

Appendix I

Traffic data

Intersection of Pacific Hwy and Wyee Rd, Doyalson

GPS -33.199488, 151.522654

Date:	Thu 18/08/22
Weather:	Fine
Suburban:	Doyalson
Customer:	GHD

North:	Wyee Rd
East:	Pacific Hwy
South:	Scenic Dr
West:	Pacific Hwy

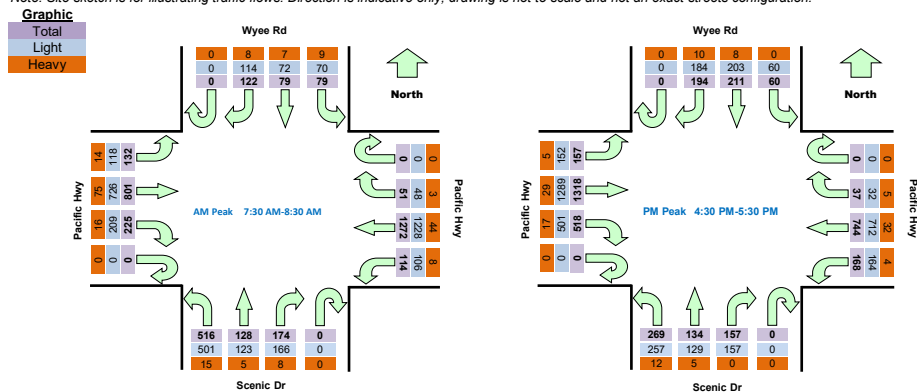
Survey Period	AM: 6:30 AM-9:30 AM
PM: 4:30 PM-7:30 PM	
Traffic Peak	AM: 7:30 AM-8:30 AM
PM: 4:30 PM-5:30 PM	

All Vehicles

Time		North Approach Wyee Rd				East Approach Pacific Hwy				South Approach Scenic Dr				West Approach Pacific Hwy				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	24	10	16	0	11	294	6	0	27	38	117	0	32	152	33	2931	
6:45	7:00	0	23	6	17	0	9	235	13	0	42	39	111	0	38	172	24	3106	
7:00	7:15	0	14	9	6	0	8	216	21	0	28	33	89	0	36	174	21	3274	
7:15	7:30	0	19	13	13	0	12	272	14	0	37	46	113	0	49	162	37	3580	
7:30	7:45	0	17	10	28	0	13	319	27	0	43	30	126	0	46	235	41	3693	Peak
7:45	8:00	0	23	15	15	0	13	326	30	0	45	29	123	0	53	198	27	3630	
8:00	8:15	0	46	27	17	0	16	300	30	0	52	37	138	0	58	203	37	3600	
8:15	8:30	0	36	27	19	0	9	327	27	0	34	32	129	0	68	165	27	3372	
8:30	8:45	0	37	46	11	0	17	259	41	0	44	55	96	0	65	158	43	3284	
8:45	9:00	0	32	25	10	0	19	263	35	0	39	44	110	0	94	167	29		
9:00	9:15	0	42	37	8	0	8	209	25	0	33	45	101	0	60	144	21		
9:15	9:30	0	43	33	15	0	7	255	37	0	27	40	106	0	56	165	26		
16:30	16:45	0	58	40	14	0	7	211	40	0	36	36	71	0	109	331	39	3967	Peak
16:45	17:00	0	38	47	10	0	10	157	40	0	44	32	59	0	147	335	42	3878	
17:00	17:15	0	53	56	17	0	15	203	53	0	46	27	73	0	125	350	45	3764	
17:15	17:30	0	45	68	19	0	5	173	35	0	31	39	66	0	137	302	31	3403	
17:30	17:45	0	26	39	19	0	9	206	46	0	50	39	78	0	95	261	35	3125	
17:45	18:00	0	33	41	13	0	17	162	59	0	33	27	79	0	104	254	25	2817	
18:00	18:15	0	41	27	14	0	14	145	37	0	49	25	51	0	91	185	23	2439	
18:15	18:30	0	23	36	18	0	11	131	33	0	33	19	58	0	80	203	28	2176	
18:30	18:45	0	31	29	13	0	12	115	27	0	30	19	56	0	75	160	28	1908	
18:45	19:00	0	25	20	8	0	5	93	16	0	21	18	46	0	60	140	17		
19:00	19:15	0	26	5	6	0	6	78	31	0	21	12	39	0	55	133	27		
19:15	19:30	0	15	17	5	0	9	71	13	0	32	20	26	0	61	124	12		

Peak Time		North Approach Wyee Rd				East Approach Pacific Hwy				South Approach Scenic Dr				West Approach Pacific Hwy				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
7:30	8:30	0	122	79	79	0	51	1272	114	0	174	128	516	0	225	801	132	3693	
16:30	17:30	0	194	211	60	0	37	744	168	0	157	134	269	0	518	1318	157	3967	

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au



Intersection of Scenic Dr and Station Rd, Doyalson

GPS -33.212876, 151.530431

Date:	Thu 18/08/22
Weather:	Fine
Suburban:	Doyalson
Customer:	GHD

North:	Scenic Dr
East:	Station Rd
South:	Scenic Dr
West:	N/A

Survey Period	AM: 6:30 AM-9:30 AM
	PM: 4:30 PM-7:30 PM
Traffic Peak	AM: 8:00 AM-9:00 AM
	PM: 4:30 PM-5:30 PM

All Vehicles

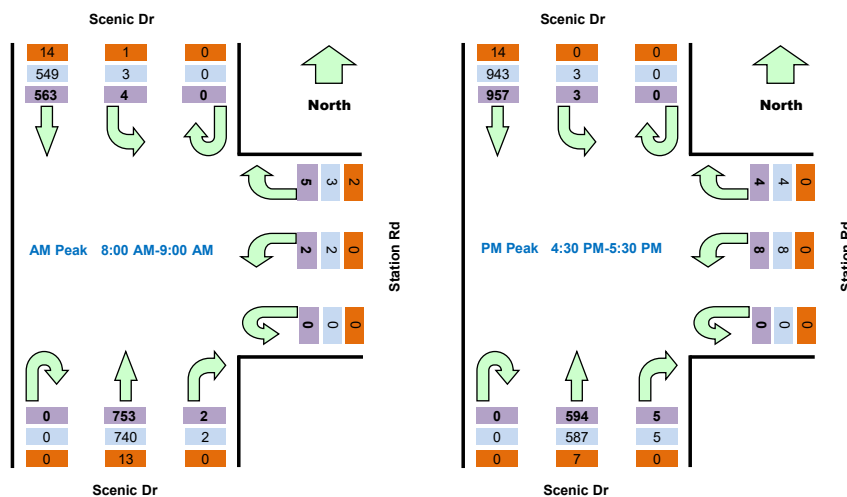
Time		North Approach Scenic Dr			East Approach Station Rd			South Approach Scenic Dr			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
6:30	6:45	0	47	5	0	1	0	0	1	149	902	
6:45	7:00	0	62	5	0	0	0	0	1	148	987	
7:00	7:15	0	77	4	0	0	0	0	1	137	1083	
7:15	7:30	0	77	0	0	1	1	0	0	185	1199	
7:30	7:45	0	90	2	0	2	0	0	1	193	1247	
7:45	8:00	0	99	3	0	1	0	0	1	208	1315	
8:00	8:15	0	119	1	0	1	0	0	0	214	1329	Peak
8:15	8:30	0	136	0	0	0	0	0	0	176	1311	
8:30	8:45	0	154	1	0	4	0	0	2	195	1313	
8:45	9:00	0	154	2	0	0	2	0	0	168		
9:00	9:15	0	129	2	0	0	1	0	1	184		
9:15	9:30	0	143	1	0	0	0	0	1	169		
16:30	16:45	0	220	2	0	3	2	0	3	139	1571	Peak
16:45	17:00	0	253	0	0	1	1	0	0	136	1536	
17:00	17:15	0	223	0	0	0	3	0	1	150	1500	
17:15	17:30	0	261	1	0	0	2	0	1	169	1408	
17:30	17:45	0	181	2	0	3	3	0	1	144	1241	
17:45	18:00	0	203	1	0	3	0	0	0	148	1135	
18:00	18:15	0	157	0	0	0	0	0	0	128	974	
18:15	18:30	0	158	0	0	0	0	0	2	107	860	
18:30	18:45	0	116	0	0	0	0	0	0	112	758	
18:45	19:00	0	108	0	0	0	0	0	0	86		
19:00	19:15	0	100	0	0	0	0	0	0	71		
19:15	19:30	0	87	0	0	0	0	0	0	78		

Peak Time		North Approach Scenic Dr			East Approach Station Rd			South Approach Scenic Dr			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:00	9:00	0	563	4	0	5	2	0	2	753	1329
16:30	17:30	0	957	3	0	4	8	0	5	594	1571

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



MOVEMENT SUMMARY

Site: 101 [AM Pacific | Wyee (Site Folder: Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Scenic Drive														
1	L2	516	15	543	2.9	0.788	31.8	LOS C	14.4	103.7	0.89	0.99	0.91	39.7
2	T1	128	5	135	3.9	* 0.788	25.2	LOS B	14.4	103.7	0.89	0.99	0.91	41.1
3	R2	174	8	183	4.6	1.019	120.1	LOS F	9.8	71.3	1.00	1.19	1.97	13.6
Approach		818	28	861	3.4	1.019	49.6	LOS D	14.4	103.7	0.92	1.03	1.13	30.6
East: Pacific Highway														
4	L2	114	8	120	7.0	0.124	13.1	LOS A	1.0	7.4	0.51	0.71	0.51	44.4
5	T1	1272	44	1339	3.5	* 1.040	112.4	LOS F	38.6	277.9	1.00	1.45	1.77	17.8
6	R2	51	3	54	5.9	0.552	65.6	LOS E	1.9	13.7	1.00	0.76	1.04	25.0
Approach		1437	55	1513	3.8	1.040	102.9	LOS F	38.6	277.9	0.96	1.37	1.65	18.7
North: Wyee Road														
7	L2	79	9	83	11.4	0.641	30.8	LOS C	3.4	26.0	0.98	0.82	1.00	39.1
8	T1	79	7	83	8.9	* 0.641	24.1	LOS B	3.4	26.0	0.98	0.82	1.00	42.8
9	R2	122	8	128	6.6	0.641	57.5	LOS E	3.8	28.2	1.00	0.81	1.05	32.4
Approach		280	24	295	8.6	0.641	40.6	LOS C	3.8	28.2	0.99	0.82	1.02	36.2
West: Pacific Highway														
10	L2	132	14	139	10.6	0.080	7.1	LOS A	0.0	0.0	0.00	0.57	0.00	58.1
11	T1	801	75	843	9.4	0.548	25.9	LOS B	10.4	78.8	0.81	0.71	0.81	42.0
12	R2	225	16	237	7.1	* 1.053	133.0	LOS F	13.2	98.4	1.00	1.20	2.03	16.5
Approach		1158	105	1219	9.1	1.053	44.6	LOS D	13.2	98.4	0.75	0.79	0.95	33.0
All Vehicles		3693	212	3887	5.7	1.053	68.0	LOS E	38.6	277.9	0.89	1.07	1.27	25.6

MOVEMENT SUMMARY

Site: 101 [PM Pacific | Wyee (Site Folder: Base)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Scenic Drive														
1	L2	289	12	283	4.5	0.786	55.0	LOS D	13.4	97.6	0.97	1.05	1.02	30.6
2	T1	134	5	141	3.7	0.786	48.3	LOS D	13.4	97.6	0.97	1.05	1.02	31.6
3	R2	157	0	165	0.0	* 1.131	203.6	LOS F	12.6	87.9	1.00	1.31	2.29	8.6
Approach		560	17	589	3.0	1.131	95.0	LOS F	13.4	97.6	0.98	1.12	1.38	20.0
East: Pacific Highway														
4	L2	168	4	177	2.4	0.300	25.8	LOS B	3.3	23.6	0.79	0.78	0.79	35.5
5	T1	744	32	783	4.3	* 1.022	115.0	LOS F	23.3	168.8	1.00	1.28	1.67	17.6
6	R2	37	5	39	13.5	0.498	77.0	LOS F	1.6	12.5	1.00	0.73	1.00	22.2
Approach		949	41	999	4.3	1.022	97.7	LOS F	23.3	168.8	0.96	1.17	1.49	19.1
North: Wyee Road														
7	L2	60	0	63	0.0	1.050	108.6	LOS F	15.1	108.6	1.00	1.15	1.83	14.7
8	T1	211	8	222	3.8	* 1.050	102.0	LOS F	15.1	108.6	1.00	1.15	1.83	16.0
9	R2	194	10	204	5.2	1.050	141.3	LOS F	15.1	108.6	1.00	1.19	1.94	18.0
Approach		465	18	489	3.9	1.050	119.3	LOS F	15.1	108.6	1.00	1.16	1.88	16.7
West: Pacific Highway														
10	L2	157	5	165	3.2	0.091	7.0	LOS A	0.0	0.0	0.00	0.57	0.00	60.1
11	T1	1318	29	1387	2.2	0.936	53.6	LOS D	33.5	239.2	0.87	0.98	1.12	29.4
12	R2	518	17	545	3.3	* 1.167	227.8	LOS F	46.5	334.7	1.00	1.35	2.28	10.7
Approach		1993	51	2098	2.6	1.167	95.2	LOS F	46.5	334.7	0.84	1.04	1.33	20.7
All Vehicles		3967	127	4176	3.2	1.167	98.6	LOS F	46.5	334.7	0.91	1.10	1.44	19.6

MOVEMENT SUMMARY

Site: 101 [AM Pacific | Wyee (Site Folder: No build)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Scenic Drive														
1	L2	531	15	559	2.8	0.809	33.5	LOS C	15.4	110.6	0.91	1.01	0.94	38.8
2	T1	132	5	139	3.8	* 0.809	26.9	LOS B	15.4	110.6	0.91	1.01	0.94	40.2
3	R2	179	8	188	4.5	1.048	137.3	LOS F	10.9	79.2	1.00	1.24	2.10	12.1
Approach		842	28	886	3.3	1.048	54.5	LOS D	15.4	110.6	0.93	1.06	1.19	29.0
East: Pacific Highway														
4	L2	117	8	123	6.8	0.128	13.1	LOS A	1.0	7.6	0.51	0.71	0.51	44.5
5	T1	1355	50	1426	3.7	* 1.107	161.7	LOS F	49.4	356.4	1.00	1.72	2.13	13.3
6	R2	52	3	55	5.8	0.563	65.7	LOS E	1.9	14.0	1.00	0.76	1.05	25.0
Approach		1524	61	1604	4.0	1.107	147.1	LOS F	49.4	356.4	0.96	1.61	1.97	14.1
North: Wyee Road														
7	L2	81	9	85	11.1	0.656	31.3	LOS C	3.6	27.5	0.99	0.83	1.02	38.8
8	T1	81	7	85	8.6	* 0.656	24.6	LOS B	3.6	27.5	0.99	0.83	1.02	42.5
9	R2	125	8	132	6.4	0.656	57.8	LOS E	3.9	29.0	1.00	0.82	1.07	32.3
Approach		287	24	302	8.4	0.656	41.0	LOS C	3.9	29.0	0.99	0.83	1.04	36.0
West: Pacific Highway														
10	L2	136	14	143	10.3	0.083	7.2	LOS A	0.0	0.0	0.00	0.57	0.00	58.2
11	T1	830	82	874	9.9	0.570	26.2	LOS B	10.9	83.0	0.82	0.72	0.82	41.8
12	R2	231	16	243	6.9	* 1.080	151.8	LOS F	14.7	109.0	1.00	1.25	2.16	14.8
Approach		1197	112	1260	9.4	1.080	48.3	LOS D	14.7	109.0	0.76	0.80	0.98	31.6
All Vehicles		3850	225	4053	5.8	1.107	88.2	LOS F	49.4	356.4	0.89	1.18	1.42	21.5

MOVEMENT SUMMARY

Site: 101 [PM Pacific | Wyee (Site Folder: No build)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV] veh/h]	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Scenic Drive														
1	L2	277	12	292	4.3	0.807	56.6	LOS E	14.1	102.3	0.98	1.07	1.05	30.1
2	T1	138	5	145	3.6	0.807	50.0	LOS D	14.1	102.3	0.98	1.07	1.05	31.1
3	R2	162	0	171	0.0	★ 1.167	231.8	LOS F	14.0	97.8	1.00	1.36	2.44	7.6
Approach		577	17	607	2.9	1.167	104.2	LOS F	14.1	102.3	0.99	1.15	1.44	18.7
East: Pacific Highway														
4	L2	173	4	182	2.3	0.309	25.8	LOS B	3.4	24.4	0.79	0.78	0.79	35.4
5	T1	771	38	812	4.9	★ 1.063	141.5	LOS F	26.9	196.0	1.00	1.39	1.84	14.8
6	R2	38	5	40	13.2	0.510	77.1	LOS F	1.6	12.8	1.00	0.74	1.01	22.2
Approach		982	47	1034	4.8	1.063	118.6	LOS F	26.9	196.0	0.96	1.26	1.63	16.4
North: Wyee Road														
7	L2	62	0	65	0.0	1.068	118.9	LOS F	16.9	121.4	1.00	1.16	1.91	13.7
8	T1	217	8	228	3.7	★ 1.068	112.4	LOS F	16.9	121.4	1.00	1.16	1.91	15.0
9	R2	200	10	211	5.0	1.068	153.1	LOS F	16.9	121.4	1.00	1.21	2.01	16.9
Approach		479	18	504	3.8	1.068	130.2	LOS F	16.9	121.4	1.00	1.18	1.95	15.7
West: Pacific Highway														
10	L2	162	5	171	3.1	0.094	7.1	LOS A	0.0	0.0	0.00	0.57	0.00	60.1
11	T1	1403	35	1477	2.5	0.993	81.1	LOS F	43.5	311.3	0.91	1.17	1.35	22.7
12	R2	534	18	562	3.4	★ 1.210	263.4	LOS F	51.8	372.8	1.00	1.41	2.47	9.5
Approach		2099	58	2209	2.8	1.210	121.8	LOS F	51.8	372.8	0.86	1.18	1.53	17.3
All Vehicles		4137	140	4355	3.4	1.210	119.5	LOS F	51.8	372.8	0.92	1.20	1.59	17.0

MOVEMENT SUMMARY

Site: 101 [AM Pacific | Wyee (Site Folder: Build)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV] veh/h	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: Scenic Drive														
1	L2	536	20	564	3.7	0.825	35.3	LOS C	15.8	113.9	0.92	1.02	0.97	37.8
2	T1	132	5	139	3.8	0.825	28.7	LOS C	15.8	113.9	0.92	1.02	0.97	39.3
3	R2	184	13	194	7.1	* 1.095	170.6	LOS F	12.7	94.4	1.00	1.33	2.33	10.0
Approach		852	38	897	4.5	1.095	63.5	LOS E	15.8	113.9	0.93	1.09	1.26	26.4
East: Pacific Highway														
4	L2	157	13	165	8.3	0.176	13.6	LOS A	1.5	11.0	0.54	0.72	0.54	43.7
5	T1	1355	50	1426	3.7	* 1.145	191.9	LOS F	54.3	392.3	1.00	1.85	2.34	11.6
6	R2	52	3	55	5.8	0.563	65.7	LOS E	1.9	14.0	1.00	0.76	1.05	25.0
Approach		1564	66	1646	4.2	1.145	169.8	LOS F	54.3	392.3	0.95	1.70	2.11	12.5
North: Wyee Road														
7	L2	81	9	85	11.1	0.677	32.1	LOS C	3.7	28.1	0.99	0.84	1.04	38.5
8	T1	88	7	93	8.0	* 0.677	25.4	LOS B	3.7	28.1	0.99	0.84	1.04	42.1
9	R2	125	8	132	6.4	0.677	59.1	LOS E	4.1	30.1	1.00	0.83	1.09	31.9
Approach		294	24	309	8.2	0.677	41.5	LOS C	4.1	30.1	1.00	0.84	1.06	35.8
West: Pacific Highway														
10	L2	136	14	143	10.3	0.083	7.2	LOS A	0.0	0.0	0.00	0.57	0.00	58.2
11	T1	830	82	874	9.9	0.570	26.2	LOS B	10.9	83.0	0.82	0.72	0.82	41.8
12	R2	263	21	277	8.0	* 1.155	210.9	LOS F	20.4	152.5	1.00	1.39	2.52	11.3
Approach		1229	117	1294	9.5	1.155	63.6	LOS E	20.4	152.5	0.77	0.85	1.09	26.9
All Vehicles		3939	245	4146	6.2	1.155	104.1	LOS F	54.3	392.3	0.89	1.24	1.53	19.0

MOVEMENT SUMMARY

Site: 101 [PM Pacific | Wyee (Site Folder: Build)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/h]		DEMAND FLOWS [Total veh/h]		Deg Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. Dist]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Scenic Drive														
1	L2	311	17	327	5.5	0.795	51.1	LOS D	14.7	107.3	0.96	1.04	1.00	31.7
2	T1	152	5	160	3.3	0.795	44.5	LOS D	14.7	107.3	0.96	1.04	1.00	32.9
3	R2	184	5	194	2.7	* 1.224	280.1	LOS F	17.8	127.4	1.00	1.46	2.66	6.4
Approach		647	27	681	4.2	1.224	114.6	LOS F	17.8	127.4	0.97	1.16	1.47	17.3
East: Pacific Highway														
4	L2	178	9	187	5.1	0.295	24.3	LOS B	3.4	24.9	0.76	0.77	0.76	36.0
5	T1	771	38	812	4.9	* 1.064	142.0	LOS F	26.9	196.5	1.00	1.39	1.85	14.8
6	R2	38	5	40	13.2	0.510	77.1	LOS F	1.6	12.8	1.00	0.74	1.01	22.2
Approach		987	52	1039	5.3	1.064	118.3	LOS F	26.9	196.5	0.96	1.26	1.62	16.4
North: Wyee Road														
7	L2	62	0	65	0.0	1.163	188.2	LOS F	23.2	166.4	1.00	1.22	2.32	9.9
8	T1	217	8	228	3.7	* 1.163	181.6	LOS F	23.2	166.4	1.00	1.22	2.32	10.8
9	R2	200	10	211	5.0	1.163	224.7	LOS F	23.2	166.4	1.00	1.36	2.40	12.5
Approach		479	18	504	3.8	1.163	200.5	LOS F	23.2	166.4	1.00	1.28	2.35	11.4
West: Pacific Highway														
10	L2	162	5	171	3.1	0.094	7.1	LOS A	0.0	0.0	0.00	0.57	0.00	60.1
11	T1	1403	35	1477	2.5	1.021	104.7	LOS F	50.6	361.8	1.00	1.35	1.56	18.9
12	R2	539	23	567	4.3	* 1.264	309.0	LOS F	56.7	411.3	1.00	1.49	2.68	8.2
Approach		2104	63	2215	3.0	1.264	149.5	LOS F	56.7	411.3	0.92	1.32	1.73	14.8
All Vehicles		4217	160	4439	3.8	1.264	142.6	LOS F	56.7	411.3	0.95	1.28	1.74	14.8

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road AM Peak - existing (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: Scenic Drive														
2	T1	753	13	793	1.7	0.411	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
3	R2	2	0	2	0.0	0.003	9.5	LOS A	0.0	0.1	0.53	0.63	0.53	51.0
Approach		755	13	795	1.7	0.411	0.1	NA	0.0	0.1	0.00	0.00	0.00	69.6
NorthEast: Station Road														
4	L2	2	0	2	0.0	0.001	6.8	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	5	2	5	40.0	0.017	21.0	LOS B	0.1	0.5	0.67	0.95	0.67	34.0
Approach		7	2	7	28.6	0.017	16.9	LOS B	0.1	0.5	0.48	0.83	0.48	39.2
NorthWest: Scenic Drive														
7	L2	4	1	4	25.0	0.003	7.0	LOS A	0.0	0.0	0.00	0.56	0.00	48.4
8	T1	563	14	593	2.5	0.399	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		567	15	597	2.6	0.399	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.7
All Vehicles		1329	30	1399	2.3	0.411	0.2	NA	0.1	0.5	0.00	0.01	0.00	69.5

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road PM Peak - existing (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: Scenic Drive														
2	T1	594	7	625	1.2	0.323	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
3	R2	5	0	5	0.0	0.016	16.0	LOS B	0.1	0.4	0.78	0.89	0.78	44.5
Approach		599	7	631	1.2	0.323	0.2	NA	0.1	0.4	0.01	0.01	0.01	69.5
NorthEast: Station Road														
4	L2	8	0	8	0.0	0.005	8.6	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	4	0	4	0.0	0.025	29.1	LOS C	0.1	0.5	0.85	1.00	0.85	29.1
Approach		12	0	13	0.0	0.025	15.4	LOS B	0.1	0.5	0.28	0.69	0.28	43.6
NorthWest: Scenic Drive														
7	L2	3	0	3	0.0	0.002	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	49.8
8	T1	957	14	1007	1.5	0.522	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.5
Approach		960	14	1011	1.5	0.522	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.5
All Vehicles		1571	21	1654	1.3	0.522	0.3	NA	0.1	0.5	0.00	0.01	0.00	69.3

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road AM Peak - 2024 no build (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: Scenic Drive														
2	T1	775	13	816	1.7	0.423	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
3	R2	2	0	2	0.0	0.003	9.6	LOS A	0.0	0.1	0.54	0.64	0.54	50.8
Approach		777	13	818	1.7	0.423	0.2	NA	0.0	0.1	0.00	0.00	0.00	69.6
NorthEast: Station Road														
4	L2	2	0	2	0.0	0.001	6.8	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	5	2	5	40.0	0.018	21.6	LOS B	0.1	0.6	0.68	0.95	0.68	33.7
Approach		7	2	7	28.6	0.018	17.4	LOS B	0.1	0.6	0.49	0.83	0.49	38.9
NorthWest: Scenic Drive														
7	L2	4	1	4	25.0	0.003	7.0	LOS A	0.0	0.0	0.00	0.56	0.00	48.4
8	T1	579	14	609	2.4	0.317	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		583	15	614	2.6	0.317	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.7
All Vehicles		1367	30	1439	2.2	0.423	0.2	NA	0.1	0.6	0.00	0.01	0.00	69.5

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road PM Peak - 2024 no build (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
SouthEast: Scenic Drive														
2	T1	612	7	644	1.1	0.333	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
3	R2	5	0	5	0.0	0.017	16.9	LOS B	0.1	0.4	0.79	0.91	0.79	43.7
Approach		617	7	649	1.1	0.333	0.2	NA	0.1	0.4	0.01	0.01	0.01	69.5
NorthEast: Station Road														
4	L2	8	0	8	0.0	0.005	8.8	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	4	0	4	0.0	0.027	31.0	LOS C	0.1	0.6	0.86	1.00	0.86	28.1
Approach		12	0	13	0.0	0.027	16.2	LOS B	0.1	0.6	0.29	0.69	0.29	43.1
NorthWest: Scenic Drive														
7	L2	3	0	3	0.0	0.002	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	49.8
8	T1	985	14	1037	1.4	0.537	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.5
Approach		988	14	1040	1.4	0.537	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.4
All Vehicles		1617	21	1702	1.3	0.537	0.3	NA	0.1	0.6	0.00	0.01	0.00	69.2

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road AM Peak - 2024 build (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Scenic Drive														
2	T1	775	13	816	1.7	0.426	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
3	R2	94	0	99	0.0	0.157	11.1	LOS A	0.6	4.1	0.60	0.85	0.60	49.4
Approach		869	13	915	1.5	0.426	1.3	NA	0.6	4.1	0.07	0.09	0.07	67.3
NorthEast: Station Road														
4	L2	2	0	2	0.0	0.001	6.8	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	15	12	16	80.0	0.102	35.7	LOS C	0.3	3.9	0.82	1.02	0.82	25.8
Approach		17	12	18	70.6	0.102	32.3	LOS C	0.3	3.9	0.72	0.96	0.72	28.1
NorthWest: Scenic Drive														
7	L2	82	11	86	13.4	0.051	6.8	LOS A	0.0	0.0	0.00	0.56	0.00	49.0
8	T1	579	14	609	2.4	0.317	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		661	25	696	3.8	0.317	0.9	NA	0.0	0.0	0.00	0.07	0.00	67.7
All Vehicles		1547	50	1628	3.2	0.426	1.5	NA	0.6	4.1	0.04	0.09	0.04	66.8

MOVEMENT SUMMARY

📍 Site: 1 [Scenic Drive-Station Road PM Peak - 2024 build (Site Folder: Base)]

Existing
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
SouthEast: Scenic Drive														
2	T1	612	7	644	1.1	0.333	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
3	R2	5	0	5	0.0	0.017	16.9	LOS B	0.1	0.4	0.79	0.90	0.79	43.8
Approach		617	7	649	1.1	0.333	0.2	NA	0.1	0.4	0.01	0.01	0.01	69.5
NorthEast: Station Road														
4	L2	107	0	113	0.0	0.061	9.3	LOS A	0.0	0.0	0.00	0.53	0.00	52.4
6	R2	76	10	80	13.2	0.636	58.6	LOS E	2.6	20.3	0.95	1.14	1.49	18.9
Approach		183	10	193	5.5	0.636	29.7	LOS C	2.6	20.3	0.40	0.78	0.62	33.3
NorthWest: Scenic Drive														
7	L2	13	10	14	76.9	0.011	7.6	LOS A	0.0	0.0	0.00	0.53	0.00	45.6
8	T1	985	14	1037	1.4	0.537	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.5
Approach		998	24	1051	2.4	0.537	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.2
All Vehicles		1798	41	1893	2.3	0.636	3.2	NA	2.6	20.3	0.04	0.09	0.06	64.3