



LOCATION PLAN

HUB & HEART BUILDING

SCALE 1:1500@A3



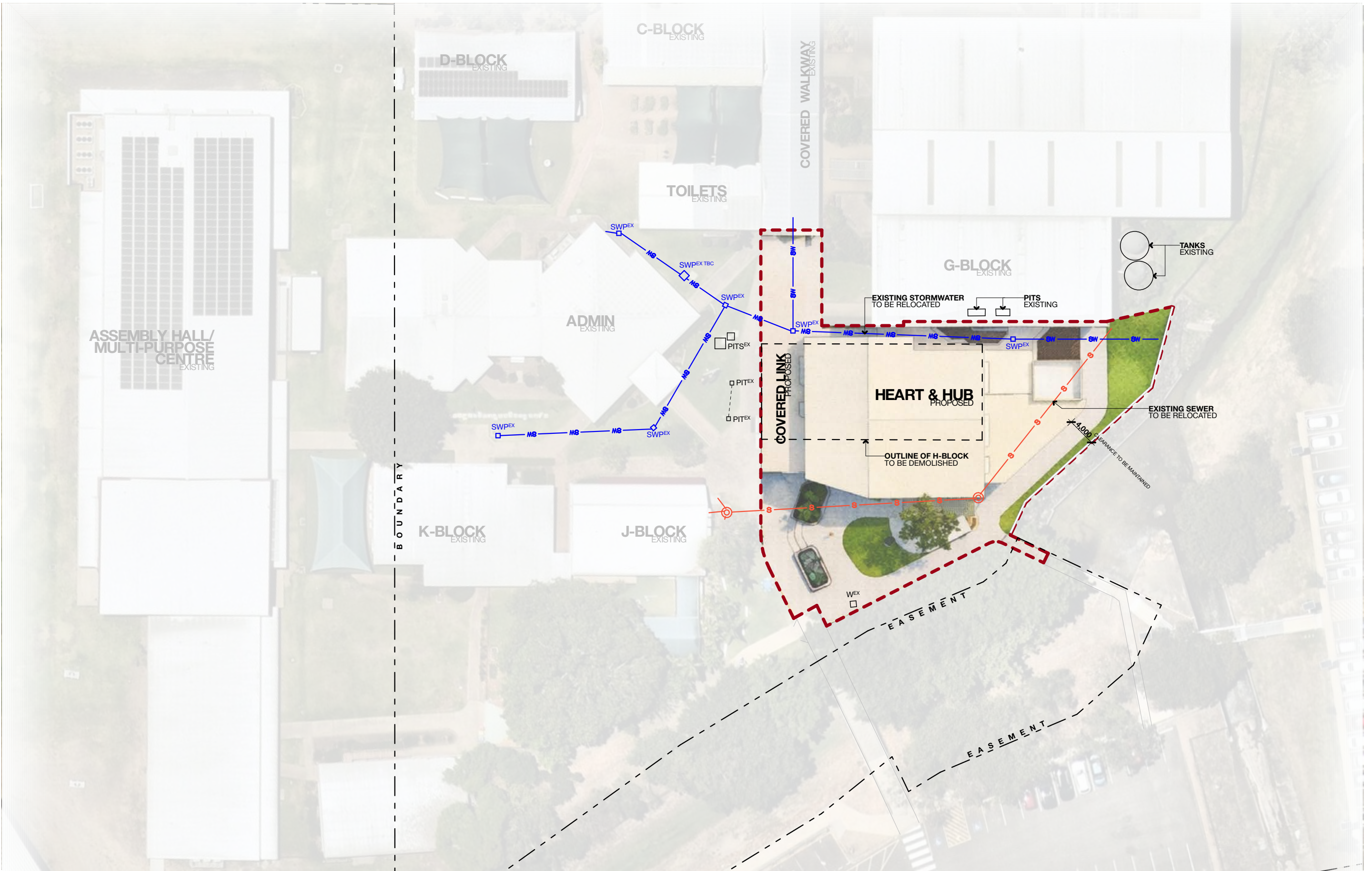
ANNANDALE CHRISTIAN COLLEGE

HUB & HEART BUILDING

LOCATION: 148 YOLANDA DRIVE_ANNANDALE_TOWNSVILLE_QLD_4814.

Document Set ID: 28471824

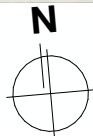
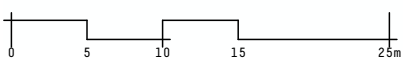
Version: 1, Version Date: 09/06/2026



SITE PLAN

HUB & HEART BUILDING

SCALE 1:500@A3



ANNANDALE CHRISTIAN COLLEGE

HUB & HEART BUILDING

LOCATION: 148 YOLANDA DRIVE_ANNANDALE_TOWNSVILLE_QLD_4814.

Document Set ID: 28471824

Version: 1, Version Date: 09/06/2026

APPENDIX B

SIDRA RESULTS

MOVEMENT SUMMARY

Site: [101] 101- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
South: Oleander Street														
1	L2	All MCs	78	2.7	78	2.7	0.154	7.6	LOS A	0.5	3.9	0.55	0.77	36.4
3	R2	All MCs	34	2.7	34	2.7	0.154	12.2	LOS B	0.5	3.9	0.55	0.77	33.5
Approach			112	2.7	112	2.7	0.154	9.0	LOS A	0.5	3.9	0.55	0.77	35.8
East: Yolanda Drive														
4	L2	All MCs	87	0.0	87	0.0	0.296	5.2	LOS A	0.0	0.0	0.00	0.09	49.2
5	T1	All MCs	473	2.9	473	2.9	0.296	0.0	LOS A	0.0	0.0	0.00	0.09	56.1
Approach			560	2.4	560	2.4	0.296	0.8	NA	0.0	0.0	0.00	0.09	54.6
West: Yolanda Drive														
11	T1	All MCs	359	3.4	359	3.4	0.250	0.6	LOS A	0.6	4.5	0.20	0.25	48.6
12	R2	All MCs	59	0.0	59	0.0	0.250	8.2	LOS A	0.6	4.5	0.20	0.25	47.4
Approach			418	2.9	418	2.9	0.250	1.7	NA	0.6	4.5	0.20	0.25	48.3
All Vehicles			1089	2.7	1089	2.7	0.296	2.0	NA	0.6	4.5	0.13	0.22	49.1

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: [102] 102- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
East: Yolanda Drive														
5	T1	All MCs	577	2.9	577	2.9	0.305	0.0	LOS A	0.0	0.1	0.00	0.00	59.7
6	R2	All MCs	1	0.0	1	0.0	0.305	2.4	LOS A	0.0	0.1	0.00	0.00	37.0
Approach			578	2.9	578	2.9	0.305	0.0	NA	0.0	0.1	0.00	0.00	59.6
North: Site Access 1														
7	L2	All MCs	1	0.0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.53	0.59	19.1
9	R2	All MCs	1	0.0	1	0.0	0.003	9.3	LOS A	0.0	0.1	0.53	0.59	19.1
Approach			2	0.0	2	0.0	0.003	7.0	LOS A	0.0	0.1	0.53	0.59	19.1
West: Yolanda Drive														
10	L2	All MCs	1	0.0	1	0.0	0.204	5.2	LOS A	0.0	0.0	0.00	0.00	43.1
11	T1	All MCs	385	3.4	385	3.4	0.204	0.0	LOS A	0.0	0.0	0.00	0.00	59.7
Approach			386	3.4	386	3.4	0.204	0.0	NA	0.0	0.0	0.00	0.00	59.6
All Vehicles			966	3.1	966	3.1	0.305	0.0	NA	0.0	0.1	0.00	0.00	59.3

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.

MOVEMENT SUMMARY

Site: [103] 103- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	577	2.9	577	2.9	0.355	0.3	LOS A	0.6	4.3	0.12	0.15	0.12	47.0
6	R2	All MCs	62	0.0	62	0.0	0.355	5.1	LOS A	0.6	4.3	0.12	0.15	0.12	37.4
Approach			639	2.6	639	2.6	0.355	0.7	NA	0.6	4.3	0.12	0.15	0.12	44.8
West: Yolanda Drive															
10	L2	All MCs	88	0.0	88	0.0	0.205	2.5	LOS A	0.0	0.0	0.00	0.12	0.00	29.1
11	T1	All MCs	297	3.4	297	3.4	0.205	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	43.8
Approach			385	2.6	385	2.6	0.205	0.6	NA	0.0	0.0	0.00	0.12	0.00	35.3
All Vehicles			1024	2.6	1024	2.6	0.355	0.7	NA	0.6	4.3	0.08	0.14	0.08	41.3

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 (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.

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Project: C:\Users\Langtree Consulting\Documents\SIDRA Analysis Projects\Annandale TIA- Current Use\SIDRA Summary\Annandale Christian College-Current Use.sipx

MOVEMENT SUMMARY

Site: [104] 104- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
East: Yolanda Drive														
5	T1	All MCs	548	2.9	548	2.9	0.289	0.0	LOS A	0.0	0.0	0.00	0.00	59.8
Approach			548	2.9	548	2.9	0.289	0.0	NA	0.0	0.0	0.00	0.00	59.8
North: Site Access 3														
7	L2	All MCs	60	0.0	60	0.0	0.048	5.1	LOS A	0.2	1.3	0.36	0.58	26.6
9	R2	All MCs	92	0.0	92	0.0	0.178	9.6	LOS A	0.6	4.0	0.65	0.86	17.1
Approach			152	0.0	152	0.0	0.178	7.8	LOS A	0.6	4.0	0.53	0.75	20.1
West: Yolanda Drive														
11	T1	All MCs	297	3.4	297	3.4	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			297	3.4	297	3.4	0.157	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles			997	2.6	997	2.6	0.289	1.2	NA	0.6	4.0	0.08	0.11	39.4

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.

MOVEMENT SUMMARY

Site: [105] 105- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Honeysuckle Drive															
1	L2	All MCs	13	0.0	13	0.0	0.035	7.7	LOS A	0.1	0.8	0.54	0.74	0.54	32.6
3	R2	All MCs	11	0.0	11	0.0	0.035	10.9	LOS B	0.1	0.8	0.54	0.74	0.54	32.6
Approach			23	0.0	23	0.0	0.035	9.1	LOS A	0.1	0.8	0.54	0.74	0.54	32.6
East: Yolanda Drive															
4	L2	All MCs	9	0.0	9	0.0	0.287	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	48.9
5	T1	All MCs	536	2.9	536	2.9	0.287	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
Approach			545	2.8	545	2.8	0.287	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.1
West: Yolanda Drive															
11	T1	All MCs	357	3.4	357	3.4	0.196	0.1	LOS A	0.1	0.6	0.03	0.04	0.03	53.7
12	R2	All MCs	7	0.0	7	0.0	0.196	4.9	LOS A	0.1	0.6	0.03	0.04	0.03	47.1
Approach			364	3.3	364	3.3	0.196	0.2	NA	0.1	0.6	0.03	0.04	0.03	52.8
All Vehicles			933	3.0	933	3.0	0.287	0.3	NA	0.1	0.8	0.03	0.04	0.03	50.9

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: [106] 106- 2027 AM Background (2027 AM Background)
Network: [N101] 2027 AM Background - Yolanda Drive (2027 AM Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
East: Yolanda Drive														
5	T1	All MCs	541	2.9	541	2.9	0.315	0.2	LOS A	0.4	2.5	0.08	0.10	53.5
6	R2	All MCs	37	0.0	37	0.0	0.315	6.8	LOS A	0.4	2.5	0.08	0.10	42.7
Approach			578	2.7	578	2.7	0.315	0.6	NA	0.4	2.5	0.08	0.10	52.2
North: Site Access 4														
7	L2	All MCs	15	0.0	15	0.0	0.022	5.0	LOS A	0.1	0.5	0.45	0.61	29.8
9	R2	All MCs	4	0.0	4	0.0	0.022	9.6	LOS A	0.1	0.5	0.45	0.61	23.2
Approach			19	0.0	19	0.0	0.022	6.0	LOS A	0.1	0.5	0.45	0.61	28.8
West: Yolanda Drive														
10	L2	All MCs	20	0.0	20	0.0	0.195	2.7	LOS A	0.0	0.0	0.00	0.03	23.8
11	T1	All MCs	348	3.4	348	3.4	0.195	0.0	LOS A	0.0	0.0	0.00	0.03	58.6
Approach			368	3.2	368	3.2	0.195	0.1	NA	0.0	0.0	0.00	0.03	55.3
All Vehicles			965	2.9	965	2.9	0.315	0.5	NA	0.4	2.5	0.06	0.08	52.4

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.

MOVEMENT SUMMARY

Site: [201] 201- 2027 AM Background (2027 AM Background)

Network: [1] 2027 AM Background - Jonquil Crescent (2027

Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site

Site Category: (None)

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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	84	1.9	84	1.9	0.051	0.1	LOS A	0.0	0.2	0.07	0.09	51.1
3	R2	All MCs	11	2.8	11	2.8	0.051	3.7	LOS A	0.0	0.2	0.07	0.09	51.1
Approach			95	2.0	95	2.0	0.051	0.5	NA	0.0	0.2	0.07	0.09	51.1
East: RoadName														
4	L2	All MCs	63	0.0	63	0.0	0.090	5.1	LOS A	0.1	0.9	0.25	0.56	29.1
6	R2	All MCs	49	0.0	49	0.0	0.090	5.6	LOS A	0.1	0.9	0.25	0.56	28.4
Approach			113	0.0	113	0.0	0.090	5.3	LOS A	0.1	0.9	0.25	0.56	28.9
North: Cypress Drive														
7	L2	All MCs	27	2.8	27	2.8	0.079	3.7	LOS A	0.0	0.0	0.00	0.10	50.2
8	T1	All MCs	123	2.0	123	2.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.10	53.6
Approach			151	2.1	151	2.1	0.079	0.7	NA	0.0	0.0	0.00	0.10	53.2
All Vehicles			358	1.4	358	1.4	0.090	2.1	NA	0.1	0.9	0.10	0.24	39.6

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.

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Project: C:\Users\Langtree Consulting\Documents\SIDRA Analysis Projects\Annandale TIA- Current Use\SIDRA Summary\Annandale Christian College-Current Use.sipx

MOVEMENT SUMMARY

Site: [202] 202- 2027 AM Background (2027 AM Background)

Network: [1] 2027 AM Background - Jonquil Crescent (2027

Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Existing Design

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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	1	0.0	1	0.0	0.002	3.0	LOS A	0.0	0.0	0.20	0.48	0.20
3	R2	All MCs	1	0.0	1	0.0	0.002	3.1	LOS A	0.0	0.0	0.20	0.48	0.20
Approach			2	0.0	2	0.0	0.002	3.1	LOS A	0.0	0.0	0.20	0.48	0.20
East: Jonquil Crescent														
4	L2	All MCs	2	0.0	2	0.0	0.054	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	113	0.0	113	0.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			115	0.0	115	0.0	0.054	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	29	2.8	29	2.8	0.019	0.1	LOS A	0.0	0.1	0.10	0.15	0.10
12	R2	All MCs	8	0.0	8	0.0	0.019	5.0	LOS A	0.0	0.1	0.10	0.15	0.10
Approach			38	2.2	38	2.2	0.019	1.2	NA	0.0	0.1	0.10	0.15	0.10
All Vehicles			155	0.5	155	0.5	0.054	0.4	NA	0.0	0.1	0.03	0.05	0.03

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.

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MOVEMENT SUMMARY

Site: [203] 203- 2027 AM Background (2027 AM Background)

Network: [1] 2027 AM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Existing Design

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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.18	0.47	0.18
3	R2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.18	0.47	0.18
Approach			2	0.0	2	0.0	0.002	2.8	LOS A	0.0	0.0	0.18	0.47	0.18
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.047	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	97	2.0	97	2.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			98	2.0	98	2.0	0.047	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	7	2.8	7	2.8	0.004	0.0	LOS A	0.0	0.0	0.06	0.08	0.06
12	R2	All MCs	1	0.0	1	0.0	0.004	3.7	LOS A	0.0	0.0	0.06	0.08	0.06
Approach			8	2.4	8	2.4	0.004	0.5	NA	0.0	0.0	0.06	0.08	0.06
All Vehicles			108	2.0	108	2.0	0.047	0.1	NA	0.0	0.0	0.01	0.02	0.01

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.

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MOVEMENT SUMMARY

Site: [204] 204- 2027 AM Background (2027 AM Background)

Network: [1] 2027 AM Background - Jonquil Crescent (2027

Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Existing Design

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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: Jonquil Crescent															
1	L2	All MCs	6	0.0	6	0.0	0.004	3.4	LOS A	0.0	0.0	0.00	0.54	0.00	29.0
3	R2	All MCs	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.0	0.00	0.54	0.00	27.5
Approach			7	0.0	7	0.0	0.004	3.4	NA	0.0	0.0	0.00	0.54	0.00	28.7
East: Cul-de-sac															
4	L2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.18	0.44	0.18	25.2
5	T1	All MCs	1	0.0	1	0.0	0.002	1.8	LOS A	0.0	0.0	0.18	0.44	0.18	25.2
Approach			2	0.0	2	0.0	0.002	2.2	LOS A	0.0	0.0	0.18	0.44	0.18	25.2
West: Jonquil Crescent															
11	T1	All MCs	1	0.0	1	0.0	0.054	0.0	LOS A	0.1	0.7	0.01	0.58	0.01	38.2
12	R2	All MCs	96	0.0	96	0.0	0.054	5.5	LOS A	0.1	0.7	0.01	0.58	0.01	36.8
Approach			97	0.0	97	0.0	0.054	5.4	NA	0.1	0.7	0.01	0.58	0.01	36.8
All Vehicles			106	0.0	106	0.0	0.054	5.2	NA	0.1	0.7	0.02	0.58	0.02	36.4

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.

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MOVEMENT SUMMARY

Site: [205] 205- 2027 AM Background (2027 AM Background)

Network: [1] 2027 AM Background - Jonquil Crescent (2027

Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site

Site Category: (None)

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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	95	1.9	95	1.9	0.077	0.3	LOS A	0.1	0.7	0.19	0.24	0.19
3	R2	All MCs	40	2.8	40	2.8	0.077	4.3	LOS A	0.1	0.7	0.19	0.24	0.19
Approach			135	2.2	135	2.2	0.077	1.5	NA	0.1	0.7	0.19	0.24	0.19
East: Jonquil Crescent														
4	L2	All MCs	13	0.0	13	0.0	0.017	6.0	LOS A	0.0	0.2	0.27	0.56	0.27
6	R2	All MCs	8	0.0	8	0.0	0.017	6.6	LOS A	0.0	0.2	0.27	0.56	0.27
Approach			21	0.0	21	0.0	0.017	6.2	LOS A	0.0	0.2	0.27	0.56	0.27
North: Cypress Drive														
7	L2	All MCs	59	2.8	59	2.8	0.111	5.1	LOS A	0.0	0.0	0.00	0.17	0.00
8	T1	All MCs	151	2.0	151	2.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.17	0.00
Approach			209	2.2	209	2.2	0.111	1.4	NA	0.0	0.0	0.00	0.17	0.00
All Vehicles			365	2.1	365	2.1	0.111	1.7	NA	0.1	0.7	0.08	0.22	0.08

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.

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MOVEMENT SUMMARY

▼ Site: [101 (4)] 101- 2027 PM Background (2027 PM Background)
Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)
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NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Oleander Street															
1	L2	All MCs	61	2.7	61	2.7	0.089	6.9	LOS A	0.3	2.3	0.44	0.67	0.44	38.4
3	R2	All MCs	23	2.7	23	2.7	0.089	9.1	LOS A	0.3	2.3	0.44	0.67	0.44	36.2
Approach			84	2.7	84	2.7	0.089	7.5	LOS A	0.3	2.3	0.44	0.67	0.44	37.9
East: Yolanda Drive															
4	L2	All MCs	26	0.0	26	0.0	0.196	5.2	LOS A	0.0	0.0	0.00	0.04	0.00	50.4
5	T1	All MCs	345	2.9	345	2.9	0.196	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.1
Approach			372	2.7	372	2.7	0.196	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.3
West: Yolanda Drive															
11	T1	All MCs	258	3.4	258	3.4	0.186	0.4	LOS A	0.5	3.5	0.20	0.24	0.20	47.8
12	R2	All MCs	61	0.0	61	0.0	0.186	7.0	LOS A	0.5	3.5	0.20	0.24	0.20	47.1
Approach			319	2.7	319	2.7	0.186	1.7	NA	0.5	3.5	0.20	0.24	0.20	47.5
All Vehicles			775	2.7	775	2.7	0.196	1.7	NA	0.5	3.5	0.13	0.19	0.13	50.0

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 (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.

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MOVEMENT SUMMARY

▼ Site: [102 (4)] 102- 2027 PM Background (2027 PM Background)
Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
East: Yolanda Drive														
5	T1	All MCs	354	2.9	354	2.9	0.187	0.0	LOS A	0.0	0.1	0.00	0.00	59.6
6	R2	All MCs	1	0.0	1	0.0	0.187	2.3	LOS A	0.0	0.1	0.00	0.00	37.0
Approach			355	2.9	355	2.9	0.187	0.0	NA	0.0	0.1	0.00	0.00	59.3
North: Site Access 1														
7	L2	All MCs	1	0.0	1	0.0	0.002	4.4	LOS A	0.0	0.1	0.41	0.54	23.0
9	R2	All MCs	1	0.0	1	0.0	0.002	6.2	LOS A	0.0	0.1	0.41	0.54	23.0
Approach			2	0.0	2	0.0	0.002	5.3	LOS A	0.0	0.1	0.41	0.54	23.0
West: Yolanda Drive														
10	L2	All MCs	1	0.0	1	0.0	0.146	5.2	LOS A	0.0	0.0	0.00	0.00	43.1
11	T1	All MCs	276	3.4	276	3.4	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	59.7
Approach			277	3.4	277	3.4	0.146	0.0	NA	0.0	0.0	0.00	0.00	59.6
All Vehicles			634	3.1	634	3.1	0.187	0.0	NA	0.0	0.1	0.00	0.00	59.2

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.

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MOVEMENT SUMMARY

▼ Site: [103 (4)] 103- 2027 PM Background (2027 PM Background)
Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Yolanda Drive															
5	T1	All MCs	354	2.9	354	2.9	0.220	0.2	LOS A	0.4	2.6	0.11	0.13	0.11	48.1
6	R2	All MCs	46	0.0	46	0.0	0.220	4.3	LOS A	0.4	2.6	0.11	0.13	0.11	37.8
Approach			400	2.6	400	2.6	0.220	0.7	NA	0.4	2.6	0.11	0.13	0.11	45.3
West: Yolanda Drive															
10	L2	All MCs	66	0.0	66	0.0	0.147	2.5	LOS A	0.0	0.0	0.00	0.13	0.00	29.1
11	T1	All MCs	211	3.4	211	3.4	0.147	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	43.3
Approach			277	2.6	277	2.6	0.147	0.6	NA	0.0	0.0	0.00	0.13	0.00	34.9
All Vehicles			677	2.6	677	2.6	0.220	0.6	NA	0.4	2.6	0.06	0.13	0.06	41.1

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.

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MOVEMENT SUMMARY

▼ Site: [104 (4)] 104- 2027 PM Background (2027 PM Background)
Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
East: Yolanda Drive														
5	T1	All MCs	333	2.9	333	2.9	0.175	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			333	2.9	333	2.9	0.175	0.0	NA	0.0	0.0	0.00	0.00	59.9
North: Site Access 3														
7	L2	All MCs	44	0.0	44	0.0	0.033	4.7	LOS A	0.1	0.9	0.29	0.54	27.2
9	R2	All MCs	57	0.0	57	0.0	0.075	6.7	LOS A	0.2	1.7	0.46	0.73	21.8
Approach			101	0.0	101	0.0	0.075	5.8	LOS A	0.2	1.7	0.39	0.65	24.0
West: Yolanda Drive														
11	T1	All MCs	211	3.4	211	3.4	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			211	3.4	211	3.4	0.111	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles			644	2.6	644	2.6	0.175	0.9	NA	0.2	1.7	0.06	0.10	42.8

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 (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: [105 (4)] 105- 2027 PM Background (2027 PM Background)

Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
South: Honeysuckle Drive															
1	L2	All MCs	1	0.0	1	0.0	0.002	6.6	LOS A	0.0	0.1	0.42	0.57	0.42	36.0
3	R2	All MCs	1	0.0	1	0.0	0.002	7.9	LOS A	0.0	0.1	0.42	0.57	0.42	36.0
Approach			2	0.0	2	0.0	0.002	7.3	LOS A	0.0	0.1	0.42	0.57	0.42	36.0
East: Yolanda Drive															
4	L2	All MCs	1	0.0	1	0.0	0.175	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	49.0
5	T1	All MCs	332	2.9	332	2.9	0.175	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			333	2.9	333	2.9	0.175	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
West: Yolanda Drive															
11	T1	All MCs	255	3.4	255	3.4	0.135	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.4
12	R2	All MCs	1	0.0	1	0.0	0.135	2.5	LOS A	0.0	0.1	0.00	0.00	0.00	47.6
Approach			256	3.4	256	3.4	0.135	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.0
All Vehicles			591	3.1	591	3.1	0.175	0.0	NA	0.0	0.1	0.00	0.00	0.00	58.4

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.

MOVEMENT SUMMARY

Site: [106 (4)] 106- 2027 PM Background (2027 PM Background)

Network: [N101 (4)] 2027 PM Background - Yolanda Drive (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	320	2.9	320	2.9	0.180	0.1	LOS A	0.1	0.9	0.04	0.05	0.04	55.6
6	R2	All MCs	16	0.0	16	0.0	0.180	6.1	LOS A	0.1	0.9	0.04	0.05	0.04	43.5
Approach			336	2.8	336	2.8	0.180	0.3	NA	0.1	0.9	0.04	0.05	0.04	54.5
North: Site Access 4															
7	L2	All MCs	33	0.0	33	0.0	0.042	4.7	LOS A	0.2	1.1	0.37	0.58	0.37	31.3
9	R2	All MCs	13	0.0	13	0.0	0.042	6.5	LOS A	0.2	1.1	0.37	0.58	0.37	25.4
Approach			45	0.0	45	0.0	0.042	5.2	LOS A	0.2	1.1	0.37	0.58	0.37	30.3
West: Yolanda Drive															
10	L2	All MCs	6	0.0	6	0.0	0.135	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	23.9
11	T1	All MCs	248	3.4	248	3.4	0.135	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach			255	3.3	255	3.3	0.135	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.8
All Vehicles			636	2.8	636	2.8	0.180	0.6	NA	0.2	1.1	0.05	0.08	0.05	52.2

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.

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MOVEMENT SUMMARY

Site: [201 (4)] 201- 2027 PM Background (2027 PM Background)

Network: [1 (4)] 2027 PM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	111	1.9	111	1.9	0.065	0.0	LOS A	0.0	0.2	0.04	0.07	52.3
3	R2	All MCs	13	2.8	13	2.8	0.065	3.4	LOS A	0.0	0.2	0.04	0.07	52.3
Approach			123	2.0	123	2.0	0.065	0.4	NA	0.0	0.2	0.04	0.07	52.3
East: RoadName														
4	L2	All MCs	48	2.0	48	2.0	0.058	5.0	LOS A	0.1	0.6	0.19	0.54	29.5
6	R2	All MCs	28	2.0	28	2.0	0.058	5.4	LOS A	0.1	0.6	0.19	0.54	29.0
Approach			77	2.0	77	2.0	0.058	5.1	LOS A	0.1	0.6	0.19	0.54	29.4
North: Cypress Drive														
7	L2	All MCs	11	2.8	11	2.8	0.044	3.7	LOS A	0.0	0.0	0.00	0.07	52.9
8	T1	All MCs	74	2.0	74	2.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.07	55.4
Approach			84	2.1	84	2.1	0.044	0.5	NA	0.0	0.0	0.00	0.07	55.2
All Vehicles			284	2.0	284	2.0	0.065	1.7	NA	0.1	0.6	0.07	0.20	40.9

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.

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MOVEMENT SUMMARY

Site: [202 (4)] 202- 2027 PM Background (2027 PM Background)

Network: [1 (4)] 2027 PM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	5	0.0	5	0.0	0.004	2.9	LOS A	0.0	0.0	0.15	0.48	0.15
3	R2	All MCs	1	0.0	1	0.0	0.004	3.0	LOS A	0.0	0.0	0.15	0.48	0.15
Approach			6	0.0	6	0.0	0.004	2.9	LOS A	0.0	0.0	0.15	0.48	0.15
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.035	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	72	2.0	72	2.0	0.035	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			73	2.0	73	2.0	0.035	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	24	2.8	24	2.8	0.012	0.0	LOS A	0.0	0.0	0.02	0.03	0.02
12	R2	All MCs	1	0.0	1	0.0	0.012	4.8	LOS A	0.0	0.0	0.02	0.03	0.02
Approach			25	2.7	25	2.7	0.012	0.2	NA	0.0	0.0	0.02	0.03	0.02
All Vehicles			104	2.0	104	2.0	0.035	0.3	NA	0.0	0.0	0.01	0.04	0.01

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: [203 (4)] 203- 2027 PM Background (2027 PM Background)

Network: [1 (4)] 2027 PM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.47	0.13
3	R2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.47	0.13
Approach			2	0.0	2	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.47	0.13
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.025	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	52	2.0	52	2.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			53	2.0	53	2.0	0.025	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	11	2.8	11	2.8	0.006	0.0	LOS A	0.0	0.0	0.03	0.06	0.03
12	R2	All MCs	1	0.0	1	0.0	0.006	3.6	LOS A	0.0	0.0	0.03	0.06	0.03
Approach			12	2.5	12	2.5	0.006	0.3	NA	0.0	0.0	0.03	0.06	0.03
All Vehicles			66	2.0	66	2.0	0.025	0.2	NA	0.0	0.0	0.01	0.03	0.01

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.

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MOVEMENT SUMMARY

Site: [204 (4)] 204- 2027 PM Background (2027 PM Background)

Network: [1 (4)] 2027 PM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	9	0.0	9	0.0	0.006	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.006	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			11	0.0	11	0.0	0.006	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.45	0.13
5	T1	All MCs	1	0.0	1	0.0	0.002	1.6	LOS A	0.0	0.0	0.13	0.45	0.13
Approach			2	0.0	2	0.0	0.002	2.1	LOS A	0.0	0.0	0.13	0.45	0.13
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.029	0.0	LOS A	0.1	0.4	0.01	0.58	0.01
12	R2	All MCs	51	0.0	51	0.0	0.029	5.5	LOS A	0.1	0.4	0.01	0.58	0.01
Approach			52	0.0	52	0.0	0.029	5.4	NA	0.1	0.4	0.01	0.58	0.01
All Vehicles			64	0.0	64	0.0	0.029	4.9	NA	0.1	0.4	0.02	0.57	0.02

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: [205 (4)] 205- 2027 PM Background (2027 PM Background)

Network: [1 (4)] 2027 PM Background - Jonquil Crescent (2027 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: Cypress Drive															
2	T1	All MCs	101	1.9	101	1.9	0.077	0.1	LOS A	0.1	0.6	0.12	0.19	0.12	51.8
3	R2	All MCs	38	2.8	38	2.8	0.077	3.9	LOS A	0.1	0.6	0.12	0.19	0.12	43.5
Approach			139	2.1	139	2.1	0.077	1.2	NA	0.1	0.6	0.12	0.19	0.12	50.5
East: Jonquil Crescent															
4	L2	All MCs	9	0.0	9	0.0	0.011	5.8	LOS A	0.0	0.1	0.19	0.54	0.19	35.0
6	R2	All MCs	5	0.0	5	0.0	0.011	6.2	LOS A	0.0	0.1	0.19	0.54	0.19	35.6
Approach			15	0.0	15	0.0	0.011	5.9	LOS A	0.0	0.1	0.19	0.54	0.19	35.3
North: Cypress Drive															
7	L2	All MCs	25	2.8	25	2.8	0.058	5.1	LOS A	0.0	0.0	0.00	0.14	0.00	49.3
8	T1	All MCs	84	2.0	84	2.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	49.3
Approach			109	2.2	109	2.2	0.058	1.2	NA	0.0	0.0	0.00	0.14	0.00	49.3
All Vehicles			263	2.0	263	2.0	0.077	1.4	NA	0.1	0.6	0.07	0.19	0.07	48.2

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: [101 (2)] 101- 2037 AM Background (2037 AM Background)
Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Oleander Street															
1	L2	All MCs	85	2.7	85	2.7	0.186	8.0	LOS A	0.7	4.7	0.59	0.80	0.59	35.6
3	R2	All MCs	37	2.7	37	2.7	0.186	13.7	LOS B	0.7	4.7	0.59	0.80	0.59	32.4
Approach			122	2.7	122	2.7	0.186	9.7	LOS A	0.7	4.7	0.59	0.80	0.59	34.9
East: Yolanda Drive															
4	L2	All MCs	97	0.0	97	0.0	0.326	5.2	LOS A	0.0	0.0	0.00	0.09	0.00	49.2
5	T1	All MCs	519	2.9	519	2.9	0.326	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	56.0
Approach			616	2.4	616	2.4	0.326	0.8	NA	0.0	0.0	0.00	0.09	0.00	54.5
West: Yolanda Drive															
11	T1	All MCs	394	3.4	394	3.4	0.279	0.8	LOS A	0.7	5.4	0.21	0.27	0.21	47.7
12	R2	All MCs	64	0.0	64	0.0	0.279	8.7	LOS A	0.7	5.4	0.21	0.27	0.21	47.0
Approach			458	2.9	458	2.9	0.279	1.9	NA	0.7	5.4	0.21	0.27	0.21	47.5
All Vehicles			1196	2.7	1196	2.7	0.326	2.1	NA	0.7	5.4	0.14	0.23	0.14	48.6

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.

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MOVEMENT SUMMARY

Site: [102 (2)] 102- 2037 AM Background (2037 AM Background)

Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	634	2.9	634	2.9	0.335	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.7
6	R2	All MCs	1	0.0	1	0.0	0.335	2.4	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			635	2.9	635	2.9	0.335	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.6
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.56	0.61	0.56	17.8
9	R2	All MCs	1	0.0	1	0.0	0.004	10.5	LOS B	0.0	0.1	0.56	0.61	0.56	17.8
Approach			2	0.0	2	0.0	0.004	7.8	LOS A	0.0	0.1	0.56	0.61	0.56	17.8
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.224	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	423	3.4	423	3.4	0.224	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			424	3.4	424	3.4	0.224	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			1061	3.1	1061	3.1	0.335	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.3

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.

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MOVEMENT SUMMARY

▼ Site: [103 (2)] 103- 2037 AM Background (2037 AM Background)
Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Yolanda Drive															
5	T1	All MCs	634	2.9	634	2.9	0.393	0.4	LOS A	0.8	5.4	0.13	0.16	0.14	45.6
6	R2	All MCs	68	0.0	68	0.0	0.393	5.4	LOS A	0.8	5.4	0.13	0.16	0.14	37.0
Approach			702	2.6	702	2.6	0.393	0.8	NA	0.8	5.4	0.13	0.16	0.14	43.6
West: Yolanda Drive															
10	L2	All MCs	97	0.0	97	0.0	0.225	2.5	LOS A	0.0	0.0	0.00	0.12	0.00	29.1
11	T1	All MCs	326	3.4	326	3.4	0.225	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	43.8
Approach			423	2.6	423	2.6	0.225	0.6	NA	0.0	0.0	0.00	0.12	0.00	35.3
All Vehicles			1125	2.6	1125	2.6	0.393	0.7	NA	0.8	5.4	0.08	0.15	0.08	40.6

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.

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MOVEMENT SUMMARY

▼ Site: [104 (2)] 104- 2037 AM Background (2037 AM Background)

Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	602	2.9	602	2.9	0.317	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			602	2.9	602	2.9	0.317	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Site Access 3															
7	L2	All MCs	65	0.0	65	0.0	0.054	5.2	LOS A	0.2	1.5	0.38	0.59	0.38	26.4
9	R2	All MCs	100	0.0	100	0.0	0.220	11.0	LOS B	0.7	5.1	0.70	0.90	0.75	15.6
Approach			165	0.0	165	0.0	0.220	8.7	LOS A	0.7	5.1	0.57	0.78	0.60	18.8
West: Yolanda Drive															
11	T1	All MCs	326	3.4	326	3.4	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			326	3.4	326	3.4	0.172	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1094	2.6	1094	2.6	0.317	1.3	NA	0.7	5.1	0.09	0.12	0.09	38.1

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: [105 (2)] 105- 2037 AM Background (2037 AM Background)
Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 of Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Honeysuckle Drive															
1	L2	All MCs	15	0.0	15	0.0	0.044	8.0	LOS A	0.1	1.0	0.57	0.77	0.57	31.6
3	R2	All MCs	12	0.0	12	0.0	0.044	12.1	LOS B	0.1	1.0	0.57	0.77	0.57	31.6
Approach			26	0.0	26	0.0	0.044	9.8	LOS A	0.1	1.0	0.57	0.77	0.57	31.6
East: Yolanda Drive															
4	L2	All MCs	11	0.0	11	0.0	0.315	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	48.8
5	T1	All MCs	587	2.9	587	2.9	0.315	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
Approach			598	2.8	598	2.8	0.315	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.1
West: Yolanda Drive															
11	T1	All MCs	392	3.4	392	3.4	0.216	0.1	LOS A	0.1	0.8	0.03	0.04	0.03	52.7
12	R2	All MCs	8	0.0	8	0.0	0.216	5.3	LOS A	0.1	0.8	0.03	0.04	0.03	47.0
Approach			400	3.3	400	3.3	0.216	0.2	NA	0.1	0.8	0.03	0.04	0.03	51.8
All Vehicles			1024	3.0	1024	3.0	0.315	0.4	NA	0.1	1.0	0.03	0.04	0.03	50.1

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: [106 (2)] 106- 2037 AM Background (2037 AM Background)

Network: [N101 (2)] 2037 AM Background - Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	594	2.9	594	2.9	0.346	0.2	LOS A	0.4	2.9	0.08	0.10	0.08	53.4
6	R2	All MCs	40	0.0	40	0.0	0.346	7.1	LOS A	0.4	2.9	0.08	0.10	0.08	42.6
Approach			634	2.7	634	2.7	0.346	0.6	NA	0.4	2.9	0.08	0.10	0.08	52.1
North: Site Access 4															
7	L2	All MCs	17	0.0	17	0.0	0.028	5.2	LOS A	0.1	0.7	0.49	0.63	0.49	28.9
9	R2	All MCs	5	0.0	5	0.0	0.028	10.9	LOS B	0.1	0.7	0.49	0.63	0.49	22.0
Approach			22	0.0	22	0.0	0.028	6.5	LOS A	0.1	0.7	0.49	0.63	0.49	27.9
West: Yolanda Drive															
10	L2	All MCs	21	0.0	21	0.0	0.213	2.7	LOS A	0.0	0.0	0.00	0.03	0.00	23.8
11	T1	All MCs	382	3.4	382	3.4	0.213	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	58.6
Approach			403	3.2	403	3.2	0.213	0.1	NA	0.0	0.0	0.00	0.03	0.00	55.5
All Vehicles			1059	2.9	1059	2.9	0.346	0.6	NA	0.4	2.9	0.06	0.09	0.06	52.2

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: [201 (2)] 201- 2037 AM Background (2037 AM Background)

Network: [1 (2)] 2037 AM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	93	1.9	93	1.9	0.056	0.1	LOS A	0.0	0.2	0.07	0.09	51.0
3	R2	All MCs	12	2.8	12	2.8	0.056	3.8	LOS A	0.0	0.2	0.07	0.09	51.0
Approach			104	2.0	104	2.0	0.056	0.5	NA	0.0	0.2	0.07	0.09	51.0
East: RoadName														
4	L2	All MCs	69	2.0	69	2.0	0.102	5.2	LOS A	0.2	1.1	0.27	0.57	29.0
6	R2	All MCs	55	2.0	55	2.0	0.102	5.7	LOS A	0.2	1.1	0.27	0.57	28.2
Approach			124	2.0	124	2.0	0.102	5.4	LOS A	0.2	1.1	0.27	0.57	28.7
North: Cypress Drive														
7	L2	All MCs	29	2.8	29	2.8	0.087	3.7	LOS A	0.0	0.0	0.00	0.10	50.3
8	T1	All MCs	136	2.0	136	2.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.10	53.7
Approach			165	2.1	165	2.1	0.087	0.7	NA	0.0	0.0	0.00	0.10	53.3
All Vehicles			394	2.1	394	2.1	0.102	2.1	NA	0.2	1.1	0.10	0.25	39.5

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 (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.

MOVEMENT SUMMARY

Site: [202 (2)] 202- 2037 AM Background (2037 AM Background)

Network: [1 (2)] 2037 AM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	1	0.0	1	0.0	0.002	3.0	LOS A	0.0	0.0	0.22	0.48	0.22
3	R2	All MCs	1	0.0	1	0.0	0.002	3.2	LOS A	0.0	0.0	0.22	0.48	0.22
Approach			2	0.0	2	0.0	0.002	3.1	LOS A	0.0	0.0	0.22	0.48	0.22
East: Jonquil Crescent														
4	L2	All MCs	2	0.0	2	0.0	0.060	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	124	2.0	124	2.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			126	2.0	126	2.0	0.060	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	33	2.8	33	2.8	0.021	0.1	LOS A	0.0	0.1	0.10	0.15	0.10
12	R2	All MCs	8	0.0	8	0.0	0.021	5.1	LOS A	0.0	0.1	0.10	0.15	0.10
Approach			41	2.2	41	2.2	0.021	1.1	NA	0.0	0.1	0.10	0.15	0.10
All Vehicles			169	2.0	169	2.0	0.060	0.4	NA	0.0	0.1	0.03	0.05	0.03

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: [203 (2)] 203- 2037 AM Background (2037 AM Background)

Network: [1 (2)] 2037 AM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
3	R2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
Approach			2	0.0	2	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.051	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	106	2.0	106	2.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			107	2.0	107	2.0	0.051	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	8	2.8	8	2.8	0.005	0.0	LOS A	0.0	0.0	0.05	0.08	0.05
12	R2	All MCs	1	0.0	1	0.0	0.005	3.8	LOS A	0.0	0.0	0.05	0.08	0.05
Approach			9	2.5	9	2.5	0.005	0.5	NA	0.0	0.0	0.05	0.08	0.05
All Vehicles			119	2.0	119	2.0	0.051	0.1	NA	0.0	0.0	0.01	0.02	0.01

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.

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MOVEMENT SUMMARY

Site: [204 (2)] 204- 2037 AM Background (2037 AM Background)

Network: [1 (2)] 2037 AM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	6	0.0	6	0.0	0.004	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			7	0.0	7	0.0	0.004	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.18	0.44	0.18
5	T1	All MCs	1	0.0	1	0.0	0.002	1.8	LOS A	0.0	0.0	0.18	0.44	0.18
Approach			2	0.0	2	0.0	0.002	2.3	LOS A	0.0	0.0	0.18	0.44	0.18
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.055	0.0	LOS A	0.1	0.7	0.01	0.58	0.01
12	R2	All MCs	96	2.8	96	2.8	0.055	5.5	LOS A	0.1	0.7	0.01	0.58	0.01
Approach			97	2.8	97	2.8	0.055	5.4	NA	0.1	0.7	0.01	0.58	0.01
All Vehicles			106	2.5	106	2.5	0.055	5.2	NA	0.1	0.7	0.02	0.58	0.02

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: [205 (2)] 205- 2037 AM Background (2037 AM Background)

Network: [1 (2)] 2037 AM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	104	1.9	104	1.9	0.085	0.3	LOS A	0.1	0.8	0.20	0.25	50.3
3	R2	All MCs	43	2.8	43	2.8	0.085	4.4	LOS A	0.1	0.8	0.20	0.25	41.1
Approach			147	2.2	147	2.2	0.085	1.5	NA	0.1	0.8	0.20	0.25	48.7
East: Jonquil Crescent														
4	L2	All MCs	13	0.0	13	0.0	0.018	6.0	LOS A	0.0	0.2	0.29	0.56	34.2
6	R2	All MCs	8	0.0	8	0.0	0.018	6.7	LOS A	0.0	0.2	0.29	0.56	35.0
Approach			21	0.0	21	0.0	0.018	6.3	LOS A	0.0	0.2	0.29	0.56	34.6
North: Cypress Drive														
7	L2	All MCs	65	2.8	65	2.8	0.122	5.1	LOS A	0.0	0.0	0.00	0.17	47.4
8	T1	All MCs	165	2.0	165	2.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.17	47.4
Approach			231	2.2	231	2.2	0.122	1.4	NA	0.0	0.0	0.00	0.17	47.4
All Vehicles			399	2.1	399	2.1	0.122	1.7	NA	0.1	0.8	0.09	0.22	46.3

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.

MOVEMENT SUMMARY

Site: [101 (3)] 101- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Oleander Street															
1	L2	All MCs	66	2.7	66	2.7	0.103	7.0	LOS A	0.4	2.7	0.47	0.69	0.47	38.0
3	R2	All MCs	25	2.7	25	2.7	0.103	9.8	LOS A	0.4	2.7	0.47	0.69	0.47	35.6
Approach			92	2.7	92	2.7	0.103	7.8	LOS A	0.4	2.7	0.47	0.69	0.47	37.5
East: Yolanda Drive															
4	L2	All MCs	28	0.0	28	0.0	0.214	5.2	LOS A	0.0	0.0	0.00	0.04	0.00	50.4
5	T1	All MCs	378	2.9	378	2.9	0.214	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.1
Approach			406	2.7	406	2.7	0.214	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.4
West: Yolanda Drive															
11	T1	All MCs	283	3.4	283	3.4	0.206	0.5	LOS A	0.6	4.0	0.21	0.25	0.21	47.5
12	R2	All MCs	66	0.0	66	0.0	0.206	7.2	LOS A	0.6	4.0	0.21	0.25	0.21	47.0
Approach			349	2.8	349	2.8	0.206	1.8	NA	0.6	4.0	0.21	0.25	0.21	47.3
All Vehicles			847	2.7	847	2.7	0.214	1.7	NA	0.6	4.0	0.14	0.20	0.14	49.9

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: [102 (3)] 102- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	387	2.9	387	2.9	0.205	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.6
6	R2	All MCs	1	0.0	1	0.0	0.205	2.3	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			388	2.9	388	2.9	0.205	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.4
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.5	LOS A	0.0	0.1	0.44	0.55	0.44	22.3
9	R2	All MCs	1	0.0	1	0.0	0.002	6.6	LOS A	0.0	0.1	0.44	0.55	0.44	22.3
Approach			2	0.0	2	0.0	0.002	5.5	LOS A	0.0	0.1	0.44	0.55	0.44	22.3
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.161	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	303	3.4	303	3.4	0.161	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			304	3.4	304	3.4	0.161	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			695	3.1	695	3.1	0.205	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.2

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: [103 (3)] 103- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Yolanda Drive															
5	T1	All MCs	387	2.9	387	2.9	0.243	0.2	LOS A	0.4	3.1	0.12	0.14	0.12	47.4
6	R2	All MCs	52	0.0	52	0.0	0.243	4.4	LOS A	0.4	3.1	0.12	0.14	0.12	37.5
Approach			439	2.6	439	2.6	0.243	0.7	NA	0.4	3.1	0.12	0.14	0.12	44.7
West: Yolanda Drive															
10	L2	All MCs	73	0.0	73	0.0	0.161	2.5	LOS A	0.0	0.0	0.00	0.13	0.00	29.1
11	T1	All MCs	231	3.4	231	3.4	0.161	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	43.3
Approach			303	2.6	303	2.6	0.161	0.6	NA	0.0	0.0	0.00	0.13	0.00	34.9
All Vehicles			742	2.6	742	2.6	0.243	0.7	NA	0.4	3.1	0.07	0.14	0.07	40.8

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 (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.

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MOVEMENT SUMMARY

Site: [104 (3)] 104- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
East: Yolanda Drive														
5	T1	All MCs	365	2.9	365	2.9	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			365	2.9	365	2.9	0.192	0.0	NA	0.0	0.0	0.00	0.00	59.9
North: Site Access 3														
7	L2	All MCs	48	0.0	48	0.0	0.036	4.8	LOS A	0.1	1.0	0.31	0.55	27.0
9	R2	All MCs	74	0.0	74	0.0	0.103	7.1	LOS A	0.3	2.3	0.49	0.77	21.0
Approach			122	0.0	122	0.0	0.103	6.2	LOS A	0.3	2.3	0.42	0.68	23.2
West: Yolanda Drive														
11	T1	All MCs	231	3.4	231	3.4	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			231	3.4	231	3.4	0.122	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles			718	2.6	718	2.6	0.192	1.1	NA	0.3	2.3	0.07	0.12	41.2

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: [105 (3)] 105- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 of Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Honeysuckle Drive															
1	L2	All MCs	1	0.0	1	0.0	0.002	6.7	LOS A	0.0	0.1	0.44	0.58	0.44	35.5
3	R2	All MCs	1	0.0	1	0.0	0.002	8.3	LOS A	0.0	0.1	0.44	0.58	0.44	35.5
Approach			2	0.0	2	0.0	0.002	7.5	LOS A	0.0	0.1	0.44	0.58	0.44	35.5
East: Yolanda Drive															
4	L2	All MCs	1	0.0	1	0.0	0.192	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	49.0
5	T1	All MCs	364	2.9	364	2.9	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			365	2.9	365	2.9	0.192	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
West: Yolanda Drive															
11	T1	All MCs	280	3.4	280	3.4	0.149	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.5
12	R2	All MCs	1	0.0	1	0.0	0.149	2.5	LOS A	0.0	0.1	0.00	0.00	0.00	47.6
Approach			281	3.4	281	3.4	0.149	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.1
All Vehicles			648	3.1	648	3.1	0.192	0.0	NA	0.0	0.1	0.00	0.00	0.00	58.5

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.

MOVEMENT SUMMARY

Site: [106 (3)] 106- 2037 PM Background (2037 PM Background)

Network: [N101 (3)] 2037 PM Background- Yolanda Drive (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	351	2.9	351	2.9	0.198	0.1	LOS A	0.1	1.1	0.05	0.06	0.05	55.4
6	R2	All MCs	18	0.0	18	0.0	0.198	6.2	LOS A	0.1	1.1	0.05	0.06	0.05	43.4
Approach			368	2.8	368	2.8	0.198	0.4	NA	0.1	1.1	0.05	0.06	0.05	54.3
North: Site Access 4															
7	L2	All MCs	36	0.0	36	0.0	0.050	4.8	LOS A	0.2	1.3	0.39	0.60	0.39	30.9
9	R2	All MCs	15	0.0	15	0.0	0.050	6.9	LOS A	0.2	1.3	0.39	0.60	0.39	24.7
Approach			51	0.0	51	0.0	0.050	5.4	LOS A	0.2	1.3	0.39	0.60	0.39	29.8
West: Yolanda Drive															
10	L2	All MCs	7	0.0	7	0.0	0.148	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	23.9
11	T1	All MCs	273	3.4	273	3.4	0.148	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach			280	3.3	280	3.3	0.148	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.6
All Vehicles			699	2.8	699	2.8	0.198	0.6	NA	0.2	1.3	0.05	0.08	0.05	51.9

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: [201 (3)] 201- 2037 PM Background (2037 PM Background)

Network: [1 (3)] 2037 PM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	121	1.9	121	1.9	0.072	0.0	LOS A	0.0	0.3	0.05	0.08	0.05
3	R2	All MCs	15	2.8	15	2.8	0.072	3.5	LOS A	0.0	0.3	0.05	0.08	0.05
Approach			136	2.0	136	2.0	0.072	0.4	NA	0.0	0.3	0.05	0.08	0.05
East: RoadName														
4	L2	All MCs	54	2.0	54	2.0	0.065	5.0	LOS A	0.1	0.7	0.20	0.54	0.20
6	R2	All MCs	31	2.0	31	2.0	0.065	5.5	LOS A	0.1	0.7	0.20	0.54	0.20
Approach			84	2.0	84	2.0	0.065	5.2	LOS A	0.1	0.7	0.20	0.54	0.20
North: Cypress Drive														
7	L2	All MCs	12	2.8	12	2.8	0.048	3.7	LOS A	0.0	0.0	0.00	0.07	0.00
8	T1	All MCs	81	2.0	81	2.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.07	0.00
Approach			93	2.1	93	2.1	0.048	0.5	NA	0.0	0.0	0.00	0.07	0.00
All Vehicles			313	2.0	313	2.0	0.072	1.7	NA	0.1	0.7	0.08	0.20	0.08

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: [202 (3)] 202- 2037 PM Background (2037 PM Background)

Network: [1 (3)] 2037 PM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	5	0.0	5	0.0	0.004	2.9	LOS A	0.0	0.0	0.16	0.48	0.16
3	R2	All MCs	1	0.0	1	0.0	0.004	3.0	LOS A	0.0	0.0	0.16	0.48	0.16
Approach			6	0.0	6	0.0	0.004	2.9	LOS A	0.0	0.0	0.16	0.48	0.16
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.038	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	79	2.0	79	2.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			80	2.0	80	2.0	0.038	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	26	2.8	26	2.8	0.013	0.0	LOS A	0.0	0.0	0.02	0.02	0.02
12	R2	All MCs	1	0.0	1	0.0	0.013	4.8	LOS A	0.0	0.0	0.02	0.02	0.02
Approach			27	2.7	27	2.7	0.013	0.2	NA	0.0	0.0	0.02	0.02	0.02
All Vehicles			114	2.0	114	2.0	0.038	0.2	NA	0.0	0.0	0.01	0.04	0.01

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: [203 (3)] 203- 2037 PM Background (2037 PM Background)

Network: [1 (3)] 2037 PM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.47	0.13
3	R2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.13	0.47	0.13
Approach			2	0.0	2	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.47	0.13
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.027	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	57	0.0	57	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			58	0.0	58	0.0	0.027	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	12	2.8	12	2.8	0.006	0.0	LOS A	0.0	0.0	0.03	0.05	0.03
12	R2	All MCs	1	0.0	1	0.0	0.006	3.6	LOS A	0.0	0.0	0.03	0.05	0.03
Approach			13	2.6	13	2.6	0.006	0.3	NA	0.0	0.0	0.03	0.05	0.03
All Vehicles			73	0.4	73	0.4	0.027	0.2	NA	0.0	0.0	0.01	0.03	0.01

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.

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MOVEMENT SUMMARY

Site: [204 (3)] 204- 2037 PM Background (2037 PM Background)

Network: [1 (3)] 2037 PM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	9	0.0	9	0.0	0.006	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.006	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			11	0.0	11	0.0	0.006	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.13	0.45	0.13
5	T1	All MCs	1	0.0	1	0.0	0.002	1.6	LOS A	0.0	0.0	0.13	0.45	0.13
Approach			2	0.0	2	0.0	0.002	2.1	LOS A	0.0	0.0	0.13	0.45	0.13
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.029	0.0	LOS A	0.1	0.4	0.01	0.58	0.01
12	R2	All MCs	51	0.0	51	0.0	0.029	5.5	LOS A	0.1	0.4	0.01	0.58	0.01
Approach			52	0.0	52	0.0	0.029	5.4	NA	0.1	0.4	0.01	0.58	0.01
All Vehicles			64	0.0	64	0.0	0.029	4.9	NA	0.1	0.4	0.02	0.57	0.02

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: [205 (3)] 205- 2037 PM Background (2037 PM Background)

Network: [1 (3)] 2037 PM Background - Jonquil Crescent (2037 Background)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: Cypress Drive															
2	T1	All MCs	112	1.9	112	1.9	0.085	0.1	LOS A	0.1	0.7	0.13	0.19	0.13	51.8
3	R2	All MCs	41	2.8	41	2.8	0.085	3.9	LOS A	0.1	0.7	0.13	0.19	0.13	43.4
Approach			153	2.1	153	2.1	0.085	1.2	NA	0.1	0.7	0.13	0.19	0.13	50.5
East: Jonquil Crescent															
4	L2	All MCs	11	0.0	11	0.0	0.013	5.8	LOS A	0.0	0.1	0.21	0.55	0.21	34.9
6	R2	All MCs	6	0.0	6	0.0	0.013	6.3	LOS A	0.0	0.1	0.21	0.55	0.21	35.5
Approach			17	0.0	17	0.0	0.013	6.0	LOS A	0.0	0.1	0.21	0.55	0.21	35.2
North: Cypress Drive															
7	L2	All MCs	27	2.8	27	2.8	0.063	5.1	LOS A	0.0	0.0	0.00	0.13	0.00	49.4
8	T1	All MCs	93	2.0	93	2.0	0.063	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	49.4
Approach			120	2.2	120	2.2	0.063	1.2	NA	0.0	0.0	0.00	0.13	0.00	49.4
All Vehicles			289	2.0	289	2.0	0.085	1.4	NA	0.1	0.7	0.08	0.19	0.08	48.1

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: [101 (5)] 101- 2027 AM Post Development (2027 AM Post Development)

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
South: Oleander Street														
1	L2	All MCs	78	2.7	78	2.7	0.158	7.7	LOS A	0.6	4.0	0.56	0.77	36.2
3	R2	All MCs	34	2.7	34	2.7	0.158	12.6	LOS B	0.6	4.0	0.56	0.77	33.2
Approach			112	2.7	112	2.7	0.158	9.2	LOS A	0.6	4.0	0.56	0.77	35.5
East: Yolanda Drive														
4	L2	All MCs	87	0.0	87	0.0	0.302	5.2	LOS A	0.0	0.0	0.00	0.09	49.3
5	T1	All MCs	483	2.9	483	2.9	0.302	0.0	LOS A	0.0	0.0	0.00	0.09	56.1
Approach			571	2.5	571	2.5	0.302	0.8	NA	0.0	0.0	0.00	0.09	54.7
West: Yolanda Drive														
11	T1	All MCs	375	3.4	375	3.4	0.259	0.7	LOS A	0.6	4.6	0.19	0.24	48.8
12	R2	All MCs	59	0.0	59	0.0	0.259	8.3	LOS A	0.6	4.6	0.19	0.24	47.5
Approach			434	2.9	434	2.9	0.259	1.7	NA	0.6	4.6	0.19	0.24	48.4
All Vehicles			1116	2.7	1116	2.7	0.302	2.0	NA	0.6	4.6	0.13	0.22	49.1

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: [102 (5)] 102- 2027 AM Post Development (2027 AM Post Development)

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	588	2.9	588	2.9	0.311	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.7
6	R2	All MCs	1	0.0	1	0.0	0.311	2.4	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			589	2.9	589	2.9	0.311	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.6
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.54	0.60	0.54	18.7
9	R2	All MCs	1	0.0	1	0.0	0.003	9.6	LOS A	0.0	0.1	0.54	0.60	0.54	18.7
Approach			2	0.0	2	0.0	0.003	7.2	LOS A	0.0	0.1	0.54	0.60	0.54	18.7
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.212	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	401	3.4	401	3.4	0.212	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			402	3.4	402	3.4	0.212	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			994	3.1	994	3.1	0.311	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.3

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.

MOVEMENT SUMMARY

▼ **Site: [103 (5)] 103- 2027 AM Post Development (2027 AM Post Development)**

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Yolanda Drive															
5	T1	All MCs	588	2.9	588	2.9	0.369	0.3	LOS A	0.7	5.0	0.14	0.16	0.14	45.6
6	R2	All MCs	71	0.0	71	0.0	0.369	5.2	LOS A	0.7	5.0	0.14	0.16	0.14	37.0
Approach			659	2.6	659	2.6	0.369	0.8	NA	0.7	5.0	0.14	0.16	0.14	43.5
West: Yolanda Drive															
10	L2	All MCs	98	0.0	98	0.0	0.213	2.5	LOS A	0.0	0.0	0.00	0.13	0.00	29.0
11	T1	All MCs	303	3.4	303	3.4	0.213	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	43.1
Approach			401	2.6	401	2.6	0.213	0.6	NA	0.0	0.0	0.00	0.13	0.00	34.7
All Vehicles			1060	2.6	1060	2.6	0.369	0.8	NA	0.7	5.0	0.08	0.15	0.08	40.2

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.

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MOVEMENT SUMMARY

Site: [104 (5)] 104- 2027 AM Post Development (2027 AM Post Development)

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	557	2.9	557	2.9	0.293	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			557	2.9	557	2.9	0.293	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Site Access 3															
7	L2	All MCs	66	0.0	66	0.0	0.054	5.1	LOS A	0.2	1.5	0.37	0.59	0.37	26.5
9	R2	All MCs	102	0.0	102	0.0	0.203	9.9	LOS A	0.7	4.7	0.66	0.87	0.68	16.7
Approach			168	0.0	168	0.0	0.203	8.0	LOS A	0.7	4.7	0.54	0.76	0.56	19.7
West: Yolanda Drive															
11	T1	All MCs	303	3.4	303	3.4	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			303	3.4	303	3.4	0.160	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1028	2.6	1028	2.6	0.293	1.3	NA	0.7	4.7	0.09	0.12	0.09	38.2

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: [105 (5)] 105- 2027 AM Post Development (2027 AM Post Development)

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Honeysuckle Drive															
1	L2	All MCs	13	0.0	13	0.0	0.036	7.7	LOS A	0.1	0.8	0.55	0.74	0.55	32.4
3	R2	All MCs	11	0.0	11	0.0	0.036	11.2	LOS B	0.1	0.8	0.55	0.74	0.55	32.4
Approach			23	0.0	23	0.0	0.036	9.3	LOS A	0.1	0.8	0.55	0.74	0.55	32.4
East: Yolanda Drive															
4	L2	All MCs	9	0.0	9	0.0	0.292	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	48.9
5	T1	All MCs	544	2.9	544	2.9	0.292	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
Approach			554	2.9	554	2.9	0.292	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.2
West: Yolanda Drive															
11	T1	All MCs	371	3.4	371	3.4	0.203	0.1	LOS A	0.1	0.6	0.03	0.04	0.03	53.8
12	R2	All MCs	7	0.0	7	0.0	0.203	5.0	LOS A	0.1	0.6	0.03	0.04	0.03	47.1
Approach			378	3.3	378	3.3	0.203	0.2	NA	0.1	0.6	0.03	0.04	0.03	52.9
All Vehicles			955	3.0	955	3.0	0.292	0.3	NA	0.1	0.8	0.03	0.04	0.03	50.9

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: [106 (5)] 106- 2027 AM Post Development (2027 AM Post Development)

Network: [N101 (5)] 2027 AM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	549	2.9	549	2.9	0.330	0.2	LOS A	0.5	3.4	0.10	0.13	0.10	51.8
6	R2	All MCs	49	0.0	49	0.0	0.330	6.9	LOS A	0.5	3.4	0.10	0.13	0.10	42.0
Approach			599	2.7	599	2.7	0.330	0.8	NA	0.5	3.4	0.10	0.13	0.10	50.4
North: Site Access 4															
7	L2	All MCs	15	0.0	15	0.0	0.022	5.1	LOS A	0.1	0.5	0.46	0.61	0.46	29.6
9	R2	All MCs	4	0.0	4	0.0	0.022	10.0	LOS A	0.1	0.5	0.46	0.61	0.46	22.9
Approach			19	0.0	19	0.0	0.022	6.2	LOS A	0.1	0.5	0.46	0.61	0.46	28.6
West: Yolanda Drive															
10	L2	All MCs	26	0.0	26	0.0	0.202	2.7	LOS A	0.0	0.0	0.00	0.04	0.00	23.7
11	T1	All MCs	355	3.4	355	3.4	0.202	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.2
Approach			381	3.2	381	3.2	0.202	0.2	NA	0.0	0.0	0.00	0.04	0.00	54.2
All Vehicles			999	2.8	999	2.8	0.330	0.7	NA	0.5	3.4	0.07	0.10	0.07	50.9

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: [201 (5)] 201- 2027 AM Post Development (2027 AM Post Development)

Network: [1 (5)] 2027 AM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	88	1.9	88	1.9	0.054	0.1	LOS A	0.0	0.2	0.07	0.09	50.8
3	R2	All MCs	12	2.8	12	2.8	0.054	3.7	LOS A	0.0	0.2	0.07	0.09	50.8
Approach			100	2.0	100	2.0	0.054	0.5	NA	0.0	0.2	0.07	0.09	50.8
East: RoadName														
4	L2	All MCs	69	0.0	69	0.0	0.100	5.1	LOS A	0.2	1.1	0.25	0.56	29.1
6	R2	All MCs	55	0.0	55	0.0	0.100	5.6	LOS A	0.2	1.1	0.25	0.56	28.4
Approach			124	0.0	124	0.0	0.100	5.3	LOS A	0.2	1.1	0.25	0.56	28.9
North: Cypress Drive														
7	L2	All MCs	29	2.8	29	2.8	0.080	3.7	LOS A	0.0	0.0	0.00	0.11	49.7
8	T1	All MCs	123	2.0	123	2.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.11	53.2
Approach			153	2.2	153	2.2	0.080	0.7	NA	0.0	0.0	0.00	0.11	52.8
All Vehicles			377	1.4	377	1.4	0.100	2.2	NA	0.2	1.1	0.10	0.26	39.0

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 (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: [202 (5)] 202- 2027 AM Post Development (2027 AM Post Development)

Network: [1 (5)] 2027 AM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	1	0.0	1	0.0	0.002	3.0	LOS A	0.0	0.0	0.22	0.48	0.22
3	R2	All MCs	1	0.0	1	0.0	0.002	3.2	LOS A	0.0	0.0	0.22	0.48	0.22
Approach			2	0.0	2	0.0	0.002	3.1	LOS A	0.0	0.0	0.22	0.48	0.22
East: Jonquil Crescent														
4	L2	All MCs	2	0.0	2	0.0	0.060	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	124	0.0	124	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			126	0.0	126	0.0	0.060	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	33	2.8	33	2.8	0.021	0.1	LOS A	0.0	0.1	0.10	0.15	0.10
12	R2	All MCs	8	0.0	8	0.0	0.021	5.1	LOS A	0.0	0.1	0.10	0.15	0.10
Approach			41	2.2	41	2.2	0.021	1.1	NA	0.0	0.1	0.10	0.15	0.10
All Vehicles			169	0.5	169	0.5	0.060	0.4	NA	0.0	0.1	0.03	0.05	0.03

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: [203 (5)] 203- 2027 AM Post Development (2027 AM Post Development)

Network: [1 (5)] 2027 AM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
3	R2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
Approach			2	0.0	2	0.0	0.002	2.8	LOS A	0.0	0.0	0.19	0.47	0.19
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.051	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	105	2.0	105	2.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			106	2.0	106	2.0	0.051	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	8	2.8	8	2.8	0.005	0.0	LOS A	0.0	0.0	0.05	0.08	0.05
12	R2	All MCs	1	0.0	1	0.0	0.005	3.8	LOS A	0.0	0.0	0.05	0.08	0.05
Approach			9	2.5	9	2.5	0.005	0.5	NA	0.0	0.0	0.05	0.08	0.05
All Vehicles			118	2.0	118	2.0	0.051	0.1	NA	0.0	0.0	0.01	0.02	0.01

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: [204 (5)] 204- 2027 AM Post Development (2027 AM Post Development)

Network: [1 (5)] 2027 AM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number Cycles to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: Jonquil Crescent															
1	L2	All MCs	7	0.0	7	0.0	0.004	3.4	LOS A	0.0	0.0	0.00	0.54	0.00	29.0
3	R2	All MCs	1	0.0	1	0.0	0.004	3.3	LOS A	0.0	0.0	0.00	0.54	0.00	27.5
Approach			8	0.0	8	0.0	0.004	3.4	NA	0.0	0.0	0.00	0.54	0.00	28.7
East: Cul-de-sac															
4	L2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.19	0.44	0.19	25.1
5	T1	All MCs	1	0.0	1	0.0	0.002	1.8	LOS A	0.0	0.0	0.19	0.44	0.19	25.1
Approach			2	0.0	2	0.0	0.002	2.3	LOS A	0.0	0.0	0.19	0.44	0.19	25.1
West: Jonquil Crescent															
11	T1	All MCs	1	0.0	1	0.0	0.059	0.0	LOS A	0.1	0.8	0.01	0.59	0.01	38.2
12	R2	All MCs	104	0.0	104	0.0	0.059	5.5	LOS A	0.1	0.8	0.01	0.59	0.01	36.8
Approach			105	0.0	105	0.0	0.059	5.4	NA	0.1	0.8	0.01	0.59	0.01	36.8
All Vehicles			116	0.0	116	0.0	0.059	5.2	NA	0.1	0.8	0.02	0.58	0.02	36.4

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.

MOVEMENT SUMMARY

Site: [205 (5)] 205- 2027 AM Post Development (2027 AM Post Development)

Network: [1 (5)] 2027 AM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	106	1.9	106	1.9	0.086	0.3	LOS A	0.1	0.8	0.19	0.24	0.19
3	R2	All MCs	43	2.8	43	2.8	0.086	4.3	LOS A	0.1	0.8	0.19	0.24	0.19
Approach			149	2.2	149	2.2	0.086	1.4	NA	0.1	0.8	0.19	0.24	0.19
East: Jonquil Crescent														
4	L2	All MCs	13	0.0	13	0.0	0.019	6.0	LOS A	0.0	0.2	0.28	0.56	0.28
6	R2	All MCs	9	0.0	9	0.0	0.019	6.7	LOS A	0.0	0.2	0.28	0.56	0.28
Approach			22	0.0	22	0.0	0.019	6.3	LOS A	0.0	0.2	0.28	0.56	0.28
North: Cypress Drive														
7	L2	All MCs	64	2.8	64	2.8	0.115	5.1	LOS A	0.0	0.0	0.00	0.17	0.00
8	T1	All MCs	154	2.0	154	2.0	0.115	0.0	LOS A	0.0	0.0	0.00	0.17	0.00
Approach			218	2.2	218	2.2	0.115	1.5	NA	0.0	0.0	0.00	0.17	0.00
All Vehicles			389	2.1	389	2.1	0.115	1.8	NA	0.1	0.8	0.09	0.22	0.09

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: [101 (6)] 101- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
South: Oleander Street														
1	L2	All MCs	61	2.7	61	2.7	0.091	6.9	LOS A	0.3	2.4	0.45	0.67	38.2
3	R2	All MCs	23	2.7	23	2.7	0.091	9.4	LOS A	0.3	2.4	0.45	0.67	36.0
Approach			84	2.7	84	2.7	0.091	7.6	LOS A	0.3	2.4	0.45	0.67	37.8
East: Yolanda Drive														
4	L2	All MCs	26	0.0	26	0.0	0.204	5.2	LOS A	0.0	0.0	0.00	0.04	50.5
5	T1	All MCs	361	2.9	361	2.9	0.204	0.0	LOS A	0.0	0.0	0.00	0.04	58.2
Approach			387	2.7	387	2.7	0.204	0.4	NA	0.0	0.0	0.00	0.04	57.4
West: Yolanda Drive														
11	T1	All MCs	268	3.4	268	3.4	0.192	0.4	LOS A	0.5	3.6	0.20	0.24	47.9
12	R2	All MCs	61	0.0	61	0.0	0.192	7.1	LOS A	0.5	3.6	0.20	0.24	47.1
Approach			329	2.8	329	2.8	0.192	1.7	NA	0.5	3.6	0.20	0.24	47.6
All Vehicles			801	2.7	801	2.7	0.204	1.7	NA	0.5	3.6	0.13	0.19	50.2

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: [102 (6)] 102- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	369	2.9	369	2.9	0.195	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.6
6	R2	All MCs	1	0.0	1	0.0	0.195	2.3	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			371	2.9	371	2.9	0.195	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.3
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.002	4.4	LOS A	0.0	0.1	0.42	0.55	0.42	22.7
9	R2	All MCs	1	0.0	1	0.0	0.002	6.4	LOS A	0.0	0.1	0.42	0.55	0.42	22.7
Approach			2	0.0	2	0.0	0.002	5.4	LOS A	0.0	0.1	0.42	0.55	0.42	22.7
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.153	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	288	3.4	288	3.4	0.153	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			289	3.4	289	3.4	0.153	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			662	3.1	662	3.1	0.195	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.2

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: [103 (6)] 103- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Yolanda Drive															
5	T1	All MCs	369	2.9	369	2.9	0.238	0.2	LOS A	0.5	3.3	0.13	0.16	0.13	46.3
6	R2	All MCs	58	0.0	58	0.0	0.238	4.4	LOS A	0.5	3.3	0.13	0.16	0.13	37.2
Approach			427	2.5	427	2.5	0.238	0.8	NA	0.5	3.3	0.13	0.16	0.13	43.6
West: Yolanda Drive															
10	L2	All MCs	78	0.0	78	0.0	0.153	2.5	LOS A	0.0	0.0	0.00	0.15	0.00	28.9
11	T1	All MCs	211	3.4	211	3.4	0.153	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	41.9
Approach			288	2.5	288	2.5	0.153	0.7	NA	0.0	0.0	0.00	0.15	0.00	33.8
All Vehicles			716	2.5	716	2.5	0.238	0.7	NA	0.5	3.3	0.08	0.15	0.08	39.6

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.

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MOVEMENT SUMMARY

Site: [104 (6)] 104- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	346	2.9	346	2.9	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			346	2.9	346	2.9	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Site Access 3															
7	L2	All MCs	54	0.0	54	0.0	0.040	4.7	LOS A	0.2	1.1	0.29	0.55	0.29	27.2
9	R2	All MCs	81	0.0	81	0.0	0.109	6.9	LOS A	0.4	2.5	0.48	0.76	0.48	21.5
Approach			135	0.0	135	0.0	0.109	6.0	LOS A	0.4	2.5	0.40	0.67	0.40	23.6
West: Yolanda Drive															
11	T1	All MCs	211	3.4	211	3.4	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			211	3.4	211	3.4	0.111	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			692	2.5	692	2.5	0.182	1.2	NA	0.4	2.5	0.08	0.13	0.08	40.0

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 (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: [105 (6)] 105- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Honeysuckle Drive															
1	L2	All MCs	1	0.0	1	0.0	0.002	6.6	LOS A	0.0	0.1	0.43	0.58	0.43	35.8
3	R2	All MCs	1	0.0	1	0.0	0.002	8.1	LOS A	0.0	0.1	0.43	0.58	0.43	35.8
Approach			2	0.0	2	0.0	0.002	7.3	LOS A	0.0	0.1	0.43	0.58	0.43	35.8
East: Yolanda Drive															
4	L2	All MCs	1	0.0	1	0.0	0.182	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	49.0
5	T1	All MCs	345	2.9	345	2.9	0.182	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			346	2.9	346	2.9	0.182	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
West: Yolanda Drive															
11	T1	All MCs	263	3.4	263	3.4	0.140	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.5
12	R2	All MCs	1	0.0	1	0.0	0.140	2.5	LOS A	0.0	0.1	0.00	0.00	0.00	47.6
Approach			264	3.4	264	3.4	0.140	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.0
All Vehicles			613	3.1	613	3.1	0.182	0.0	NA	0.0	0.1	0.00	0.00	0.00	58.4

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.

MOVEMENT SUMMARY

Site: [106 (6)] 106- 2027 PM Post Development (2027 PM Post Development)

Network: [N101 (6)] 2027 PM Post Development - Yolanda Drive (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	331	2.9	331	2.9	0.186	0.1	LOS A	0.1	0.9	0.04	0.05	0.04	55.7
6	R2	All MCs	16	0.0	16	0.0	0.186	6.1	LOS A	0.1	0.9	0.04	0.05	0.04	43.5
Approach			346	2.8	346	2.8	0.186	0.3	NA	0.1	0.9	0.04	0.05	0.04	54.7
North: Site Access 4															
7	L2	All MCs	41	0.0	41	0.0	0.054	4.7	LOS A	0.2	1.4	0.38	0.59	0.38	31.2
9	R2	All MCs	16	0.0	16	0.0	0.054	6.7	LOS A	0.2	1.4	0.38	0.59	0.38	25.1
Approach			57	0.0	57	0.0	0.054	5.3	LOS A	0.2	1.4	0.38	0.59	0.38	30.1
West: Yolanda Drive															
10	L2	All MCs	6	0.0	6	0.0	0.139	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	23.9
11	T1	All MCs	257	3.4	257	3.4	0.139	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach			263	3.3	263	3.3	0.139	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.8
All Vehicles			666	2.7	666	2.7	0.186	0.7	NA	0.2	1.4	0.05	0.08	0.05	51.6

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: [201 (6)] 201- 2027 PM Post Development (2027 PM Post Development)

Network: [1 (6)] 2027 PM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	117	1.9	117	1.9	0.071	0.0	LOS A	0.0	0.3	0.05	0.08	51.2
3	R2	All MCs	16	2.8	16	2.8	0.071	3.5	LOS A	0.0	0.3	0.05	0.08	51.2
Approach			133	2.0	133	2.0	0.071	0.4	NA	0.0	0.3	0.05	0.08	51.2
East: RoadName														
4	L2	All MCs	58	2.0	58	2.0	0.074	5.0	LOS A	0.1	0.8	0.19	0.54	29.5
6	R2	All MCs	38	2.0	38	2.0	0.074	5.5	LOS A	0.1	0.8	0.19	0.54	29.0
Approach			96	2.0	96	2.0	0.074	5.2	LOS A	0.1	0.8	0.19	0.54	29.3
North: Cypress Drive														
7	L2	All MCs	13	2.8	13	2.8	0.045	3.7	LOS A	0.0	0.0	0.00	0.08	51.8
8	T1	All MCs	74	2.0	74	2.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.08	54.7
Approach			86	2.1	86	2.1	0.045	0.5	NA	0.0	0.0	0.00	0.08	54.4
All Vehicles			315	2.0	315	2.0	0.074	1.9	NA	0.1	0.8	0.08	0.22	39.5

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 (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.

MOVEMENT SUMMARY

Site: [202 (6)] 202- 2027 PM Post Development (2027 PM Post Development)

Network: [1 (6)] 2027 PM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	5	0.0	5	0.0	0.004	2.9	LOS A	0.0	0.0	0.17	0.48	0.17
3	R2	All MCs	1	0.0	1	0.0	0.004	3.0	LOS A	0.0	0.0	0.17	0.48	0.17
Approach			6	0.0	6	0.0	0.004	2.9	LOS A	0.0	0.0	0.17	0.48	0.17
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.041	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	85	2.0	85	2.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			86	2.0	86	2.0	0.041	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	28	2.8	28	2.8	0.014	0.0	LOS A	0.0	0.0	0.02	0.02	0.02
12	R2	All MCs	1	0.0	1	0.0	0.014	4.8	LOS A	0.0	0.0	0.02	0.02	0.02
Approach			29	2.7	29	2.7	0.014	0.2	NA	0.0	0.0	0.02	0.02	0.02
All Vehicles			122	2.0	122	2.0	0.041	0.2	NA	0.0	0.0	0.01	0.04	0.01

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.

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MOVEMENT SUMMARY

Site: [203 (6)] 203- 2027 PM Post Development (2027 PM Post Development)

Network: [1 (6)] 2027 PM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Cycle	Number of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	Dist] m	Rate to Depart		km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.14	0.47	0.14
3	R2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.14	0.47	0.14
Approach			2	0.0	2	0.0	0.002	2.7	LOS A	0.0	0.0	0.14	0.47	0.14
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.030	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	62	2.0	62	2.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			63	2.0	63	2.0	0.030	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	12	2.8	12	2.8	0.006	0.0	LOS A	0.0	0.0	0.03	0.05	0.03
12	R2	All MCs	1	0.0	1	0.0	0.006	3.6	LOS A	0.0	0.0	0.03	0.05	0.03
Approach			13	2.6	13	2.6	0.006	0.3	NA	0.0	0.0	0.03	0.05	0.03
All Vehicles			78	2.0	78	2.0	0.030	0.2	NA	0.0	0.0	0.01	0.03	0.01

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: [204 (6)] 204- 2027 PM Post Development (2027 PM Post Development)

Network: [1 (6)] 2027 PM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	11	0.0	11	0.0	0.006	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.006	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			12	0.0	12	0.0	0.006	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.14	0.44	0.14
5	T1	All MCs	1	0.0	1	0.0	0.002	1.7	LOS A	0.0	0.0	0.14	0.44	0.14
Approach			2	0.0	2	0.0	0.002	2.1	LOS A	0.0	0.0	0.14	0.44	0.14
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.035	0.0	LOS A	0.1	0.4	0.01	0.58	0.01
12	R2	All MCs	61	0.0	61	0.0	0.035	5.5	LOS A	0.1	0.4	0.01	0.58	0.01
Approach			62	0.0	62	0.0	0.035	5.4	NA	0.1	0.4	0.01	0.58	0.01
All Vehicles			76	0.0	76	0.0	0.035	5.0	NA	0.1	0.4	0.02	0.57	0.02

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: [205 (6)] 205- 2027 PM Post Development (2027 PM Post Development)

Network: [1 (6)] 2027 PM Post Development - Jonquil Crescent (2027 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	115	1.9	115	1.9	0.088	0.1	LOS A	0.1	0.7	0.13	0.20	0.13
3	R2	All MCs	44	2.8	44	2.8	0.088	3.9	LOS A	0.1	0.7	0.13	0.20	0.13
Approach			159	2.2	159	2.2	0.088	1.2	NA	0.1	0.7	0.13	0.20	0.13
East: Jonquil Crescent														
4	L2	All MCs	9	0.0	9	0.0	0.012	5.8	LOS A	0.0	0.1	0.20	0.55	0.20
6	R2	All MCs	6	0.0	6	0.0	0.012	6.3	LOS A	0.0	0.1	0.20	0.55	0.20
Approach			16	0.0	16	0.0	0.012	6.0	LOS A	0.0	0.1	0.20	0.55	0.20
North: Cypress Drive														
7	L2	All MCs	29	2.8	29	2.8	0.061	5.1	LOS A	0.0	0.0	0.00	0.15	0.00
8	T1	All MCs	86	2.0	86	2.0	0.061	0.0	LOS A	0.0	0.0	0.00	0.15	0.00
Approach			116	2.2	116	2.2	0.061	1.3	NA	0.0	0.0	0.00	0.15	0.00
All Vehicles			291	2.1	291	2.1	0.088	1.5	NA	0.1	0.7	0.08	0.20	0.08

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: [101 (7)] 101- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m		Rate to Depart	km/h
South: Oleander Street														
1	L2	All MCs	85	2.7	85	2.7	0.191	8.0	LOS A	0.7	4.8	0.59	0.81	35.4
3	R2	All MCs	37	2.7	37	2.7	0.191	14.2	LOS B	0.7	4.8	0.59	0.81	32.1
Approach			122	2.7	122	2.7	0.191	9.9	LOS A	0.7	4.8	0.59	0.81	34.6
East: Yolanda Drive														
4	L2	All MCs	97	0.0	97	0.0	0.331	5.2	LOS A	0.0	0.0	0.00	0.09	49.2
5	T1	All MCs	529	2.9	529	2.9	0.331	0.0	LOS A	0.0	0.0	0.00	0.09	56.1
Approach			626	2.5	626	2.5	0.331	0.8	NA	0.0	0.0	0.00	0.09	54.6
West: Yolanda Drive														
11	T1	All MCs	409	3.4	409	3.4	0.288	0.8	LOS A	0.8	5.5	0.21	0.26	47.8
12	R2	All MCs	64	0.0	64	0.0	0.288	8.8	LOS A	0.8	5.5	0.21	0.26	47.1
Approach			474	2.9	474	2.9	0.288	1.9	NA	0.8	5.5	0.21	0.26	47.6
All Vehicles			1222	2.7	1222	2.7	0.331	2.1	NA	0.8	5.5	0.14	0.23	48.6

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: [102 (7)] 102- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	644	2.9	644	2.9	0.340	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.8
6	R2	All MCs	1	0.0	1	0.0	0.340	2.4	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			645	2.9	645	2.9	0.340	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.6
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.004	5.0	LOS A	0.0	0.1	0.57	0.62	0.57	17.4
9	R2	All MCs	1	0.0	1	0.0	0.004	10.9	LOS B	0.0	0.1	0.57	0.62	0.57	17.4
Approach			2	0.0	2	0.0	0.004	8.0	LOS A	0.0	0.1	0.57	0.62	0.57	17.4
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.232	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	439	3.4	439	3.4	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			440	3.4	440	3.4	0.232	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles			1087	3.1	1087	3.1	0.340	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.3

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.

MOVEMENT SUMMARY

Site: [103 (7)] 103- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
East: Yolanda Drive															
5	T1	All MCs	644	2.9	644	2.9	0.407	0.5	LOS A	0.9	6.6	0.14	0.18	0.16	43.7
6	R2	All MCs	77	0.0	77	0.0	0.407	5.6	LOS A	0.9	6.6	0.14	0.18	0.16	36.5
Approach			721	2.6	721	2.6	0.407	1.0	NA	0.9	6.6	0.14	0.18	0.16	42.0
West: Yolanda Drive															
10	L2	All MCs	106	0.0	106	0.0	0.233	2.5	LOS A	0.0	0.0	0.00	0.13	0.00	29.0
11	T1	All MCs	333	3.4	333	3.4	0.233	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	43.1
Approach			439	2.6	439	2.6	0.233	0.6	NA	0.0	0.0	0.00	0.13	0.00	34.8
All Vehicles			1160	2.6	1160	2.6	0.407	0.8	NA	0.9	6.6	0.09	0.16	0.10	39.4

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.

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MOVEMENT SUMMARY

Site: [104 (7)] 104- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	611	2.9	611	2.9	0.321	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			611	2.9	611	2.9	0.321	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Site Access 3															
7	L2	All MCs	73	0.0	73	0.0	0.061	5.2	LOS A	0.2	1.6	0.39	0.60	0.39	26.3
9	R2	All MCs	111	0.0	111	0.0	0.248	11.4	LOS B	0.9	6.0	0.71	0.91	0.80	15.1
Approach			183	0.0	183	0.0	0.248	9.0	LOS A	0.9	6.0	0.58	0.79	0.63	18.4
West: Yolanda Drive															
11	T1	All MCs	333	3.4	333	3.4	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			333	3.4	333	3.4	0.176	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1126	2.6	1126	2.6	0.321	1.5	NA	0.9	6.0	0.10	0.13	0.10	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.

MOVEMENT SUMMARY

Site: [105 (7)] 105- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Honeysuckle Drive															
1	L2	All MCs	15	0.0	15	0.0	0.045	8.1	LOS A	0.1	1.0	0.58	0.78	0.58	31.3
3	R2	All MCs	12	0.0	12	0.0	0.045	12.4	LOS B	0.1	1.0	0.58	0.78	0.58	31.3
Approach			26	0.0	26	0.0	0.045	10.0	LOS A	0.1	1.0	0.58	0.78	0.58	31.3
East: Yolanda Drive															
4	L2	All MCs	11	0.0	11	0.0	0.319	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	48.9
5	T1	All MCs	596	2.9	596	2.9	0.319	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
Approach			606	2.8	606	2.8	0.319	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.1
West: Yolanda Drive															
11	T1	All MCs	405	3.4	405	3.4	0.223	0.1	LOS A	0.1	0.8	0.03	0.04	0.03	52.7
12	R2	All MCs	8	0.0	8	0.0	0.223	5.4	LOS A	0.1	0.8	0.03	0.04	0.03	47.0
Approach			414	3.3	414	3.3	0.223	0.2	NA	0.1	0.8	0.03	0.04	0.03	51.9
All Vehicles			1046	3.0	1046	3.0	0.319	0.4	NA	0.1	1.0	0.03	0.04	0.03	50.1

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: [106 (7)] 106- 2037 AM Post Development (2037 AM Post Development)

Network: [N101 (7)] 2037 AM Post Development - Yolanda Drive (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	602	2.9	602	2.9	0.362	0.3	LOS A	0.5	3.8	0.11	0.13	0.11	51.8
6	R2	All MCs	53	0.0	53	0.0	0.362	7.2	LOS A	0.5	3.8	0.11	0.13	0.11	41.9
Approach			655	2.7	655	2.7	0.362	0.8	NA	0.5	3.8	0.11	0.13	0.11	50.4
North: Site Access 4															
7	L2	All MCs	17	0.0	17	0.0	0.029	5.2	LOS A	0.1	0.7	0.50	0.64	0.50	28.7
9	R2	All MCs	5	0.0	5	0.0	0.029	11.4	LOS B	0.1	0.7	0.50	0.64	0.50	21.8
Approach			22	0.0	22	0.0	0.029	6.7	LOS A	0.1	0.7	0.50	0.64	0.50	27.6
West: Yolanda Drive															
10	L2	All MCs	27	0.0	27	0.0	0.220	2.7	LOS A	0.0	0.0	0.00	0.04	0.00	23.7
11	T1	All MCs	388	3.4	388	3.4	0.220	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.3
Approach			416	3.2	416	3.2	0.220	0.2	NA	0.0	0.0	0.00	0.04	0.00	54.4
All Vehicles			1093	2.8	1093	2.8	0.362	0.7	NA	0.5	3.8	0.07	0.11	0.07	50.9

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: [201 (7)] 201- 2037 AM Post Development (2037 AM Post Development)

Network: [1 (7)] 2037 AM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	96	1.9	96	1.9	0.058	0.1	LOS A	0.0	0.2	0.07	0.10	0.07
3	R2	All MCs	13	2.8	13	2.8	0.058	3.8	LOS A	0.0	0.2	0.07	0.10	0.07
Approach			108	2.0	108	2.0	0.058	0.5	NA	0.0	0.2	0.07	0.10	0.07
East: RoadName														
4	L2	All MCs	75	2.0	75	2.0	0.111	5.2	LOS A	0.2	1.2	0.27	0.57	0.27
6	R2	All MCs	60	2.0	60	2.0	0.111	5.7	LOS A	0.2	1.2	0.27	0.57	0.27
Approach			135	2.0	135	2.0	0.111	5.4	LOS A	0.2	1.2	0.27	0.57	0.27
North: Cypress Drive														
7	L2	All MCs	33	2.8	33	2.8	0.088	3.7	LOS A	0.0	0.0	0.00	0.11	0.00
8	T1	All MCs	136	2.0	136	2.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.11	0.00
Approach			168	2.2	168	2.2	0.088	0.7	NA	0.0	0.0	0.00	0.11	0.00
All Vehicles			412	2.1	412	2.1	0.111	2.2	NA	0.2	1.2	0.11	0.26	0.11

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: [202 (7)] 202- 2037 AM Post Development (2037 AM Post Development)

Network: [1 (7)] 2037 AM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	1	0.0	1	0.0	0.002	3.0	LOS A	0.0	0.0	0.23	0.48	0.23
3	R2	All MCs	1	0.0	1	0.0	0.002	3.2	LOS A	0.0	0.0	0.23	0.48	0.23
Approach			2	0.0	2	0.0	0.002	3.1	LOS A	0.0	0.0	0.23	0.48	0.23
East: Jonquil Crescent														
4	L2	All MCs	2	0.0	2	0.0	0.065	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	135	2.0	135	2.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			137	2.0	137	2.0	0.065	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	37	2.8	37	2.8	0.023	0.1	LOS A	0.0	0.1	0.10	0.14	0.10
12	R2	All MCs	8	0.0	8	0.0	0.023	5.1	LOS A	0.0	0.1	0.10	0.14	0.10
Approach			45	2.3	45	2.3	0.023	1.0	NA	0.0	0.1	0.10	0.14	0.10
All Vehicles			184	2.0	184	2.0	0.065	0.3	NA	0.0	0.1	0.03	0.05	0.03

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: [203 (7)] 203- 2037 AM Post Development (2037 AM Post Development)

Network: [1 (7)] 2037 AM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Cycle	Number of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m	Rate to Depart		km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.20	0.47	0.20
3	R2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.20	0.47	0.20
Approach			2	0.0	2	0.0	0.002	2.8	LOS A	0.0	0.0	0.20	0.47	0.20
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	115	2.0	115	2.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			116	2.0	116	2.0	0.055	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	9	2.8	9	2.8	0.005	0.0	LOS A	0.0	0.0	0.05	0.07	0.05
12	R2	All MCs	1	0.0	1	0.0	0.005	3.8	LOS A	0.0	0.0	0.05	0.07	0.05
Approach			11	2.5	11	2.5	0.005	0.4	NA	0.0	0.0	0.05	0.07	0.05
All Vehicles			128	2.0	128	2.0	0.055	0.1	NA	0.0	0.0	0.01	0.02	0.01

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: [204 (7)] 204- 2037 AM Post Development (2037 AM Post Development)

Network: [1 (7)] 2037 AM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	8	0.0	8	0.0	0.005	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.005	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			9	0.0	9	0.0	0.005	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.8	LOS A	0.0	0.0	0.20	0.44	0.20
5	T1	All MCs	1	0.0	1	0.0	0.002	1.8	LOS A	0.0	0.0	0.20	0.44	0.20
Approach			2	0.0	2	0.0	0.002	2.3	LOS A	0.0	0.0	0.20	0.44	0.20
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.064	0.0	LOS A	0.1	0.9	0.01	0.59	0.01
12	R2	All MCs	113	2.8	113	2.8	0.064	5.5	LOS A	0.1	0.9	0.01	0.59	0.01
Approach			114	2.8	114	2.8	0.064	5.4	NA	0.1	0.9	0.01	0.59	0.01
All Vehicles			125	2.5	125	2.5	0.064	5.2	NA	0.1	0.9	0.02	0.58	0.02

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: [205 (7)] 205- 2037 AM Post Development (2037 AM Post Development)

Network: [1 (7)] 2037 AM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	116	1.9	116	1.9	0.094	0.3	LOS A	0.1	0.8	0.20	0.25	50.5
3	R2	All MCs	46	2.8	46	2.8	0.094	4.4	LOS A	0.1	0.8	0.20	0.25	41.2
Approach			162	2.2	162	2.2	0.094	1.5	NA	0.1	0.8	0.20	0.25	48.9
East: Jonquil Crescent														
4	L2	All MCs	13	0.0	13	0.0	0.019	6.0	LOS A	0.0	0.2	0.29	0.57	34.2
6	R2	All MCs	9	0.0	9	0.0	0.019	6.8	LOS A	0.0	0.2	0.29	0.57	35.0
Approach			22	0.0	22	0.0	0.019	6.4	LOS A	0.0	0.2	0.29	0.57	34.6
North: Cypress Drive														
7	L2	All MCs	69	2.8	69	2.8	0.126	5.1	LOS A	0.0	0.0	0.00	0.17	47.1
8	T1	All MCs	168	2.0	168	2.0	0.126	0.0	LOS A	0.0	0.0	0.00	0.17	47.1
Approach			238	2.2	238	2.2	0.126	1.5	NA	0.0	0.0	0.00	0.17	47.1
All Vehicles			422	2.1	422	2.1	0.126	1.7	NA	0.1	0.8	0.09	0.22	46.3

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.

MOVEMENT SUMMARY

Site: [101 (8)] 101- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Oleander Street															
1	L2	All MCs	66	2.7	66	2.7	0.105	7.1	LOS A	0.4	2.7	0.48	0.70	0.48	37.8
3	R2	All MCs	25	2.7	25	2.7	0.105	10.1	LOS B	0.4	2.7	0.48	0.70	0.48	35.4
Approach			92	2.7	92	2.7	0.105	7.9	LOS A	0.4	2.7	0.48	0.70	0.48	37.3
East: Yolanda Drive															
4	L2	All MCs	28	0.0	28	0.0	0.223	5.2	LOS A	0.0	0.0	0.00	0.04	0.00	50.5
5	T1	All MCs	395	2.9	395	2.9	0.223	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.2
Approach			423	2.7	423	2.7	0.223	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.4
West: Yolanda Drive															
11	T1	All MCs	295	3.4	295	3.4	0.213	0.5	LOS A	0.6	4.1	0.21	0.25	0.21	47.7
12	R2	All MCs	66	0.0	66	0.0	0.213	7.3	LOS A	0.6	4.1	0.21	0.25	0.21	47.0
Approach			361	2.8	361	2.8	0.213	1.8	NA	0.6	4.1	0.21	0.25	0.21	47.5
All Vehicles			876	2.7	876	2.7	0.223	1.7	NA	0.6	4.1	0.14	0.20	0.14	50.0

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 (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: [102 (8)] 102- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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 Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
East: Yolanda Drive															
5	T1	All MCs	404	2.9	404	2.9	0.214	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.6
6	R2	All MCs	1	0.0	1	0.0	0.214	2.3	LOS A	0.0	0.1	0.00	0.00	0.00	37.0
Approach			405	2.9	405	2.9	0.214	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.4
North: Site Access 1															
7	L2	All MCs	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.1	0.45	0.56	0.45	22.0
9	R2	All MCs	1	0.0	1	0.0	0.003	6.8	LOS A	0.0	0.1	0.45	0.56	0.45	22.0
Approach			2	0.0	2	0.0	0.003	5.7	LOS A	0.0	0.1	0.45	0.56	0.45	22.0
West: Yolanda Drive															
10	L2	All MCs	1	0.0	1	0.0	0.167	5.2	LOS A	0.0	0.0	0.00	0.00	0.00	43.1
11	T1	All MCs	315	3.4	315	3.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			316	3.4	316	3.4	0.167	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles			723	3.1	723	3.1	0.214	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.3

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.

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MOVEMENT SUMMARY

Site: [103 (8)] 103- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]		[Total HV]					[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Yolanda Drive															
5	T1	All MCs	404	2.9	404	2.9	0.260	0.3	LOS A	0.5	3.7	0.14	0.16	0.14	45.8
6	R2	All MCs	62	0.0	62	0.0	0.260	4.5	LOS A	0.5	3.7	0.14	0.16	0.14	37.1
Approach			466	2.5	466	2.5	0.260	0.8	NA	0.5	3.7	0.14	0.16	0.14	43.3
West: Yolanda Drive															
10	L2	All MCs	84	0.0	84	0.0	0.167	2.5	LOS A	0.0	0.0	0.00	0.14	0.00	28.9
11	T1	All MCs	231	3.4	231	3.4	0.167	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	42.0
Approach			315	2.5	315	2.5	0.167	0.7	NA	0.0	0.0	0.00	0.14	0.00	33.9
All Vehicles			781	2.5	781	2.5	0.260	0.8	NA	0.5	3.7	0.08	0.16	0.08	39.5

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.

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MOVEMENT SUMMARY

▼ Site: [104 (8)] 104- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	379	2.9	379	2.9	0.200	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			379	2.9	379	2.9	0.200	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Site Access 3															
7	L2	All MCs	58	0.0	58	0.0	0.044	4.8	LOS A	0.2	1.2	0.31	0.56	0.31	27.0
9	R2	All MCs	87	0.0	87	0.0	0.124	7.3	LOS A	0.4	2.9	0.50	0.79	0.50	20.7
Approach			145	0.0	145	0.0	0.124	6.3	LOS A	0.4	2.9	0.43	0.70	0.43	23.0
West: Yolanda Drive															
11	T1	All MCs	231	3.4	231	3.4	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			231	3.4	231	3.4	0.122	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			755	2.5	755	2.5	0.200	1.2	NA	0.4	2.9	0.08	0.13	0.08	39.6

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.

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MOVEMENT SUMMARY

Site: [105 (8)] 105- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
South: Honeysuckle Drive															
1	L2	All MCs	1	0.0	1	0.0	0.003	6.8	LOS A	0.0	0.1	0.45	0.59	0.45	35.3
3	R2	All MCs	1	0.0	1	0.0	0.003	8.5	LOS A	0.0	0.1	0.45	0.59	0.45	35.3
Approach			2	0.0	2	0.0	0.003	7.6	LOS A	0.0	0.1	0.45	0.59	0.45	35.3
East: Yolanda Drive															
4	L2	All MCs	1	0.0	1	0.0	0.200	2.7	LOS A	0.0	0.0	0.00	0.00	0.00	49.0
5	T1	All MCs	378	2.9	378	2.9	0.200	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			379	2.9	379	2.9	0.200	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
West: Yolanda Drive															
11	T1	All MCs	288	3.4	288	3.4	0.153	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.5
12	R2	All MCs	1	0.0	1	0.0	0.153	2.5	LOS A	0.0	0.1	0.00	0.00	0.00	47.6
Approach			289	3.4	289	3.4	0.153	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.1
All Vehicles			671	3.1	671	3.1	0.200	0.0	NA	0.0	0.1	0.00	0.00	0.00	58.5

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.

MOVEMENT SUMMARY

Site: [106 (8)] 106- 2037 PM Post Development (2037 PM Post Development)
Network: [N101 (8)] 2037 PM Post Development- Yolanda Drive (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Yolanda Drive															
5	T1	All MCs	361	2.9	361	2.9	0.203	0.1	LOS A	0.2	1.1	0.05	0.06	0.05	55.4
6	R2	All MCs	18	0.0	18	0.0	0.203	6.3	LOS A	0.2	1.1	0.05	0.06	0.05	43.4
Approach			379	2.8	379	2.8	0.203	0.4	NA	0.2	1.1	0.05	0.06	0.05	54.4
North: Site Access 4															
7	L2	All MCs	44	0.0	44	0.0	0.062	4.8	LOS A	0.2	1.6	0.40	0.61	0.40	30.8
9	R2	All MCs	18	0.0	18	0.0	0.062	7.1	LOS A	0.2	1.6	0.40	0.61	0.40	24.5
Approach			62	0.0	62	0.0	0.062	5.5	LOS A	0.2	1.6	0.40	0.61	0.40	29.6
West: Yolanda Drive															
10	L2	All MCs	7	0.0	7	0.0	0.152	2.7	LOS A	0.0	0.0	0.00	0.01	0.00	23.9
11	T1	All MCs	281	3.4	281	3.4	0.152	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach			288	3.3	288	3.3	0.152	0.1	NA	0.0	0.0	0.00	0.01	0.00	57.7
All Vehicles			729	2.7	729	2.7	0.203	0.7	NA	0.2	1.6	0.06	0.09	0.06	51.3

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.

MOVEMENT SUMMARY

Site: [201 (8)] 201- 2037 PM Post Development (2037 PM Post Development)
Network: [1 (8)] 2037 PM Post Development - Jonquil Crescent (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	127	1.9	127	1.9	0.077	0.0	LOS A	0.0	0.3	0.05	0.08	0.05
3	R2	All MCs	17	2.8	17	2.8	0.077	3.5	LOS A	0.0	0.3	0.05	0.08	0.05
Approach			144	2.0	144	2.0	0.077	0.5	NA	0.0	0.3	0.05	0.08	0.05
East: RoadName														
4	L2	All MCs	62	2.0	62	2.0	0.076	5.0	LOS A	0.1	0.8	0.20	0.55	0.20
6	R2	All MCs	36	2.0	36	2.0	0.076	5.6	LOS A	0.1	0.8	0.20	0.55	0.20
Approach			98	2.0	98	2.0	0.076	5.2	LOS A	0.1	0.8	0.20	0.55	0.20
North: Cypress Drive														
7	L2	All MCs	14	2.8	14	2.8	0.050	3.7	LOS A	0.0	0.0	0.00	0.08	0.00
8	T1	All MCs	81	2.0	81	2.0	0.050	0.0	LOS A	0.0	0.0	0.00	0.08	0.00
Approach			95	2.1	95	2.1	0.050	0.5	NA	0.0	0.0	0.00	0.08	0.00
All Vehicles			337	2.0	337	2.0	0.077	1.9	NA	0.1	0.8	0.08	0.22	0.08

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: [202 (8)] 202- 2037 PM Post Development (2037 PM Post Development)

Network: [1 (8)] 2037 PM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 6														
1	L2	All MCs	5	0.0	5	0.0	0.004	2.9	LOS A	0.0	0.0	0.18	0.48	0.18
3	R2	All MCs	1	0.0	1	0.0	0.004	3.1	LOS A	0.0	0.0	0.18	0.48	0.18
Approach			6	0.0	6	0.0	0.004	2.9	LOS A	0.0	0.0	0.18	0.48	0.18
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.045	3.5	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	93	2.0	93	2.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			94	2.0	94	2.0	0.045	0.0	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	31	2.8	31	2.8	0.015	0.0	LOS A	0.0	0.0	0.02	0.02	0.02
12	R2	All MCs	1	0.0	1	0.0	0.015	4.8	LOS A	0.0	0.0	0.02	0.02	0.02
Approach			32	2.7	32	2.7	0.015	0.2	NA	0.0	0.0	0.02	0.02	0.02
All Vehicles			132	2.1	132	2.1	0.045	0.2	NA	0.0	0.0	0.01	0.03	0.01

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: [203 (8)] 203- 2037 PM Post Development (2037 PM Post Development)

Network: [1 (8)] 2037 PM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Site Access 5														
1	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.15	0.47	0.15
3	R2	All MCs	1	0.0	1	0.0	0.002	2.7	LOS A	0.0	0.0	0.15	0.47	0.15
Approach			2	0.0	2	0.0	0.002	2.7	LOS A	0.0	0.0	0.15	0.47	0.15
East: Jonquil Crescent														
4	L2	All MCs	1	0.0	1	0.0	0.033	3.4	LOS A	0.0	0.0	0.00	0.01	0.00
5	T1	All MCs	67	2.0	67	2.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00
Approach			68	2.0	68	2.0	0.033	0.1	NA	0.0	0.0	0.00	0.01	0.00
West: Jonquil Crescent														
11	T1	All MCs	13	2.8	13	2.8	0.007	0.0	LOS A	0.0	0.0	0.03	0.05	0.03
12	R2	All MCs	1	0.0	1	0.0	0.007	3.6	LOS A	0.0	0.0	0.03	0.05	0.03
Approach			14	2.6	14	2.6	0.007	0.3	NA	0.0	0.0	0.03	0.05	0.03
All Vehicles			84	2.0	84	2.0	0.033	0.2	NA	0.0	0.0	0.01	0.03	0.01

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: [204 (8)] 204- 2037 PM Post Development (2037 PM Post Development)
Network: [1 (8)] 2037 PM Post Development - Jonquil Crescent (2037 Post Development)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
Site Category: Existing Design
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Jonquil Crescent														
1	L2	All MCs	12	0.0	12	0.0	0.007	3.4	LOS A	0.0	0.0	0.00	0.54	0.00
3	R2	All MCs	1	0.0	1	0.0	0.007	3.3	LOS A	0.0	0.0	0.00	0.54	0.00
Approach			13	0.0	13	0.0	0.007	3.4	NA	0.0	0.0	0.00	0.54	0.00
East: Cul-de-sac														
4	L2	All MCs	1	0.0	1	0.0	0.002	2.6	LOS A	0.0	0.0	0.15	0.44	0.15
5	T1	All MCs	1	0.0	1	0.0	0.002	1.7	LOS A	0.0	0.0	0.15	0.44	0.15
Approach			2	0.0	2	0.0	0.002	2.2	LOS A	0.0	0.0	0.15	0.44	0.15
West: Jonquil Crescent														
11	T1	All MCs	1	0.0	1	0.0	0.037	0.0	LOS A	0.1	0.5	0.01	0.58	0.01
12	R2	All MCs	66	0.0	66	0.0	0.037	5.5	LOS A	0.1	0.5	0.01	0.58	0.01
Approach			67	0.0	67	0.0	0.037	5.4	NA	0.1	0.5	0.01	0.58	0.01
All Vehicles			82	0.0	82	0.0	0.037	5.0	NA	0.1	0.5	0.02	0.57	0.02

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.

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MOVEMENT SUMMARY

Site: [205 (8)] 205- 2037 PM Post Development (2037 PM Post Development)

Network: [1 (8)] 2037 PM Post Development - Jonquil Crescent (2037 Post Development)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
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	Aver. Back Of Queue	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Cypress Drive														
2	T1	All MCs	125	1.9	125	1.9	0.096	0.1	LOS A	0.1	0.8	0.13	0.20	0.13
3	R2	All MCs	47	2.8	47	2.8	0.096	4.0	LOS A	0.1	0.8	0.13	0.20	0.13
Approach			173	2.1	173	2.1	0.096	1.2	NA	0.1	0.8	0.13	0.20	0.13
East: Jonquil Crescent														
4	L2	All MCs	11	0.0	11	0.0	0.014	5.8	LOS A	0.0	0.1	0.22	0.55	0.22
6	R2	All MCs	7	0.0	7	0.0	0.014	6.4	LOS A	0.0	0.1	0.22	0.55	0.22
Approach			18	0.0	18	0.0	0.014	6.1	LOS A	0.0	0.1	0.22	0.55	0.22
North: Cypress Drive														
7	L2	All MCs	32	2.8	32	2.8	0.067	5.1	LOS A	0.0	0.0	0.00	0.15	0.00
8	T1	All MCs	95	2.0	95	2.0	0.067	0.0	LOS A	0.0	0.0	0.00	0.15	0.00
Approach			126	2.2	126	2.2	0.067	1.3	NA	0.0	0.0	0.00	0.15	0.00
All Vehicles			317	2.0	317	2.0	0.096	1.5	NA	0.1	0.8	0.08	0.20	0.08

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.

APPENDIX C

PROPOSED SIGNAGES AND PAVEMENT MARKING PLAN