



Transport Assessment
Planning Proposal: Change of Use
13 – 17 Eagleview Road, Minto
for
Australian Muslim Welfare Centre Inc

Document Control

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Client: Australian Muslim Welfare Centre Inc

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Table of Contents

1	Introduction.....	4
1.1	Overview.....	4
1.2	Transport Assessment Tasks.....	4
1.3	Reference Documents	4
2	The Existing Site.....	6
2.1	Location	6
2.2	Existing Site Characteristics.....	7
3	Local Traffic Conditions.....	9
3.1	Key Local Roads.....	9
3.2	Key Intersections	9
3.3	Traffic Conditions	10
3.4	Intersection Operations	11
3.5	Public & Active Transport.....	13
4	The Proposal.....	14
4.1	The Proposal	14
4.2	Access	14
4.3	Parking	14
4.4	Traffic Assessment	14
5	Conclusions & Recommendations.....	17
5.1	Conclusions	17
5.2	Recommendations.....	17

Appendix A: Traffic Surveys

Appendix B: SIDRA Movement Summary Reports

1 Introduction

1.1 Overview

arc traffic + transport has been engaged by Australian Muslim Welfare Centre Inc (**AMWC**) to prepare a Transport Assessment (**TA**) to examine a Planning Proposal (the **Proposal**) which seeks an amendment to Campbelltown Local Environmental Plan 2015 (**LEP 2015**) to allow for an additional permitted use within Schedule 1 of LEP 2015. The amendment would facilitate an additional land use at Lot 7 in Deposited Plan 39165; 13-17 Eagleview Road, Minto (the **Site**) which would enable it to also be used as a *place of public worship*.

The frequency of events will be subject to a Development Application once these details are known; this TA has considered whether capacity of up to 220 people could be accommodated year round during standard commuter/school and weekend peak periods.

Full details of the Proposal are provided in the broader Proposal submission to Council which this TA accompanies.

1.2 Transport Assessment Tasks

This TA provides an assessment of the relevant access, traffic and parking characteristics of the Proposal, and specifically focuses on:

- The existing Site's access, traffic generation and parking provision in accordance with Approval 3587/2017/DA-C (as modified); and
- Any additional infrastructure or other measures required to mitigate any impacts arising from the Proposal.

1.3 Reference Documents

1.3.1 Planning Controls and Strategies

Key Council planning guidelines and previous Site approval documents referenced in the preparation of this TA include:

- Campbelltown (Sustainable City) Development Control Plan 2015 (**DCP 2015**);
- Campbelltown Local Environmental Plan 2015 (**LEP 2015**);
- Notice of Determination: 3587/2017/DA-C June 2018 as modified (**DA Approval**);
- Proposed Community Facility, 13-17 Eagleview Road, Minto Traffic & Parking Assessment Report 2017, prepared by Varga Traffic Planning (**DA Traffic Report**);
- Request for Additional Information prepared by Council in regard to the Modification to the DA Approval, 5 February 2024 (**Modification RFAI**); and
- Response to Request for Additional Information: Parking and Traffic, 18/3/2024, prepared by arc traffic + transport (**Response to RFAI**).

1.3.2 Transport & Planning Guidelines and Strategies

This TA also references key traffic and transport planning guidelines, including:

- Guide to Traffic Generating Developments 2002, Roads & Traffic Authority (**RTA Guide**);
- Australian Standard 2890.1: Parking Facilities – Off-Street Car Parking 2009 (**AS 2890.1**);
- Australian Standard 2890.2: Parking Facilities – Off-Street Commercial Vehicle Facilities 2018 (**AS 2890.2**); and
- Australian Standard 2890.6: Parking Facilities – Off-Street Parking for People with a Disability 2009 (**AS 2890.6**).

2 The Existing Site

2.1 Location

The Site is located at 13 – 17 Eagleview Road, Minto, and is bordered by large lot residential/rural properties to the north, south and east, and by Eagleview Road to the west. The Site is shown in its local context in **Figure 1**.

Figure 1: Site Location



Source: Nearmap

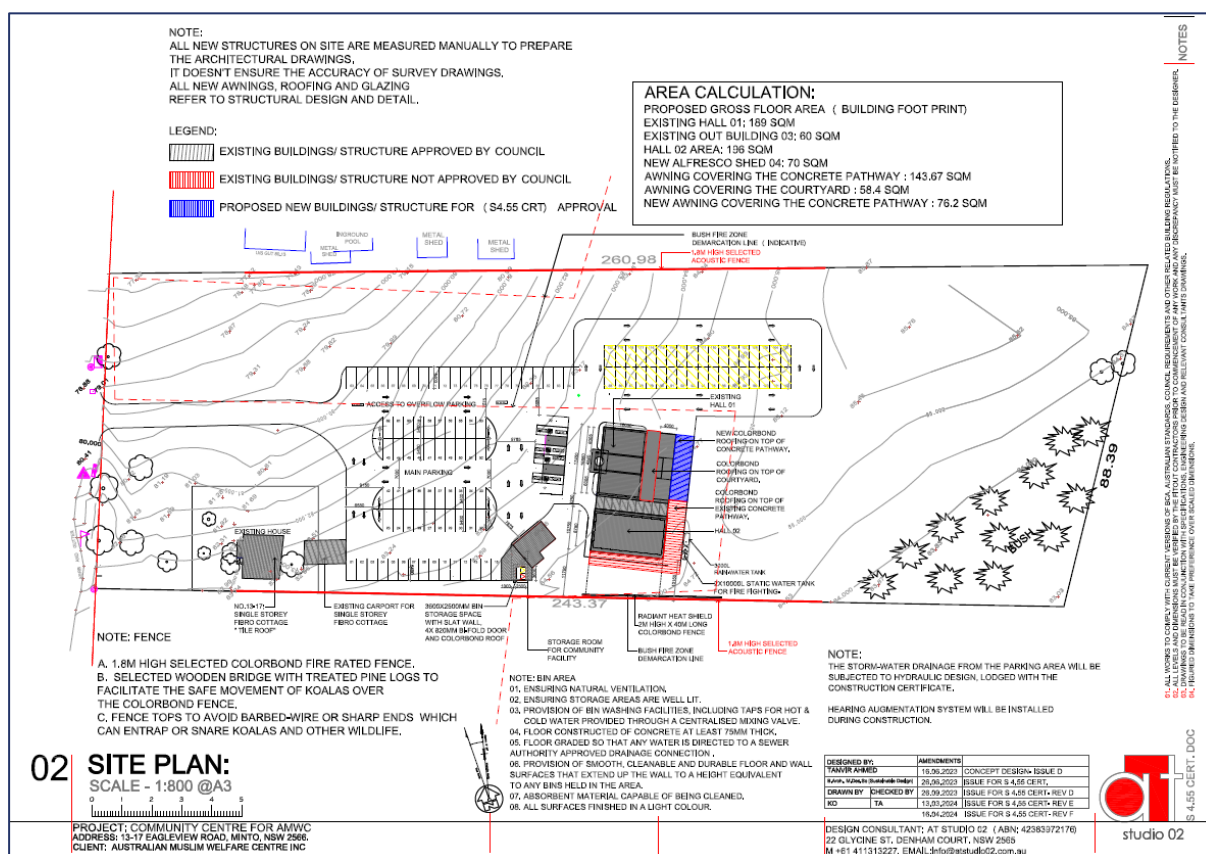
2.2 Existing Site Characteristics

2.2.1 2017 DA Approval: The Community Centre

The DA Approval was provided by Council in 2017, with a Modification approved in July 2024. It provides for *alteration and additions to existing building for use as a community facility*. The community centre provides a wide range of weekly programs and services to suit the needs of the community and cultural awareness, cultural events and programs, and individual events such as birthday parties and the like.

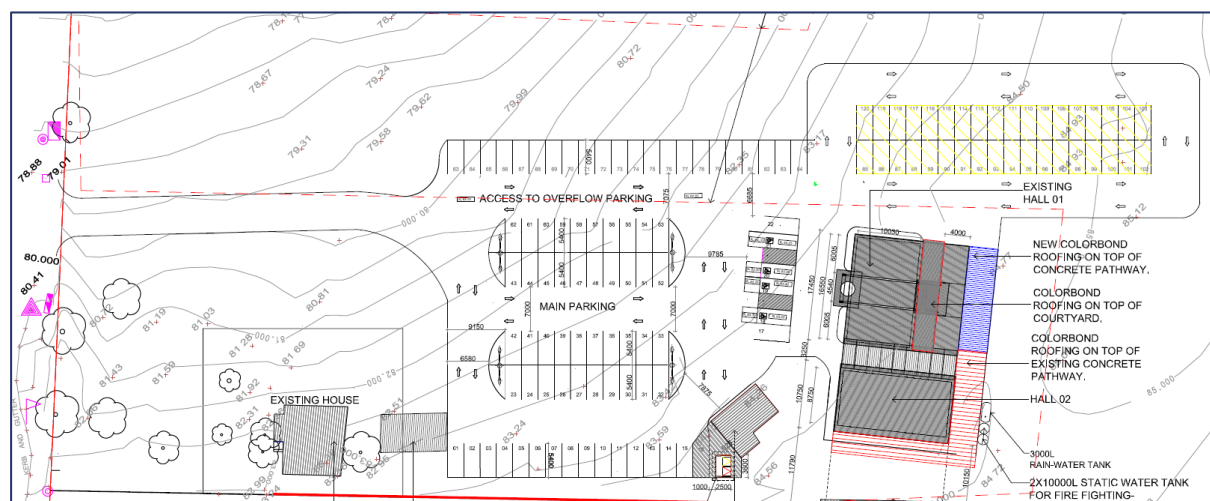
A plan of the approved Site infrastructure is provided in **Figure 2**, while a more detailed plan of the community centre and car parking areas is provided in **Figure 3**.

Figure 2: Approved Site Plan



Source: at studio 02

Figure 3: Approved Community Centre and Car Parking Plan



Source: at studio 02

2.2.2 Capacity and Operation Hours

Condition 15 of the DA Approval (as modified) provides for a maximum attendance at the Site on Friday, Saturday and Sunday of up to 220 people, and a maximum capacity at all other times of 100 people.

2.2.3 Vehicle Access

All access to the Site is provided via a two-way driveway to Eagleview Road located to the north of the roundabout intersection of Eagleview Road & Plowman Road. In accordance with Condition 27 of the DA Approval, access from/to Eagleview Road is restricted to left in/left out only by a central median in Eagleview Road that extends north from the roundabout to a point north of the Site driveway.

2.2.4 Traffic

Based on our analysis of intersection operations further to the Proposal (see **Section 4**) arc traffic + transport would support the conclusions provided in the DA Traffic Report in regard to the potential impact of these trips on the local road network, i.e. a conclusion that this level of additional traffic would have no impact on the operation of the local road network.

2.2.5 Parking

The Site currently provides 84 formal parking spaces, including 4 accessible parking spaces, as well as retaining capacity for 30 informal overflow parking spaces. Under the Modification, a total of 120 parking spaces are required to be provided on-site.

3 Local Traffic Conditions

3.1 Key Local Roads

3.1.1 Eagleview Road

Eagleview Road is an unclassified local road that generally runs north-south between Collins Promenade and Ben Lomond Road, then further south to Westmoreland Road. In the vicinity of the Site it provides 1 traffic lane in each direction and unsealed verges generally not appropriate for any on-street parking. Eagleview Road has a speed limit of 60km/h.

3.1.2 Plowman Road

Plowman Road is a local road that provides access into the residential precincts of Minto that lies west of Eagleview Road, noting that the majority of traffic generated by these residential precincts is generated to/from the west (Pembroke Road and Minto Road) as they provide the most direct access to the sub-regional road network. Plowman Road provides 1 traffic lane in each direction, kerbside parking and bus stops, and has a posted speed limit of 50km/h.

3.1.3 Collins Promenade

Collins Promenade is a State Road that generally runs north-south as a section of a longer collector route between Macquarie Fields and Leumeah. Collins Promenade provides 1 traffic lane in each direction and sealed verges generally not wide enough for kerbside parking but suitable in some locations for bus stops. Collins Promenade has a posted speed limit of 60km/h.

3.2 Key Intersections

3.2.1 Eagleview Road & Plowman Road

The only intersection with any significant potential to be impacted by the Proposal is the roundabout intersection of Eagleview Road & Plowman Road. The roundabout provides 1 approach lane in each leg and 1 circulating lane, and provides sight distance on all approaches in excess of Austroads requirements.

3.2.2 Eagleview Road & Collins Promenade

The intersection of Eagleview Road & Collins Promenade to the north of the Site was recently upgraded, providing new dedicated turn lanes and a seagull configuration for the right turn from Eagleview Road to Collins Promenade operating under Give Way control. The intersection provides sight distance on all approaches in excess of Austroads requirements.

3.2.3 Eagleview Road & Site

As discussed, the intersection of Eagleview Road and the Site driveway operates under left in/left out priority (nominally Give Way) control, and provides sight distance on all approaches in excess of Austroads requirements.

3.3 Traffic Conditions

3.3.1 Traffic Surveys: Classified Counter Survey

To determine the potential traffic impacts of this capacity, **arc traffic + transport** commissioned a classified (tube) counter survey in Eagleview Road immediate north of the Site to ensure that the peak volumes through the key intersections (per **Section 3.3.2** below) represent peak volumes at any time of the day on weekdays and weekends.

The classified counter survey was undertaken by TIS Surveys, and the full data set is provided in **Appendix A**.

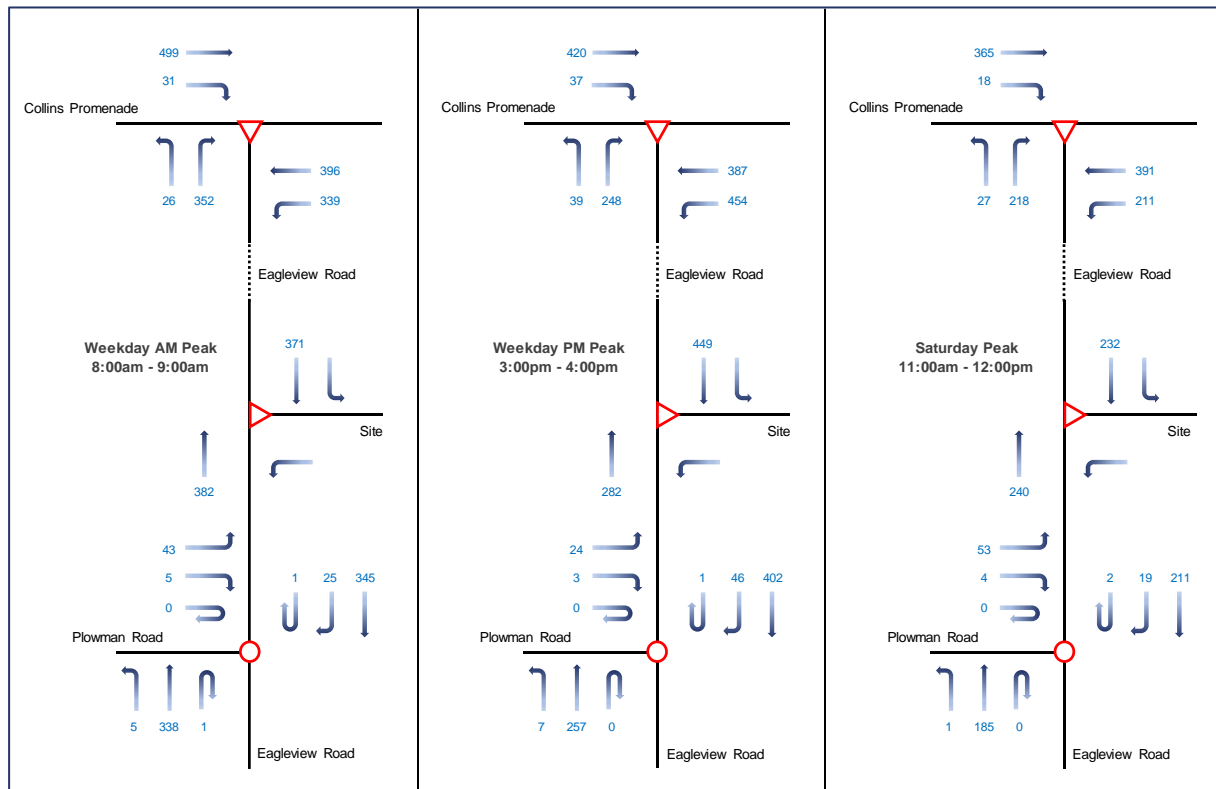
A review of the classified counter data shows that the weekday AM period was between 8:00am and 9:00am (i.e. a standard AM commuter/school peak) but the weekday PM peak was earlier than a standard commuter peak, aligning more with the afternoon school peak between 3:00pm and 4:00pm. The Saturday peak was between 11:00am and 12:00pm.

3.3.2 Traffic Surveys: Intersection Surveys

Further to the identification of the weekday and Saturday peak hours, **arc traffic + transport** also commissioned traffic surveys at the intersections of Eagleview Road & Plowman Road and Eagleview Road & Collins Promenade; these surveys were completed by TIS traffic in June and July 2023.

A summary of the peak period traffic volumes is provided in **Figure 4**, and the full survey data set is provided in **Appendix A**.

Figure 4: Peak Hour Intersection Volumes



3.4 Intersection Operations

3.4.1 SIDRA

The operation of the key intersections has been assessed using the SIDRA model. SIDRA provides a number of outputs by which to measure the performance of an intersection, including:

- **Degree of Saturation:** Degree of Saturation is defined as the ratio of demand (arrival) flow to capacity. Degrees of Saturation above 1.0 represent over-saturated conditions (demand flows exceed capacity) and degrees of saturation below 1.0 represent under-saturated conditions (demand flows are below capacity)
- **Average Vehicle Delay:** Average Vehicle Delay represents the difference between interrupted and uninterrupted travel times through an intersection, and is measured in seconds per vehicle in this assessment. Delays include queued vehicles accelerating and decelerating from/to the intersection stop, as well as general delays to all vehicles travelling through the intersection.

The average intersection delay for signals and roundabouts represents an average of delays to all vehicles on all approaches.

- **Level of Service:** Level of Service is a basic performance parameter assigned to an intersection based on average delay; we note that we have assessed the intersections using the RTA parameters which use only delay in the calculation of Level of Service.

For signalised and roundabout intersections, Level of Service is based on the average delay to all vehicles, while at priority controlled intersections Level of Service is based on the worst minor approach movement delay.

Table 1 provides a summary of the SIDRA recommended criteria for the assessment of intersections.

Table 1: SIDRA Level of Service Criteria

Level of Service	Average Delay (seconds per vehicle)	Traffic Signals & Roundabouts	Stop & Give Way
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

Source: SIDRA Systems

3.4.2 Existing Intersection Operations

The results of the SIDRA analysis of the operation of the intersection during the existing peak periods is summarised in **Table 2**; detailed SIDRA Movement Summary reports are provided in **Appendix B**.

Table 2: Existing Peak Period Intersection Operations

2023 Existing Intersection Operations	Level of Service			Average Delay (s)			Degree of Saturation			Queue Length (m)		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Eagleview & Plowman	A	A	A	5.0	5.1	5.0	0.259	0.298	0.160	11.7	14.2	6.4
Eagleview & Collins	B	B	A	20.1	17.0	12.6	0.708	0.539	0.389	42.5	23.2	14.6

With reference to **Table 2**, the key intersections operate at an appropriate Level of Service in each of the peak periods, with minimal average delays and queue lengths, and with the retention of significant spare capacity.

arc traffic + transport notes that the results of the SIDRA analysis of the intersection of Eagleview Road & Plowman Road are almost identical to those reported in the DA Traffic Report, and moreover that the traffic volumes surveyed at the intersection are also essentially unchanged from those surveyed in 2017 as reported in the DA Traffic Report, indicating that there has been little if any background traffic growth.

3.5 Public & Active Transport

3.5.1 Buses

Bus stops are located in Plowman Road within 400m of the Site. These bus stops are serviced by Route 387, Minto to Ingleburn, noting that while this route uses Eagleview Road adjacent to the Site, there are no bus stops in this section of road. Bus frequencies along Route 387 are generally 30 – 40 minutes on weekdays and hourly on weekends and public holidays.

While the majority of trips to/from the Site will be made by private vehicles, this route would provide a viable alternative means of travel for some people attending the Site.

3.5.2 Active Transport

There are no formal footpaths in Eagleview Road in the vicinity of the Site, nor in most of the local residential roads to the west of the Site, and as such few trips would be active transport trips.

4 The Proposal

4.1 The Proposal

As discussed in the **Introduction**, the Proposal seeks an amendment to LEP 2015 to allow for the Site to be used as a place of public worship, and for on-site capacity of up to 220 people.

4.2 Access

Access to the Site will continue to be provided via the existing Site driveway to Eagleview Road, and access continuing to be restricted to left in/left out only at Eagleview Road.

4.3 Parking

4.3.1 DCP Parking Requirement

The CDCP requires that parking for places of public worship be provided at a rate of 1 space per 3.5 people in attendance, which would require the provision of 63 parking spaces. As discussed in **Section 2.2.5**, the Site currently provides 84 formal parking spaces as well as informal overflow parking capacity for an additional 30 vehicles. Therefore the existing parking spaces provided on-site would satisfy the car parking requirement for a place of public worship with a capacity of 220 people under CDCP.

4.4 Traffic Assessment

4.4.1 Trip Rate

With reference to the CDCP parking rate, up to 63 vehicle trips could be generated prior to a capacity service for up to 220 people, and 63 vehicle trips generated after the capacity service ended.

4.4.2 Trip Distribution

While the DA Traffic Report does not provide any information in regard to the distribution of trips to/from the Site, arc traffic + transport has considered the following:

- All arrival trips will be from the north via Eagleview Road given the left in/left out access to the Site driveway. The majority of these trips would originate from Collins Promenade, but we understand that some visitors from the south and west will also travel north in Eagleview Road past the Site, and then turn into the car park at the Minto Dog Leash Free Park (**Minto Dog Park**) to turn around so as to enter via a left turn to the Site driveway. arc traffic + transport notes that this turn is entirely legal, and that crash data available from TfNSW's Centre for Road Safety shows no crashes in the vicinity of Minto Dog Park (or at the Site) that would relate specifically to these movements.
- All departure trips will be to the south in Eagleview Road, and in turn the roundabout intersection of Eagleview Road & Plowman Road.

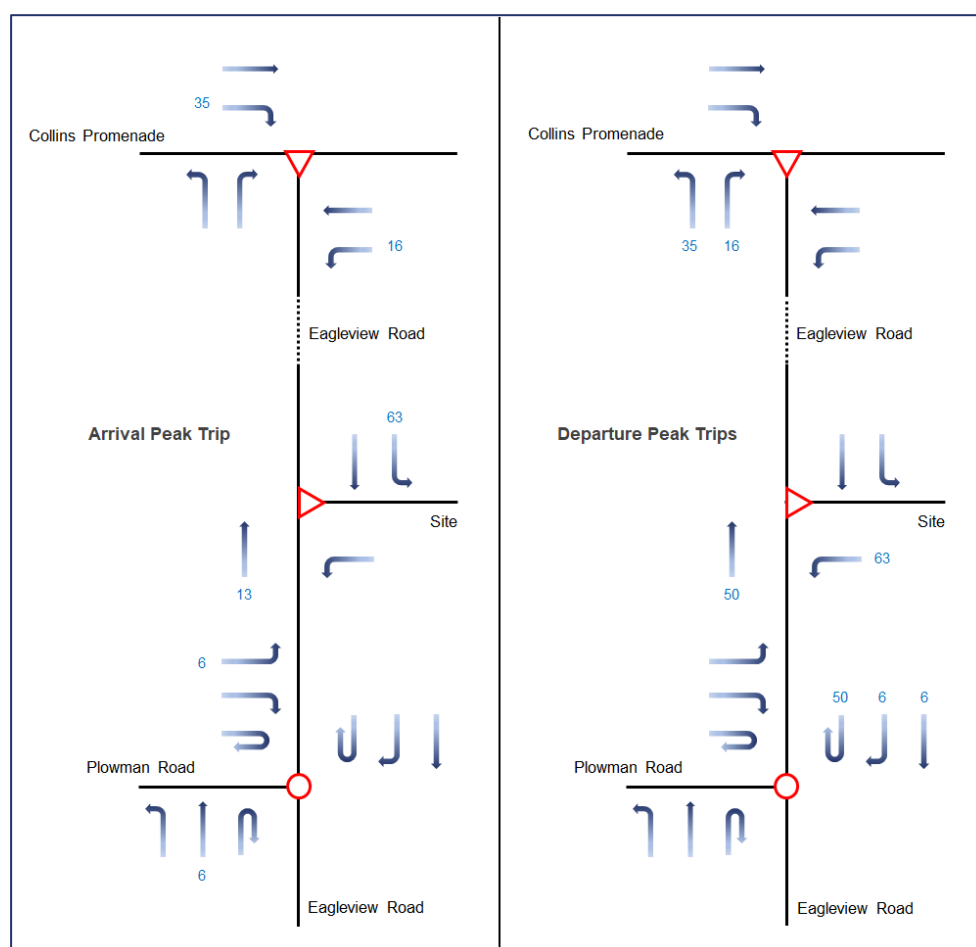
Further to the above, in assigning trips to these routes, arc traffic + transport has considered information provided by AMWC relating to the location/residence of visitors to the Site; in this regard, it is estimated that:

- Approximately 50% of visitors reside in the residential precincts of Minto to the west of the Site, but the majority of arrival trips would be via Collins Promenade, with a minor number using Minto Dog Park to turn around;
- Approximately 25% of visitors reside in the residential precincts to the north of the Site (Glenfield, Ingleburn); and
- Approximately 25% of visitors reside in the residential precincts to the south of the Site (Leumeah, Campbelltown), but the majority of arrival trips from the south would be via Collins Promenade, with a minor number using Minto Dog Park to turn around.

4.4.3 Trip Assignment

With reference to sections above, **Figure 5** provides a summary of peak vehicle trips prior to and following a peak (220 people) service.

Figure 5: Peak Service Site Trips



4.4.4 SIDRA Analysis

Based on our past assessments of places of worship, the SIDRA modelling detailed below has considered:

- All arrivals over a 30 minutes period with a 15 minute peak flow period; and
- All departures over a 20 minute period with a 10 minute peak flow period.

Further to the SIDRA analysis, **Table 3** provides a summary of the operation of the key intersections during all potential peak periods; SIDRA Movement Summary reports are provided in **Appendix B**.

Table 3: Future Intersection Operations

2023 + Planning Proposal	Level of Service			Average Delay (s)			Degree of Saturation		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
ER & PR Site In	A	A	A	5.1	5.3	5.2	0.271	0.459	0.247
ER & PR Site Out	A	A	A	6.3	6.2	6.4	0.382	0.424	0.286
ER & CP Site In	A	A	A	5.6	5.7	5.6	0.275	0.319	0.199
ER & CP Site Out	A	A	A	5.7	5.6	5.6	0.351	0.246	0.173
ER & Site Site In	B	B	B	25.6	20.2	14.5	0.799	0.611	0.439
ER & Site Site Out	B	B	A	22.2	18.7	13.4	0.789	0.633	0.467

With reference to **Table 3**, the operation of the key intersections further to the Proposal will remain appropriate, with moderate average delays and the retention of spare capacity.

5 Conclusions & Recommendations

5.1 Conclusions

Further to a detailed assessment of the Proposal, **arc traffic + transport** has concluded that:

- The Proposal does not provide for any changes Site access, with only left in/left out movements permitted at the Site driveway to Eagleview Road.
- The existing on-site parking satisfies the CDCP requirements for a place of public worship with capacity for up to 220 people.
- The trip generation associated with the Proposal can be accommodated by the key local intersections even if considering those trips being generated during AM and PM commuter/school peak periods.

5.2 Recommendations

Further to an approval of the Planning Proposal, a future Development Application will necessarily need to consider the frequency of events, and potential mitigation strategies to ensure that there are no on or off-site impacts arising from the public place of worship.

Further to the Recommendation above, **arc traffic + transport has determined that the Proposal in its current form is entirely supportable further to access, traffic and parking considerations.**

Appendix A: Traffic Survey Data

Source: TIS Surveys

Intersection Eagleview Road & Plowman Road Thursday 22 June 2023 15 Minute Count

Location	Eagleview Road	Duration	7:00 - 9:00
	-		16:00 - 18:00
	Eagleview Road		-
	Plowman Road	Day/Date	Thursday, 22 June 2023
Suburb	MINTO	Weather	Dry

All Vehicles Time Per 15 Mins	NORTH Eagleview Road													EAST -															TOTAL	TOTAL
	L			T			R			U			TOTAL	L			T			R			U			TOTAL	TOTAL			
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ					
7:00 - 7:15				18	1	19	0	0	0	0	0	0	19													97	5	102		
7:15 - 7:30				19	2	21	4	1	5	0	0	0	26													105	5	110		
7:30 - 7:45				29	0	29	3	1	4	1	0	1	34													127	3	130		
7:45 - 8:00				46	0	46	1	1	2	0	0	0	48													128	3	131		
8:00 - 8:15				72	0	72	6	0	6	0	0	0	78													184	4	188		
8:15 - 8:30				79	0	79	7	1	8	0	0	0	87													189	2	191		
8:30 - 8:45				99	2	101	9	0	9	0	0	0	110													210	3	213		
8:45 - 9:00				95	1	96	2	0	2	1	0	1	99													174	3	177		
Period End				457	6	463	32	4	36	2	0	2	501													1214	28	1242		
16:00 - 16:15				94	2	96	13	1	14	1	0	1	111													165	6	171		
16:15 - 16:30				84	1	85	10	1	11	3	0	3	99													146	4	150		
16:30 - 16:45				98	3	101	6	1	7	0	0	0	108													158	5	163		
16:45 - 17:00				65	4	69	7	0	7	1	0	1	77													122	5	127		
17:00 - 17:15				91	2	93	4	1	5	2	0	2	100													147	4	151		
17:15 - 17:30				78	1	79	10	0	10	6	0	6	95													150	2	152		
17:30 - 17:45				72	1	73	6	1	7	1	0	1	81													143	3	146		
17:45 - 18:00				73	0	73	10	1	11	3	0	3	87													148	4	152		
Period End				655	14	669	66	6	72	17	0	17	758													1179	33	1212		

All Vehicles Time Per 15 Mins	SOUTH Eagleview Road													WEST Plowman Road															TOTAL LIGHT	TOTAL HEAVY	TOTAL
	L			T			R			U			TOTAL	L			T			R			U			TOTAL	TOTAL	TOTAL			
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ						
7:00 - 7:15	0	0	0	71	4	75				0	0	0	75	7	0	7				1	0	1	0	0	0	8	97	5	102		
7:15 - 7:30	1	0	1	69	1	70				0	0	0	71	11	1	12				1	0	1	0	0	0	13	105	5	110		
7:30 - 7:45	1	0	1	80	1	81				0	0	0	82	13	1	14				0	0	0	0	0	0	14	127	3	130		
7:45 - 8:00	1	0	1	77	1	78				0	0	0	79	3	1	4				0	0	0	0	0	0	4	128	3	131		
8:00 - 8:15	1	0	1	92	3	95				0	0	0	96	12	1	13				1	0	1	0	0	0	14	184	4	188		
8:15 - 8:30	1	0	1	93	1	94				0	0	0	95	7	0	7				2	0	2	0	0	0	9	189	2	191		
8:30 - 8:45	2	0	2	88	0	88				0	0	0	90	11	1	12				1	0	1	0	0	0	13	210	3	213		
8:45 - 9:00	1	0	1	60	1	61				1	0	1	63	13	1	14				1	0	1	0	0	0	15	174	3	177		
Period End	8	0	8	630	12	642				1	0	1	651	77	6	83				7	0	7	0	0	0	90	1214	28	1242		
16:00 - 16:15	1	0	1	50	1	51				0	0	0	52	6	2	8				0	0	0	0	0	0	8	165	6	171		
16:15 - 16:30	3	0	3	41	1	42				0	0	0	45	3	1	4				2	0	2	0	0	0	6	146	4	150		
16:30 - 16:45	2	0	2	49	1	50				0	0	0	52	2	0	2				1	0	1	0	0	0	3	158	5	163		
16:45 - 17:00	1	0	1	45	0	45				0	0	0	46	3	1	4				0	0	0	0	0	0	4	122	5	127		
17:00 - 17:15	2	0	2	47	1	48				0	0	0	50	0	0	0				1	0	1	0	0	0	1	147	4	151		
17:15 - 17:30	1	0	1	44	0	44				0	0	0	45	8	1	9				3	0	3	0	0	0	12	150	2	152		
17:30 - 17:45	0	0	0	58	0	58				0	0	0	58	5	1	6				1	0	1	0	0	0	7	143	3	146		
17:45 - 18:00	1	0	1	59	2	61				0	0	0	62	1	1	2				1	0	1	0	0	0	3	148	4	152		
Period End	11	0	11	393	6	399				0	0	0	410	28	7	35				9	0	9	0	0	0	44	1179	33	1212		

Intersection Eagleview Road & Plowman Road Thursday 22 June 2023 Hourly Count

Location	Eagleview Road	Duration	7:00 - 9:00
	-		16:00 - 18:00
	Eagleview Road		
	Plowman Road	Day/Date	Thursday, 22 June 2023
Suburb	MINTO	Weather	-

All Vehicles Time Per Hour	NORTH Eagleview Road												EAST -												TOTAL		TOTAL	
	L			T			R			U			TOTAL	L			T			R			U					TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	
7:00 - 8:00				112	3	115	8	3	11	1	0	1	127													457	16	473
7:15 - 8:15				166	2	168	14	3	17	1	0	1	186													544	15	559
7:30 - 8:30				226	0	226	17	3	20	1	0	1	247													628	12	640
7:45 - 8:45				296	2	298	23	2	25	0	0	0	323													711	12	723
8:00 - 9:00				345	3	348	24	1	25	1	0	1	374													757	12	769
16:00 - 17:00				341	10	351	36	3	39	5	0	5	395													591	20	611
16:15 - 17:15				338	10	348	27	3	30	6	0	6	384													573	18	591
16:30 - 17:30				332	10	342	27	2	29	9	0	9	380													577	16	593
16:45 - 17:45				306	8	314	27	2	29	10	0	10	353													562	14	576
17:00 - 18:00				314	4	318	30	3	33	12	0	12	363													588	13	601
Period End																												

All Vehicles Time Per Hour	SOUTH Eagleview Road												WEST Plowman Road												TOTAL		TOTAL		
	L			T			R			U			TOTAL	L			T			R			U					TOTAL	TOTAL
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL		LIGHT
7:00 - 8:00	3	0	3	297	7	304				0	0	0	307	34	3	37				2	0	2	0	0	0	39	457	16	473
7:15 - 8:15	4	0	4	318	6	324				0	0	0	328	39	4	43				2	0	2	0	0	0	45	544	15	559
7:30 - 8:30	4	0	4	342	6	348				0	0	0	352	35	3	38				3	0	3	0	0	0	41	628	12	640
7:45 - 8:45	5	0	5	350	5	355				0	0	0	360	33	3	36				4	0	4	0	0	0	40	711	12	723
8:00 - 9:00	5	0	5	333	5	338				1	0	1	344	43	3	46				5	0	5	0	0	0	51	757	12	769
Period End																													
16:00 - 17:00	7	0	7	185	3	188				0	0	0	195	14	4	18				3	0	3	0	0	0	21	591	20	611
16:15 - 17:15	8	0	8	182	3	185				0	0	0	193	8	2	10				4	0	4	0	0	0	14	573	18	591
16:30 - 17:30	6	0	6	185	2	187				0	0	0	193	13	2	15				5	0	5	0	0	0	20	577	16	593
16:45 - 17:45	4	0	4	194	1	195				0	0	0	199	16	3	19				5	0	5	0	0	0	24	562	14	576
17:00 - 18:00	4	0	4	208	3	211				0	0	0	215	14	3	17				6	0	6	0	0	0	23	588	13	601
Period End																													

Intersection Eagleview Road & Plowman Road Saturday 24 June 2023 15 Minute Count

Location Eagleview Road
-
Eagleview Road
Plowman Road
 Suburb MINTO

Duration 11:00 - 13:00
-
 Day/Date Saturday, 24 June 2023
 Weather -

All Vehicles Time Per 15 Mins		NORTH Eagleview Road												EAST -																		
		L			T			R			U				L			T			R			U				TOTAL			TOTAL	
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL		
11:00 - 11:15					52	0	52	6	0	6	1	0	1	59														110	0	110		
11:15 - 11:30					63	1	64	4	0	4	0	0	0	68														125	2	127		
11:30 - 11:45					49	0	49	4	1	5	0	0	0	54														93	1	94		
11:45 - 12:00					46	0	46	4	0	4	1	0	1	51														94	0	94		
12:00 - 12:15					48	1	49	9	0	9	0	0	0	58														95	3	98		
12:15 - 12:30					52	0	52	6	0	6	0	0	0	58														105	0	105		
12:30 - 12:45					48	2	50	8	1	9	0	0	0	59														84	3	87		
12:45 - 13:00					51	0	51	5	1	6	0	0	0	57														97	2	99		
Period End					409	4	413	46	3	49	2	0	2	464														803	11	814		

All Vehicles Time Per 15 Mins		SOUTH Eagleview Road												WEST Plowman Road																		
		L			T			R			U				L			T			R			U				TOTAL			TOTAL	
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	TOTAL		
11:00 - 11:15		0	0	0	34	0	34				0	0	0	34	14	0	14				2	0	2	1	0	1	17	110	0	110		
11:15 - 11:30		0	0	0	39	1	40				0	0	0	40	18	0	18				1	0	1	0	0	0	19	125	2	127		
11:30 - 11:45		1	0	1	27	0	27				0	0	0	28	12	0	12				0	0	0	0	0	0	12	93	1	94		
11:45 - 12:00		0	0	0	35	0	35				0	0	0	35	6	0	6				2	0	2	0	0	0	8	94	0	94		
12:00 - 12:15		0	0	0	30	0	30				0	0	0	30	8	2	10				0	0	0	0	0	0	10	95	3	98		
12:15 - 12:30		0	0	0	36	0	36				0	0	0	36	9	0	9				2	0	2	0	0	0	11	105	0	105		
12:30 - 12:45		0	0	0	23	0	23				0	0	0	23	5	0	5				0	0	0	0	0	0	5	84	3	87		
12:45 - 13:00		0	0	0	20	0	20				1	0	1	21	18	1	19				2	0	2	0	0	0	21	97	2	99		
Period End		1	0	1	244	1	245				1	0	1	247	90	3	93				9	0	9	1	0	1	103	803	11	814		

Intersection Eagleview Road & Plowman Road Saturday 24 June 2023 Hourly Count

Location Eagleview Road Duration 11:00 - 13:00
-
Eagleview Road
Plowman Road Day/Date Saturday, 24 June 2023
 Suburb MINTO Weather -

All Vehicles Time Per Hour		NORTH Eagleview Road												EAST -																
		L			T			R			U			TOTAL	L			T			R			U			TOTAL	TOTAL		
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
11:00 - 12:00					210	1	211	18	1	19	2	0	2	232														422	3	425
11:15 - 12:15					206	2	208	21	1	22	1	0	1	231														407	6	413
11:30 - 12:30					195	1	196	23	1	24	1	0	1	221														387	4	391
11:45 - 12:45					194	3	197	27	1	28	1	0	1	226														378	6	384
12:00 - 13:00					199	3	202	28	2	30	0	0	0	232														381	8	389

All Vehicles Time Per Hour		SOUTH Eagleview Road												WEST Plowman Road																
		L			T			R			U			TOTAL	L			T			R			U			TOTAL	TOTAL		
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
11:00 - 12:00		1	0	1	135	1	136				0	0	0	137	50	0	50				5	0	5	1	0	1	56	422	3	425
11:15 - 12:15		1	0	1	131	1	132				0	0	0	133	44	2	46				3	0	3	0	0	0	49	407	6	413
11:30 - 12:30		1	0	1	128	0	128				0	0	0	129	35	2	37				4	0	4	0	0	0	41	387	4	391
11:45 - 12:45		0	0	0	124	0	124				0	0	0	124	28	2	30				4	0	4	0	0	0	34	378	6	384
12:00 - 13:00		0	0	0	109	0	109				1	0	1	110	40	3	43				4	0	4	0	0	0	47	381	8	389
Period End																														

Intersection Eagleview Road & Collins Promenade Thursday 25 July 2023 15 Minute Count

Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles Time Per 15 Mins	NORTH										EAST											
	-										Eagleview Rd											
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY
8:00 - 8:15											71	2	73	77	1	78				151	337	4
8:15 - 8:30											77	3	80	102	1	103				183	407	8
8:30 - 8:45											95	1	96	93	1	94				190	448	7
8:45 - 9:00											89	1	90	117	4	121				211	424	8
Period End											332	7	339	389	7	396				735	1616	27
15:00 - 15:15											109	2	111	92	5	97				208	397	11
15:15 - 15:30											132	1	133	77	1	78				211	422	4
15:30 - 15:45											115	2	117	115	4	119				236	404	12
15:45 - 16:00											89	4	93	88	5	93				186	323	12
Period End											445	9	454	372	15	387				841	1546	39

All Vehicles Time Per 15 Mins	SOUTH										WEST											
	Collins Promenade										Eagleview Rd											
	L			I			R			TOTAL	L			I			R			TOTAL	TOTAL	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY
8:00 - 8:15	7	1	8				80	0	80	88				97	0	97	5	0	5	102	337	4
8:15 - 8:30	4	0	4				98	1	99	103				117	3	120	9	0	9	129	407	8
8:30 - 8:45	8	0	8				82	2	84	92				162	3	165	8	0	8	173	448	7
8:45 - 9:00	6	0	6				87	2	89	95				116	1	117	9	0	9	126	424	8
Period End	25	1	26				347	5	352	378				492	7	499	31	0	31	530	1616	27
15:00 - 15:15	8	0	8				50	1	51	59				126	3	129	12	0	12	141	397	11
15:15 - 15:30	12	0	12				80	1	81	93				114	1	115	7	0	7	122	422	4
15:30 - 15:45	8	1	9				66	2	68	77				92	3	95	8	0	8	103	404	12
15:45 - 16:00	10	0	10				46	2	48	58				80	1	81	10	0	10	91	323	12
Period End	38	1	39				242	6	248	287				412	8	420	37	0	37	457	1546	39

Intersection Eagleview Road & Collins Promenade Saturday 27 July 2023 15 Minute Count

Location _____

 Suburb _____

Duration _____

 Day/Date _____
 Weather _____

All Vehicles		NORTH										EAST												
Time Per 15 Mins		-										Eagleview Rd												
		L			T			R			TOTAL	L			T			R			TOTAL	TOTAL		TOTAL
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
11:00 - 11:15												44	0	44	89	0	89				133	286	2	288
11:15 - 11:30												50	0	50	104	1	105				155	319	2	321
11:30 - 11:45												65	1	66	95	0	95				161	312	3	315
11:45 - 12:00												51	0	51	101	1	102				153	305	1	306
Period End												210	1	211	389	2	391				602	1222	8	1230

All Vehicles		SOUTH										WEST												
Time Per 15 Mins		Collins Promenade										Eagleview Rd												
		L			T			R			TOTAL	L			T			R			TOTAL	TOTAL		TOTAL
		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	
11:00 - 11:15		5	0	5				59	1	60	65				84	1	85	5	0	5	90	286	2	288
11:15 - 11:30		6	0	6				51	1	52	58				104	0	104	4	0	4	108	319	2	321
11:30 - 11:45		10	0	10				52	1	53	63				86	1	87	4	0	4	91	312	3	315
11:45 - 12:00		6	0	6				53	0	53	59				89	0	89	5	0	5	94	305	1	306
Period End		27	0	27				215	3	218	245				363	2	365	18	0	18	383	1222	8	1230

Intersection Eagleview Road & Collins Promenade Saturday 27 July 2023 Hourly Count

Location	-	Duration	11:00 - 12:00
	Eagleview Rd		-
	Collins Promenade		-
	Eagleview Rd	Day/Date	Saturday, 22 July 2023
Suburb	MINTO	Weather	-

All Vehicles Time Per Hour	NORTH										EAST									
	-										Eagleview Rd									
	L		T		R						L		T		R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL
11:00 - 12:00											210	1	211	389	2	391				602
Period End																				

All Vehicles Time Per Hour	SOUTH										WEST									
	Collins Promenade										Eagleview Rd									
	L		T		R						L		T		R					
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	TOTAL
11:00 - 12:00	27	0	27							245				363	2	365	18	0	18	383
Period End																				

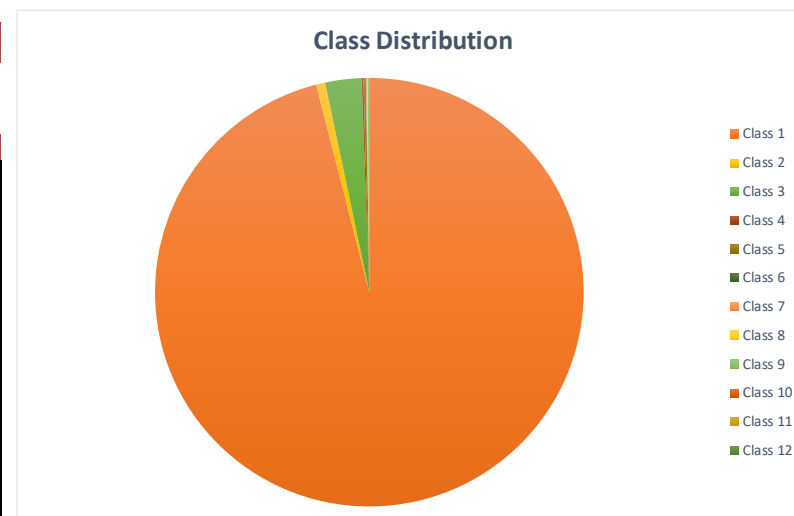
Eagleview Road Classifier Counter Week Commencing 22 June 2023 Hourly Volumes

Time	Mon		Tue		Wed		Thu		Fri		Sat		Sun		7 Day Total	
	26-Jun		27-Jun		28-Jun		22-Jun		23-Jun		24-Jun		25-Jun			
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0:00	12	13	17	10	18	6	29	9	21	14	34	24	26	27	157	103
1:00	6	4	10	5	11	4	9	4	14	10	23	17	15	16	88	60
2:00	9	4	4	9	8	9	9	5	5	5	6	15	17	5	58	52
3:00	4	14	7	16	4	14	14	13	6	15	23	19	10	7	68	98
4:00	6	44	15	50	16	55	19	48	13	48	17	20	13	13	99	278
5:00	33	150	36	158	35	140	31	160	30	151	22	47	16	25	203	831
6:00	75	297	87	318	76	346	76	302	76	292	46	86	29	58	465	1699
7:00	145	218	141	317	140	436	124	340	140	293	87	64	51	43	828	1711
8:00	333	267	276	335	196	240	365	382	325	364	135	139	93	132	1723	1859
9:00	180	146	161	182	210	196	192	195	172	206	197	162	152	180	1264	1267
10:00	142	98	142	142	132	158	145	149	179	198	210	191	207	205	1157	1141
11:00	121	98	126	144	150	139	168	179	213	174	240	184	270	281	1288	1199
12:00	154	89	145	135	137	155	171	173	256	198	245	158	233	237	1341	1145
13:00	140	95	146	158	149	145	192	182	386	306	251	183	201	209	1465	1278
14:00	216	158	253	215	247	167	279	232	305	354	210	183	218	172	1728	1481
15:00	414	198	434	263	376	192	525	287	495	290	255	199	225	221	2724	1650
16:00	418	173	375	175	364	191	408	214	406	251	263	227	219	231	2453	1462
17:00	340	166	364	217	340	171	355	237	356	273	230	199	224	200	2209	1463
18:00	215	145	234	150	215	149	299	129	227	169	169	168	191	153	1550	1063
19:00	171	124	209	126	169	132	178	104	200	126	153	154	156	93	1236	859
20:00	71	99	89	101	85	91	110	94	112	107	98	105	89	128	654	725
21:00	89	71	75	59	94	82	92	59	108	63	102	56	94	51	654	441
22:00	34	18	53	29	60	36	55	43	63	54	67	43	56	30	388	253
23:00	32	14	28	20	33	36	39	27	69	26	66	40	24	22	291	185
07-19	2818	1851	2797	2433	2656	2339	3223	2699	3460	3076	2492	2057	2284	2264	19730	16719
06-22	3224	2442	3257	3037	3080	2990	3679	3258	3956	3664	2891	2458	2652	2594	22739	20443
06-00	3290	2474	3338	3086	3173	3062	3773	3328	4088	3744	3024	2541	2732	2646	23418	20881
00-00	3360	2703	3427	3334	3265	3290	3884	3567	4177	3987	3149	2683	2829	2739	24091	22303
Percent	55.42%	44.58%	50.69%	49.31%	49.81%	50.19%	52.13%	47.87%	51.16%	48.84%	54.00%	46.00%	50.81%	49.19%	51.93%	48.07%

Eagleview Road Classifier Counter Week Commencing 22 June 2023 Classified Volumes

	Total	Vehicle Classification - Percentage											
		Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12
Percent	100.00%	#####	0.68%	2.73%	0.14%	0.18%	0.02%	0.06%	0.06%	0.10%	0.03%	0.00%	0.00%

	Total	Northbound Classes											
		Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12
24-Oct													
0:00	97	94	1	2	0	0	0	0	0	0	0	0	0
1:00	50	49	0	0	0	1	0	0	0	0	0	0	0
2:00	35	31	0	0	0	4	0	0	0	0	0	0	0
3:00	35	32	0	0	0	3	0	0	0	0	0	0	0
4:00	69	65	0	3	0	1	0	0	0	0	0	0	0
5:00	165	158	0	6	0	1	0	0	0	0	0	0	0
6:00	390	361	1	19	1	5	0	0	1	2	0	0	0
7:00	690	643	5	36	1	0	0	0	1	4	0	0	0
8:00	1495	1457	9	18	2	3	0	1	2	2	1	0	0
9:00	915	872	2	34	2	0	0	1	2	2	0	0	0
10:00	740	686	7	38	3	0	1	1	1	2	1	0	0
11:00	778	722	6	45	1	1	1	0	2	0	0	0	0
12:00	863	819	10	29	3	1	0	1	0	0	0	0	0
13:00	1013	965	7	31	3	3	1	2	0	1	0	0	0
14:00	1300	1243	15	33	1	2	0	2	0	2	2	0	0
15:00	2244	2162	20	51	3	2	1	2	1	1	1	0	0
16:00	1971	1896	13	57	1	2	0	1	0	1	0	0	0
17:00	1755	1703	8	39	2	2	0	0	0	1	0	0	0
18:00	1190	1156	9	24	0	1	0	0	0	0	0	0	0
19:00	927	908	5	12	2	0	0	0	0	0	0	0	0
20:00	467	456	2	9	0	0	0	0	0	0	0	0	0
21:00	458	452	1	5	0	0	0	0	0	0	0	0	0
22:00	265	263	0	2	0	0	0	0	0	0	0	0	0
23:00	201	197	2	2	0	0	0	0	0	0	0	0	0
07-19	14954	14324	111	435	22	17	4	11	9	16	5	0	0
06-22	17196	16501	120	480	25	22	4	11	10	18	5	0	0
06-00	17662	16961	122	484	25	22	4	11	10	18	5	0	0
00-00	18113	17390	123	495	25	32	4	11	10	18	5	0	0



Appendix B: SIDRA Movement Summary Reports

Eagleview Road & Plowman Road

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road AM PP IN (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min		DEMAND FLOWS [Total veh/h		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
			HV] %		HV] %					Dist] m				
South: Eagleview Road														
1	L2	3	1.0	6	1.0	0.271	5.3	LOS A	1.6	11.4	0.15	0.50	0.15	49.6
2	T1	175	3.0	368	3.0	0.271	4.9	LOS A	1.6	11.4	0.15	0.50	0.15	53.8
3u	U	1	1.0	2	1.0	0.271	9.0	LOS A	1.6	11.4	0.15	0.50	0.15	53.9
Approach		179	3.0	377	3.0	0.271	4.9	LOS A	1.6	11.4	0.15	0.50	0.15	53.8
North: Eagleview Road														
8	T1	173	3.0	364	3.0	0.259	4.7	LOS A	1.7	12.1	0.08	0.51	0.08	54.0
9	R2	13	1.0	27	1.0	0.259	7.6	LOS A	1.7	12.1	0.08	0.51	0.08	50.1
9u	U	1	1.0	2	1.0	0.259	8.9	LOS A	1.7	12.1	0.08	0.51	0.08	54.0
Approach		187	2.9	394	2.9	0.259	5.0	LOS A	1.7	12.1	0.08	0.51	0.08	53.7
West: Plowman Road														
10	L2	28	1.0	59	1.0	0.077	6.7	LOS A	0.4	2.7	0.50	0.64	0.50	47.8
12	R2	3	1.0	6	1.0	0.077	8.7	LOS A	0.4	2.7	0.50	0.64	0.50	48.0
12u	U	1	1.0	2	1.0	0.077	10.0	LOS A	0.4	2.7	0.50	0.64	0.50	45.4
Approach		32	1.0	67	1.0	0.077	7.0	LOS A	0.4	2.7	0.50	0.64	0.50	47.7
All Vehicles		398	2.7	838	2.7	0.271	5.1	LOS A	1.7	12.1	0.15	0.52	0.15	53.2

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road PM PP In (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min		DEMAND FLOWS [Total veh/h		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	4	1.0	13	1.0	0.352	5.7	LOS A	2.3	16.2	0.29	0.52	0.29	49.3
2	T1	135	3.0	426	3.0	0.352	5.3	LOS A	2.3	16.2	0.29	0.52	0.29	53.4
3u	U	1	1.0	3	1.0	0.352	9.4	LOS A	2.3	16.2	0.29	0.52	0.29	53.3
Approach		140	2.9	442	2.9	0.352	5.3	LOS A	2.3	16.2	0.29	0.52	0.29	53.3
North: Eagleview Road														
8	T1	201	3.0	635	3.0	0.459	4.8	LOS A	3.9	28.1	0.12	0.51	0.12	53.8
9	R2	23	1.0	73	1.0	0.459	7.6	LOS A	3.9	28.1	0.12	0.51	0.12	49.9
9u	U	1	1.0	3	1.0	0.459	8.9	LOS A	3.9	28.1	0.12	0.51	0.12	53.8
Approach		225	2.8	711	2.8	0.459	5.1	LOS A	3.9	28.1	0.12	0.51	0.12	53.4
West: Plowman Road														
10	L2	18	1.0	57	1.0	0.080	7.1	LOS A	0.4	2.9	0.55	0.67	0.55	47.5
12	R2	2	1.0	6	1.0	0.080	9.1	LOS A	0.4	2.9	0.55	0.67	0.55	47.7
12u	U	1	1.0	3	1.0	0.080	10.4	LOS A	0.4	2.9	0.55	0.67	0.55	45.2
Approach		21	1.0	66	1.0	0.080	7.5	LOS A	0.4	2.9	0.55	0.67	0.55	47.4
All Vehicles		386	2.7	1219	2.7	0.459	5.3	LOS A	3.9	28.1	0.20	0.52	0.20	53.0

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road Saturday PP In (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Roundabout

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/20min	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Eagleview Road														
1	L2	1	1.0	3	1.0	0.237	5.4	LOS A	1.3	9.6	0.16	0.50	0.16	49.6
2	T1	99	3.0	313	3.0	0.237	4.9	LOS A	1.3	9.6	0.16	0.50	0.16	53.8
3u	U	1	1.0	3	1.0	0.237	9.1	LOS A	1.3	9.6	0.16	0.50	0.16	53.9
Approach		101	3.0	319	3.0	0.237	5.0	LOS A	1.3	9.6	0.16	0.50	0.16	53.7
North: Eagleview Road														
8	T1	106	3.0	335	3.0	0.247	4.7	LOS A	1.6	11.2	0.09	0.52	0.09	53.9
9	R2	10	1.0	32	1.0	0.247	7.6	LOS A	1.6	11.2	0.09	0.52	0.09	50.0
9u	U	1	1.0	3	1.0	0.247	8.9	LOS A	1.6	11.2	0.09	0.52	0.09	54.0
Approach		117	2.8	369	2.8	0.247	5.0	LOS A	1.6	11.2	0.09	0.52	0.09	53.6
West: Plowman Road														
10	L2	33	1.0	104	1.0	0.124	6.5	LOS A	0.6	4.5	0.48	0.64	0.48	48.0
12	R2	2	1.0	6	1.0	0.124	8.5	LOS A	0.6	4.5	0.48	0.64	0.48	48.2
12u	U	1	1.0	3	1.0	0.124	9.8	LOS A	0.6	4.5	0.48	0.64	0.48	45.6
Approach		36	1.0	114	1.0	0.124	6.7	LOS A	0.6	4.5	0.48	0.64	0.48	47.9
All Vehicles		254	2.6	802	2.6	0.247	5.2	LOS A	1.6	11.2	0.18	0.53	0.18	52.8

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road AM PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Roundabout

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/20min	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Eagleview Road														
1	L2	2	1.0	6	1.0	0.355	6.8	LOS A	2.2	15.6	0.48	0.61	0.48	48.7
2	T1	112	3.0	354	3.0	0.355	6.4	LOS A	2.2	15.6	0.48	0.61	0.48	52.8
3u	U	1	1.0	3	1.0	0.355	10.5	LOS A	2.2	15.6	0.48	0.61	0.48	52.8
Approach		115	2.9	363	2.9	0.355	6.4	LOS A	2.2	15.6	0.48	0.61	0.48	52.7
North: Eagleview Road														
8	T1	120	3.0	379	3.0	0.382	4.8	LOS A	3.0	21.1	0.11	0.57	0.11	53.1
9	R2	15	1.0	47	1.0	0.382	7.6	LOS A	3.0	21.1	0.11	0.57	0.11	49.3
9u	U	51	1.0	161	1.0	0.382	8.9	LOS A	3.0	21.1	0.11	0.57	0.11	53.1
Approach		186	2.3	587	2.3	0.382	6.1	LOS A	3.0	21.1	0.11	0.57	0.11	52.8
West: Plowman Road														
10	L2	14	1.0	44	1.0	0.071	7.7	LOS A	0.4	2.6	0.60	0.69	0.60	47.1
12	R2	2	1.0	6	1.0	0.071	9.7	LOS A	0.4	2.6	0.60	0.69	0.60	47.3
12u	U	1	1.0	3	1.0	0.071	11.0	LOS A	0.4	2.6	0.60	0.69	0.60	44.8
Approach		17	1.0	54	1.0	0.071	8.1	LOS A	0.4	2.6	0.60	0.69	0.60	46.9
All Vehicles		318	2.5	1004	2.5	0.382	6.3	LOS A	3.0	21.1	0.27	0.59	0.27	52.4

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road PM PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Roundabout

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/20min	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Eagleview Road														
1	L2	2	1.0	6	1.0	0.282	6.8	LOS A	1.6	11.5	0.47	0.61	0.47	48.8
2	T1	85	3.0	268	3.0	0.282	6.4	LOS A	1.6	11.5	0.47	0.61	0.47	52.8
3u	U	1	1.0	3	1.0	0.282	10.5	LOS A	1.6	11.5	0.47	0.61	0.47	52.9
Approach		88	2.9	278	2.9	0.282	6.5	LOS A	1.6	11.5	0.47	0.61	0.47	52.7
North: Eagleview Road														
8	T1	139	3.0	439	3.0	0.424	4.7	LOS A	3.4	24.2	0.09	0.57	0.09	53.2
9	R2	21	1.0	66	1.0	0.424	7.6	LOS A	3.4	24.2	0.09	0.57	0.09	49.4
9u	U	51	1.0	161	1.0	0.424	8.9	LOS A	3.4	24.2	0.09	0.57	0.09	53.2
Approach		211	2.3	666	2.3	0.424	6.0	LOS A	3.4	24.2	0.09	0.57	0.09	52.8
West: Plowman Road														
10	L2	8	1.0	25	1.0	0.038	7.0	LOS A	0.2	1.4	0.54	0.64	0.54	47.4
12	R2	1	1.0	3	1.0	0.038	9.0	LOS A	0.2	1.4	0.54	0.64	0.54	47.7
12u	U	1	1.0	3	1.0	0.038	10.3	LOS A	0.2	1.4	0.54	0.64	0.54	45.1
Approach		10	1.0	32	1.0	0.038	7.5	LOS A	0.2	1.4	0.54	0.64	0.54	47.2
All Vehicles		309	2.4	976	2.4	0.424	6.2	LOS A	3.4	24.2	0.21	0.59	0.21	52.6

MOVEMENT SUMMARY

Site: [Eagleview Road & Plowman Road Saturday PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	INPUT VOLUMES [Total veh/20min		DEMAND FLOWS [Total veh/h		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh		Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road															
1	L2	1	1.0	3	1.0	0.198	6.5	LOS A	1.0	7.5		0.41	0.58	0.41	48.9
2	T1	61	3.0	193	3.0	0.198	6.1	LOS A	1.0	7.5		0.41	0.58	0.41	53.0
3u	U	1	1.0	3	1.0	0.198	10.2	LOS A	1.0	7.5		0.41	0.58	0.41	53.0
Approach		63	2.9	199	2.9	0.198	6.2	LOS A	1.0	7.5		0.41	0.58	0.41	52.9
North: Eagleview Road															
8	T1	76	3.0	240	3.0	0.286	4.7	LOS A	1.9	13.4		0.08	0.61	0.08	52.9
9	R2	13	1.0	41	1.0	0.286	7.6	LOS A	1.9	13.4		0.08	0.61	0.08	49.1
9u	U	51	1.0	161	1.0	0.286	8.9	LOS A	1.9	13.4		0.08	0.61	0.08	52.9
Approach		140	2.1	442	2.1	0.286	6.5	LOS A	1.9	13.4		0.08	0.61	0.08	52.5
West: Plowman Road															
10	L2	17	1.0	54	1.0	0.068	6.6	LOS A	0.3	2.4		0.50	0.63	0.50	47.8
12	R2	1	1.0	3	1.0	0.068	8.6	LOS A	0.3	2.4		0.50	0.63	0.50	48.1
12u	U	1	1.0	3	1.0	0.068	9.9	LOS A	0.3	2.4		0.50	0.63	0.50	45.5
Approach		19	1.0	60	1.0	0.068	6.9	LOS A	0.3	2.4		0.50	0.63	0.50	47.7
All Vehicles		222	2.2	701	2.2	0.286	6.4	LOS A	1.9	13.4		0.21	0.60	0.21	52.2

Eagleview Road & Site

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site AM PP In (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h	
South: Eagleview Road														
2	T1	216	2.0	455	2.0	0.236	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		216	2.0	455	2.0	0.236	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site														
4	L2	1	0.0	2	0.0	0.002	1.3	LOS A	0.0	0.0	0.41	0.21	0.41	29.0
Approach		1	0.0	2	0.0	0.002	1.3	LOS A	0.0	0.0	0.41	0.21	0.41	29.0
North: Eagleview Road														
7	L2	63	0.0	133	0.0	0.275	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	56.9
8	T1	186	2.0	392	2.0	0.275	0.1	LOS A	0.0	0.0	0.00	0.15	0.00	58.5
Approach		249	1.5	524	1.5	0.275	1.5	NA	0.0	0.0	0.00	0.15	0.00	58.1
All Vehicles		466	1.7	981	1.7	0.275	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.8

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site PM PP In (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
2	T1	166	3.0	349	3.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		166	3.0	349	3.0	0.183	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site														
4	L2	1	0.0	2	0.0	0.002	1.7	LOS A	0.0	0.1	0.45	0.25	0.45	28.9
Approach		1	0.0	2	0.0	0.002	1.7	LOS A	0.0	0.1	0.45	0.25	0.45	28.9
North: Eagleview Road														
7	L2	63	0.0	133	0.0	0.319	5.7	LOS A	0.0	0.0	0.00	0.13	0.00	57.0
8	T1	225	3.0	474	3.0	0.319	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	58.6
Approach		288	2.3	606	2.3	0.319	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.3
All Vehicles		455	2.6	958	2.6	0.319	0.9	NA	0.0	0.1	0.00	0.08	0.00	58.7

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site Saturday PP In (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
2	T1	145	3.0	305	3.0	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		145	3.0	305	3.0	0.160	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site														
4	L2	1	0.0	2	0.0	0.002	0.7	LOS A	0.0	0.0	0.31	0.13	0.31	29.1
Approach		1	0.0	2	0.0	0.002	0.7	LOS A	0.0	0.0	0.31	0.13	0.31	29.1
North: Eagleview Road														
7	L2	63	0.0	133	0.0	0.199	5.6	LOS A	0.0	0.0	0.00	0.21	0.00	56.5
8	T1	116	3.0	244	3.0	0.199	0.1	LOS A	0.0	0.0	0.00	0.21	0.00	58.0
Approach		179	1.9	377	1.9	0.199	2.0	NA	0.0	0.0	0.00	0.21	0.00	57.4
All Vehicles		325	2.4	684	2.4	0.199	1.1	NA	0.0	0.0	0.00	0.12	0.00	58.3

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site AM PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (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/20min	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Eagleview Road														
2	T1	162	3.0	512	3.0	0.267	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		162	3.0	512	3.0	0.267	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
East: Site														
4	L2	63	0.0	199	0.0	0.176	1.6	LOS A	0.7	5.1	0.45	0.36	0.45	28.9
Approach		63	0.0	199	0.0	0.176	1.6	LOS A	0.7	5.1	0.45	0.36	0.45	28.9
North: Eagleview Road														
7	L2	88	0.0	278	0.0	0.351	5.7	LOS A	0.0	0.0	0.00	0.25	0.00	56.0
8	T1	122	3.0	385	3.0	0.351	0.1	LOS A	0.0	0.0	0.00	0.25	0.00	57.5
Approach		210	1.7	663	1.7	0.351	2.4	NA	0.0	0.0	0.00	0.25	0.00	56.9
All Vehicles		435	2.0	1374	2.0	0.351	1.4	NA	0.7	5.1	0.07	0.17	0.07	50.7

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site PM PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh Dist] m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
2	T1	119	0.0	376	0.0	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		119	0.0	376	0.0	0.193	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site														
4	L2	63	0.0	199	0.0	0.193	2.1	LOS A	0.8	5.5	0.50	0.43	0.50	28.9
Approach		63	0.0	199	0.0	0.193	2.1	LOS A	0.8	5.5	0.50	0.43	0.50	28.9
North: Eagleview Road														
7	L2	1	0.0	3	0.0	0.246	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
8	T1	148	3.0	467	3.0	0.246	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		149	3.0	471	3.0	0.246	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		331	1.3	1045	1.3	0.246	0.5	NA	0.8	5.5	0.10	0.08	0.10	49.7

MOVEMENT SUMMARY

▼ Site: [Eagleview Road & Site Saturday PP Out (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
2	T1	105	3.0	332	3.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		105	3.0	332	3.0	0.173	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site														
4	L2	63	0.0	199	0.0	0.151	0.9	LOS A	0.6	4.5	0.35	0.22	0.35	29.0
Approach		63	0.0	199	0.0	0.151	0.9	LOS A	0.6	4.5	0.35	0.22	0.35	29.0
North: Eagleview Road														
7	L2	1	0.0	3	0.0	0.129	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.2
8	T1	77	3.0	243	3.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		78	3.0	246	3.0	0.129	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles		246	2.2	777	2.2	0.173	0.3	NA	0.6	4.5	0.09	0.06	0.09	47.0

Eagleview Road & Collins Promenade

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade AM + PP IN (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min]		DEMAND FLOWS [Total veh/h]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	13	2.0	27	2.0	0.026	7.2	LOS A	0.1	0.7	0.43	0.61	0.43	52.7
3	R2	176	2.0	371	2.0	0.799	25.6	LOS B	7.5	53.4	0.89	1.36	2.23	42.1
Approach		189	2.0	398	2.0	0.799	24.3	LOS B	7.5	53.4	0.85	1.31	2.10	42.7
East: Collins Promenade														
4	L2	185	2.0	389	2.0	0.213	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	198	5.0	417	5.0	0.221	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		383	3.6	806	3.6	0.221	2.8	NA	0.0	0.0	0.00	0.25	0.00	57.3
West: Collins Promenade														
11	T1	250	5.0	526	5.0	0.280	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	50	2.0	105	2.0	0.090	7.9	LOS A	0.4	2.8	0.47	0.66	0.47	51.9
Approach		300	4.5	632	4.5	0.280	1.4	NA	0.4	2.8	0.08	0.11	0.08	58.4
All Vehicles		872	3.5	1836	3.5	0.799	7.0	NA	7.5	53.4	0.21	0.43	0.48	53.7

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade PM + PP IN (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min]		DEMAND FLOWS [Total veh/h]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	20	2.0	42	2.0	0.039	7.1	LOS A	0.1	1.0	0.43	0.62	0.43	52.7
3	R2	124	2.0	261	2.0	0.611	20.2	LOS B	3.8	27.2	0.82	1.11	1.46	44.7
Approach		144	2.0	303	2.0	0.611	18.3	LOS B	3.8	27.2	0.77	1.04	1.31	45.6
East: Collins Promenade														
4	L2	243	2.0	512	2.0	0.279	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	194	5.0	408	5.0	0.216	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		437	3.3	920	3.3	0.279	3.2	NA	0.0	0.0	0.00	0.29	0.00	56.9
West: Collins Promenade														
11	T1	210	5.0	442	5.0	0.236	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	53	2.0	112	2.0	0.095	8.2	LOS A	0.4	2.9	0.47	0.66	0.47	51.9
Approach		263	4.4	554	4.4	0.236	1.7	NA	0.4	2.9	0.09	0.13	0.09	58.1
All Vehicles		844	3.4	1777	3.4	0.611	5.3	NA	3.8	27.2	0.16	0.37	0.25	54.9

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade SAT + PP IN (Site Folder: General)]

30 Minute Arrival Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/30min]		DEMAND FLOWS [Total veh/h]		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. m]		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	14	2.0	29	2.0	0.027	7.1	LOS A	0.1	0.7	0.43	0.61	0.43	52.7
3	R2	109	2.0	229	2.0	0.439	14.5	LOS B	2.4	17.0	0.69	0.96	0.99	47.9
Approach		123	2.0	259	2.0	0.439	13.7	LOS A	2.4	17.0	0.66	0.92	0.92	48.4
East: Collins Promenade														
4	L2	121	2.0	255	2.0	0.139	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	196	5.0	413	5.0	0.218	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		317	3.9	667	3.9	0.218	2.2	NA	0.0	0.0	0.00	0.20	0.00	57.8
West: Collins Promenade														
11	T1	183	5.0	385	5.0	0.205	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	44	2.0	93	2.0	0.079	7.6	LOS A	0.3	2.4	0.47	0.66	0.47	51.9
Approach		227	4.4	478	4.4	0.205	1.5	NA	0.3	2.4	0.09	0.13	0.09	58.2
All Vehicles		667	3.7	1404	3.7	0.439	4.1	NA	2.4	17.0	0.15	0.31	0.20	55.9

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade AM + PP OUT (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh. m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	43	2.0	136	2.0	0.126	7.3	LOS A	0.5	3.6	0.46	0.66	0.46	52.6
3	R2	132	2.0	417	2.0	0.789	22.6	LOS B	7.8	55.6	0.86	1.32	2.04	43.6
Approach		175	2.0	553	2.0	0.789	18.9	LOS B	7.8	55.6	0.76	1.16	1.65	45.6
East: Collins Promenade														
4	L2	112	2.0	354	2.0	0.193	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	131	5.0	414	5.0	0.219	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		243	3.6	767	3.6	0.219	2.6	NA	0.0	0.0	0.00	0.24	0.00	57.4
West: Collins Promenade														
11	T1	165	5.0	521	5.0	0.278	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	10	2.0	32	2.0	0.027	7.7	LOS A	0.1	0.8	0.46	0.62	0.46	52.0
Approach		175	4.8	553	4.8	0.278	0.5	NA	0.1	0.8	0.03	0.04	0.03	59.3
All Vehicles		593	3.5	1873	3.5	0.789	6.8	NA	7.8	55.6	0.23	0.45	0.50	53.8

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade PM + PP OUT (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh. m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	48	2.0	152	2.0	0.139	7.3	LOS A	0.6	4.0	0.45	0.66	0.45	52.6
3	R2	98	2.0	309	2.0	0.633	18.7	LOS B	4.4	31.3	0.80	1.12	1.46	45.5
Approach		146	2.0	461	2.0	0.633	14.9	LOS B	4.4	31.3	0.68	0.97	1.13	47.6
East: Collins Promenade														
4	L2	150	2.0	474	2.0	0.259	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	128	5.0	404	5.0	0.214	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		278	3.4	878	3.4	0.259	3.1	NA	0.0	0.0	0.00	0.28	0.00	57.0
West: Collins Promenade														
11	T1	139	5.0	439	5.0	0.234	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	12	2.0	38	2.0	0.032	7.9	LOS A	0.1	1.0	0.45	0.62	0.45	52.0
Approach		151	4.8	477	4.8	0.234	0.7	NA	0.1	1.0	0.04	0.05	0.04	59.2
All Vehicles		575	3.4	1816	3.4	0.633	5.5	NA	4.4	31.3	0.18	0.40	0.30	54.8

MOVEMENT SUMMARY

▽ Site: [Eagleview Road & Collins Promenade SAT + PP OUT (Site Folder: General)]

20 Minute Departure Period
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total veh/20min HV] %		DEMAND FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh. m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Eagleview Road														
1	L2	44	2.0	139	2.0	0.128	7.3	LOS A	0.5	3.6	0.45	0.66	0.45	52.6
3	R2	88	2.0	278	2.0	0.467	13.4	LOS A	2.8	19.9	0.67	0.96	0.98	48.5
Approach		132	2.0	417	2.0	0.467	11.4	LOS A	2.8	19.9	0.60	0.86	0.80	49.8
East: Collins Promenade														
4	L2	70	2.0	221	2.0	0.121	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	54.8
5	T1	129	5.0	407	5.0	0.216	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		199	3.9	628	3.9	0.216	2.0	NA	0.0	0.0	0.00	0.19	0.00	58.0
West: Collins Promenade														
11	T1	120	5.0	379	5.0	0.202	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	6	2.0	19	2.0	0.016	7.3	LOS A	0.1	0.5	0.45	0.60	0.45	52.0
Approach		126	4.9	398	4.9	0.202	0.4	NA	0.1	0.5	0.02	0.03	0.02	59.5
All Vehicles		457	3.6	1443	3.6	0.467	4.3	NA	2.8	19.9	0.18	0.34	0.24	55.7