
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/10622/jj

Transport Planning
Traffic Studies
Parking Studies

27 August, 2021

Sydney Catholic Schools
c/- CTPG
Level 14, Aurora Place
88 Phillip Street
SYDNEY NSW 2000

Attention: Jim Gilvarry
Email: jim.gilvarry@ctpg.com.au

Dear Sir,

**RE: SECTION 4.55(2) MODIFICATIONS TO APPROVED
STATE SIGNIFICANT DEVELOPMENT APPLICATION FOR
ST ANTHONY OF PADUA CATHOLIC SCHOOL, AUSTRAL**

1. As requested, we are writing regarding matters raised by DPIE regarding the modifications proposed for the approved school at Austral. We have previously prepared a report¹ which was submitted with the state significant development application for the approved development and a letter of 12 April 2021 regarding the proposed amendments.
2. The DPIE letter of 4 August 2021 includes the following:
 7. *Provide a revised Traffic Report that:*
 - a) *Includes evidence to justify the proposed revised student capacity trigger for the completion of required roadworks, in particular the 1350 student trigger figure for the completion of roundabout works.*
 - b) *Includes all figures that are consistent with those provided within the modification report (the Department previously outlined inconsistent figures within its RtS request letter dated 1 June 2021). The Traffic Report must demonstrate that all figures used to inform the modification application are correct and based on thorough traffic assessment.*

¹ Transport and Accessibility Impact Assessment for Proposed St Anthony of Padua Catholic School, 125-165 Tenth Avenue and 140-170 Eleventh Avenue, Austral, July 2018 (Amended October 2018).

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Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296

EMAIL: cbrk@cbrk.com.au

3. Condition E10 of the consent for the approved school is as follows:

E10. Prior to the commencement of operation of construction phase 3 or the school student numbers reaching 1088 (whichever occurs earlier), the following roadworks required by this development consent must be completed to the satisfaction of the Certifier. The roadworks must include:

- (a) construction of the two roundabouts at the intersection of Fourth / Tenth Avenues and Fourth / Eleventh Avenues with signage and line marking;*
- (b) construction of full width of the road reserve for Eleventh Avenue with the required footpaths, shared cyclist / pedestrian paths, signage and line marking;*
- (c) construction of full width of road reserve for Tenth and Fourth Avenues with the required footpaths, signage and line marking works; and*
- (d) construction of all associated vehicular crossings / access points to the site; and*
- (e) construction of pedestrian crossings (either Wombat crossing or any other interim crossing as permitted by the warrants and approved by the relevant roads authority) with associated signage and line marking.*

The Applicant must obtain approval for the works under section 138 of the Roads Act 1993, where required prior to completion of the above roadworks.

4. The road works required by condition E10 are currently being undertaken. The Eleventh Avenue works are largely completed. The applicant's designs for the Fourth Avenue and Tenth Avenue works, including the roundabouts, are currently in the assessment and approval stage with the council.

5. With regards to matter 7a) raised by the department:

- condition E10 of the consent requires roundabouts to be constructed at the intersections of Fourth Avenue/Tenth Avenue and Fourth Avenue/Eleventh Avenue, by the time the number of students at the school reaches 1,088;
- there is uncertainty regarding the timing of land acquisition being undertaken by the council, to provide the land to accommodate the roundabouts at the intersections of Fourth Avenue/Tenth Avenue and Fourth Avenue/Eleventh Avenue; and
- the school is therefore seeking to amend condition E10 to change when the roundabouts are constructed, from 1,088 students to 1,350 students. This would provide an additional 12 months, based on current enrolment expectancy, for the land acquisition and roundabouts construction to occur.

6. In a meeting with the applicant, council officers also requested that the operations of the two intersections be analysed with SIDRA for an interim configuration, prior to construction of the roundabouts.
7. The interim intersection configurations would include:
 - at Fourth Avenue/Eleventh Avenue – two approach lanes on Eleventh Avenue (east), including a short left turn lane and a shared through/right lane. Give way controls provided on both Eleventh Avenue approaches. This measure is already constructed and operational; and
 - at Fourth Avenue/Tenth Avenue – two approach lanes on Tenth Avenue (east), including a short left turn lane and a shared through/right lane. Stop signs provided on both Tenth Avenue approaches. This measure is not yet constructed.
8. These interim arrangements are shown in the attached plans prepared by Warren Smith Consulting Engineers Pty Ltd. These arrangements will be operational prior to student numbers reaching 1,088, the existing threshold in condition E10.
9. With regards to school traffic flows through the two intersections, the difference between 1,088 students (the current threshold in condition E10) and 1,350 students (the threshold to which condition E10 is proposed to be amended) is minor. It is equivalent to a difference of some 10 vehicles per hour on any movement through these intersections.
10. Traffic flows through these two intersections during weekday morning and afternoon peak periods, plus traffic from the school with 1,350 students, are shown in the attached Figures 1 and 2. The base flows are the same as those in our original report, with the ultimate development of the Austral and Leppington North precincts.
11. The operations of the two intersections have been analysed with SIDRA for the interim intersection configurations and the traffic flows shown in the attached Figures 1 and 2.
12. SIDRA simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):
 - For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

13. It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.
14. The analysis found that with the interim arrangements, the intersections of Fourth Avenue with Tenth and Eleventh Avenues will operate with average delays for the highest delayed movements of less than 28 seconds per vehicle. This represents level of service B, a satisfactory level of service. Copies of the SIDRA output summaries are attached to this letter.
15. Therefore, both intersections would operate satisfactorily with a school population of 1,350 students and the interim arrangements, prior to roundabouts being provided.
16. It is therefore proposed to amend condition E10 to the following:
E10. Prior to the school student numbers reaching 1,088, the following roadworks required by this development consent must be completed to the satisfaction of the Certifier. The roadworks must include:

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- (a) *construction of a give way controlled intersection at Fourth Avenue/Eleventh Avenue, with two approach lanes on Eleventh Avenue east, including signage and line marking;*
- (b) *construction of a stop sign controlled intersection at Fourth Avenue/Tenth Avenue, with two approach lanes on Tenth Avenue east, including signage and line marking.*

Prior to the school student numbers reaching 1,350, the following roadworks required by this development consent must be completed to the satisfaction of the Certifier. The roadworks must include:

- (c) *construction of the two roundabouts at the intersection of Fourth / Tenth Avenues and Fourth / Eleventh Avenues with signage and line marking;*
- (d) *construction of full width of the road reserve for Eleventh Avenue with the required footpaths, shared cyclist / pedestrian paths, signage and line marking;*
- (e) *construction of full width of road reserve for Tenth and Fourth Avenues with the required footpaths, signage and line marking works; and*
- (f) *construction of all associated vehicular crossings / access points to the site; and*
- (g) *construction of pedestrian crossings (either Wombat crossing or any other interim crossing as permitted by the warrants and approved by the relevant roads authority) with associated signage and line marking.*

The Applicant must obtain approval for the works under section 138 of the Roads Act 1993, where required prior to completion of the above roadworks.

17. With regards to matter 7b) raised by the department, our section 4.55 document included:

- *when enrolments reach 1,150 students, road widening works to be undertaken on Tenth Avenue, Eleventh Avenue and Fourth Avenue, adjacent to the school, including bus bays. Provision to be included for intersection treatments (roundabouts with pedestrian refuges) at the intersections of Fourth Avenue with Tenth Avenue and Eleventh Avenue at this time. Marked pedestrian crossings to be provided on Tenth Avenue and Eleventh Avenue at this time (to replace school crossing on Eleventh Avenue if not already provided). All works subject to traffic committee/TfNSW approval.*

18. The department's letter of 1 June requested clarification regarding:

how the proposed staged road upgrades / student number increases have been developed and why these do not align with the approved phased development. For example, the trigger for road upgrades, as approved, is prior to Phase 3 (1088 students), with an interim crossing prior to student numbers reaching 659. However, the trigger for the commencement of construction of such upgrades, as proposed in the modification application, is 975 students. There is no information provided to inform whether the interim roadworks are proposed at 659 students and what is the impact of no roadworks being done for students up to 975.

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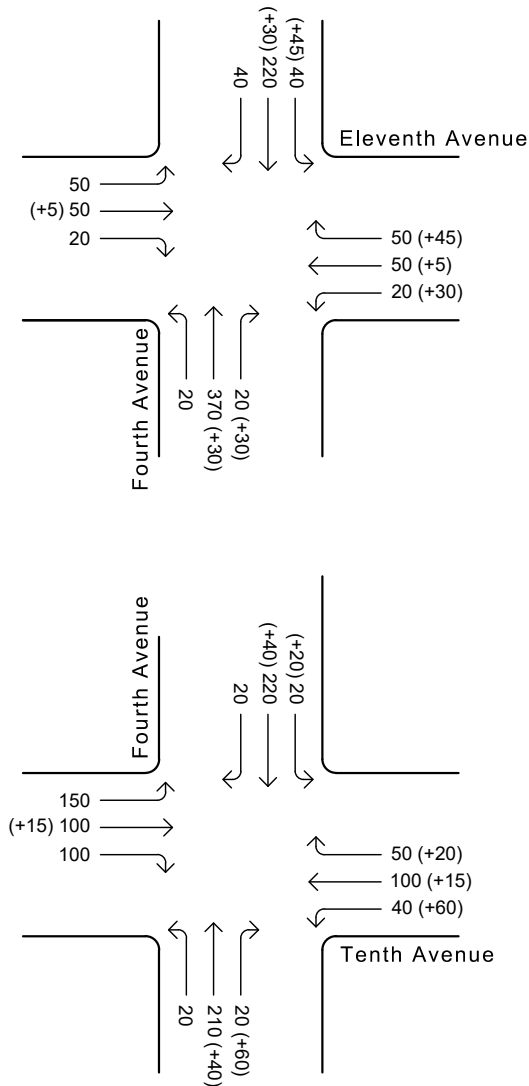
19. All the road works to be constructed in association with the school are included in condition E10. Designs for the works not yet constructed are currently in the assessment and approval stage with the council. Staging of road works has been simplified, such that all remaining works will be constructed as soon as the appropriate approvals are in place. The proposed amendment to condition E10 includes all road works being in place prior to the student population reaching 1,350. The amended condition includes that when the student population reaches 1,088, the interim arrangements at the intersections of Fourth Avenue with Tenth and Eleventh Avenues will have been constructed. These interim arrangements will cater for school traffic until the roundabouts are provided prior to the student population reaching 1,350.
20. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director

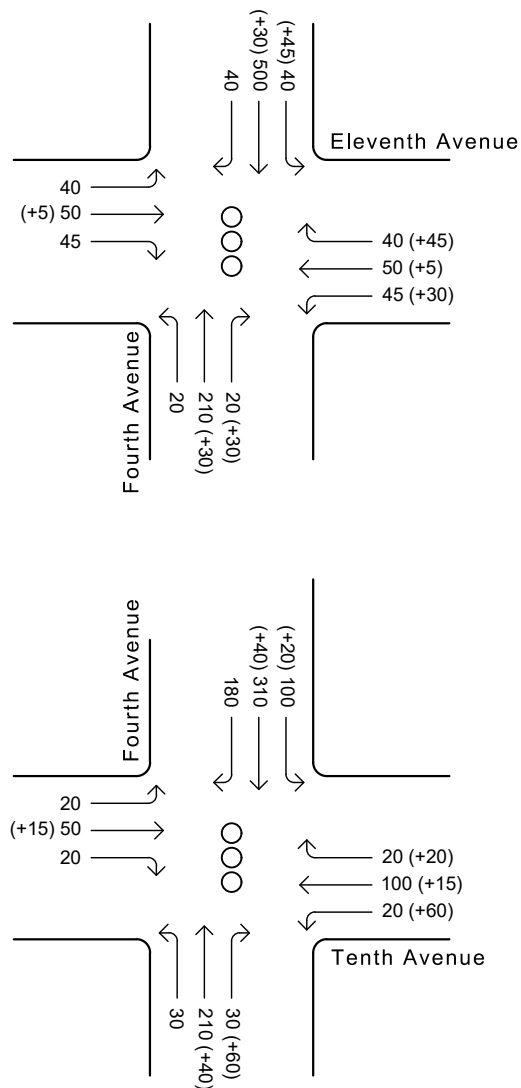


LEGEND

- 100 - Base Peak Hour Traffic Flows
- (+10) - Additional Development Traffic

**Base weekday morning peak hour
traffic flows plus development traffic
with 1350 Students**

Figure 1



LEGEND

- 100 - Base Peak Hour Traffic Flows
- (+10) - Additional Development Traffic

**Base weekday afternoon peak hour
traffic flows plus development traffic
with 1350 Students**

Figure 2

MOVEMENT SUMMARY

 Site: 101 [AM 2036 + 1350 students - Fourth Avenue - Tenth Avenue (2 Lane) (Stop)]

2036 Weekday Morning Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fourth Avenue												
1	L2	20	2.0	0.197	5.7	LOS A	0.7	5.2	0.24	0.28	0.24	47.4
2	T1	250	2.0	0.197	1.7	LOS A	0.7	5.2	0.24	0.28	0.24	43.5
3	R2	80	2.0	0.197	5.8	LOS A	0.7	5.2	0.24	0.28	0.24	42.8
Approach		350	2.0	0.197	2.9	NA	0.7	5.2	0.24	0.28	0.24	43.5
East: Tenth Avenue												
4	L2	100	2.0	0.092	7.9	LOS A	0.4	2.6	0.37	0.88	0.37	40.5
5	T1	115	2.0	0.431	13.9	LOS A	2.0	14.3	0.72	1.13	1.02	37.5
6	R2	70	2.0	0.431	19.7	LOS B	2.0	14.3	0.72	1.13	1.02	34.0
Approach		285	2.0	0.431	13.2	LOS A	2.0	14.3	0.60	1.04	0.79	37.7
North: Fourth Avenue												
7	L2	40	2.0	0.166	3.8	LOS A	0.2	1.6	0.08	0.08	0.08	39.7
8	T1	260	2.0	0.166	0.1	LOS A	0.2	1.6	0.08	0.08	0.08	45.3
9	R2	20	2.0	0.166	4.6	LOS A	0.2	1.6	0.08	0.08	0.08	44.0
Approach		320	2.0	0.166	0.9	NA	0.2	1.6	0.08	0.08	0.08	44.4
West: Tenth Avenue												
10	L2	150	2.0	0.644	12.9	LOS A	4.9	35.0	0.64	1.19	1.24	36.8
11	T1	115	2.0	0.644	18.0	LOS B	4.9	35.0	0.64	1.19	1.24	37.4
12	R2	100	2.0	0.644	23.8	LOS B	4.9	35.0	0.64	1.19	1.24	40.4
Approach		365	2.0	0.644	17.5	LOS B	4.9	35.0	0.64	1.19	1.24	38.0
All Vehicles		1320	2.0	0.644	8.7	NA	4.9	35.0	0.39	0.65	0.60	40.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

MOVEMENT SUMMARY

 Site: 101 [PM 2036 + 1350 students - Fourth Avenue - Tenth Avenue (2 Lane) (Stop)]

2036 Weekday Afternoon Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fourth Avenue												
1	L2	30	2.0	0.225	6.7	LOS A	1.0	7.2	0.35	0.28	0.35	47.0
2	T1	250	2.0	0.225	2.3	LOS A	1.0	7.2	0.35	0.28	0.35	43.1
3	R2	90	2.0	0.225	6.9	LOS A	1.0	7.2	0.35	0.28	0.35	42.5
Approach		370	2.0	0.225	3.8	NA	1.0	7.2	0.35	0.28	0.35	43.3
East: Tenth Avenue												
4	L2	80	2.0	0.082	8.4	LOS A	0.3	2.3	0.43	0.89	0.43	40.3
5	T1	115	2.0	0.524	22.0	LOS B	2.3	16.6	0.86	1.17	1.29	35.2
6	R2	40	2.0	0.524	26.3	LOS B	2.3	16.6	0.86	1.17	1.29	31.7
Approach		235	2.0	0.524	18.1	LOS B	2.3	16.6	0.71	1.07	1.00	36.2
North: Fourth Avenue												
7	L2	120	2.0	0.373	4.5	LOS A	2.0	14.1	0.35	0.21	0.35	38.7
8	T1	350	2.0	0.373	0.8	LOS A	2.0	14.1	0.35	0.21	0.35	44.0
9	R2	180	2.0	0.373	5.0	LOS A	2.0	14.1	0.35	0.21	0.35	42.7
Approach		650	2.0	0.373	2.6	NA	2.0	14.1	0.35	0.21	0.35	42.5
West: Tenth Avenue												
10	L2	20	2.0	0.332	10.3	LOS A	1.3	9.1	0.72	1.03	0.89	35.9
11	T1	65	2.0	0.332	20.9	LOS B	1.3	9.1	0.72	1.03	0.89	36.6
12	R2	20	2.0	0.332	25.4	LOS B	1.3	9.1	0.72	1.03	0.89	39.5
Approach		105	2.0	0.332	19.7	LOS B	1.3	9.1	0.72	1.03	0.89	37.0
All Vehicles		1360	2.0	0.524	6.9	NA	2.3	16.6	0.44	0.44	0.50	40.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

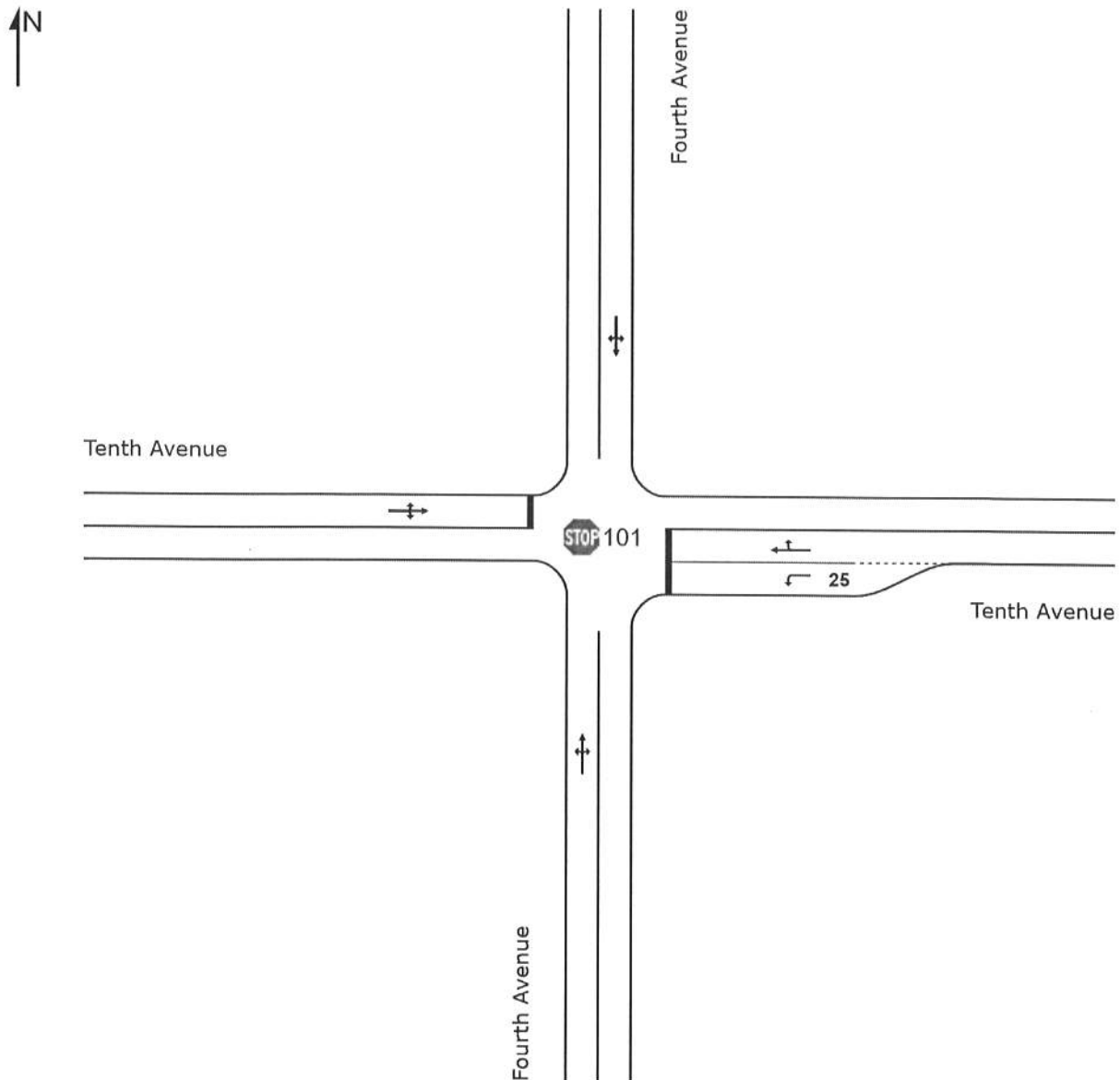
SITE LAYOUT

 Site: 101 [PM 2036 + 1350 students - Fourth Avenue - Tenth Avenue (2 Lane) (Stop)]

2036 Weekday Afternoon Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Stop (Two-Way)



MOVEMENT SUMMARY

▽ Site: 101 [AM 2036 + 1350 students - Fourth Avenue - Eleventh Avenue (1 Lane) (GW)]

2036 Weekday Morning Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fourth Avenue												
1	L2	20	2.0	0.251	4.7	LOS A	0.6	4.0	0.14	0.07	0.14	44.2
2	T1	400	2.0	0.251	0.3	LOS A	0.6	4.0	0.14	0.07	0.14	45.3
3	R2	50	2.0	0.251	5.0	LOS A	0.6	4.0	0.14	0.07	0.14	39.6
Approach		470	2.0	0.251	1.0	NA	0.6	4.0	0.14	0.07	0.14	44.5
East: Eleventh Avenue												
4	L2	50	2.0	0.039	4.2	LOS A	0.2	1.1	0.33	0.49	0.33	38.0
5	T1	55	2.0	0.355	9.3	LOS A	1.5	10.3	0.73	0.93	0.93	38.6
6	R2	95	2.0	0.355	13.4	LOS A	1.5	10.3	0.73	0.93	0.93	38.4
Approach		200	2.0	0.355	10.0	LOS A	1.5	10.3	0.63	0.82	0.78	38.4
North: Fourth Avenue												
7	L2	85	2.0	0.205	5.4	LOS A	0.6	3.9	0.19	0.29	0.19	42.8
8	T1	250	2.0	0.205	1.7	LOS A	0.6	3.9	0.19	0.29	0.19	43.6
9	R2	40	2.0	0.205	6.6	LOS A	0.6	3.9	0.19	0.29	0.19	47.2
Approach		375	2.0	0.205	3.1	NA	0.6	3.9	0.19	0.29	0.19	43.7
West: Eleventh Avenue												
10	L2	50	2.0	0.205	6.2	LOS A	0.7	5.2	0.57	0.74	0.57	44.3
11	T1	55	2.0	0.205	9.3	LOS A	0.7	5.2	0.57	0.74	0.57	40.4
12	R2	20	2.0	0.205	12.6	LOS A	0.7	5.2	0.57	0.74	0.57	40.3
Approach		125	2.0	0.205	8.6	LOS A	0.7	5.2	0.57	0.74	0.57	41.9
All Vehicles		1170	2.0	0.355	4.0	NA	1.5	10.3	0.29	0.34	0.31	42.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

MOVEMENT SUMMARY

▽ Site: 101 [PM 2036 + 1350 students - Fourth Avenue - Eleventh Avenue (1 Lane) (GW)]

2036 Weekday Afternoon Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Fourth Avenue												
1	L2	20	2.0	0.187	6.4	LOS A	0.7	5.2	0.30	0.12	0.30	43.4
2	T1	240	2.0	0.187	1.1	LOS A	0.7	5.2	0.30	0.12	0.30	44.4
3	R2	50	2.0	0.187	6.8	LOS A	0.7	5.2	0.30	0.12	0.30	39.1
Approach		310	2.0	0.187	2.4	NA	0.7	5.2	0.30	0.12	0.30	43.3
East: Eleventh Avenue												
4	L2	75	2.0	0.080	5.7	LOS A	0.3	2.1	0.50	0.65	0.50	37.6
5	T1	55	2.0	0.404	12.0	LOS A	1.6	11.6	0.80	0.99	1.07	37.5
6	R2	85	2.0	0.404	16.9	LOS B	1.6	11.6	0.80	0.99	1.07	37.3
Approach		215	2.0	0.404	11.7	LOS A	1.6	11.6	0.70	0.87	0.87	37.4
North: Fourth Avenue												
7	L2	85	2.0	0.340	5.1	LOS A	0.5	3.8	0.09	0.26	0.09	43.2
8	T1	530	2.0	0.340	1.4	LOS A	0.5	3.8	0.09	0.26	0.09	44.1
9	R2	40	2.0	0.340	5.9	LOS A	0.5	3.8	0.09	0.26	0.09	47.7
Approach		655	2.0	0.340	2.1	NA	0.5	3.8	0.09	0.26	0.09	44.2
West: Eleventh Avenue												
10	L2	40	2.0	0.313	6.3	LOS A	1.2	8.8	0.60	0.80	0.73	42.5
11	T1	55	2.0	0.313	12.6	LOS A	1.2	8.8	0.60	0.80	0.73	39.0
12	R2	45	2.0	0.313	16.8	LOS B	1.2	8.8	0.60	0.80	0.73	38.4
Approach		140	2.0	0.313	12.2	LOS A	1.2	8.8	0.60	0.80	0.73	39.8
All Vehicles		1320	2.0	0.404	4.8	NA	1.6	11.6	0.29	0.38	0.33	42.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SITE LAYOUT

▽ Site: 101 [PM 2036 + 1350 students - Fourth Avenue - Eleventh Avenue (1 Lane) (GW)]

2036 Weekday Afternoon Peak Hour Development Traffic Flows Plus Development Traffic with 1350 students

Site Category: (None)

Giveaway / Yield (Two-Way)

