

MOVEMENT SUMMARY

▽ Site: 101 [Wessels St/ Buiten St - Future Traffic 10 years]

AM Peak: Future 10 year traffic
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Wessels St S											
2	T1	29	1,0	0,017	0,0	LOS A	0,0	0,2	0,03	0,07	59,2
3	R2	4	1,0	0,017	5,6	LOS A	0,0	0,2	0,03	0,07	56,9
Approach		33	1,0	0,017	0,7	NA	0,0	0,2	0,03	0,07	58,9
East: Buiten St											
4	L2	3	0,0	0,003	5,6	LOS A	0,0	0,1	0,11	0,54	53,3
6	R2	1	0,0	0,003	5,7	LOS A	0,0	0,1	0,11	0,54	52,8
Approach		4	0,0	0,003	5,6	LOS A	0,0	0,1	0,11	0,54	53,2
North: Wessels St N											
7	L2	7	0,0	0,024	5,5	LOS A	0,0	0,0	0,00	0,09	57,6
8	T1	40	1,0	0,024	0,0	LOS A	0,0	0,0	0,00	0,09	59,2
Approach		47	0,9	0,024	0,8	NA	0,0	0,0	0,00	0,09	58,9
All Vehicles		84	0,9	0,024	1,0	NA	0,0	0,2	0,02	0,10	58,6

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.

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

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

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

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