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Proposed Child Care Centre

Lot 9000 (3) Shiraz Boulevard, Pearsall

Revised Transport Impact Statement

PREPARED FOR:

IQ Construction

August 2026

Document history and status

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Project: Lot 9000 Shiraz Boulevard, Pearsall WA

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Project number: t24.245

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1 Introduction

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore for IQ Construction with regard to a proposed childcare centre to be located at Lot 9000 (No.3) Shiraz Boulevard, Pearsall in the City of Wanneroo.

The subject site is a corner, vacant lot bounded by Archer Street to the west and Shiraz Boulevard to the south as shown in **Figure 1**.



Figure 1: Location of the subject site

Following the submission of the initial Development Application in 2024, the City of Wanneroo requested changes to the development plan, as well as SIDRA analysis of the Ocean Reef Road/Archer Street and Archer Street/Shiraz Boulevard intersections. Accordingly, the first RTIS revision (r01b) was prepared based on the revised development plan and documented the results of the SIDRA analysis undertaken in 2025.

Following this, further changes were made to the development plan, including changes to the number of children accommodated, staff numbers and parking provision.

Therefore, this RTIS revision (r01c) has been prepared to address the latest development plan.

The proposed childcare centre will cater for 84 children and 15 staff members. The revised development plan is presented in **Appendix A** for reference.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states:

“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

¹ Between 10 and 100 vehicular trips per hour

2 Development Proposal

The Development Application (DA) for the subject site proposes the development of a childcare centre with on-site parking to be located at Lot 9000 (No.3) Shiraz Boulevard, Pearsall in the City of Wanneroo. The childcare centre is proposed to accommodate up to 84 children and 15 staff.

The proposed childcare centre comprises of the following elements:

- Six children activity rooms (one room for 0 - 12 months, one room for 12 - 18 months, two rooms for 18 – 30 months and two rooms for 30 – 36 months);
- Cot / Sleep Room;
- Entry Foyer;
- Reception;
- Meeting Room;
- Administration with an adjoining Office;
- Staff Room;
- Kitchen;
- Laundry;
- Store;
- Communal Dining / Activity;
- Toilets and Bathroom Amenities;
- Outdoor Play Areas; and,
- On-site Car Park with 17 parking bays (inclusive of one ACROD bay).

According to the revised development plan provided in **Appendix A**, a total of 17 onsite parking bays (including an ACROD bay) is proposed to address the childcare centre parking demand. A turning bay is also proposed to provide efficient vehicular circulation within the car park. The site, parking and crossover layout has been developed through liaison with the City of Wanneroo.

The bin storage area is provided on the northeast side of the car park. Waste collection will be carried out on site by private contractor using waste trucks up to 8.8m in length.

Pedestrian access to the childcare centre is available via the existing external footpath network along Shiraz Boulevard and Archer Street.

3 Vehicle Access and Parking

3.1 Access

The subject site is currently vacant. To provide access to the proposed childcare centre, a 6.0m wide, full-movement crossover on Shiraz Boulevard is proposed.

The proposed locations of the crossovers are illustrated in **Figure 2**.



Figure 2: Location of development crossover

3.2 Parking

The City of Wanneroo *Local Planning Policy 2.3* provides traffic, access and parking requirements for Child Care Centres.

For the proposed development site, one parking bay is required for each staff member and in addition, parking bays are required as outlined in the Table 1 below:

Children	Car bays required	
25 or less	5	
26-30	6	
31-38	7	
39-46	8	
47-54	9	
55 or more	9 bays plus 1 per 8 children accommodated in excess of 54	

Table 1: LPP 2.3 Child Care Centre Parking Requirements

The proposed childcare centre is proposed to accommodate up to 84 children and 15 staff members. Accordingly, the childcare centre theoretically requires a parking provision of 28 parking bays.

The proposed development provides a total of 17 parking bays (including an ACROD bay). Note an additional turning bay is also proposed within the car park.

The parking supply and demand are further discussed in the Parking Management Plan (PMP) prepared by Transcore to address the theoretical parking shortfall associated with the proposed development. The PMP should be read in conjunction with this report.

4 Hours of Operation

Based on the information provided to Transcore, the proposed childcare centre is expected to operate on weekdays between 6:30AM and 6:30PM.

5 Provision for Service Vehicles

The bin storage area is to be located at the northeast portion of the carpark, as is shown in the revised development plan attached in **Appendix A**. Waste collection will be undertaken by a private contractor. On collection day, the waste truck will access the bin store via the crossover on Shiraz Boulevard, reverse into position near the bin store for bins to be wheeled out. Once collection is complete, waste truck would exit the site in forward gear via the crossover.

Turn path analysis for an 8.8 m service vehicle confirms satisfactory entry and exit movements to and from the subject site.

It is proposed that waste collection to be conducted during after-hours of the childcare centre operation to allow for the service vehicle to manoeuvre within the car park. It is recommended that smaller vehicles, such as vans, should be used for general deliveries.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Development Trip Generation

The subject site is currently vacant, and as such, the site does not generate any traffic at present.

6.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed CCC development were estimated in accordance with the *“Transport for NSW 2024 – Guide to Transport Impact Assessment”*. The trip rates which were used to estimate the proposed development traffic generation are as follows:

- Weekday daily: 2.97 vpd per child;
- Weekday AM peak hour: 0.81 vph per child; and,
- Weekday PM peak hour: 0.80 vph per child.

Accordingly, the traffic generation of the proposed development is estimated to be:

- Weekday daily: $[2.97 \times 84] = 250$ vpd; and,
- Weekday AM peak hour: $[0.81 \times 84] = 69$ vph; and,
- Weekday PM peak hour: $[0.8 \times 84] = 68$ vph.

It should be noted that the *“Transport for NSW (2024) – Guide to Transport Impact Assessment”* states that all rates have been calculated with an additional 30% to ensure a more robust assessment.

Therefore, it is estimated that the proposed CCC development would conservatively generate a total of approximately **250** vehicular trips per weekday with about **69** trips during the typical weekday AM peak hour and **68** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 2** on the following directional split assumptions for peak hour periods referenced from *“Transport for NSW 2024 – Guide to Transport Impact Assessment”*:

- The morning (AM) peak split - 50%/50% for inbound/outbound trips respectively (**35 in/34 out**); and,
- The afternoon (PM) peak split - 50%/50% for inbound/outbound trips respectively (**34 in/34 out**).

Table 2 summarises the trip generation of the proposed CCC.

Table 2: Trip generation of the proposed CCC

Capacity	Daily (vpd)		AM Peak Hour (vph)		PM Peak Hour (vph)	
	In	Out	In	Out	In	Out
84 children	125	125	35	34	34	34

6.3 Traffic Flow

Based on the site location and residential areas in the immediate locality, the permeability of the local road network, the centre's traffic distribution adopted for this analysis is as follows:

- 60% to/from the residential areas to the north on Archer Street;
- 20% to/from the residential areas to the east on Shiraz Boulevard;
- 20% to/from the residential areas to the west of Archer Street; and
- 0% to/from the residential areas to the south of Ocean Reef Road.

Figure 3 illustrates trip generation and distribution of the development-generated traffic over the local road network. The trip distribution confirms all patrons will access the childcare centre from Shiraz Boulevard. Patrons from the north and west will access the site from Archer Street though to Shiraz Boulevard. Residential areas from the east will access the site via Shiraz Boulevard. No patrons will likely access the site from Ocean Reef Road, as there is an industrial precinct to the south.



Figure 3: Estimated traffic movements for the proposed childcare centre

6.4 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) offers the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed Pearsall childcare centre will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.

Therefore, the impact of development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Shiraz Boulevard, south of the subject site, is constructed as a 7.0m wide single carriageway two lane road. A pedestrian path is provided on the northern side of the road.

Shiraz Boulevard is classified as an *Access Road* in the *Main Roads Metropolitan Functional Road Hierarchy*. It operates under the default, built-up area speed limit of 50km/h.

Shiraz Boulevard forms an unsignalized T-intersection with Archer Street to the west. Refer to **Figure 4** for more details.



Figure 4: Eastbound view of Shiraz Boulevard

Archer Street, west of the subject site, is constructed as a 7.5m wide single carriageway, two-lane road. Pedestrian paths are provided on both sides of the road.

Archer Street is classified as a *Local Distributer* in the *Main Roads Metropolitan Functional Road Hierarchy*. It operates under the default, built-up area speed limit of 50km/h.

Archer Street forms an unsignalized T-intersection with Shiraz Boulevard and Ocean Reef Road. Refer to **Figure 5** and **Figure 6** for more details.



Figure 5: Northbound view of Archer Street & Shiraz Boulevard Intersection



Figure 6: Southbound view of Archer Street & Ocean Reef Road Intersection

9 Pedestrian Access

Pedestrian access to the proposed development is available via the existing external footpath network along Shiraz Boulevard and Archer Street as shown in **Figure 8** below.



Figure 8: Shiraz Boulevard & Archer Street Existing Footpath Network



11 Site Specific Issues

In order to address the City's request for SIDRA intersection analysis, Transcore organised traffic turn count surveys at the Ocean Reef Road/Archer Street intersection and Archer Street/Shiraz Boulevard intersection during weekday AM and PM peak hours to establish the existing traffic turn volumes at the above-mentioned intersections. The traffic turn count survey was conducted on Thursday, 31 July 2025, outside of school holidays and on a sunny day.

The development traffic was then added to the intersections, and SIDRA analysis was conducted for the existing AM and PM peak hour conditions (2026), as well as the post-development (2027) AM and PM peak scenarios. For post development scenario a nominal annual growth of 2% was applied to the traffic volumes on Ocean Reef Road.

- **Ocean Reef Road/Archer Street Intersection SIDRA results**

During the traffic survey, a queue of 12 vehicles was observed in the right-turn lane from Archer Street onto Ocean Reef Road during the AM peak hour, resulting in a Level of Service F (LoS F) for this movement under existing conditions. SIDRA results also indicate that all other turning movements are operating satisfactorily.

The proposed development will contribute only a minor traffic increases through the intersection including the right turn from Archer Street onto Ocean Reef Road. As a result, only minor increases to delays and queues are reported by SIDRA.

Therefore, the proposed child care centre traffic does not significantly change the existing conditions at this intersection.

- **Archer Street/Shiraz Boulevard Intersection SIDRA results**

SIDRA analysis for this intersection indicates a Level of Service A (LoS A) under both existing and post-development scenarios. The results of the SIDRA analysis are attached in **Appendix C**.

12 Safety Issues

Information available on the Main Roads WA website indicates 15 crashes for the Ocean Reef Road/Archer Street T-intersection and no crash on Archer Street/Shiraz Boulevard and in the vicinity of the subject site during the last five-year period ending in December 2025 as shown in **Figure 10** and **Table 4**.

Table 4. Detailed crash history (Source: Main Roads Website)

Location				Total Crashes	Fatal/Hospital
Ocean Reef Road/Archer Street T-intersection				15	0/1
Right Angle	Rear End	Other	Ped/ Cycle	Dry/Wet	Day/Night/Other
7	8	0	0/0	15/0	11/0/4

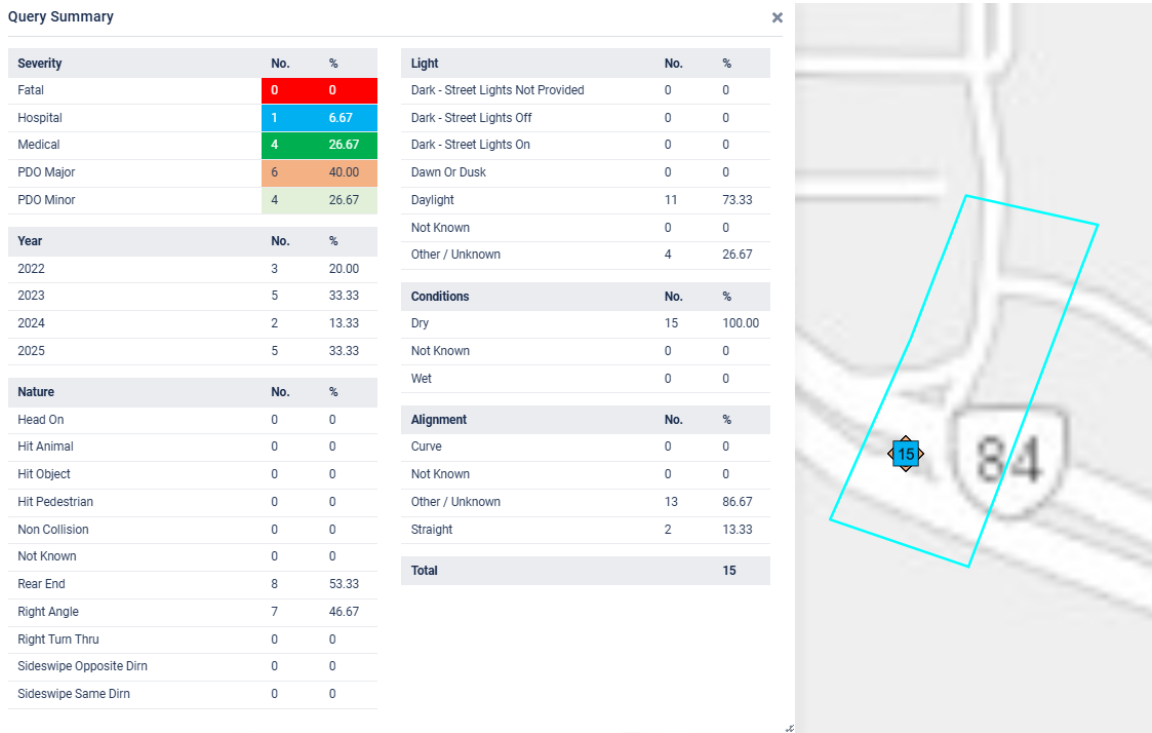


Figure 10: Available Crash data (source: Main Roads WA)

No specific safety issues were identified within the scope of this assessment.

13 Conclusions

This Revised Transport Impact Statement has been prepared by Transcore for IQ Construction regarding the proposed childcare centre development to be located at Lot 9000 (No.3) Shiraz Boulevard, Pearsall in the City of Wanneroo.

The proposal entails the construction of a childcare centre with on-site parking. The access to the childcare centre will be facilitated by a full-movement crossover on Shiraz Boulevard.

The proposed childcare centre is to cater to 84 children and 15 staff.

The proposed development provides a total of 17 parking bays (including an ACROD bay). Also, an additional turning bay has been accommodated within the car park to improve circulation efficiency. The parking supply and demand are further discussed in the Parking Management Plan (PMP) prepared by Transcore to address the theoretical parking shortfall associated with the proposed development. The PMP should be read in conjunction with this report.

Traffic modelling and SIDRA analysis undertaken for this project, indicates that the addition of the development traffic to the intersection of Ocean Reef Road and Archer Street do not impact the operations of the intersection in any significant way and the intersection would operate similarly to the existing conditions

The traffic analysis undertaken in this report demonstrates that the estimated traffic generation from the proposed development is below the critical threshold set by the WAPC to warrant any further detailed assessment.

Waste collection can be arranged internally through a private contractor and will take place on site using a waste truck up to 8.8m in length. Turn path analysis demonstrates satisfactory entry/parking/exit movements to/in/from the car park for an 8.8m service vehicle.

The site features good connectivity with the existing road, path and cyclist network and public transport coverage through the existing bus service operating in the proximity of the site.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT



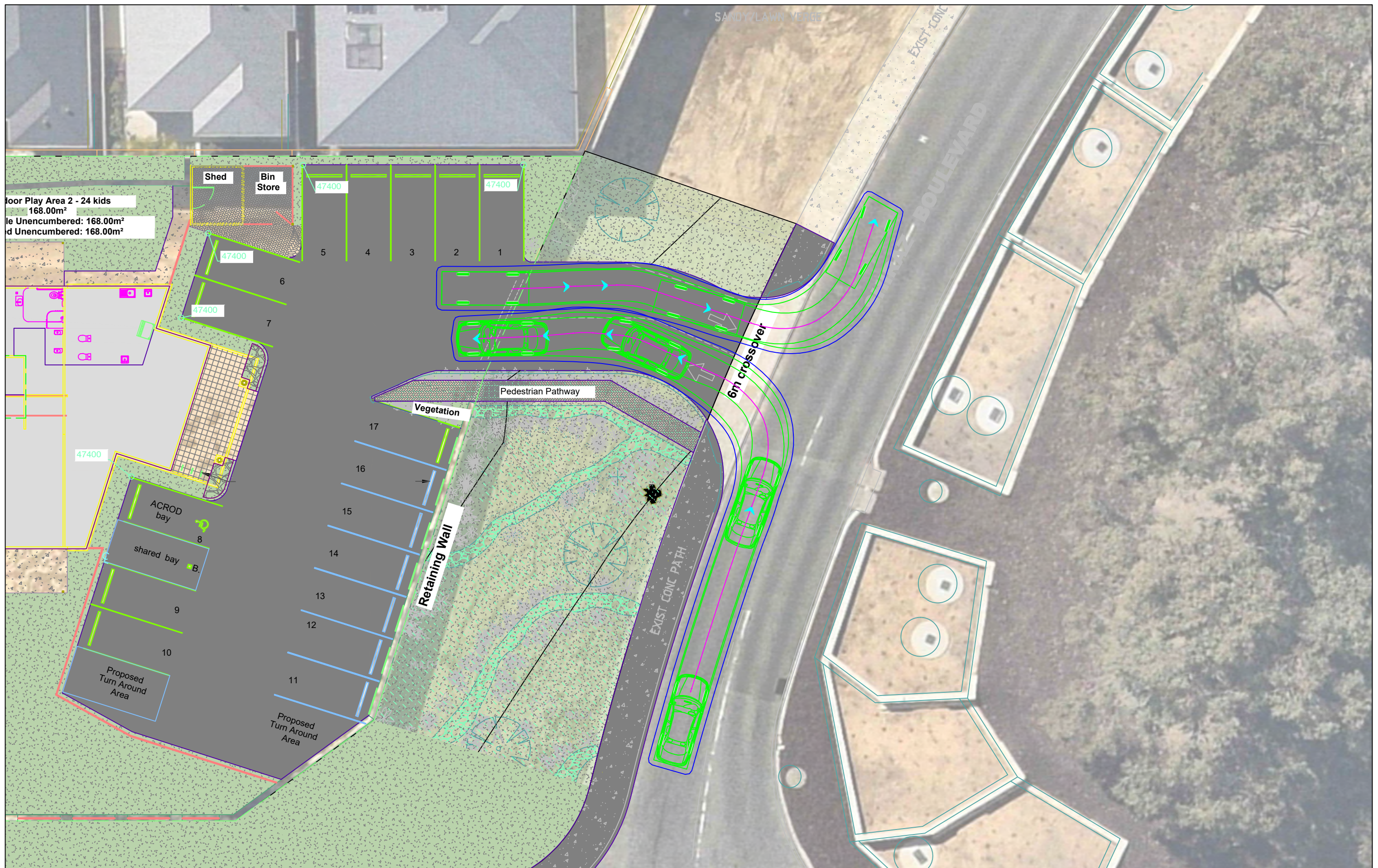
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Appendix B

TURN PATH ANALYSIS



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Lot 9000 (3) Shiraz Boulevard, Pearsall B99 and B85 Passenger Vehicles Simultaneous Turns

LEGEND

Vehicle Body
Wheel Path
300mm Clearance

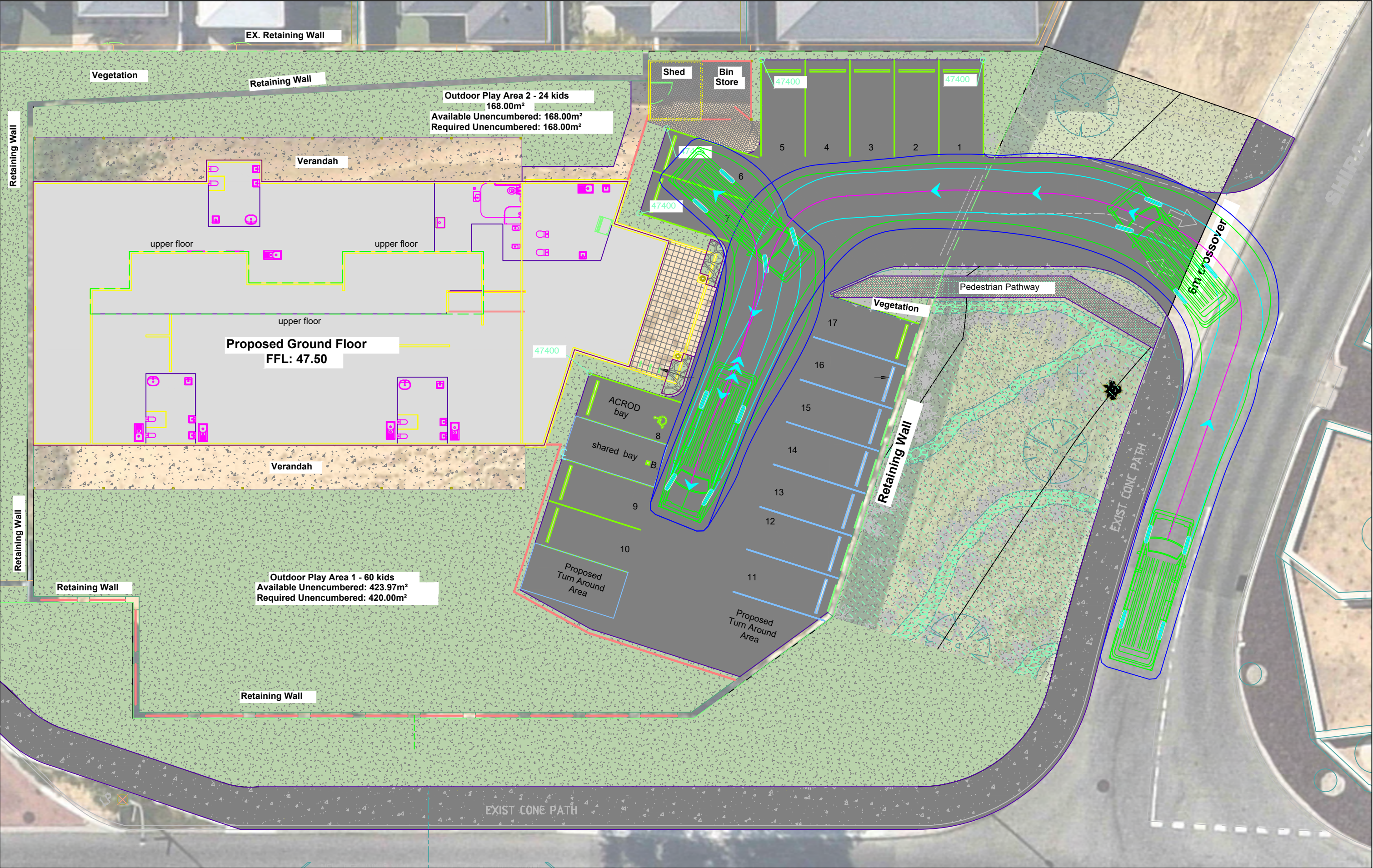


t24.245.sk15

20/08/2026

Scale: 1:200 @ A3





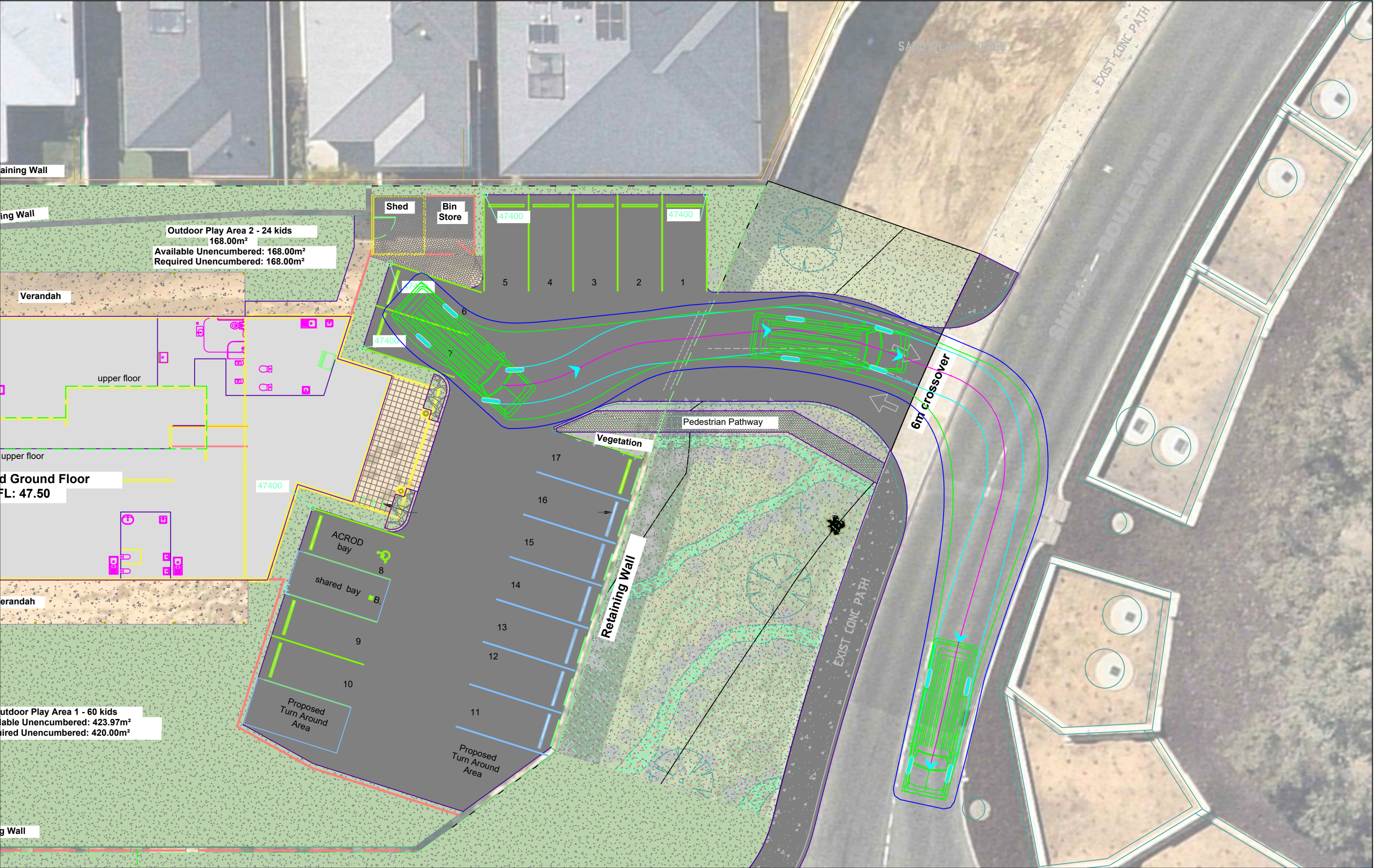
Lot 9000 (3) Shiraz Boulevard, Pearsall
8.8m Service Vehicle
Bin Store Access

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t24.245.sk16
20/08/2026
Scale: 1:200 @ A3





Lot 9000 (3) Shiraz Boulevard, Pearsall
8.8m Service Vehicle
Bin Store Egress

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

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20/08/2026
Scale: 1:200 @ A3

Appendix C

SIDRA ANALYSIS



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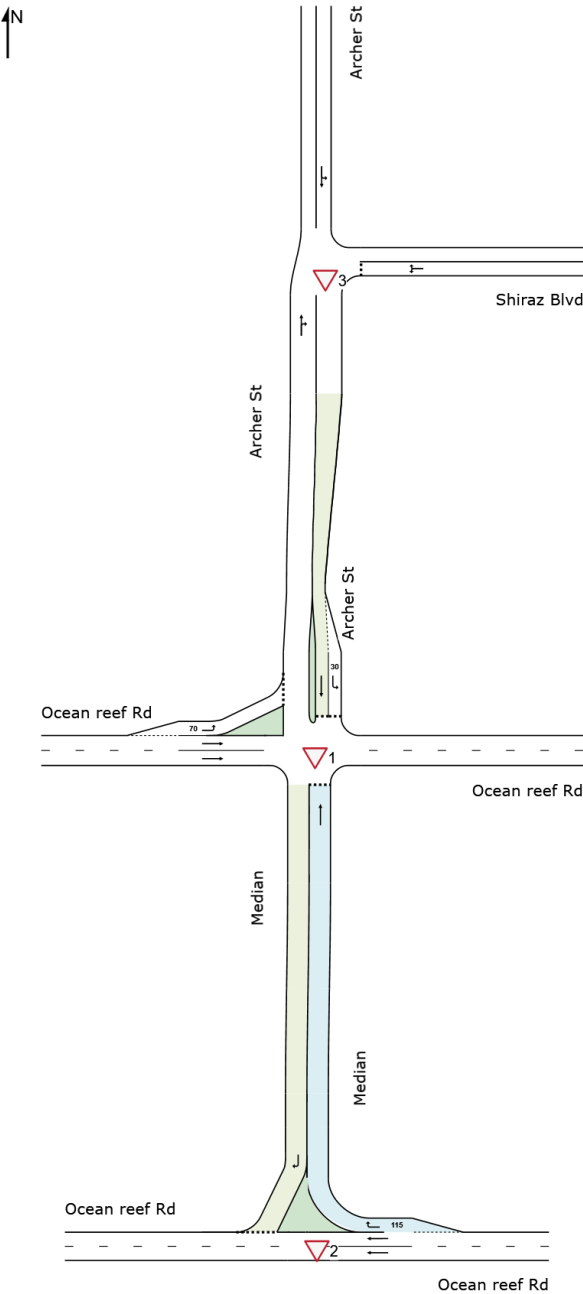
NETWORK LAYOUT

 Network: [N101] Existing AM (Existing)

New Network

Network Scenario: 1 | Local Volumes

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
▽1	NA	Ocean reef Rd & Archer St - St 1 - AM - Existing
▽2	NA	Ocean reef Rd & Archer St - St 2 - AM - Existing
▽3	NA	Archer St & Shiraz Blvd - AM - Existing

MOVEMENT SUMMARY

Site: [3] Archer St & Shiraz Blvd - AM - Existing (Existing - AM)

Network: [N101] Existing AM (Existing)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					[Veh. veh	Dist] m				
			[Total HV] veh/h	[Total HV] %	[Total HV] veh/h	[Total HV] %									
South: Archer St															
2	T1	All MCs	119	2.0	119	2.0	0.076	0.2	LOS A	0.2	1.4	0.14	0.16	0.14	47.7
6	R2	All MCs	25	2.0	25	2.0	0.076	4.0	LOS A	0.2	1.4	0.14	0.16	0.14	46.5
Approach			144	2.0	144	2.0	0.076	0.9	NA	0.2	1.4	0.14	0.16	0.14	47.4
East: Shiraz Blvd															
7	L2	All MCs	96	2.0	96	2.0	0.126	5.4	LOS A	-N7	-N7	0.33	0.54	0.33	43.1
6	R2	All MCs	1	2.0	1	2.0	0.126	6.3	LOS A	-N7	-N7	0.33	0.54	0.33	43.2
Approach			97	2.0	97	2.0	0.126	5.4	LOS A	-N7	-N7	0.33	0.54	0.33	43.1
North: Archer St															
7	L2	All MCs	3	2.0	3	2.0	0.120	4.6	LOS A	-N7	-N7	0.00	0.01	0.00	48.1
8	T1	All MCs	226	2.0	226	2.0	0.120	0.0	LOS A	-N7	-N7	0.00	0.01	0.00	49.8
Approach			229	2.0	229	2.0	0.120	0.1	NA	-N7	-N7	0.00	0.01	0.00	49.7
All Vehicles			471	2.0	471	2.0	0.126	1.4	NA	-N7	-N7	0.11	0.16	0.11	46.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

MOVEMENT SUMMARY

▼ Site: [6] Archer St & Shiraz Blvd - PM - Existing (Existing - PM)
Network: [N102] Existing PM (Existing)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Archer St															
2	T1	All MCs	219	2.0	219	2.0	0.159	0.2	LOS A	0.5	4.1	0.16	0.19	0.16	47.0
6	R2	All MCs	80	2.0	80	2.0	0.159	3.7	LOS A	0.5	4.1	0.16	0.19	0.16	46.1
Approach			299	2.0	299	2.0	0.159	1.1	NA	0.5	4.1	0.16	0.19	0.16	46.6
East: Shiraz Blvd															
7	L2	All MCs	53	2.0	53	2.0	0.069	5.0	LOS A	-N7	-N7	0.25	0.52	0.25	43.5
6	R2	All MCs	12	2.0	12	2.0	0.069	6.6	LOS A	-N7	-N7	0.25	0.52	0.25	43.4
Approach			64	2.0	64	2.0	0.069	5.3	LOS A	-N7	-N7	0.25	0.52	0.25	43.4
North: Archer St															
7	L2	All MCs	5	2.0	5	2.0	0.071	4.6	LOS A	-N7	-N7	0.00	0.02	0.00	48.0
8	T1	All MCs	129	2.0	129	2.0	0.071	0.0	LOS A	-N7	-N7	0.00	0.02	0.00	49.5
Approach			135	2.0	135	2.0	0.071	0.2	NA	-N7	-N7	0.00	0.02	0.00	49.3
All Vehicles			498	2.0	498	2.0	0.159	1.4	NA	-N7	-N7	0.13	0.19	0.13	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

MOVEMENT SUMMARY

Site: [1] Ocean reef Rd & Archer St - St 1 - AM - Existing
(Existing - AM)
Network: [N101] Existing AM (Existing)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Median															
5	T1	All MCs	20	2.0	20	2.0	0.211	32.6	LOS D	0.5	3.7	0.93	0.96	0.99	2.4
Approach			20	2.0	20	2.0	0.211	32.6	LOS D	0.5	3.7	0.93	0.96	0.99	2.4
North: Archer St															
1	L2	All MCs	91	2.0	91	2.0	0.188	10.7	LOS B	0.7	5.3	0.73	0.86	0.73	44.7
2	T1	All MCs	232	2.0	232	2.0	1.292	296.4	LOS F	36.0 ^{N8}	272.5 ^{N8}	1.00	4.57	13.24	0.6
Approach			322	2.0	322	2.0	1.292	216.1	LOS F	36.0 ^{N8}	272.5 ^{N8}	0.93	3.53	9.72	3.0
West: Ocean reef Rd															
3	L2	All MCs	99	2.0	99	2.0	0.062	6.7	LOS A	0.2	1.7	0.06	0.56	0.06	47.1
4	T1	All MCs	1906	11.9	1906	11.9	0.548	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
Approach			2005	11.4	2005	11.4	0.548	0.4	LOS A	0.2	1.7	0.00	0.03	0.00	68.8
All Vehicles			2347	10.0	2347	10.0	1.292	30.3	NA	36.0 ^{N8}	272.5 ^{N8}	0.14	0.52	1.35	36.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.

MOVEMENT SUMMARY

Site: [4] Ocean reef Rd & Archer St - St 1 - PM - Existing
(Existing - PM)

Network: [N102] Existing PM (Existing)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Median															
5	T1	All MCs	80	2.0	80	2.0	0.222	10.0	LOS B	0.7	5.6	0.79	0.83	0.85	6.2
Approach			80	2.0	80	2.0	0.222	10.0	LOS B	0.7	5.6	0.79	0.83	0.85	6.2
North: Archer St															
1	L2	All MCs	56	2.0	56	2.0	0.069	6.4	LOS A	0.3	2.1	0.56	0.67	0.56	49.5
2	T1	All MCs	126	2.0	126	2.0	0.415	11.7	LOS B	-N9	-N9	0.81	0.97	1.02	11.5
Approach			182	2.0	182	2.0	0.415	10.1	LOS B	-N9	-N9	0.74	0.88	0.88	31.9
West: Ocean reef Rd															
3	L2	All MCs	219	2.0	219	2.0	0.146	6.9	LOS A	0.6	4.3	0.16	0.56	0.16	46.1
4	T1	All MCs	1272	11.9	1272	11.9	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach			1491	10.4	1491	10.4	0.366	1.1	LOS A	0.6	4.3	0.02	0.08	0.02	67.7
All Vehicles			1753	9.2	1753	9.2	0.415	2.4	NA	-N9	-N9	0.13	0.20	0.15	64.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

N9 Refer to the full Percentile Back of Queue value given for the queue formed at the originating downstream Site.

MOVEMENT SUMMARY

Site: [2] Ocean reef Rd & Archer St - St 2 - AM - Existing
(Existing - AM)

Network: [N101] Existing AM (Existing)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Number Stop of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec						
East: Ocean reef Rd														
2	T1	All MCs	1047	12.6	1047	12.6	0.307	0.1	LOS A	0.0	0.0	0.00	0.00	69.8
3	R2	All MCs	20	2.0	20	2.0	0.011	6.2	LOS A	0.0	0.0	0.00	0.62	56.7
Approach			1067	12.4	1067	12.4	0.307	0.2	NA	0.0	0.0	0.00	0.01	69.6
North: Median														
1	R2	All MCs	232	2.0	179	2.0	0.532	14.2	LOS B	2.2	16.4	0.85	1.16	27.8
Approach			232	2.0	179	2.0	0.532	14.2	LOS B	2.2	16.4	0.85	1.16	27.8
All Vehicles			1299	10.5	1247	11.0	0.532	2.2	NA	2.2	16.4	0.12	0.18	64.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

MOVEMENT SUMMARY

Site: [5] Ocean reef Rd & Archer St - St 2 - PM - Existing
(Existing - PM)

Network: [N102] Existing PM (Existing)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Ocean reef Rd															
2	T1	All MCs	1760	12.6	1760	12.6	0.516	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
3	R2	All MCs	80	2.0	80	2.0	0.044	6.2	LOS A	0.0	0.0	0.00	0.62	0.00	56.7
Approach			1840	12.1	1840	12.1	0.516	0.5	NA	0.0	0.0	0.00	0.03	0.00	69.0
North: Median															
1	R2	All MCs	126	2.0	126	2.0	1.982	937.4	LOS F	41.2 ^{N8}	312.5 ^{N8}	1.00	7.08	11.86	1.0
Approach			126	2.0	126	2.0	1.982	937.4	LOS F	41.2 ^{N8}	312.5 ^{N8}	1.00	7.08	11.86	1.0
All Vehicles			1966	11.5	1966	11.5	1.982	60.7	NA	41.2 ^{N8}	312.5 ^{N8}	0.06	0.48	0.76	26.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.

MOVEMENT SUMMARY

Site: [9] Archer St & Shiraz Blvd - AM - 2026 (2027 - AM)
Network: [N103] 2027 AM (2027)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand		Arrival		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			Flows		Flows					[Veh. veh]	[Dist] m				
			[Total HV] veh/h	[Total HV] %	[Total HV] veh/h	[Total HV] %									
South: Archer St															
2	T1	All MCs	126	2.0	126	2.0	0.085	0.3	LOS A	0.2	1.8	0.18	0.19	0.18	47.3
6	R2	All MCs	33	2.0	33	2.0	0.085	4.1	LOS A	0.2	1.8	0.18	0.19	0.18	46.3
Approach			159	2.0	159	2.0	0.085	1.1	NA	0.2	1.8	0.18	0.19	0.18	47.0
East: Shiraz Blvd															
7	L2	All MCs	103	2.0	103	2.0	0.156	5.4	LOS A	N7	N7	0.35	0.56	0.35	43.1
6	R2	All MCs	23	2.0	23	2.0	0.156	6.5	LOS A	N7	N7	0.35	0.56	0.35	43.1
Approach			126	2.0	126	2.0	0.156	5.6	LOS A	N7	N7	0.35	0.56	0.35	43.1
North: Archer St															
7	L2	All MCs	25	2.0	25	2.0	0.132	4.6	LOS A	N7	N7	0.00	0.05	0.00	47.8
8	T1	All MCs	226	2.0	226	2.0	0.132	0.0	LOS A	N7	N7	0.00	0.05	0.00	48.7
Approach			252	2.0	252	2.0	0.132	0.5	NA	N7	N7	0.00	0.05	0.00	48.4
All Vehicles			537	2.0	537	2.0	0.156	1.9	NA	N7	N7	0.14	0.21	0.14	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik 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.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

MOVEMENT SUMMARY

Site: [12] Archer St & Shiraz Blvd - PM - 2026 (2027 - PM)
Network: [N104] 2027 PM (2027)
Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance																	
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed km/h		
			[Total HV]		[Total HV]		veh/h	%		veh/h	%					[Veh. veh	Dist] m
			veh/h	%	veh/h	%											
South: Archer St																	
2	T1	All MCs	219	2.0	219	2.0	0.164	0.3	LOS A	0.6	4.5	0.18	0.21	0.18	46.7		
6	R2	All MCs	86	2.0	86	2.0	0.164	3.8	LOS A	0.6	4.5	0.18	0.21	0.18	46.0		
Approach			305	2.0	305	2.0	0.164	1.3	NA	0.6	4.5	0.18	0.21	0.18	46.4		
East: Shiraz Blvd																	
7	L2	All MCs	60	2.0	60	2.0	0.108	5.0	LOS A	N7	N7	0.29	0.54	0.29	43.3		
6	R2	All MCs	34	2.0	34	2.0	0.108	6.8	LOS A	N7	N7	0.29	0.54	0.29	43.3		
Approach			94	2.0	94	2.0	0.108	5.6	LOS A	N7	N7	0.29	0.54	0.29	43.3		
North: Archer St																	
7	L2	All MCs	27	2.0	27	2.0	0.083	4.6	LOS A	N7	N7	0.00	0.09	0.00	47.5		
8	T1	All MCs	129	2.0	129	2.0	0.083	0.0	LOS A	N7	N7	0.00	0.09	0.00	47.8		
Approach			157	2.0	157	2.0	0.083	0.8	NA	N7	N7	0.00	0.09	0.00	47.7		
All Vehicles			556	2.0	556	2.0	0.164	1.9	NA	N7	N7	0.15	0.24	0.15	45.8		

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik 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.

N7 The capacity reduction has been determined from the queue blockage probability based on the Percentile Back of Queue values of a Site further downstream.

MOVEMENT SUMMARY

Site: [7] Ocean reef Rd & Archer St - St 1 - AM - 2026 (2027 - AM)

Network: [N103] 2027 AM (2027)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Median															
5	T1	All MCs	21	2.0	21	2.0	0.274	39.1	LOS E	0.6	4.6	0.95	0.99	1.02	2.1
Approach			21	2.0	21	2.0	0.274	39.1	LOS E	0.6	4.6	0.95	0.99	1.02	2.1
North: Archer St															
1	L2	All MCs	92	2.0	92	2.0	0.206	11.7	LOS B	0.8	5.9	0.76	0.89	0.79	43.8
2	T1	All MCs	238	2.0	238	2.0	1.480	465.4	LOS F	51.0 ^{N8}	386.8 ^{N8}	1.00	5.46	16.50	0.4
Approach			329	2.0	329	2.0	1.480	339.3	LOS F	51.0 ^{N8}	386.8 ^{N8}	0.93	4.19	12.13	1.9
West: Ocean reef Rd															
3	L2	All MCs	105	2.0	105	2.0	0.066	6.7	LOS A	0.2	1.8	0.07	0.56	0.07	47.0
4	T1	All MCs	1983	11.9	1983	11.9	0.570	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.3
Approach			2088	11.4	2088	11.4	0.570	0.5	LOS A	0.2	1.8	0.00	0.03	0.00	68.7
All Vehicles			2439	10.0	2439	10.0	1.480	46.6	NA	51.0 ^{N8}	386.8 ^{N8}	0.14	0.60	1.65	29.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.

MOVEMENT SUMMARY

Site: [10] Ocean reef Rd & Archer St - St 1 - PM - 2026 (2027 - PM)

Network: [N104] 2027 PM (2027)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: Median															
5	T1	All MCs	81	2.0	81	2.0	0.244	11.3	LOS B	0.8	6.2	0.81	0.87	0.90	5.7
Approach			81	2.0	81	2.0	0.244	11.3	LOS B	0.8	6.2	0.81	0.87	0.90	5.7
North: Archer St															
1	L2	All MCs	57	2.0	57	2.0	0.072	6.7	LOS A	0.3	2.2	0.57	0.68	0.57	49.3
2	T1	All MCs	133	2.0	133	2.0	0.468	12.8	LOS B	- N9	- N9	0.84	1.00	1.09	10.7
Approach			189	2.0	189	2.0	0.468	11.0	LOS B	- N9	- N9	0.76	0.90	0.94	30.5
West: Ocean reef Rd															
3	L2	All MCs	224	2.0	224	2.0	0.149	6.9	LOS A	0.6	4.4	0.16	0.56	0.16	46.1
4	T1	All MCs	1323	11.9	1323	11.9	0.380	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach			1547	10.5	1547	10.5	0.380	1.1	LOS A	0.6	4.4	0.02	0.08	0.02	67.7
All Vehicles			1818	9.2	1818	9.2	0.468	2.5	NA	- N9	- N9	0.13	0.20	0.16	63.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik 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.

N9 Refer to the full Percentile Back of Queue value given for the queue formed at the originating downstream Site.

MOVEMENT SUMMARY

Site: [8] Ocean reef Rd & Archer St - St 2 - AM - 2026 (2027 - AM)

Network: [N103] 2027 AM (2027)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Number Stop of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist] m		Rate to Depart	km/h
			veh/h	%	veh/h	%	v/c	sec						
East: Ocean reef Rd														
2	T1	All MCs	1089	12.6	1089	12.6	0.319	0.1	LOS A	0.0	0.0	0.00	0.00	69.8
3	R2	All MCs	21	2.0	21	2.0	0.012	6.2	LOS A	0.0	0.0	0.00	0.62	56.7
Approach			1111	12.4	1111	12.4	0.319	0.2	NA	0.0	0.0	0.00	0.01	69.6
North: Median														
1	R2	All MCs	238	2.0	161	2.0	0.514	15.1	LOS C	2.0	15.2	0.85	1.14	27.2
Approach			238	2.0	161	2.0	0.514	15.1	LOS C	2.0	15.2	0.85	1.14	27.2
All Vehicles			1348	10.6	1271	11.2	0.514	2.1	NA	2.0	15.2	0.11	0.15	64.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

MOVEMENT SUMMARY

Site: [11] Ocean reef Rd & Archer St - St 2 - PM - 2026 (2027 - PM)

Network: [N104] 2027 PM (2027)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

NA
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Ocean reef Rd															
2	T1	All MCs	1832	12.6	1832	12.6	0.537	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	69.4
3	R2	All MCs	81	2.0	81	2.0	0.045	6.2	LOS A	0.0	0.0	0.00	0.62	0.00	56.7
Approach			1913	12.2	1913	12.2	0.537	0.5	NA	0.0	0.0	0.00	0.03	0.00	69.0
North: Median															
1	R2	All MCs	133	2.0	133	2.0	2.448	1363.3	LOS F	51.1 ^{N8}	386.9 ^{N8}	1.00	7.03	11.92	0.7
Approach			133	2.0	133	2.0	2.448	1363.3	LOS F	51.1 ^{N8}	386.9 ^{N8}	1.00	7.03	11.92	0.7
All Vehicles			2045	11.5	2045	11.5	2.448	88.9	NA	51.1 ^{N8}	386.9 ^{N8}	0.06	0.48	0.77	20.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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 Gap.

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.

^{N8} The Percentile Back of Queue extends to upstream Site lanes.