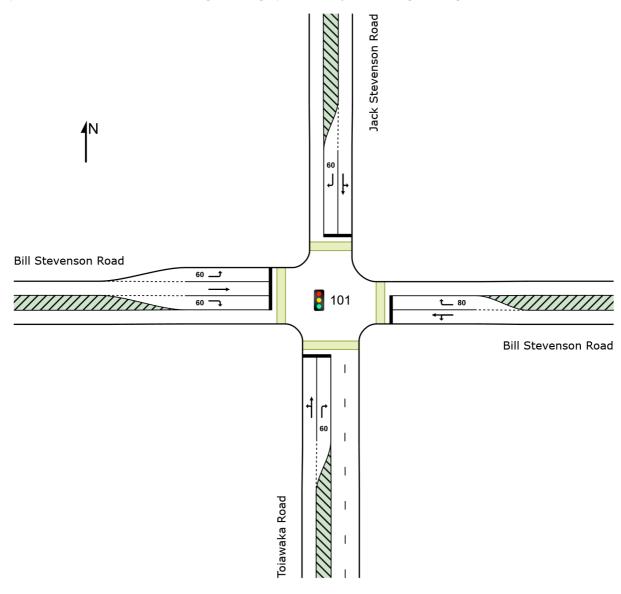
General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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Site: 101 [BStevenson_Toiawaka_AM_ex (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

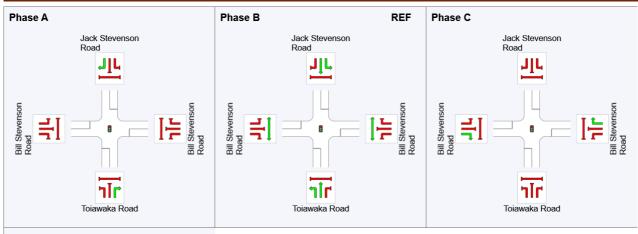
Reference Phase: Phase B

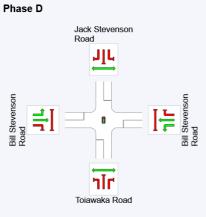
Phase Timing Summary

Phase	Α	В	С	D
Phase Change Time (sec)	50	0	19	31
Green Time (sec)	6	13	6	13
Phase Time (sec)	12	19	12	19
Phase Split	19%	31%	19%	31%
Phase Frequency (%)	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence





REF: Reference Phase VAR: Variable Phase



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Site: 101 [BStevenson_Toiawaka_AM_ex (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 62 seconds (Site Optimum Cycle Time - Minimum

Delay)

Vehi	Vehicle Movement Performance													
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %	Arrival Flows Total HV] veh/h %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Ba Que [Veh. veh		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h	
South	n: Toia\	waka Roa	ıd											
1	L2	All MCs	11 40.0	11 40.0	0.048	26.5	LOS C	0.4	3.4	0.82	0.64	0.82	36.5	
2	T1	All MCs	5 0.0	5 0.0	0.048	21.6	LOS C	0.4	3.4	0.82	0.64	0.82	37.6	
3	R2	All MCs	3 33.3	3 33.3	0.022	33.7	LOS C	0.1	8.0	0.93	0.63	0.93	33.5	
Appro	oach		19 27.8	19 27.8	0.048	26.4	LOS C	0.4	3.4	0.84	0.64	0.84	36.3	
East:	Bill St	evenson I	Road											
4	L2	All MCs	6 0.0	6 0.0	0.209	27.6	LOS C	1.5	17.5	0.86	0.67	0.86	36.3	
5	T1	All MCs	49 91.5	49 91.5	0.209	23.0	LOS C	1.5	17.5	0.86	0.67	0.86	37.0	
6	R2	All MCs	28 63.0	28 63.0	0.229	35.8	LOS D	0.9	9.4	0.96	0.72	0.96	32.6	
Appro	oach		84 75.0	84 75.0	0.229	27.7	LOS C	1.5	17.5	0.89	0.69	0.89	35.3	
North	: Jack	Stevenso	n Road											
7	L2	All MCs	31 65.5	31 65.5	0.138	27.6	LOS C	1.0	10.3	0.85	0.70	0.85	36.0	
8	T1	All MCs	9 0.0	9 0.0	* 0.138	22.4	LOS C	1.0	10.3	0.85	0.70	0.85	37.3	
9	R2	All MCs	18 11.8	18 11.8	* 0.108	34.1	LOS C	0.5	4.1	0.94	0.69	0.94	33.5	
Appro	oach		58 38.2	58 38.2	0.138	28.7	LOS C	1.0	10.3	0.88	0.69	0.88	35.4	
West	: Bill St	tevenson	Road											
10	L2	All MCs	7 28.6	7 28.6	0.023	26.2	LOS C	0.2	1.6	0.82	0.65	0.82	36.0	
11	T1	All MCs	76 66.7	76 66.7	* 0.266	23.3	LOS C	2.0	22.3	0.88	0.68	0.88	37.9	
12	R2	All MCs	44 21.4	44 21.4	* 0.284	35.2	LOS D	1.4	11.2	0.96	0.73	0.96	33.0	
Appro	oach		127 48.8	127 48.8	0.284	27.6	LOS C	2.0	22.3	0.90	0.70	0.90	36.0	
All Ve	ehicles		288 52.9	288 52.9	0.284	27.8	LOS C	2.0	22.3	0.89	0.69	0.89	35.7	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

 $\label{eq:hv} \mbox{HV (\%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.}$

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Mov	Input	Dem.	Aver.	Level of .	AVERAGE	BACK OF	Prop.	Eff.	Travel	Travel	Aver.
ID Crossing	Vol.	Flow	Delay	Service	QUE	UE	Que	Stop	Time	Dist. S	Speed
					[Ped	Dist]		Rate			
	ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: Toiawa	ka Road										
P1 Full	30	32	25.3	LOS C	0.1	0.1	0.90	0.90	179.2	200.0	1.12

P2 Full	30	32	25.3	LOS C	0.1	0.1	0.90	0.90	179.2	200.0	1.12
North: Jack St	tevenson	Road									
P3 Full	30	32	25.3	LOS C	0.1	0.1	0.90	0.90	179.2	200.0	1.12
West: Bill Stev	venson R	oad									
P4 Full	30	32	25.3	LOS C	0.1	0.1	0.90	0.90	179.2	200.0	1.12
All Pedestrians	120	126	25.3	LOS C	0.1	0.1	0.90	0.90	179.2	200.0	1.12

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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Site: 101 [BStevenson_Toiawaka_AM_800vph (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum

Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Four-Phase Leading Right Turns

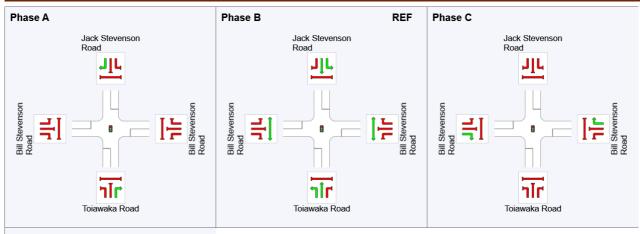
Input Phase Sequence: A, B, C, D Output Phase Sequence: A, B, C, D Reference Phase: Phase B

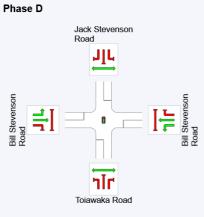
Phase Timing Summary

Phase	Α	В	С	D
Phase Change Time (sec)	88	0	22	43
Green Time (sec)	6	16	15	39
Phase Time (sec)	12	22	21	45
Phase Split	12%	22%	21%	45%
Phase Frequency (%)	100.0	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence





REF: Reference Phase VAR: Variable Phase



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Site: 101 [Maketu_BStevenson_AM_800vph (Site Folder:

General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Optimum Cycle Time - Minimum

Delay)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance													
Mov ID	Turn	Mov Class		Arrival Flows [Total HV] veh/h %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% B Que [Veh. veh		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Maketu Road													
2	T1	All MCs	88 14.3	88 14.3	0.056	11.9	LOS B	0.9	6.7	0.60	0.45	0.60	43.0
3	R2	All MCs	372 69.1	372 69.1	* 0.774	30.3	LOS C	12.8	142.2	0.94	0.93	1.08	34.5
Appro	ach		460 58.6	460 58.6	0.774	26.8	LOS C	12.8	142.2	0.87	0.83	0.99	35.9
East:	Bill St	evenson	Drive										
4	L2	All MCs	205 87.2	205 87.2	0.465	23.3	LOS C	5.4	66.5	0.79	0.78	0.79	36.7
6	R2	All MCs	175 98.2	175 98.2	* 0.746	38.4	LOS D	6.4	82.9	0.99	0.94	1.21	31.9
Appro	ach		380 92.2	380 92.2	0.746	30.2	LOS C	6.4	82.9	0.88	0.85	0.98	34.3
North	Make	etu Road											
7	L2	All MCs	118 83.0	118 83.0	0.228	18.6	LOS B	2.6	30.6	0.65	0.72	0.65	38.5
8	T1	All MCs	38 8.3	38 8.3	* 0.143	29.5	LOS C	1.2	8.8	0.91	0.67	0.91	35.7
Appro	ach		156 64.9	156 64.9	0.228	21.2	LOS C	2.6	30.6	0.72	0.70	0.72	37.8
All Ve	hicles		996 72.4	996 72.4	0.774	27.2	LOS C	12.8	142.2	0.85	0.82	0.95	35.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pede	estrian N	loveme	ent Perf	ormano	e							
Mov ID Crossing		Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop	Travel Time	Travel Dist. S	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m		Rate	sec	m	· m/sec
South	h: Maketu	Road										
P1 F	Full	30	32	29.3	LOS C	0.1	0.1	0.92	0.92	183.1	200.0	1.09
East: Bill Stevenson Drive												
P2 F	Full	30	32	29.3	LOS C	0.1	0.1	0.92	0.92	183.1	200.0	1.09
North: Maketu Road												
P3 F	Full	30	32	29.3	LOS C	0.1	0.1	0.92	0.92	183.1	200.0	1.09
All Pede	estrians	90	95	29.3	LOSC	0.1	0.1	0.92	0.92	183.1	200.0	1.09

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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