



TRAFFIC IMPACT ASSESSMENT

PROPOSED REZONING AND FUTURE RESIDENTIAL SUBDIVISION

LOT 32 ON DP1169053, TUCKEROO AVENUE, MULLUMBIMBY
(RESPONSE TO INFORMATION REQUEST DATED 25 JUNE 2026)

Prepared for

GAINSPLAY PTY LTD

1 JULY 2026

DOCUMENT REGISTER

RTE Reference 25196

Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	12 September 2025	DA	Luke Rytenskild Director RPEQ 6293	
2	1 July 2026	IR	Luke Rytenskild Director RPEQ 6293	

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Gainsplay Pty Ltd to prepare a Traffic Impact Assessment for a Planning Proposal at Mullumbimby.

This report is an amended version of the one submitted as part of the Planning Proposal to Byron Shire Council. It has been updated to respond to transport-related matters raised by Council in their Information Request dated 25 February 2026.

Item:

Traffic

Review of Traffic Impact Assessment – Rytenskild

1. Design Horizon

The TIA assesses impacts at the 2027 year of opening only. Assessment should also include a 10-year design horizon (2037), comprising:

- ***2037 Base (without development)***
- ***2037 Project (with development)***

SIDRA modelling should be updated accordingly.

2. Jubilee Avenue / Azalea Street Intersection

The 2027 modelling assumes construction of the proposed roundabout.

Council's Capital Works Program currently schedules design in 2027/2028. It is therefore unlikely the roundabout would be operational by 2027.

The 2027 modelling should reflect the existing intersection form unless evidence is provided confirming earlier delivery.

3. Saturday Peak Volumes

Discrepancies have been identified in the Saturday peak hour volumes used in the SIDRA modelling, particularly right-turn movements from Azalea Street to Coolamon Scenic Drive.

Traffic volumes should be reviewed and corrected to align with the surveyed data.

4. Tuckaroo Street / Site Access

The TIA references a "proposed road network layout" and new Tuckaroo Street / Site Access intersection, however no detail is provided.

Based on the submitted plans, it appears a minor local road extension / cul-de-sac may be proposed rather than a new intersection.

The TIA should:

- ***Confirm whether a new public road intersection is proposed; and***
- ***Provide sufficient detail of the proposed road extension to demonstrate compliance with Council standards.***

5. Medium Density Site Access

The TIA should demonstrate that safe and compliant vehicular access to the medium density site is achievable. This should address:

- ***Whether access is via a private driveway or public road intersection***
- ***Compliance with AS2890 (private driveway) or Austroads (public intersection)***
- ***Adequate separation from the existing intersection***

For townhouse-style Torrens title development, access would typically be via a private driveway rather than a new public road. The intended arrangement should be clearly identified.

6. Azalea Street / Coolamon Scenic Drive intersection

Council is currently undertaking a review of the cumulative traffic impacts associated with this Planning Proposal, the former hospital site, and the Poplar Avenue Planning Proposal on the Azalea Street / Coolamon Scenic Drive intersection.

The findings of this review will determine the scope and cost of any required intersection upgrades. The review will also identify the proportion of upgrade costs that may need to be apportioned to, and funded by, the Tuckeroo Avenue Planning Proposal — potentially via a Planning Agreement.

Response:

Item 1:

The Traffic Impact Assessment has been updated to include a 10-year design horizon (2037), in addition to the 2027 opening year assessment. Background (without development) and design (with development) traffic volumes have been developed for both assessment years, and the SIDRA network modelling has been updated accordingly. It is noted that the background traffic growth rate has also been revised from 2.5% per annum to 2.0% per annum, providing a more appropriate representation of anticipated future traffic growth for the surrounding road network. Refer to Sections 2.4, 4.2 and 5.2.

Item 2:

The SIDRA modelling has been updated to reflect the existing layout of the Coolamon Scenic Drive / Jubilee Avenue / Azalea Street intersection for the 2027 background and design traffic conditions. The modelling demonstrates that the existing intersection layout will operate satisfactorily under the projected 2027 traffic conditions. Refer to Section 5.2 and Appendix B.

Item 3:

The Saturday peak hour traffic volumes have been reviewed against the surveyed traffic count data and the SIDRA modelling updated accordingly. The revised Saturday peak hour volumes are presented in Sections 2.3 and 2.4, with the updated modelling results provided in Section 5.2 and Appendix B.

Item 4:

A new public road intersection is proposed on the western side of Tuckeroo Avenue to provide access to the future residential lots. The proposed road layout is shown on the concept plan and will be designed in accordance with Byron Shire Council requirements as part of the future subdivision design. Refer to Sections 3.0 and 6.0.

Item 5:

The proposed medium-density development on the eastern side of Tuckeroo Avenue will be accessed via a private driveway. The concept layout demonstrates that a compliant access arrangement can be achieved in accordance with AS2890, with detailed design to be undertaken as part of a future development application. The proposed driveway is appropriately separated from the existing intersection. Refer to Sections 3.0 and 6.0.

Item 6:

The assessment includes cumulative background traffic growth together with traffic associated with the former Mullumbimby Hospital redevelopment. The updated SIDRA modelling demonstrates that the surrounding intersections continue to operate within acceptable performance criteria under the 2027 opening year and 2037 design horizon traffic conditions. The scope of any future intersection upgrades and associated developer contributions will be determined by Council through its broader infrastructure planning processes.

2.0 SUBJECT SITE

2.1 Location

As shown in Figure 2.1, the subject site extends to both the eastern and western sides of Tuckeroo Avenue. The site is identified as Lot 32 on DP1169053 and is currently zoned R5 Large Lot Residential.

2.2 Road Network

Tuckeroo Avenue generally comprises a single lane of travel in each direction, with a carriageway width of approximately 15 metres and parallel parking on both sides of the road. Adjacent to the site, Tuckeroo Avenue is separated by a median strip with landscaping.

To the south, Tuckeroo Avenue connects to Left Bank Road via a priority-controlled T-junction, with a CHR(s) treatment provided for vehicles turning right from Left Bank Road. Left Bank Road generally comprises a single lane of travel in each direction, with a carriageway width of approximately 9 metres.

Left Bank Road connects to Azalea Street via a priority-controlled T-junction, with Azalea Street as the priority road. Azalea Street generally comprises a single lane of travel in each direction, with a carriageway width of approximately 9 metres. There is sufficient width on the southbound approach on Azalea Street to allow through traffic to pass vehicles turning right into Left Bank Road.

Azalea Street connects to Jubilee Avenue and Coolamon Scenic Drive via a priority-controlled T-junction, with a Type CHR turn treatment for vehicles turning right onto Azalea Street and a merge lane for vehicles turning left onto Jubilee Avenue. Jubilee Avenue provides southern access from Coolamon Scenic Drive into the Mullumbimby township and comprises a single lane of travel in each direction.

It is noted that Byron Shire Council has identified a future upgrade of the Coolamon Scenic Drive / Jubilee Avenue / Azalea Street intersection to a single-lane roundabout. As Council has advised that this upgrade is unlikely to be operational by 2027, the 2027 assessment has been undertaken using the existing intersection layout. The proposed roundabout layout is shown in Figure 2.3 for information only and has not been adopted for the 2027 SIDRA assessment.

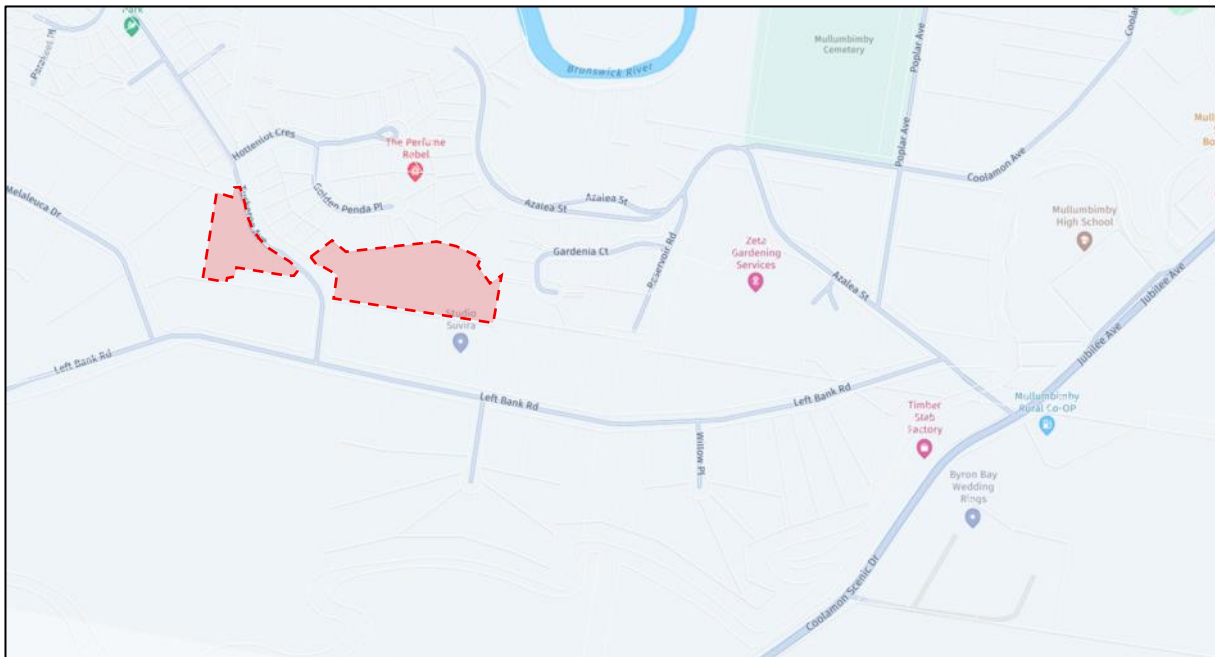


FIGURE 2.1 – LOCATION OF SUBJECT SITE



FIGURE 2.2 – EXISTING LAYOUT OF SURROUNDING INTERSECTIONS

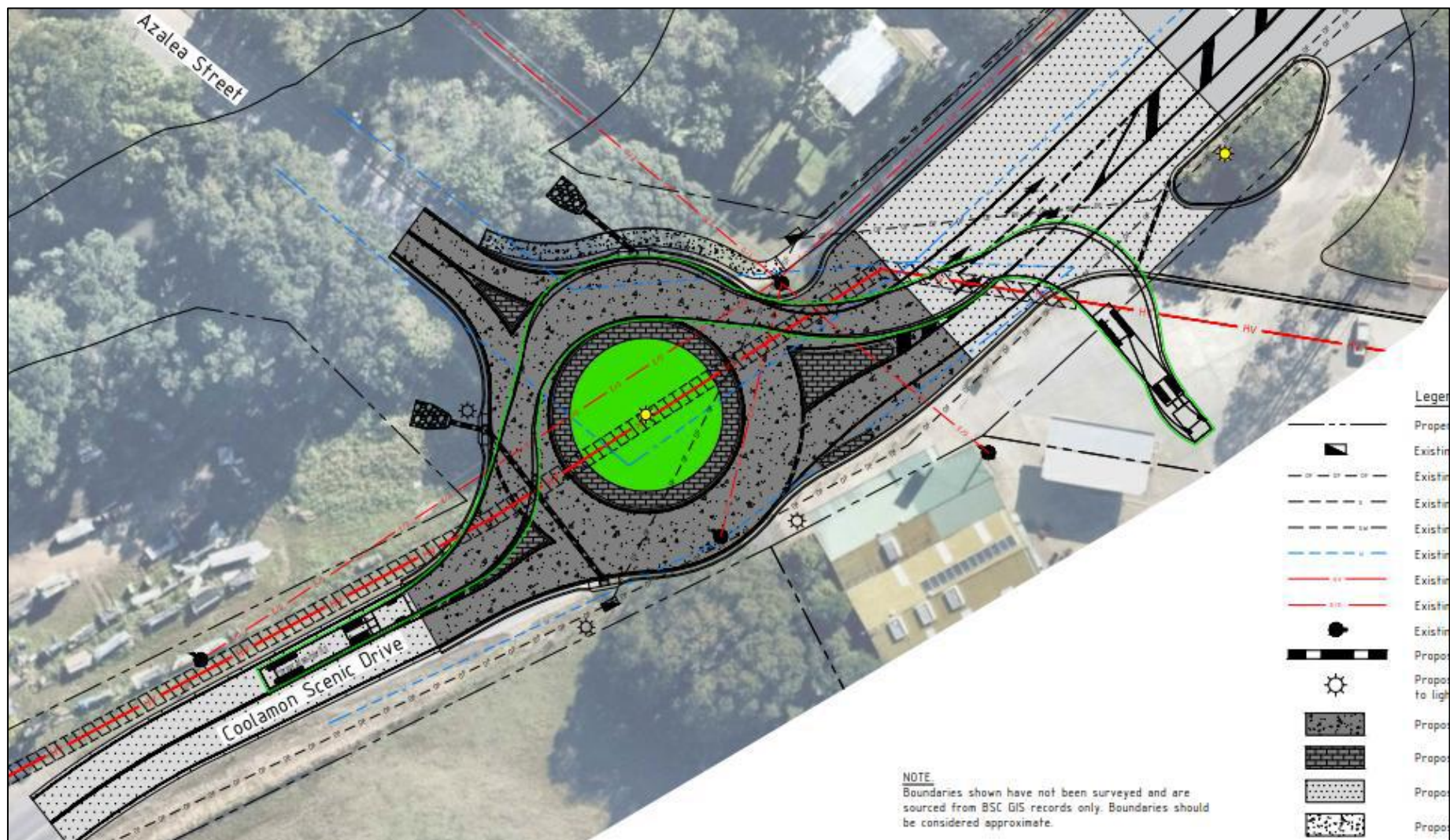


FIGURE 2.3 – PLANNED UPGRADE TO THE COOLAMON SCENIC DRIVE / JUBILEE AVENUE / AZALEA STREET TO ROUNDABOUT CONTROL
(SOURCE: PLANIT CONSULTING, 2022)

2.3 Surveyed Traffic Volumes

RTE carried out traffic counts at the following intersections on a typical weekday in August 2025:

- Left Bank Road / Tuckerroo Avenue;
- Azalea Street / Left Bank Road;
- Jubilee Avenue / Coolamon Scenic Drive / Azalea Street.

A summary of the survey results is shown in Figures 2.4 and 2.5, with the full data set provided in Appendix A.

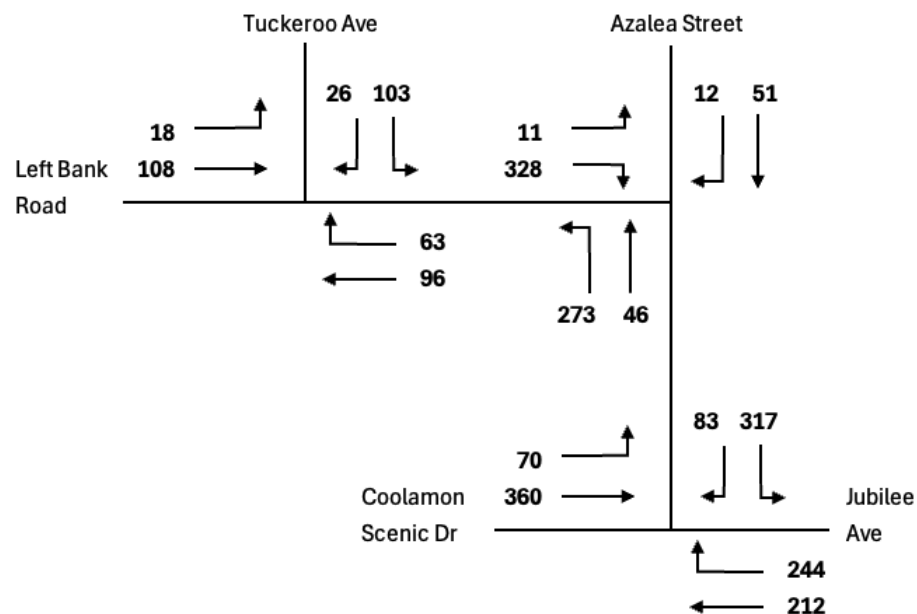
2.4 Projected Future Base Traffic Volumes

Given the location of the site and surrounding development, a traffic growth rate of 2% per annum has been applied to surveyed volumes.

In addition to background traffic growth, the Former Mullumbimby Hospital site at 1 – 3 Azalea Street has been subject to a Planning Proposal with an indicative yield of up to 130 dwellings. The accompanying Transport Strategy (Planit Consulting, 2022) estimated traffic generation in the order of 46 – 63 vehicle trips in the AM peak and 35 – 66 vehicle trips in the PM peak, depending on the adopted density scenario. Daily traffic generation was estimated between 412 – 638 trips. For the purposes of this assessment, the higher range of these estimates has been adopted.

Projected background traffic volumes for the 2027 opening year and 2037 design horizon are shown in Figures 2.6 – 2.9.

AM PEAK HOUR TRAFFIC VOLUMES
(8.15AM - 9.00AM FRI 15 AUGUST 2025)



PM PEAK HOUR TRAFFIC VOLUMES
(2.45PM - 3.30PM FRI 15 AUGUST 2025)

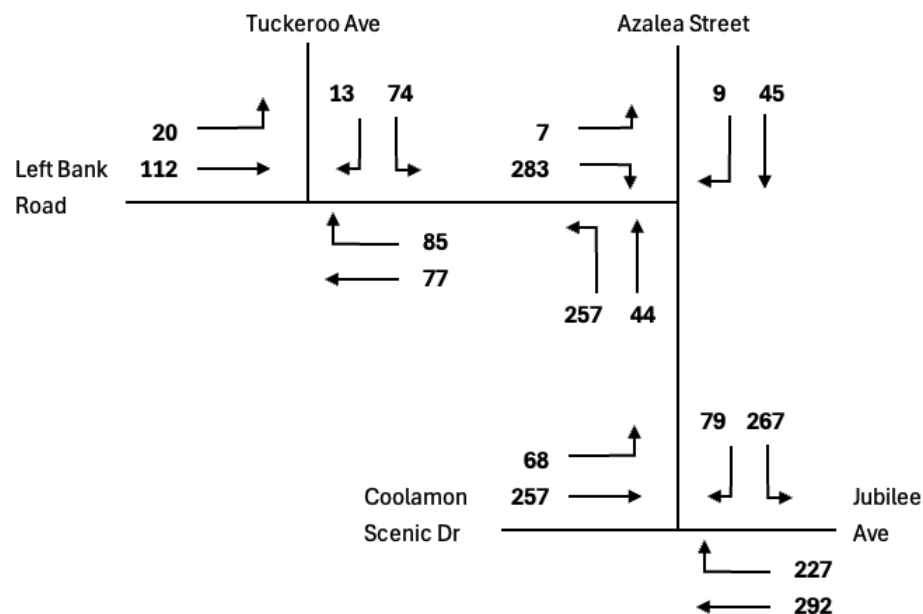


FIGURE 2.4 – SURVEYED PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS (WEEKDAY PERIODS)

**PM PEAK HOUR TRAFFIC VOLUMES
(10.45AM - 11.30AM SAT 16 AUGUST 2025)**

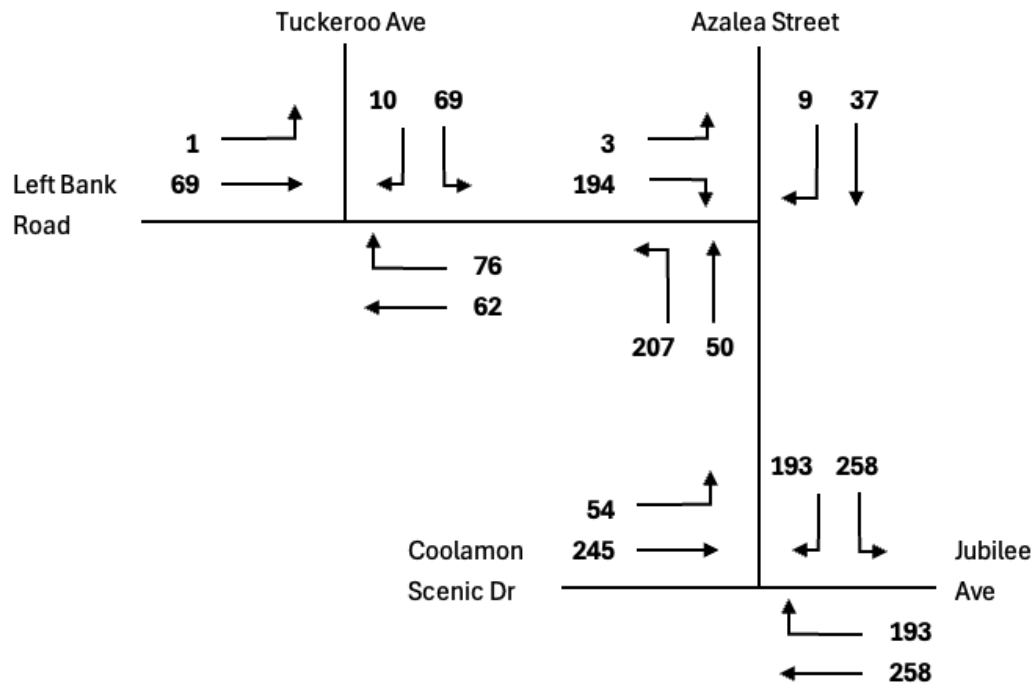
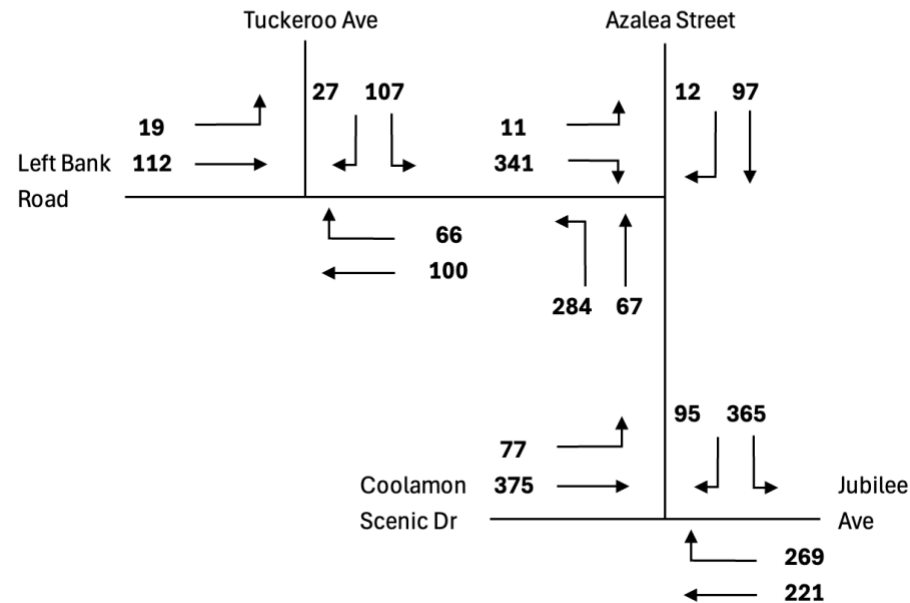


**FIGURE 2.5 – SURVEYED PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS
(SATURDAY PEAK PERIOD)**

AM PEAK HOUR TRAFFIC VOLUMES

Background 2027 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES

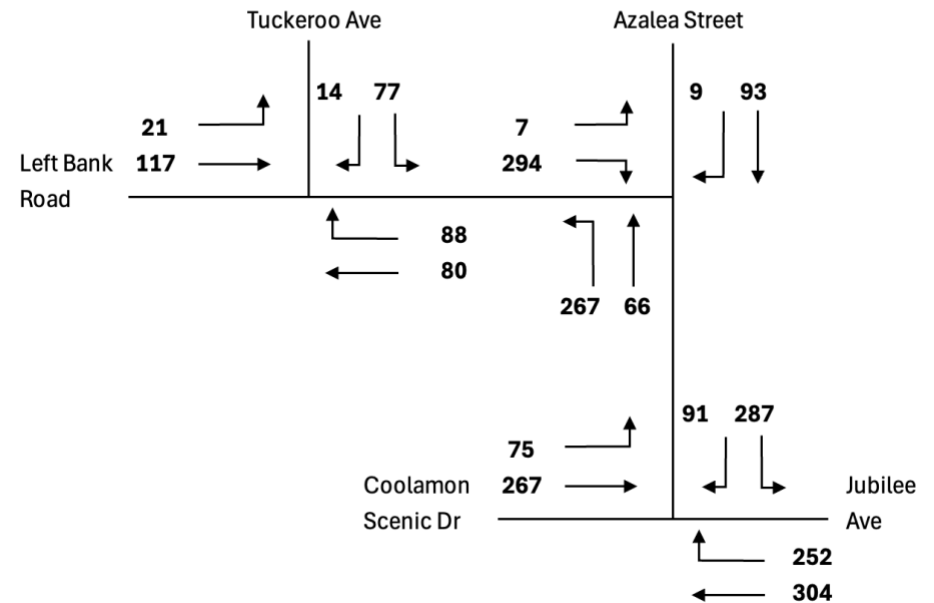


FIGURE 2.6 – PROJECTED FUTURE 2027 PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS (WEEKDAY PEAK PERIODS)

SAT PEAK HOUR TRAFFIC VOLUMES

Background 2027 Peak Traffic

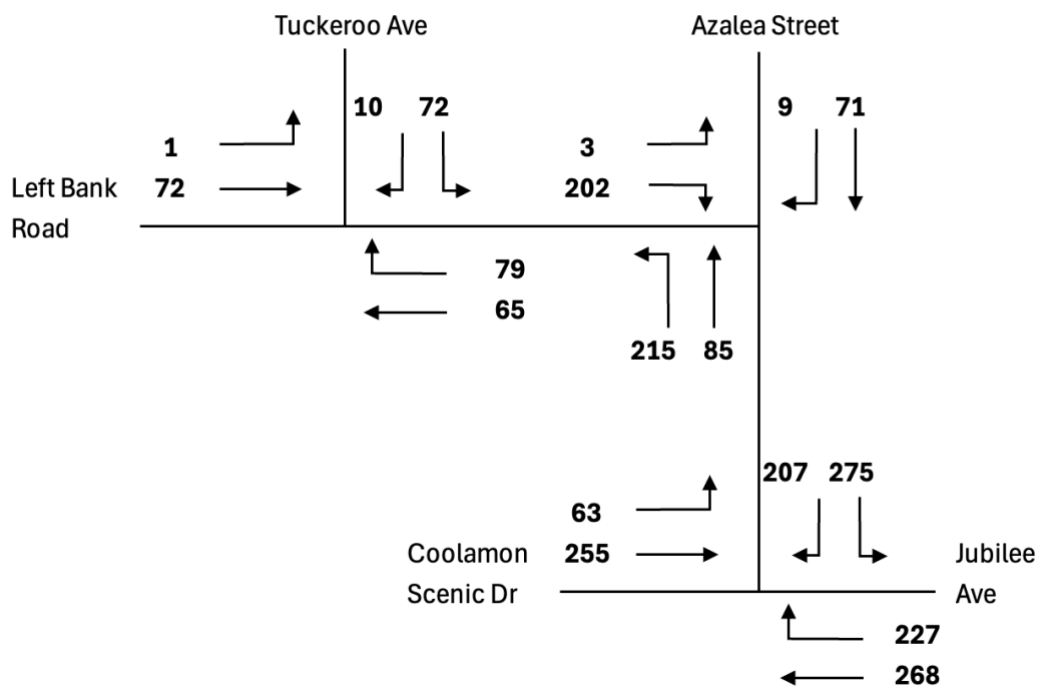
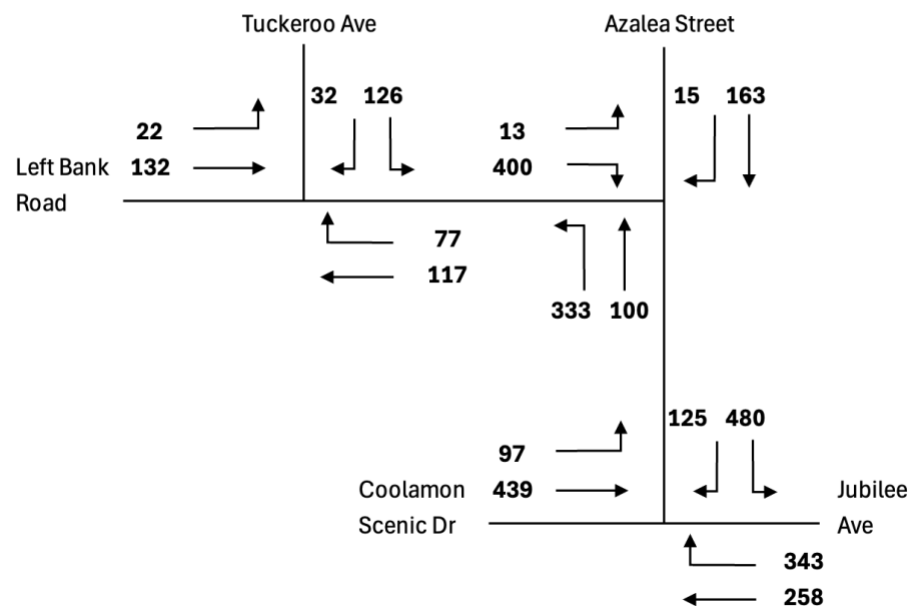


FIGURE 2.7 – PROJECTED FUTURE 2027 PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS (SATURDAY PEAK PERIOD)

AM PEAK HOUR TRAFFIC VOLUMES

Background 2037 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES

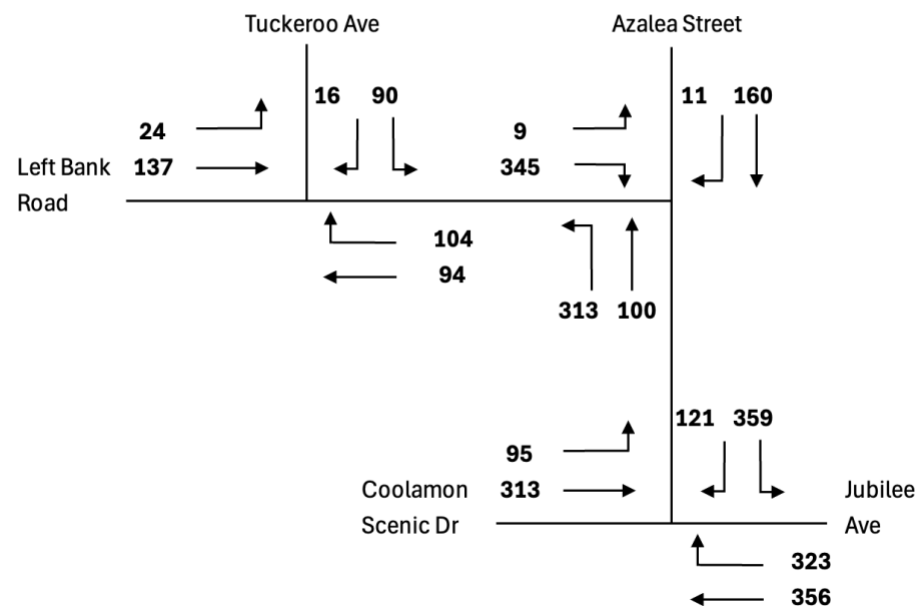


FIGURE 2.8 – PROJECTED FUTURE 2037 PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS (WEEKDAY PEAK PERIODS)

SAT PEAK HOUR TRAFFIC VOLUMES

Background 2037 Peak Traffic

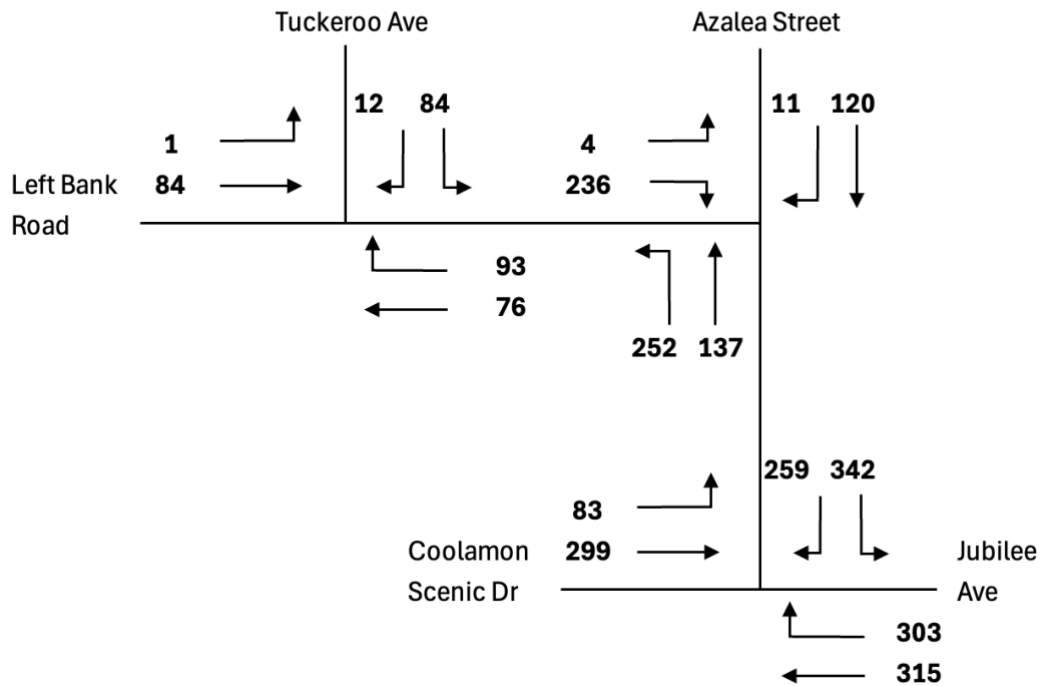


FIGURE 2.9 – PROJECTED FUTURE 2037 PEAK HOUR VOLUMES AT THE SURVEYED INTERSECTIONS (SATURDAY PEAK PERIOD)

3.0 DEVELOPMENT PROPOSAL

The Planning Proposal seeks rezoning of the land to enable a future residential subdivision. As shown in Figure 3.1, the indicative layout includes:

- A mix of R2 low-density residential (Torrens Title lots) and R3 medium-density residential (Strata Title units);
- Approximately 33 low-density residential (Torrens Title) lots on the western side of Tuckeroo Avenue, accessed via a new public road intersection and internal road network; and
- Approximately 8 medium-density dwellings on the eastern side of Tuckeroo Avenue, accessed via a private driveway.

It is noted that the layout is conceptual only and subject to refinement at detailed design and subdivision application stages.

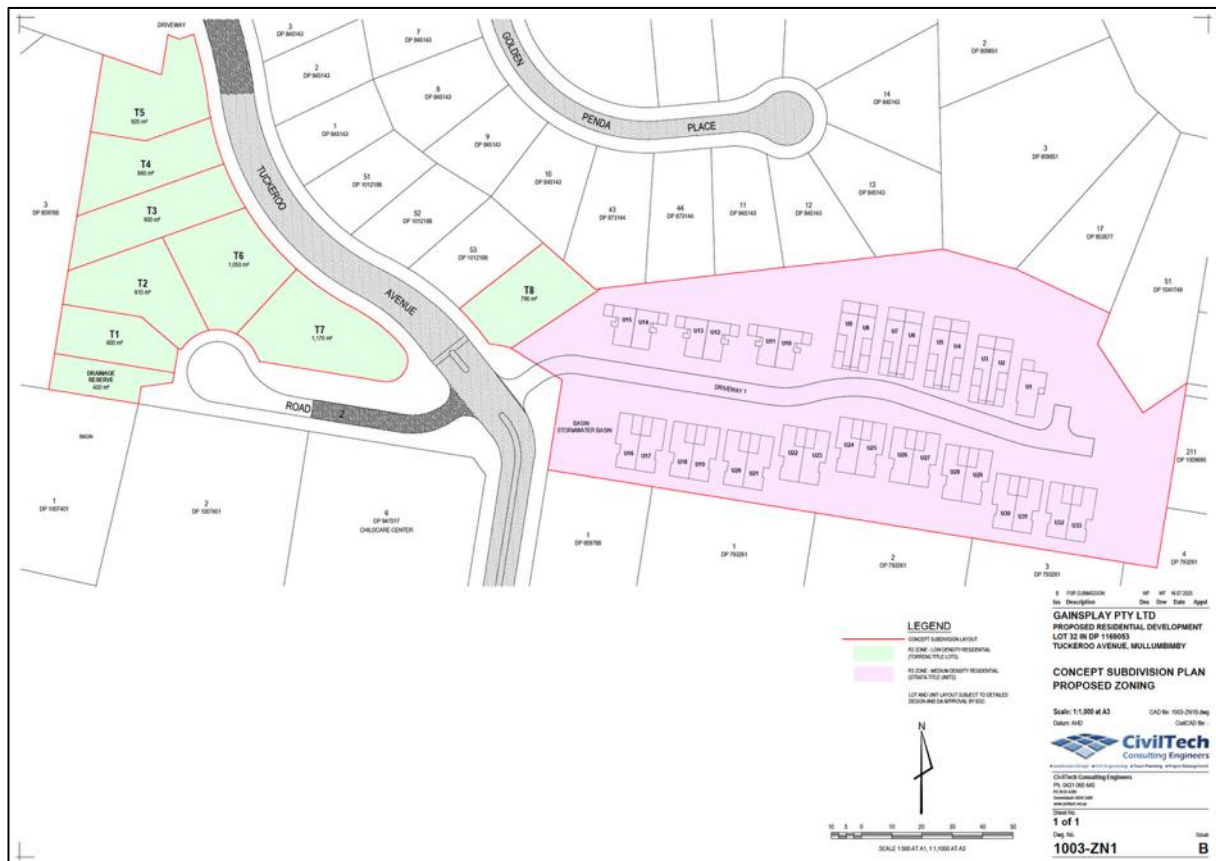


FIGURE 3.1 – PROPOSED PLAN OF RECONFIGURATION

4.0 DEVELOPMENT TRAFFIC ESTIMATES

4.1 Development Traffic Generation

Based on the trip generation rates contained in the NSW RMS TDT 2013, it is estimated that the proposal will generate traffic at approximately the following rates:

Low Density Residential:

Weekday:

- 7.54 daily trips / dwelling;
- 0.83 trips during the morning peak hour;
- 0.84 trips during the afternoon peak hour.

Weekend:

- 4.88 daily trips / dwelling;
- 0.83 trips during the peak hour;

Medium Density Residential:

Weekday:

- 3.67 daily trips / dwelling;
- 0.41 trips during the morning peak hour;
- 0.60 trips during the afternoon peak hour.

Weekend: *assumed

- 3.67 daily trips / dwelling;
- 0.60 trips during the peak hour;

Application of the above rates results in the following estimates is shown in Tables 4.1 and 4.2.

Table 4.1 – Summary of Traffic Generation Estimates (Weekday Peak Hours)

Site	#	Daily	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Low Density Residential	8 lots	60	2	5	7	4	3	7
Medium Density Residential	33 units	121	4	9	14	12	8	20
Total		181	6	14	20	16	11	27

Peak Hour Distribution: AM- in(30%)/out(70%), PM- in(60%)/out(40%)

Table 4.2 – Summary of Traffic Generation Estimates (Saturday Peak Hour)

Site	#	Daily	Peak Hour		
			In	Out	Total
Low Density Residential	8 lots	39	3	4	7
Medium Density Residential	33 units	121	10	10	20
Total		160	13	14	26

Peak Hour Distribution: In(50%)/out(50%)

4.2 Development Traffic Distribution

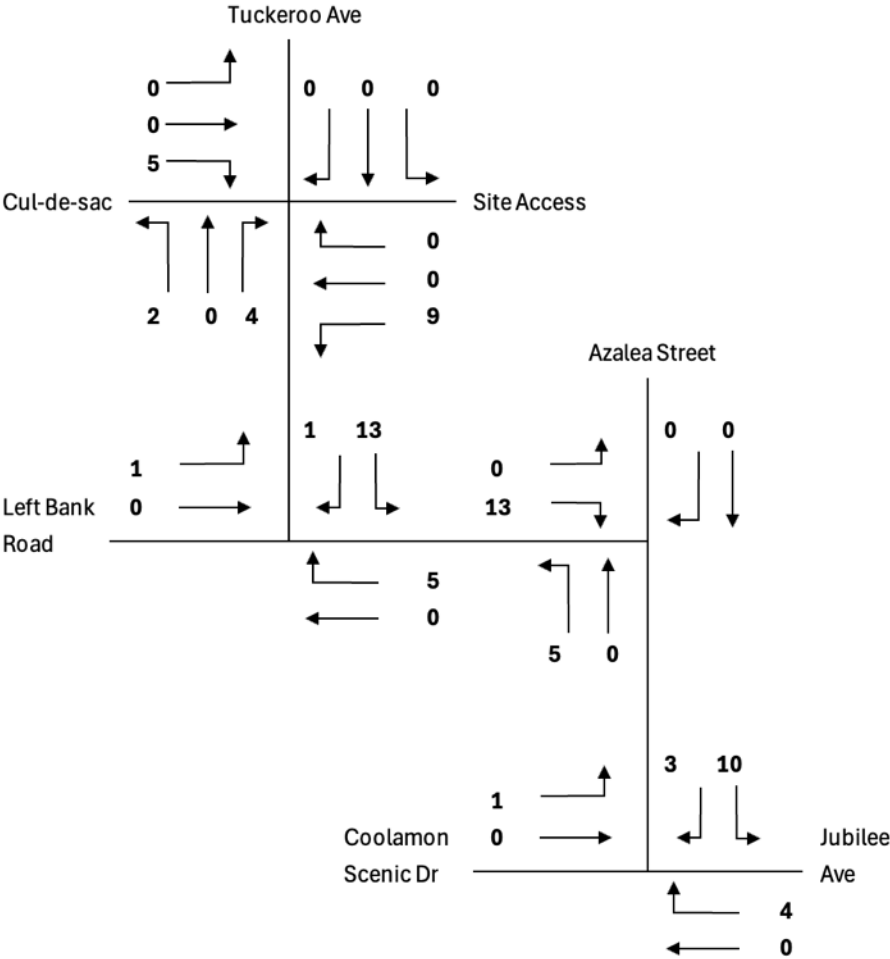
Given the surveyed traffic volumes and surrounding land use pattern and road network structure, the following traffic distribution is considered to be reasonable for the proposal:

- **To and from the east via Jubilee Avenue - 70%**
- **To and from the west via Coolamon Scenic Drive and Left Bank Road - 30%**

Resultant estimates of development traffic volumes at the surveyed intersections are shown in Figures 4.1 and 4.2, with the design traffic volumes at years 2027 and 2037 shown in Figures 4.3 – 4.6.

AM PEAK HOUR TRAFFIC VOLUMES

Development Traffic Estimates



PM PEAK HOUR TRAFFIC VOLUMES

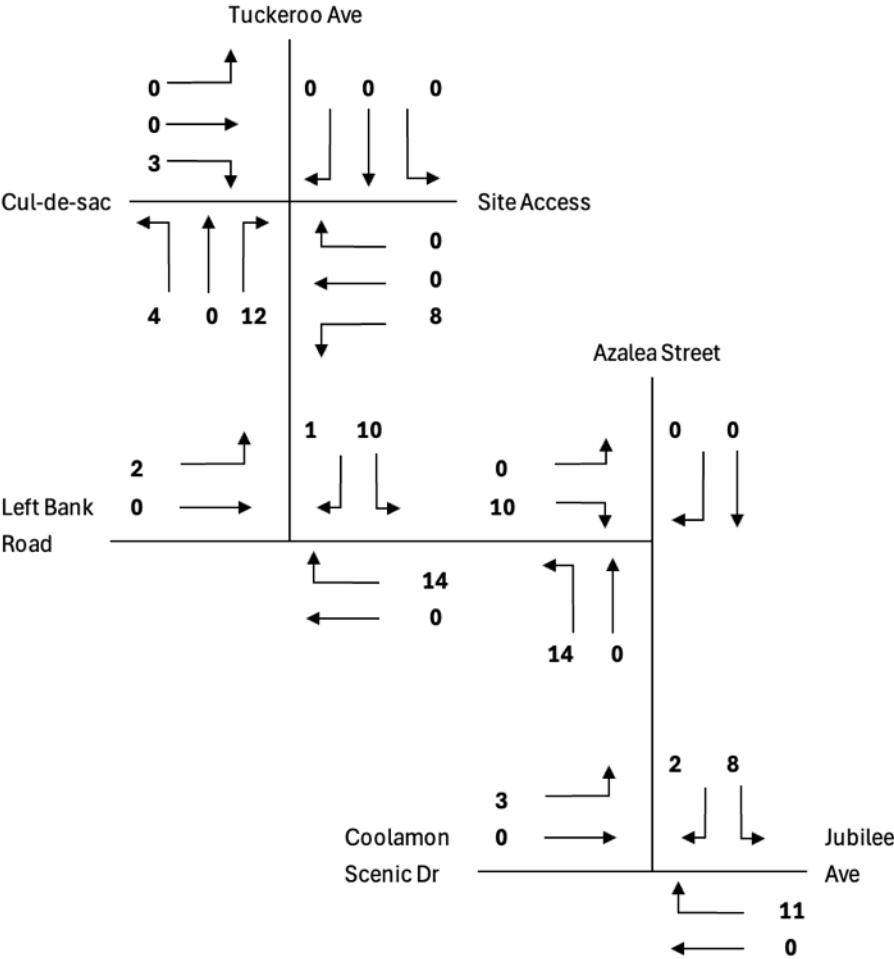


FIGURE 4.1 – DEVELOPMENT PEAK HOUR TRAFFIC ESTIMATES (WEEKDAY PEAK PERIODS)

SAT PEAK HOUR TRAFFIC VOLUMES

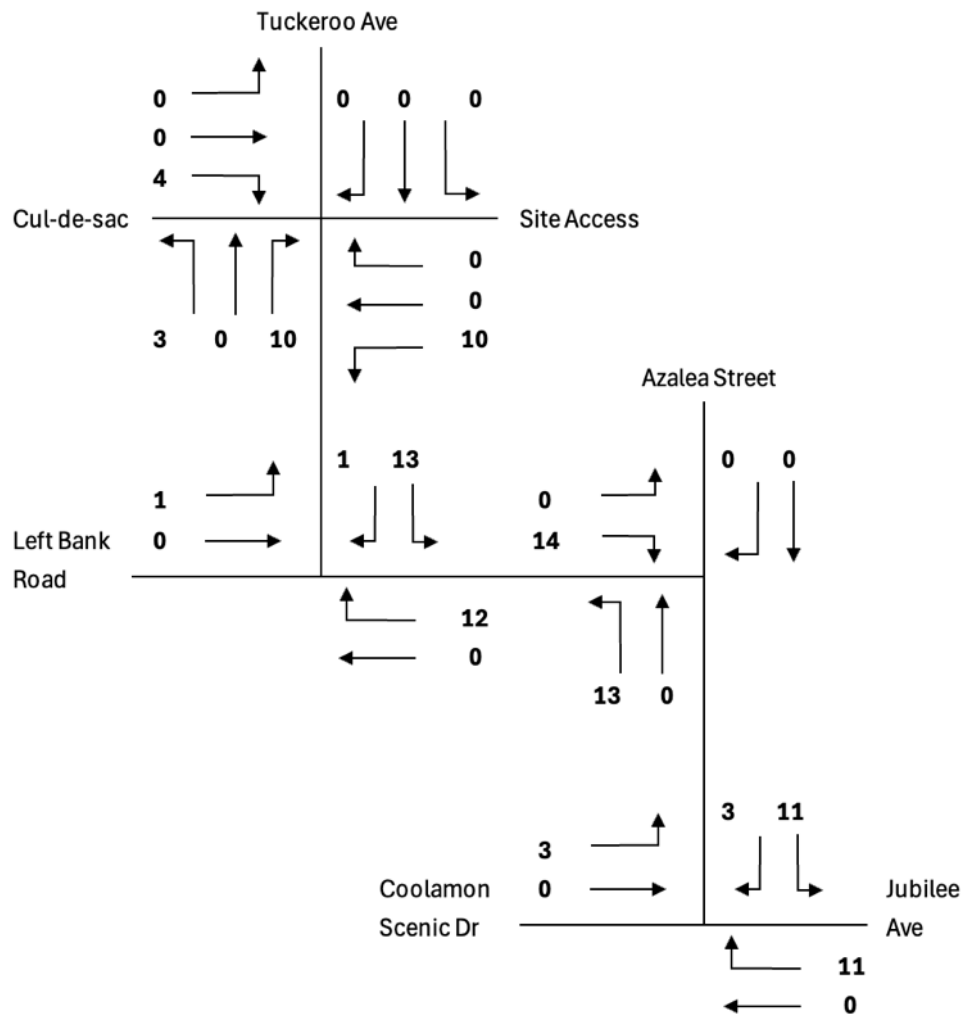
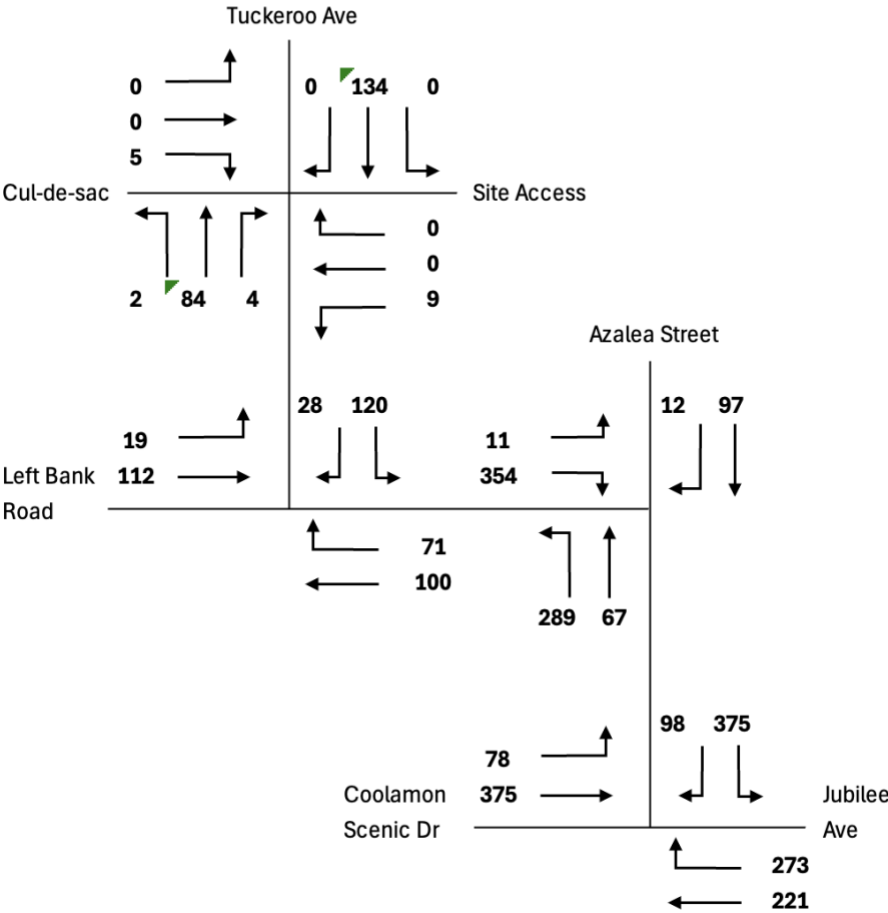


FIGURE 4.2 – DEVELOPMENT PEAK HOUR TRAFFIC ESTIMATES (SATURDAY PEAK PERIOD)

AM PEAK HOUR TRAFFIC VOLUMES

Design 2027 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES

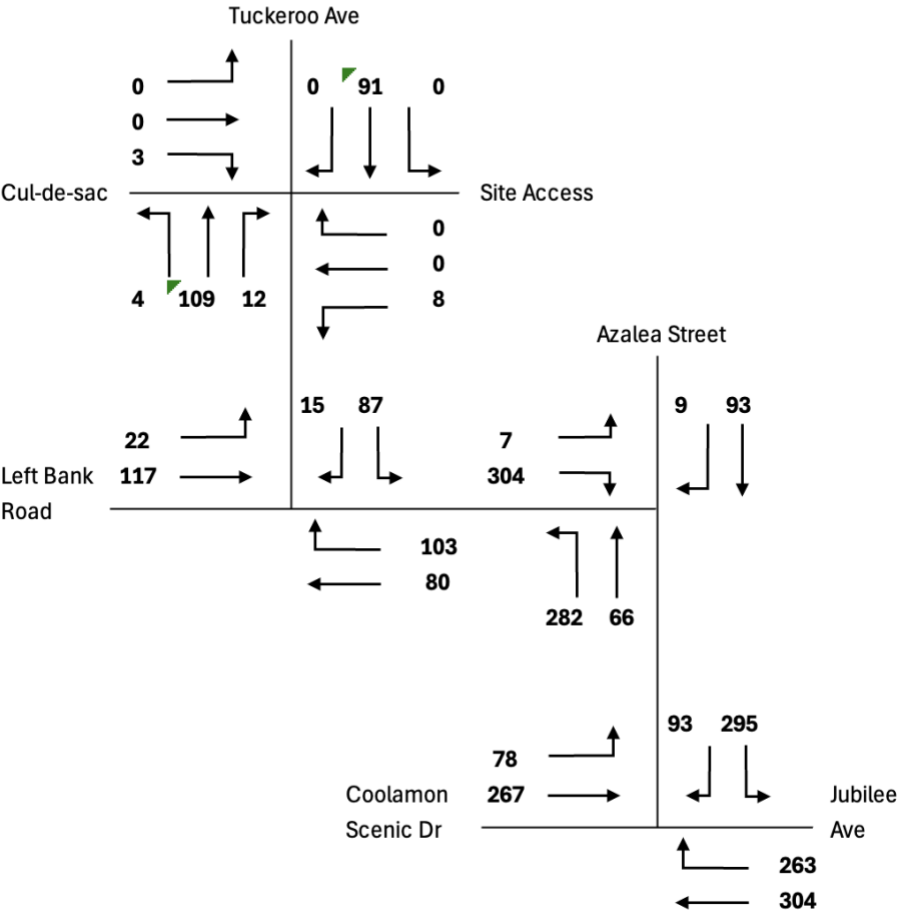


FIGURE 4.3 – DESIGN 2027 PEAK HOUR TRAFFIC VOLUME ESTIMATES (WEEKDAY PEAK PERIODS)

SAT PEAK HOUR TRAFFIC VOLUMES

Design 2027 Peak Traffic

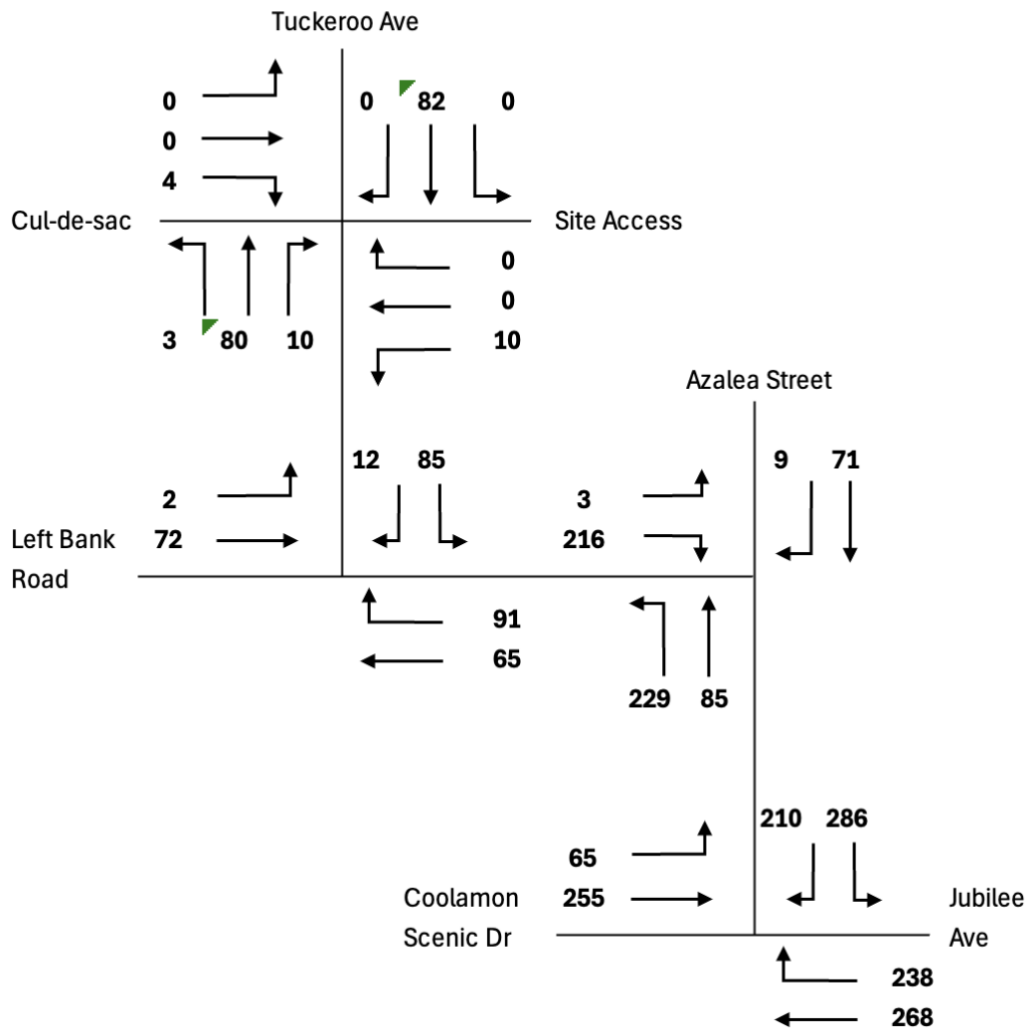
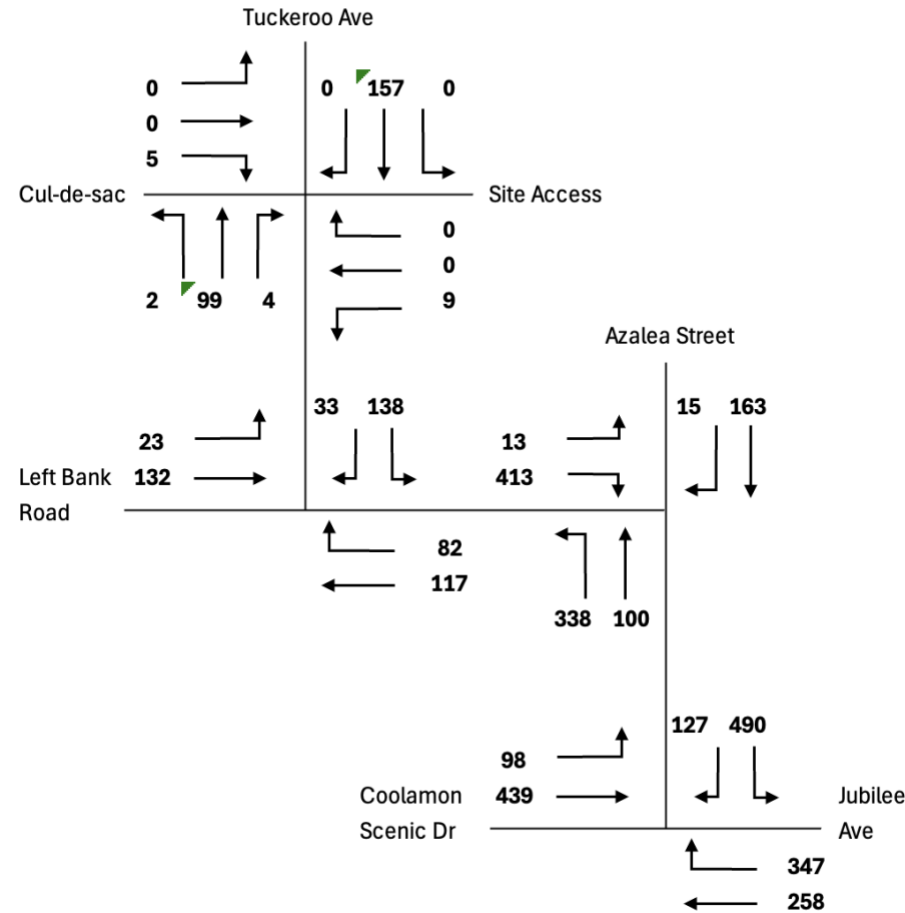


FIGURE 4.4 – DESIGN 2027 PEAK HOUR TRAFFIC VOLUME ESTIMATES (SATURDAY PEAK PERIOD)

AM PEAK HOUR TRAFFIC VOLUMES

Design 2037 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES

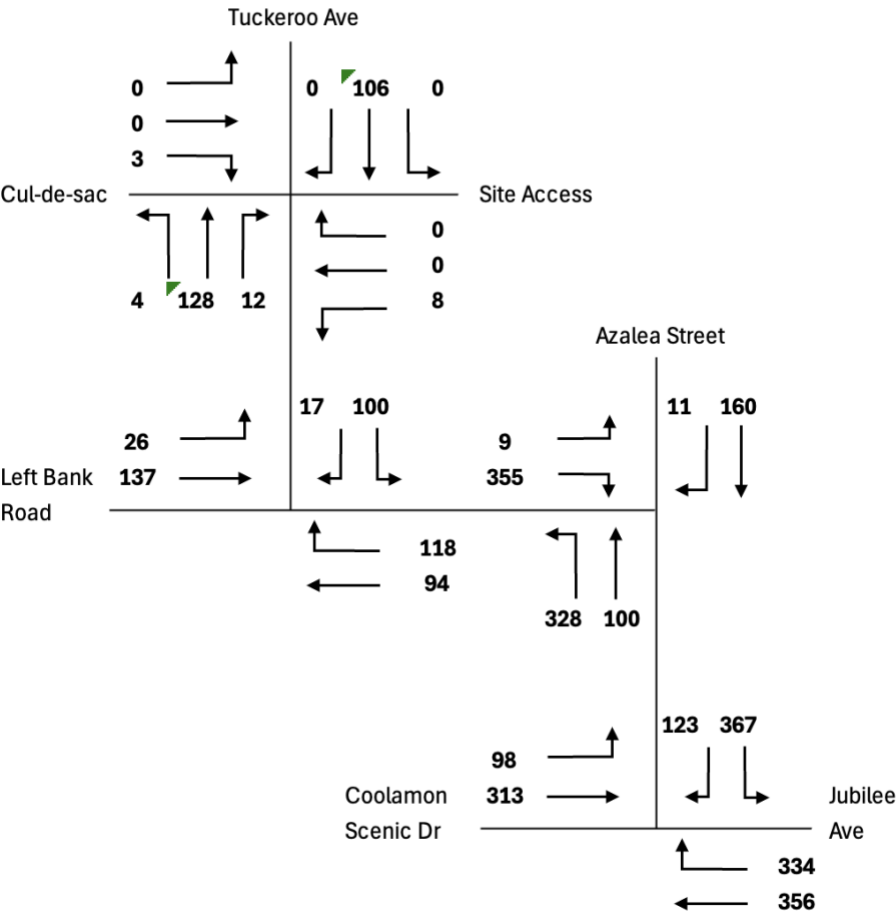


FIGURE 4.5 – DESIGN 2037 PEAK HOUR TRAFFIC VOLUME ESTIMATES (WEEKDAY PEAK PERIODS)

SAT PEAK HOUR TRAFFIC VOLUMES
Design 2037 Peak Traffic

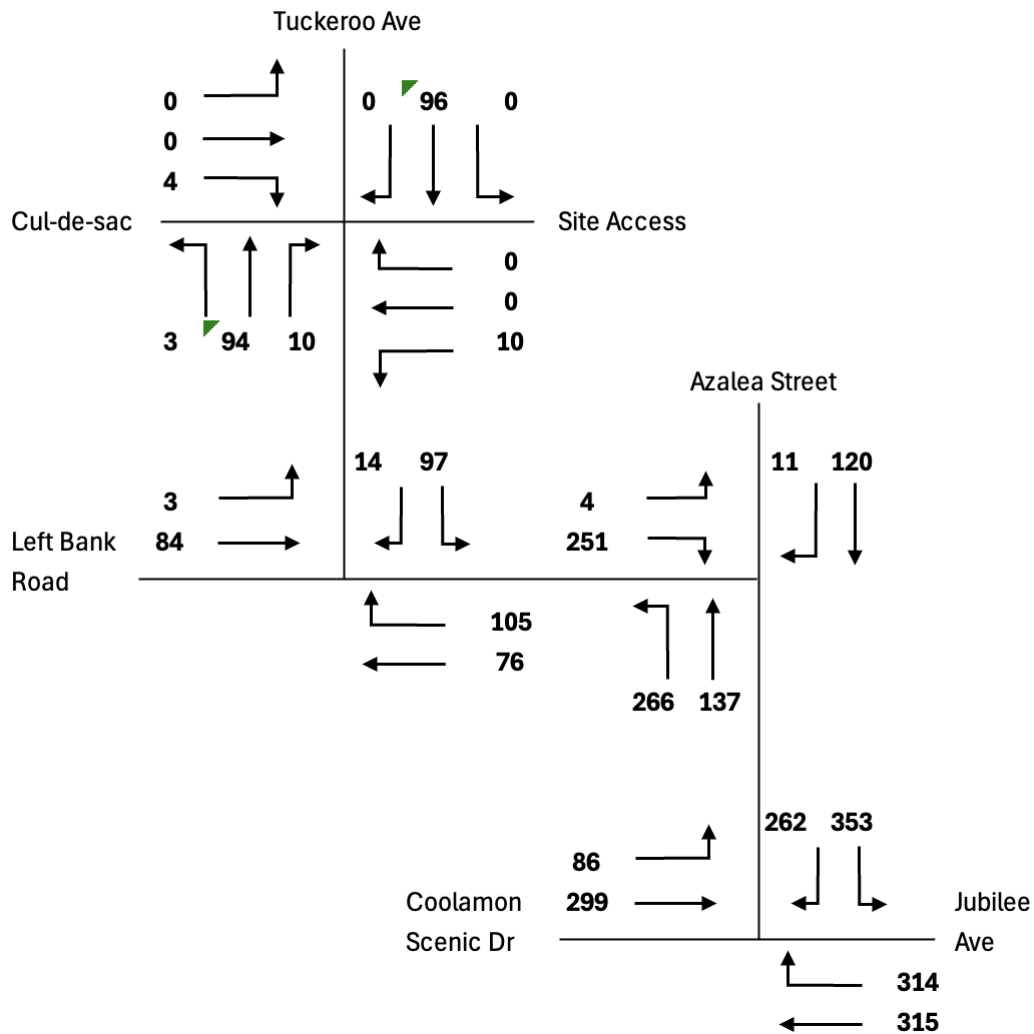


FIGURE 4.6 – DESIGN 2037 PEAK HOUR TRAFFIC VOLUME ESTIMATES (SATURDAY PEAK PERIOD)

5.0 ROAD NETWORK IMPACTS

5.1 New Intersections with Tuckeroo Avenue

In accordance with Austroads Part 6, the following turn treatments are warranted at the Tuckeroo Avenue / Site Access under year 2027 design traffic conditions:

Design -

Left turn treatment - Type BAL

Right turn treatment - Type BAR

As shown in Figure 5.1, given that the through volumes are less than 200 vehicles per hour, only basic turn treatments (Type BAL and BAR) will be required at the site access intersection.

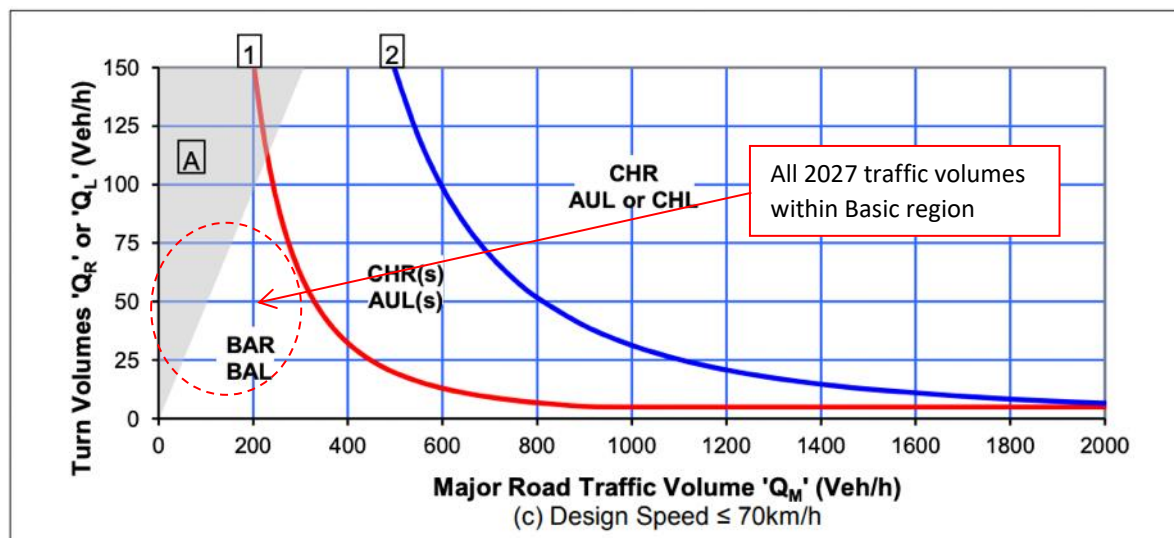


FIGURE 5.1 – TURN WARRANTS ASSESSMENT FOR NEW INTERSECTIONS WITH TUCKEROO AVENUE

5.2 SIDRA Network Modelling

A SIDRA analysis of the following intersections has been carried out under the projected opening year and 10-year projection (years 2027 and 2037):

- Left Bank Road / Tuckeroo Avenue;
- Azalea Street / Left Bank Road;
- Jubilee Avenue / Coolamon Scenic Drive / Azalea Street.

The results of the SIDRA analysis are presented in Appendix B and summarised below in Tables 5.1 – 5.3.

Table 5.1: SIDRA Results (Left Bank Road / Tuckeroo Avenue Intersection)

Scenario	Degree of Saturation	Total Average Delay (seconds)	Queue Length (metres)
2027 AM Peak Base Traffic (w-o/dev)	0.113	3.1	3.5
2027 PM Peak Base Traffic (w-o/dev)	0.078	3.1	2.2
2027 SAT Peak Base Traffic (w-o/dev)	0.063	3.2	1.9
2037 AM Peak Base Traffic (w-o/dev)	0.139	3.2	4.3
2037 PM Peak Base Traffic (w-o/dev)	0.090	3.1	2.7
2037 SAT Peak Base Traffic (w-o/dev)	0.075	3.2	2.2
2027 AM Peak Design Traffic (w/dev)	0.124	3.3	3.8
2027 PM Peak Design Traffic (w/dev)	0.084	3.3	2.5
2027 SAT Peak Design Traffic (w/dev)	0.074	3.4	2.2
2037 AM Peak Design Traffic (w/dev)	0.142	3.3	4.4
2037 PM Peak Design Traffic (w/dev)	0.100	3.3	3.0
2037 SAT Peak Design Traffic (w/dev)	0.087	3.4	2.6

Table 5.2: SIDRA Results (Azalea Street / Left Bank Road Intersection)

Scenario	Degree of Saturation	Total Average Delay (seconds)	Queue Length (metres)
2027 AM Peak Base Traffic (w-o/dev)	0.402	5.5	15.2
2027 PM Peak Base Traffic (w-o/dev)	0.339	5.2	10.6
2027 SAT Peak Base Traffic (w-o/dev)	0.224	4.6	6.0
2037 AM Peak Base Traffic (w-o/dev)	0.545	6.1	26.5
2037 PM Peak Base Traffic (w-o/dev)	0.459	5.5	18.9
2037 SAT Peak Base Traffic (w-o/dev)	0.301	4.6	8.9
2027 AM Peak Design Traffic (w/dev)	0.418	5.6	16.4
2027 PM Peak Design Traffic (w/dev)	0.353	5.3	11.6
2027 SAT Peak Design Traffic (w/dev)	0.242	4.7	6.6
2037 AM Peak Design Traffic (w/dev)	0.564	6.3	28.4
2037 PM Peak Design Traffic (w/dev)	0.476	5.7	20.2
2037 SAT Peak Design Traffic (w/dev)	0.323	4.7	10.0

Table 5.3: SIDRA Results (Jubilee Avenue / Coolamon Scenic Drive / Azalea Street Intersection)

Scenario	Degree of Saturation	Total Average Delay (seconds)	Queue Length (metres)
Existing Intersection			
2027 AM Peak Base Traffic (w-o/dev)	0.688	6.9	49.4
2027 PM Peak Base Traffic (w-o/dev)	0.530	5.4	31.3
2027 SAT Peak Base Traffic (w-o/dev)	0.797	9.5	84.6
2027 AM Peak Design Traffic (w/dev)	0.711	7.2	53.9
2027 PM Peak Design Traffic (w/dev)	0.549	5.6	33.8
2027 SAT Peak Design Traffic (w/dev)	0.825	10.3	96.3
Proposed Roundabout			
2037 AM Peak Base Traffic (w-o/dev)	0.843	13.2	112.3
2037 PM Peak Base Traffic (w-o/dev)	0.587	7.7	46.5
2037 SAT Peak Base Traffic (w-o/dev)	0.682	10.2	61.6
2037 AM Peak Design Traffic (w/dev)	0.859	13.8	121.2
2037 PM Peak Design Traffic (w/dev)	0.600	8.1	48.9
2037 SAT Peak Design Traffic (w/dev)	0.698	10.5	65.6

As demonstrated in Tables 5.1 – 5.3, the above intersections are expected to operate within acceptable performance criteria under the projected 2027 and 2037 traffic conditions.

The Left Bank Road / Tuckeroo Avenue and Azalea Street / Left Bank Road intersections continue to operate with low degrees of saturation and minimal delays under both background and design traffic conditions. The existing Coolamon Scenic Drive / Jubilee Avenue / Azalea Street intersection is also expected to operate satisfactorily under the 2027 opening year traffic conditions. For the 2037 design horizon, the proposed single-lane roundabout continues to provide acceptable operational performance, with the development resulting in only minor increases in degree of saturation, delays and queue lengths. Overall, the traffic generated by the Planning Proposal is not expected to adversely affect the operation of the surrounding road network.

6.0 ROAD NETWORK DESIGN

The proposed public road intersection and internal road network on the western side of Tuckeroo Avenue will be designed in accordance with Byron Shire Council's subdivision requirements and relevant Austroads guidance. The medium-density development on the eastern side of Tuckeroo Avenue is proposed to be accessed via a private driveway designed in accordance with AS2890. The concept layout demonstrates that compliant access arrangements can be achieved, with detailed design to occur as part of the future development application.

7.0 PEDESTRIAN AND CYCLE CONNECTIVITY

The surrounding road network provides opportunities for safe and convenient pedestrian and cyclist access. Future development of the site should incorporate:

- A suitable internal pedestrian circulation system, with consideration of shared zones where appropriate;
- Continuity of external pedestrian and cyclist networks, noting that preliminary review indicates facilities are available to support walking and cycling trips to the town centre, the adjoining childcare centre, and nearby sporting and recreational facilities;
- Provisions for carpooling and rideshare within the development design; and
- Secure and accessible bicycle storage for residents and visitors.

The Byron Shire Bike Plan identifies the existing and proposed Mullumbimby pedestrian and cycle network (refer to Figure 7.1). As shown, a shared path currently extends along the northern side of Left Bank Road and continues up the western side of Tuckeroo Avenue, providing connectivity between the existing childcare centre and the town centre. However, no path is currently available to extend connectivity beyond the childcare centre or along the eastern side of Tuckeroo Avenue toward the subject sites. To address this gap, the Bike Plan proposes a new shared pathway along the eastern side of Tuckeroo Avenue, which will provide continuous pedestrian and cycle access to the site.

It is noted that an existing childcare centre is located on Tuckeroo Avenue, which generates local pick-up and drop-off activity during peak periods. As such, adequate provision for pedestrian crossings will need to be refined at DA stage, particularly in the presence of the existing planted medians. At DA stage, refinements could include:

- Shortening or removing landscaped medians to improve visibility;
- Converting medians to mountable or concrete treatments; or
- Provision of a small roundabout to formalise access.

These treatments are standard subdivision design refinements and can be addressed as part of detailed design.

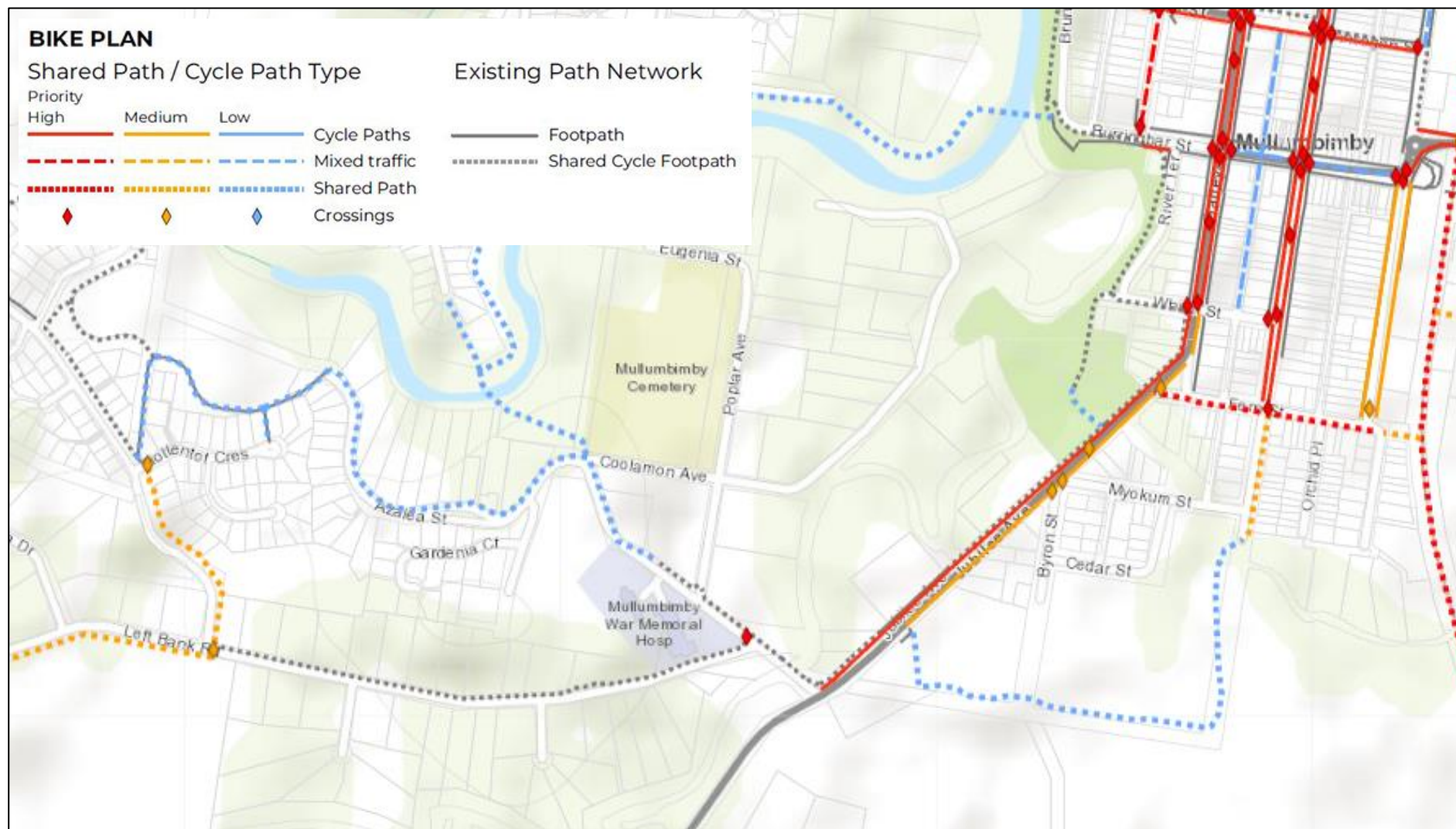


FIGURE 7.1 – EXISTING AND PROPOSED PEDESTRIAN AND CYCLE INFRASTRUCTURE

8.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on both the eastern and western sides of Tuckeroo Avenue, identified as Lot 32 on DP1169053, currently zoned R5 Large Lot Residential.
- The Planning Proposal seeks rezoning to enable a future residential subdivision comprising a mix of R2 low-density and R3 medium-density lots. The concept plan indicates 33 low-density Torrens Title lots and 8 medium-density strata lots.
- Access to the low-density residential lots on the western side of Tuckeroo Avenue will be provided via a new public road intersection and internal road network. The medium-density development on the eastern side of Tuckeroo Avenue will be accessed via a private driveway.
- The future subdivision is estimated to generate approximately 181 daily trips, including 20 trips in the morning peak and 27 in the afternoon peak.
- Development traffic is expected to primarily route to/from Jubilee Avenue (approximately 70%), with the balance via Left Bank Road and Coolamon Scenic Drive (approximately 30%).
- In accordance with Austroads warrants, basic BAL/BAR turn treatments are sufficient at the new Tuckeroo Avenue access point.
- SIDRA network modelling confirms that nearby intersections will continue to operate within acceptable thresholds under year 2027 design volumes, with only minor increases in delays and queues.
- The proposed new shared pathway along the eastern side of Tuckeroo Avenue will address the current gap in the network and provide continuous access between the site, childcare centre, and Mullumbimby town centre.
- Localised issues relating to the existing childcare centre and potential sight distance constraints can be managed through standard subdivision design refinements at the DA stage.
- Cumulative impacts from nearby development, including the former Mullumbimby Hospital site Planning Proposal, have been acknowledged and tested within the 2027 design horizon. The planned upgrade of the Coolamon Scenic Drive / Azalea Street intersection to a single-lane roundabout has been adopted in the 2037 modelling.

The Planning Proposal can therefore proceed with confidence that future traffic impacts can be appropriately managed at the subdivision application stage.

APPENDICES

ATTACHMENT A -	SURVEYED TRAFFIC VOLUMES
ATTACHMENT B -	SIDRA MODELLING ANALYSIS

APPENDIX A – SURVEYED TRAFFIC VOLUMES

LEFT BANK ROAD / TUCKEROO AVENUE INTERSECTION

WEEKDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS



Unit Type: Camera
RTE ID: 25196
Location: tuckeroo ave
Date: 25-Jul-25
Comments: Fine weather

Class Heavy

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00		2	8	0					10	9		0	14		5	0	48	48
7:15		4	16	0					7	4		0	11		3	0	45	93
7:30		1	22	0					9	14		0	23		3	0	72	165
7:45		1	24	0					17	11		0	14		1	0	68	233
8:00		4	23	0					21	9		0	18		11	0	86	271
8:15		13	28	0					31	12		0	24		7	0	115	341
8:30		7	17	0					32	13		0	28		5	0	102	371
8:45		3	31	0					19	17		0	33		5	0	108	411
9:00		3	27	0					14	21		0	23		1	0	89	414
9:15		3	16	0					14	13		0	27		2	0	75	374
9:30		2	15	0					17	20		0	19		3	0	76	348
9:45		0	22	0					22	15		0	18		0	0	77	317
14:00		1	17	0					27	20		0	11		1	0	77	77
14:15		2	16	0					23	9		0	18		2	0	70	147
14:30		3	9	0					15	33		0	17		2	0	79	226
14:45		1	28	0					15	13		0	19		2	0	78	304
15:00		3	10	0					12	25		0	28		8	0	86	313
15:15		4	17	0					30	23		0	29		6	0	109	352
15:30		5	19	0					20	24		0	36		4	0	108	381
15:45		1	23	0					17	29		0	26		0	0	96	399
16:00		1	18	0					28	29		0	32		6	0	114	427
16:15		1	13	0					30	28		0	26		2	0	100	418
16:30		0	13	0					26	27		0	22		0	0	88	398
16:45		2	30	0					32	21		0	15		2	0	102	404
17:00		0	19	0					17	35		0	17		3	0	91	381
17:15		0	18	0					26	23		0	18		0	0	85	366
AM PEAK	0	26	103	0	0	0	0	0	96	63	0	0	108	0	18	0	414	
PM PEAK	0	13	74	0	0	0	0	0	77	85	0	0	112	0	20	0	381	

SATURDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS

Unit Type: Camera
RTE ID: 25196
Location: tuckeroo ave
Date: 26-Jul-25
Comments: Fine weather

Class Light

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00		0	6	0					0	6		0	6		0	0	18	18
7:15		0	13	0					1	5		0	13		0	0	32	50
7:30		0	13	0					7	2		0	11		0	0	33	83
7:45		2	11	0					10	11		0	17		1	0	52	135
8:00		0	15	0					5	8		0	14		0	0	42	159
8:15		1	16	0					4	18		0	10		3	0	52	179
8:30		1	21	0					11	9		0	13		1	0	56	202
8:45		1	12	0					6	15		0	24		1	0	59	209
9:00		1	25	0					6	15		0	28		0	0	75	242
9:15		1	20	0					11	19		0	22		2	0	75	265
9:30		0	11	0					7	19		0	21		2	0	60	269
9:45		1	19	0					11	13		0	18		3	0	65	275
10:00		1	16	0					12	12		0	24		1	0	66	266
10:15		1	12	0					18	20		0	21		1	0	73	264
10:30		2	15	0					15	16		0	14		0	0	62	266
10:45		2	15	0					11	24		0	22		1	0	75	276
11:00		4	18	0					21	20		0	22		0	0	85	295
11:15		2	21	0					15	16		0	11		0	0	65	287
11:30		2	13	0					16	13		0	10		1	0	55	280
11:45		0	19	0					17	17		0	17		3	0	73	278
12:00		3	24	0					19	21		0	20		1	0	88	281
12:15																	0	216
12:30																	0	161
12:45																	0	88
PEAK	0	10	69	0	0	0	0	0	62	76	0	0	69	0	1	0	287	

AZALEA STREET / LEFT BANK ROAD INTERSECTION

WEEKDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS



Unit Type: Camera
RTE ID: 25196
Location: Azalea
Date: 15-Aug-25
Comments: Fine weather

Class Heavy

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00	5	2			3		21							37	0		68	68
7:15	4	0			2		17							26	0		49	117
7:30	5	1			0		32							44	1		83	200
7:45	14	2			7		32							58	1		114	314
8:00	5	0			4		37							34	1		81	327
8:15	6	6			5		67							60	4		148	426
8:30	15	3			11		99							80	3		211	554
8:45	16	1			14		57							107	3		198	638
9:00	14	2			16		50							81	1		164	721
9:15	9	2			8		47							61	2		129	702
9:30	15	0			11		29							69	2		126	617
9:45	10	2			15		39							44	2		112	531
14:00	13	3			13		35							44	2		110	110
14:15	11	0			14		59							30	2		116	226
14:30	9	0			8		55							40	0		112	338
14:45	19	3			7		68							39	0		136	474
15:00	12	3			15		72							87	6		195	559
15:15	12	2			15		66							83	1		179	622
15:30	12	1			7		51							74	0		145	655
15:45	9	2			7		35							42	0		95	614
16:00	6	0			24		57							47	1		135	554
16:15	7	3			15		50							49	0		124	499
16:30	14	1			8		57							47	1		128	482
16:45	10	0			10		47							46	1		114	501
17:00	5	0			9		52							37	0		103	469
17:15	6	0			7		49							43	1		106	451
AM PEAK	51	12	0	0	46	0	273	0	0	0	0	0	0	328	11	0	721	
PM PEAK	45	9	0	0	44	0	257	0	0	0	0	0	0	283	7	0	655	

SATURDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS

Unit Type: Camera
RTEID: 25196
Location: Azalea
Date: 16-Aug-25
Comments: Fine weather

Class Heavy

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00	3	0		0	1		6	0						27	0	0	37	37
7:15	4	0		0	3		6	0						22	0	0	35	72
7:30	5	0		0	1		10	0						20	1	0	37	109
7:45	5	1		0	0		13	0						23	0	0	42	151
8:00	1	1		0	3		18	0						35	0	0	58	172
8:15	8	0		0	3		16	0						37	0	0	64	201
8:30	3	0		0	2		18	0						35	0	0	58	222
8:45	6	1		0	6		32	0						42	1	0	88	268
9:00	5	0		0	8		32	0						47	2	0	94	304
9:15	13	2		0	4		28	0						52	1	0	100	340
9:30	6	2		0	4		32	0						41	1	0	86	368
9:45	5	0		0	9		26	0						49	0	0	89	369
10:00	11	1		0	4		26	0						48	0	0	90	365
10:15	5	0		0	2		30	0						54	0	0	91	356
10:30	5	0		0	21		51	0						54	1	0	132	402
10:45	11	2		0	15		43	0						51	1	0	123	436
11:00	9	2		0	16		52	0						47	0	0	126	472
11:15	8	3		0	12		48	0						46	1	0	118	499
11:30	9	2		0	7		64	0						50	1	0	133	500
11:45	5	1		0	9		47	0						47	2	0	111	488
12:00	8	2		0	9		49	0						40	0	0	108	470
12:15	8	1		0	8		46	0						40	1	0	104	456
12:30	10	1		0	5		39	0						45	0	0	100	423
12:45	7	0		0	4		38	0						55	3	0	107	419
PEAK	37	9	0	0	50	0	207	0	0	0	0	0	0	194	3	0	500	

JUBILEE AVENUE / COOLAMON SCENIC DRIVE / AZALEA STREET INTERSECTION

WEEKDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS

Unit Type: Camera
RTE ID: 25196
Location: Jubilee ave
Date: 15-Aug-25
Comments: Fine weather

Class Combined

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00		10	33	0					15	15		0	53		9		135	135
7:15		8	21	0					45	16		0	42		3		135	270
7:30		10	40	0					44	26		0	74		6		200	470
7:45		9	57	0					31	31		0	80		9		217	687
8:00		11	28	0					44	30		0	71		12		196	748
8:15		14	52	0					45	52		0	106		15		284	897
8:30		17	89	0					65	80		0	95		29		375	1072
8:45		27	106	0					42	55		0	88		16		334	1189
9:00		25	70	0					60	57		0	71		10		293	1286
9:15		9	62	0					45	47		0	87		9		259	1261
9:30		12	73	0					55	30		1	87		10		268	1154
9:45		13	43	0					47	45		0	74		11		233	1053
14:00		17	38	0					61	40		0	65		10		231	231
14:15		7	31	0					60	60		0	60		11		229	460
14:30		7	43	0					63	50		0	74		12		249	709
14:45		12	49	0					61	56		0	75		22		275	984
15:00		23	70	0					70	61		0	49		22		295	1048
15:15		25	77	0					94	63		0	58		14		331	1150
15:30		19	71	0					67	47		0	75		10		289	1190
15:45		8	42	0					67	37		0	75		7		236	1151
16:00		12	50	0					55	63		0	58		14		252	1108
16:15		8	52	0					64	49		0	64		16		253	1030
16:30		6	58	0					66	54		0	73		11		268	1009
16:45		9	49	0					53	46		0	69		12		238	1011
17:00		8	33	0					74	52		0	52		10		229	988
17:15		10	38	0					49	42		0	51		18		208	943
AM PEAK	0	83	317	0	0	0	0	0	212	244	0	0	360	0	70	0	1286	
PM PEAK	0	79	267	0	0	0	0	0	292	227	0	0	257	0	68	0	1190	

SATURDAY VOLUMES

MANUAL TRAFFIC SURVEY RESULTS

Unit Type: Camera
RTE ID: 25196
Location: Jubilee ave
Date: 16-Aug-25
Comments: Fine weather

Class Combined

Time	N-Thru	N-Right	N-Left	N-UT	S-Thru	S-Right	S-Left	S-UT	E-Thru	E-Right	E-Left	E-UT	W-Thru	W-Right	W-Left	W-UT	Total	Cumul Tot
7:00		4	26	0						4	15		18		3	0	70	70
7:15		5	20	0						9	15		15		0	0	64	134
7:30		5	19	0						10	13		23		1	0	71	205
7:45		7	22	0						13	28		40		2	0	112	317
8:00		9	28	0						24	26		32		1	0	120	367
8:15		7	38	0						16	30		35		3	0	129	432
8:30		8	29	0						17	35		41		2	0	132	493
8:45		4	44	0						28	33		47		7	0	163	544
9:00		9	44	0						32	34		42		6	0	167	591
9:15		13	52	0						23	37		58		10	0	193	655
9:30		12	35	0						28	44		74		6	0	199	722
9:45		10	48	0						32	53		67		5	0	215	774
10:00		15	43	0						25	53		65		4	0	205	812
10:15		11	50	0						28	47		61		7	0	204	823
10:30		7	53	0						48	52		54		13	0	227	851
10:45		13	49	0						44	66		56		14	0	242	878
11:00		8	45	0						49	60		55		13	0	230	903
11:15		15	38	0						47	67		77		12	0	256	955
11:30		7	52	0						53	65		57		15	0	249	977
11:45		13	39	0						42	48		68		11	0	221	956
12:00		8	41	0						46	39		68		11	0	213	939
12:15		8	38	0						44	49		69		9	0	217	900
12:30		10	38	0						39	57		58		13	0	215	866
12:45		13	38	0						32	65		52		10	0	210	855
PEAK	0	43	184	0	0	0	0	0	0	193	258	0	245	0	54	0	977	

APPENDIX B – SIDRA MODELLING

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'		Good operation.
'B'	Good operation. Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

LEFT BANK ROAD / TUCKEROO AVENUE INTERSECTION

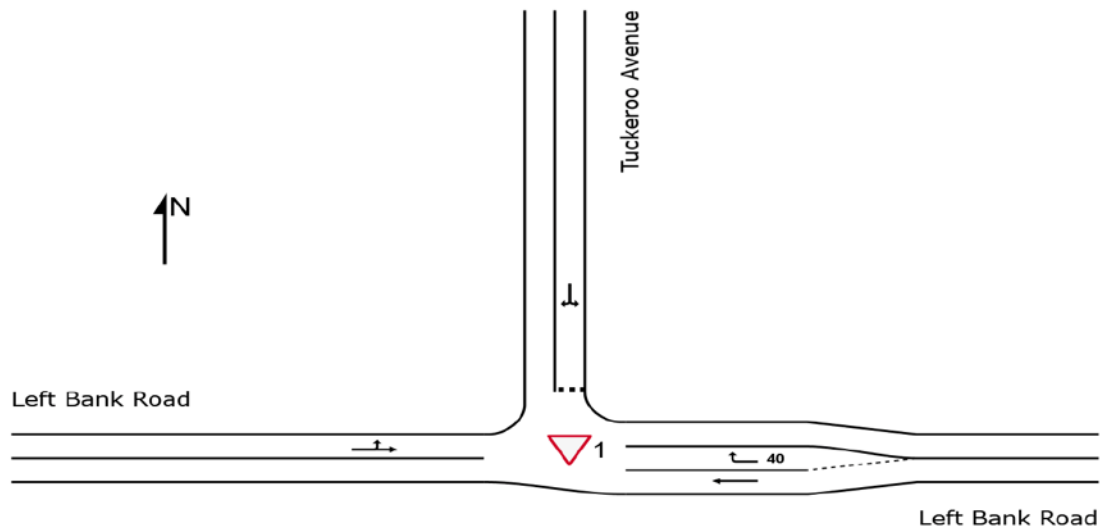
2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2027 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2037 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2037 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2037 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

SITE LAYOUT

 **Site: [1] Background 2027 Peak Traffic AM (Left Bank Road / Tuckeroo Avenue)**

Left Bank Road / Tuckeroo Avenue
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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



2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	105	5.0	105	5.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	69	5.0	69	5.0	0.045	5.9	LOS A	0.2	1.5	0.25	0.56	0.25	51.8
Approach			175	5.0	175	5.0	0.056	2.4	NA	0.2	1.5	0.10	0.22	0.10	56.4
North: Tuckeroo Avenue															
7	L2	All MCs	113	5.0	113	5.0	0.113	6.0	LOS A	0.5	3.5	0.26	0.56	0.26	51.9
9	R2	All MCs	28	5.0	28	5.0	0.113	7.6	LOS A	0.5	3.5	0.26	0.56	0.26	51.6
Approach			141	5.0	141	5.0	0.113	6.3	LOS A	0.5	3.5	0.26	0.56	0.26	51.9
West: Left Bank Road															
10	L2	All MCs	20	5.0	20	5.0	0.074	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	118	5.0	118	5.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach			138	5.0	138	5.0	0.074	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.8
All Vehicles			454	5.0	454	5.0	0.113	3.1	NA	0.5	3.5	0.12	0.29	0.12	55.6

2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	84	5.0	84	5.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	93	5.0	93	5.0	0.060	6.0	LOS A	0.3	2.0	0.26	0.57	0.26	51.7
Approach			177	5.0	177	5.0	0.060	3.1	NA	0.3	2.0	0.14	0.30	0.14	55.4
North: Tuckeroo Avenue															
7	L2	All MCs	81	5.0	81	5.0	0.075	6.0	LOS A	0.3	2.2	0.25	0.56	0.25	51.9
9	R2	All MCs	15	5.0	15	5.0	0.075	7.6	LOS A	0.3	2.2	0.25	0.56	0.25	51.7
Approach			96	5.0	96	5.0	0.075	6.2	LOS A	0.3	2.2	0.25	0.56	0.25	51.9
West: Left Bank Road															
10	L2	All MCs	22	5.0	22	5.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	123	5.0	123	5.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			145	5.0	145	5.0	0.078	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
All Vehicles			418	5.0	418	5.0	0.078	3.1	NA	0.3	2.2	0.12	0.28	0.12	55.6

2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	68	5.0	68	5.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	83	5.0	83	5.0	0.051	5.7	LOS A	0.2	1.7	0.18	0.56	0.18	52.0
Approach			152	5.0	152	5.0	0.051	3.2	NA	0.2	1.7	0.10	0.31	0.10	55.3
North: Tuckeroo Avenue															
7	L2	All MCs	76	5.0	76	5.0	0.063	5.8	LOS A	0.3	1.9	0.18	0.54	0.18	52.1
9	R2	All MCs	11	5.0	11	5.0	0.063	6.9	LOS A	0.3	1.9	0.18	0.54	0.18	51.9
Approach			86	5.0	86	5.0	0.063	6.0	LOS A	0.3	1.9	0.18	0.54	0.18	52.1
West: Left Bank Road															
10	L2	All MCs	1	5.0	1	5.0	0.041	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
11	T1	All MCs	76	5.0	76	5.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			77	5.0	77	5.0	0.041	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles			315	5.0	315	5.0	0.063	3.2	NA	0.3	1.9	0.10	0.30	0.10	55.4

2037 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	123	5.0	123	5.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	81	5.0	81	5.0	0.054	6.0	LOS A	0.2	1.8	0.28	0.57	0.28	51.7
Approach			204	5.0	204	5.0	0.065	2.4	NA	0.2	1.8	0.11	0.23	0.11	56.4
North: Tuckeroo Avenue															
7	L2	All MCs	133	5.0	133	5.0	0.139	6.1	LOS A	0.6	4.3	0.30	0.57	0.30	51.8
9	R2	All MCs	34	5.0	34	5.0	0.139	8.1	LOS A	0.6	4.3	0.30	0.57	0.30	51.5
Approach			166	5.0	166	5.0	0.139	6.5	LOS A	0.6	4.3	0.30	0.57	0.30	51.8
West: Left Bank Road															
10	L2	All MCs	23	5.0	23	5.0	0.086	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	56.5
11	T1	All MCs	139	5.0	139	5.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.2
Approach			162	5.0	162	5.0	0.086	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.8
All Vehicles			533	5.0	533	5.0	0.139	3.2	NA	0.6	4.3	0.14	0.29	0.14	55.5

2037 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	99	5.0	99	5.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	109	5.0	109	5.0	0.073	6.1	LOS A	0.3	2.4	0.29	0.57	0.29	51.7
Approach			208	5.0	208	5.0	0.073	3.2	NA	0.3	2.4	0.15	0.30	0.15	55.3
North: Tuckeroo Avenue															
7	L2	All MCs	95	5.0	95	5.0	0.090	6.1	LOS A	0.4	2.7	0.28	0.57	0.28	51.8
9	R2	All MCs	17	5.0	17	5.0	0.090	8.1	LOS A	0.4	2.7	0.28	0.57	0.28	51.6
Approach			112	5.0	112	5.0	0.090	6.4	LOS A	0.4	2.7	0.28	0.57	0.28	51.8
West: Left Bank Road															
10	L2	All MCs	25	5.0	25	5.0	0.090	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	144	5.0	144	5.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach			169	5.0	169	5.0	0.090	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
All Vehicles			489	5.0	489	5.0	0.090	3.1	NA	0.4	2.7	0.13	0.29	0.13	55.6

2037 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.]	[Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
East: Left Bank Road															
5	T1	All MCs	80	5.0	80	5.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	98	5.0	98	5.0	0.061	5.8	LOS A	0.3	2.0	0.20	0.56	0.20	51.9
Approach			178	5.0	178	5.0	0.061	3.2	NA	0.3	2.0	0.11	0.31	0.11	55.2
North: Tuckeroo Avenue															
7	L2	All MCs	88	5.0	88	5.0	0.075	5.9	LOS A	0.3	2.2	0.21	0.55	0.21	52.1
9	R2	All MCs	13	5.0	13	5.0	0.075	7.2	LOS A	0.3	2.2	0.21	0.55	0.21	51.8
Approach			101	5.0	101	5.0	0.075	6.1	LOS A	0.3	2.2	0.21	0.55	0.21	52.0
West: Left Bank Road															
10	L2	All MCs	1	5.0	1	5.0	0.047	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
11	T1	All MCs	88	5.0	88	5.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			89	5.0	89	5.0	0.047	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles			368	5.0	368	5.0	0.075	3.2	NA	0.3	2.2	0.11	0.30	0.11	55.3

2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	105	5.0	105	5.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	75	5.0	75	5.0	0.048	6.0	LOS A	0.2	1.6	0.25	0.56	0.25	51.8
Approach			180	5.0	180	5.0	0.056	2.5	NA	0.2	1.6	0.10	0.23	0.10	56.3
North: Tuckeroo Avenue															
7	L2	All MCs	126	5.0	126	5.0	0.124	6.0	LOS A	0.5	3.8	0.26	0.56	0.26	51.9
9	R2	All MCs	29	5.0	29	5.0	0.124	7.7	LOS A	0.5	3.8	0.26	0.56	0.26	51.6
Approach			156	5.0	156	5.0	0.124	6.3	LOS A	0.5	3.8	0.26	0.56	0.26	51.9
West: Left Bank Road															
10	L2	All MCs	20	5.0	20	5.0	0.074	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	118	5.0	118	5.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach			138	5.0	138	5.0	0.074	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.8
All Vehicles			474	5.0	474	5.0	0.124	3.3	NA	0.5	3.8	0.13	0.30	0.13	55.4

2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	84	5.0	84	5.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	108	5.0	108	5.0	0.071	6.0	LOS A	0.3	2.4	0.27	0.57	0.27	51.7
Approach			193	5.0	193	5.0	0.071	3.4	NA	0.3	2.4	0.15	0.32	0.15	55.0
North: Tuckeroo Avenue															
7	L2	All MCs	92	5.0	92	5.0	0.084	6.0	LOS A	0.3	2.5	0.25	0.56	0.25	51.9
9	R2	All MCs	16	5.0	16	5.0	0.084	7.7	LOS A	0.3	2.5	0.25	0.56	0.25	51.6
Approach			107	5.0	107	5.0	0.084	6.3	LOS A	0.3	2.5	0.25	0.56	0.25	51.9
West: Left Bank Road															
10	L2	All MCs	23	5.0	23	5.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.4
11	T1	All MCs	123	5.0	123	5.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			146	5.0	146	5.0	0.078	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
All Vehicles			446	5.0	446	5.0	0.084	3.3	NA	0.3	2.5	0.13	0.30	0.13	55.3

2027 SAT Peak – DESIGN VOLUMES [FUTURE WITH DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
East: Left Bank Road															
5	T1	All MCs	68	5.0	68	5.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	96	5.0	96	5.0	0.059	5.8	LOS A	0.3	2.0	0.18	0.56	0.18	51.9
Approach			164	5.0	164	5.0	0.059	3.4	NA	0.3	2.0	0.11	0.33	0.11	55.0
North: Tuckeroo Avenue															
7	L2	All MCs	89	5.0	89	5.0	0.074	5.8	LOS A	0.3	2.2	0.19	0.54	0.19	52.1
9	R2	All MCs	13	5.0	13	5.0	0.074	7.0	LOS A	0.3	2.2	0.19	0.54	0.19	51.8
Approach			102	5.0	102	5.0	0.074	6.0	LOS A	0.3	2.2	0.19	0.54	0.19	52.1
West: Left Bank Road															
10	L2	All MCs	2	5.0	2	5.0	0.041	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.1
11	T1	All MCs	76	5.0	76	5.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach			78	5.0	78	5.0	0.041	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.8
All Vehicles			344	5.0	344	5.0	0.074	3.4	NA	0.3	2.2	0.11	0.32	0.11	55.1

2037 AM Peak – DESIGN VOLUMES [FUTURE WITH DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	123	5.0	123	5.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	86	5.0	86	5.0	0.057	6.0	LOS A	0.3	1.9	0.28	0.57	0.28	51.7
Approach			209	5.0	209	5.0	0.065	2.5	NA	0.3	1.9	0.12	0.23	0.12	56.3
North: Tuckeroo Avenue															
7	L2	All MCs	135	5.0	135	5.0	0.142	6.1	LOS A	0.6	4.4	0.30	0.57	0.30	51.8
9	R2	All MCs	35	5.0	35	5.0	0.142	8.2	LOS A	0.6	4.4	0.30	0.57	0.30	51.5
Approach			169	5.0	169	5.0	0.142	6.5	LOS A	0.6	4.4	0.30	0.57	0.30	51.7
West: Left Bank Road															
10	L2	All MCs	24	5.0	24	5.0	0.087	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	139	5.0	139	5.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.2
Approach			163	5.0	163	5.0	0.087	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
All Vehicles			542	5.0	542	5.0	0.142	3.3	NA	0.6	4.4	0.14	0.30	0.14	55.4

2037 PM Peak – DESIGN VOLUMES [FUTURE WITH DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	99	5.0	99	5.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	124	5.0	124	5.0	0.083	6.1	LOS A	0.4	2.8	0.29	0.58	0.29	51.6
Approach			223	5.0	223	5.0	0.083	3.4	NA	0.4	2.8	0.16	0.32	0.16	55.0
North: Tuckeroo Avenue															
7	L2	All MCs	105	5.0	105	5.0	0.100	6.1	LOS A	0.4	3.0	0.28	0.57	0.28	51.8
9	R2	All MCs	18	5.0	18	5.0	0.100	8.3	LOS A	0.4	3.0	0.28	0.57	0.28	51.6
Approach			123	5.0	123	5.0	0.100	6.4	LOS A	0.4	3.0	0.28	0.57	0.28	51.8
West: Left Bank Road															
10	L2	All MCs	27	5.0	27	5.0	0.092	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.4
11	T1	All MCs	144	5.0	144	5.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			172	5.0	172	5.0	0.092	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
All Vehicles			518	5.0	518	5.0	0.100	3.3	NA	0.4	3.0	0.14	0.30	0.14	55.3

2037 SAT Peak – DESIGN VOLUMES [FUTURE WITH DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
East: Left Bank Road															
5	T1	All MCs	80	5.0	80	5.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	111	5.0	111	5.0	0.068	5.8	LOS A	0.3	2.3	0.20	0.56	0.20	51.9
Approach			191	5.0	191	5.0	0.068	3.4	NA	0.3	2.3	0.12	0.32	0.12	55.0
North: Tuckeroo Avenue															
7	L2	All MCs	102	5.0	102	5.0	0.087	5.9	LOS A	0.4	2.6	0.21	0.55	0.21	52.1
9	R2	All MCs	15	5.0	15	5.0	0.087	7.4	LOS A	0.4	2.6	0.21	0.55	0.21	51.8
Approach			117	5.0	117	5.0	0.087	6.1	LOS A	0.4	2.6	0.21	0.55	0.21	52.0
West: Left Bank Road															
10	L2	All MCs	3	5.0	3	5.0	0.049	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.1
11	T1	All MCs	88	5.0	88	5.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach			92	5.0	92	5.0	0.049	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles			399	5.0	399	5.0	0.087	3.4	NA	0.4	2.6	0.12	0.32	0.12	55.1

AZALEA STREET / LEFT BANK ROAD INTERSECTION

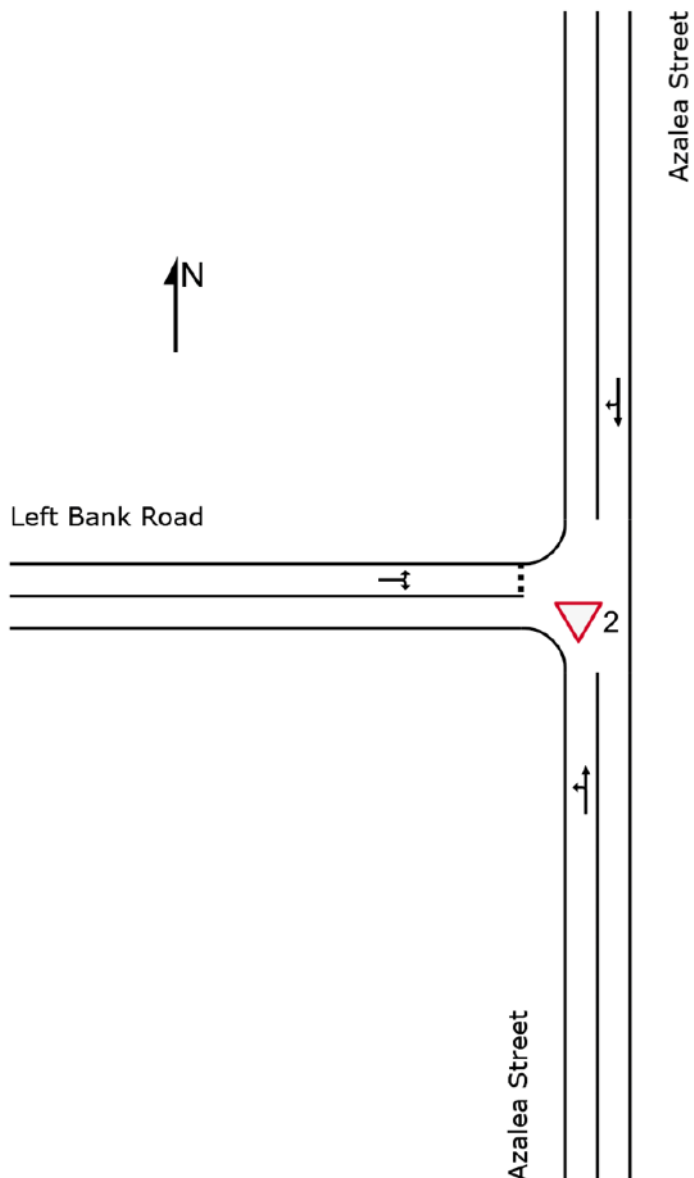
2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2027 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

SITE LAYOUT

 **Site: [2] Background 2027 Peak Traffic AM** (Azalea Street / Left Bank Road)

Azalea Street / Left Bank Road
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

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



2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	299	5.0	299	5.0	0.204	5.6	LOS A	0.0	0.0	0.00	0.47	0.00	53.4
2	T1	All MCs	71	5.0	71	5.0	0.204	0.1	LOS A	0.0	0.0	0.00	0.47	0.00	55.8
Approach			369	5.0	369	5.0	0.204	4.6	NA	0.0	0.0	0.00	0.47	0.00	53.9
North: Azalea Street															
8	T1	All MCs	102	5.0	102	5.0	0.065	0.3	LOS A	0.1	0.8	0.12	0.14	0.12	58.9
9	R2	All MCs	13	5.0	13	5.0	0.065	7.0	LOS A	0.1	0.8	0.12	0.14	0.12	55.9
Approach			115	5.0	115	5.0	0.065	1.0	NA	0.1	0.8	0.12	0.14	0.12	58.6
West: Left Bank Road															
10	L2	All MCs	12	5.0	12	5.0	0.402	6.3	LOS A	2.1	15.2	0.46	0.71	0.54	51.0
12	R2	All MCs	359	5.0	359	5.0	0.402	8.0	LOS A	2.1	15.2	0.46	0.71	0.54	50.7
Approach			371	5.0	371	5.0	0.402	7.9	LOS A	2.1	15.2	0.46	0.71	0.54	50.7
All Vehicles			855	5.0	855	5.0	0.402	5.5	NA	2.1	15.2	0.22	0.53	0.25	53.0

2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Azalea Street															
1	L2	All MCs	281	5.0	281	5.0	0.194	5.6	LOS A	0.0	0.0	0.00	0.47	0.00	53.5
2	T1	All MCs	69	5.0	69	5.0	0.194	0.1	LOS A	0.0	0.0	0.00	0.47	0.00	55.8
Approach			351	5.0	351	5.0	0.194	4.5	NA	0.0	0.0	0.00	0.47	0.00	53.9
North: Azalea Street															
8	T1	All MCs	98	5.0	98	5.0	0.060	0.2	LOS A	0.1	0.6	0.10	0.11	0.10	59.1
9	R2	All MCs	9	5.0	9	5.0	0.060	6.9	LOS A	0.1	0.6	0.10	0.11	0.10	56.1
Approach			107	5.0	107	5.0	0.060	0.8	NA	0.1	0.6	0.10	0.11	0.10	58.8
West: Left Bank Road															
10	L2	All MCs	7	5.0	7	5.0	0.339	6.0	LOS A	1.5	10.6	0.43	0.68	0.45	51.3
12	R2	All MCs	309	5.0	309	5.0	0.339	7.4	LOS A	1.5	10.6	0.43	0.68	0.45	51.0
Approach			317	5.0	317	5.0	0.339	7.4	LOS A	1.5	10.6	0.43	0.68	0.45	51.1
All Vehicles			775	5.0	775	5.0	0.339	5.2	NA	1.5	10.6	0.19	0.50	0.20	53.3

2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Azalea Street															
1	L2	All MCs	226	5.0	226	5.0	0.174	5.6	LOS A	0.0	0.0	0.00	0.42	0.00	53.8
2	T1	All MCs	89	5.0	89	5.0	0.174	0.0	LOS A	0.0	0.0	0.00	0.42	0.00	56.2
Approach			316	5.0	316	5.0	0.174	4.1	NA	0.0	0.0	0.00	0.42	0.00	54.5
North: Azalea Street															
8	T1	All MCs	75	5.0	75	5.0	0.047	0.2	LOS A	0.1	0.6	0.11	0.13	0.11	58.9
9	R2	All MCs	9	5.0	9	5.0	0.047	6.7	LOS A	0.1	0.6	0.11	0.13	0.11	55.9
Approach			84	5.0	84	5.0	0.047	0.9	NA	0.1	0.6	0.11	0.13	0.11	58.6
West: Left Bank Road															
10	L2	All MCs	3	5.0	3	5.0	0.224	5.9	LOS A	0.8	6.0	0.37	0.65	0.37	51.7
12	R2	All MCs	213	5.0	213	5.0	0.224	6.9	LOS A	0.8	6.0	0.37	0.65	0.37	51.4
Approach			216	5.0	216	5.0	0.224	6.9	LOS A	0.8	6.0	0.37	0.65	0.37	51.4
All Vehicles			616	5.0	616	5.0	0.224	4.6	NA	0.8	6.0	0.15	0.46	0.15	53.9

2037 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	351	5.0	351	5.0	0.251	5.7	LOS A	0.0	0.0	0.00	0.45	0.00	53.6
2	T1	All MCs	105	5.0	105	5.0	0.251	0.1	LOS A	0.0	0.0	0.00	0.45	0.00	56.0
Approach			456	5.0	456	5.0	0.251	4.4	NA	0.0	0.0	0.00	0.45	0.00	54.1
North: Azalea Street															
8	T1	All MCs	172	5.0	172	5.0	0.106	0.3	LOS A	0.2	1.2	0.11	0.13	0.11	59.1
9	R2	All MCs	16	5.0	16	5.0	0.106	7.5	LOS A	0.2	1.2	0.11	0.13	0.11	56.1
Approach			187	5.0	187	5.0	0.106	0.9	NA	0.2	1.2	0.11	0.13	0.11	58.8
West: Left Bank Road															
10	L2	All MCs	14	5.0	14	5.0	0.545	7.4	LOS A	3.6	26.5	0.60	0.89	0.91	49.4
12	R2	All MCs	421	5.0	421	5.0	0.545	10.3	LOS B	3.6	26.5	0.60	0.89	0.91	49.1
Approach			435	5.0	435	5.0	0.545	10.2	LOS B	3.6	26.5	0.60	0.89	0.91	49.1
All Vehicles			1078	5.0	1078	5.0	0.545	6.1	NA	3.6	26.5	0.26	0.57	0.39	52.7

2037 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Azalea Street															
1	L2	All MCs	329	5.0	329	5.0	0.239	5.7	LOS A	0.0	0.0	0.00	0.44	0.00	53.6
2	T1	All MCs	105	5.0	105	5.0	0.239	0.1	LOS A	0.0	0.0	0.00	0.44	0.00	56.0
Approach			435	5.0	435	5.0	0.239	4.3	NA	0.0	0.0	0.00	0.44	0.00	54.2
North: Azalea Street															
8	T1	All MCs	168	5.0	168	5.0	0.100	0.2	LOS A	0.1	0.8	0.08	0.10	0.08	59.3
9	R2	All MCs	12	5.0	12	5.0	0.100	7.4	LOS A	0.1	0.8	0.08	0.10	0.08	56.3
Approach			180	5.0	180	5.0	0.100	0.7	NA	0.1	0.8	0.08	0.10	0.08	59.1
West: Left Bank Road															
10	L2	All MCs	9	5.0	9	5.0	0.459	6.9	LOS A	2.6	18.9	0.55	0.82	0.75	50.0
12	R2	All MCs	363	5.0	363	5.0	0.459	9.4	LOS A	2.6	18.9	0.55	0.82	0.75	49.7
Approach			373	5.0	373	5.0	0.459	9.3	LOS A	2.6	18.9	0.55	0.82	0.75	49.7
All Vehicles			987	5.0	987	5.0	0.459	5.5	NA	2.6	18.9	0.22	0.52	0.30	53.2

2037 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	265	5.0	265	5.0	0.224	5.7	LOS A	0.0	0.0	0.00	0.38	0.00	54.1
2	T1	All MCs	144	5.0	144	5.0	0.224	0.1	LOS A	0.0	0.0	0.00	0.38	0.00	56.6
Approach			409	5.0	409	5.0	0.224	3.7	NA	0.0	0.0	0.00	0.38	0.00	54.9
North: Azalea Street															
8	T1	All MCs	126	5.0	126	5.0	0.077	0.2	LOS A	0.1	0.8	0.10	0.12	0.10	59.1
9	R2	All MCs	12	5.0	12	5.0	0.077	7.2	LOS A	0.1	0.8	0.10	0.12	0.10	56.1
Approach			138	5.0	138	5.0	0.077	0.8	NA	0.1	0.8	0.10	0.12	0.10	58.9
West: Left Bank Road															
10	L2	All MCs	4	5.0	4	5.0	0.301	6.3	LOS A	1.2	8.9	0.47	0.74	0.51	50.9
12	R2	All MCs	248	5.0	248	5.0	0.301	8.0	LOS A	1.2	8.9	0.47	0.74	0.51	50.6
Approach			253	5.0	253	5.0	0.301	8.0	LOS A	1.2	8.9	0.47	0.74	0.51	50.6
All Vehicles			800	5.0	800	5.0	0.301	4.6	NA	1.2	8.9	0.17	0.45	0.18	54.1

2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	304	5.0	304	5.0	0.207	5.6	LOS A	0.0	0.0	0.00	0.47	0.00	53.4
2	T1	All MCs	71	5.0	71	5.0	0.207	0.1	LOS A	0.0	0.0	0.00	0.47	0.00	55.8
Approach			375	5.0	375	5.0	0.207	4.6	NA	0.0	0.0	0.00	0.47	0.00	53.8
North: Azalea Street															
8	T1	All MCs	102	5.0	102	5.0	0.065	0.3	LOS A	0.1	0.8	0.12	0.14	0.12	58.9
9	R2	All MCs	13	5.0	13	5.0	0.065	7.0	LOS A	0.1	0.8	0.12	0.14	0.12	55.9
Approach			115	5.0	115	5.0	0.065	1.0	NA	0.1	0.8	0.12	0.14	0.12	58.6
West: Left Bank Road															
10	L2	All MCs	12	5.0	12	5.0	0.418	6.3	LOS A	2.2	16.4	0.47	0.72	0.56	50.9
12	R2	All MCs	373	5.0	373	5.0	0.418	8.1	LOS A	2.2	16.4	0.47	0.72	0.56	50.6
Approach			384	5.0	384	5.0	0.418	8.0	LOS A	2.2	16.4	0.47	0.72	0.56	50.6
All Vehicles			874	5.0	874	5.0	0.418	5.6	NA	2.2	16.4	0.22	0.54	0.26	52.9

2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Azalea Street															
1	L2	All MCs	297	5.0	297	5.0	0.202	5.6	LOS A	0.0	0.0	0.00	0.47	0.00	53.4
2	T1	All MCs	69	5.0	69	5.0	0.202	0.1	LOS A	0.0	0.0	0.00	0.47	0.00	55.8
Approach			366	5.0	366	5.0	0.202	4.6	NA	0.0	0.0	0.00	0.47	0.00	53.9
North: Azalea Street															
8	T1	All MCs	98	5.0	98	5.0	0.060	0.2	LOS A	0.1	0.6	0.10	0.11	0.10	59.1
9	R2	All MCs	9	5.0	9	5.0	0.060	6.9	LOS A	0.1	0.6	0.10	0.11	0.10	56.1
Approach			107	5.0	107	5.0	0.060	0.8	NA	0.1	0.6	0.10	0.11	0.10	58.8
West: Left Bank Road															
10	L2	All MCs	7	5.0	7	5.0	0.353	6.1	LOS A	1.6	11.6	0.44	0.69	0.47	51.2
12	R2	All MCs	320	5.0	320	5.0	0.353	7.6	LOS A	1.6	11.6	0.44	0.69	0.47	50.9
Approach			327	5.0	327	5.0	0.353	7.5	LOS A	1.6	11.6	0.44	0.69	0.47	50.9
All Vehicles			801	5.0	801	5.0	0.353	5.3	NA	1.6	11.6	0.19	0.51	0.21	53.2

2027 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%		sec		[Veh. veh]	[Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	241	5.0	241	5.0	0.182	5.6	LOS A	0.0	0.0	0.00	0.43	0.00	53.8
2	T1	All MCs	89	5.0	89	5.0	0.182	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	56.2
Approach			331	5.0	331	5.0	0.182	4.1	NA	0.0	0.0	0.00	0.43	0.00	54.4
North: Azalea Street															
8	T1	All MCs	75	5.0	75	5.0	0.047	0.2	LOS A	0.1	0.6	0.11	0.13	0.11	58.9
9	R2	All MCs	9	5.0	9	5.0	0.047	6.7	LOS A	0.1	0.6	0.11	0.13	0.11	55.9
Approach			84	5.0	84	5.0	0.047	1.0	NA	0.1	0.6	0.11	0.13	0.11	58.6
West: Left Bank Road															
10	L2	All MCs	3	5.0	3	5.0	0.242	5.9	LOS A	0.9	6.6	0.38	0.66	0.38	51.6
12	R2	All MCs	227	5.0	227	5.0	0.242	7.0	LOS A	0.9	6.6	0.38	0.66	0.38	51.3
Approach			231	5.0	231	5.0	0.242	7.0	LOS A	0.9	6.6	0.38	0.66	0.38	51.3
All Vehicles			645	5.0	645	5.0	0.242	4.7	NA	0.9	6.6	0.15	0.47	0.15	53.8

2037 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Azalea Street															
1	L2	All MCs	356	5.0	356	5.0	0.254	5.7	LOS A	0.0	0.0	0.00	0.45	0.00	53.6
2	T1	All MCs	105	5.0	105	5.0	0.254	0.1	LOS A	0.0	0.0	0.00	0.45	0.00	55.9
Approach			461	5.0	461	5.0	0.254	4.4	NA	0.0	0.0	0.00	0.45	0.00	54.1
North: Azalea Street															
8	T1	All MCs	172	5.0	172	5.0	0.106	0.3	LOS A	0.2	1.2	0.11	0.13	0.11	59.1
9	R2	All MCs	16	5.0	16	5.0	0.106	7.6	LOS A	0.2	1.2	0.11	0.13	0.11	56.1
Approach			187	5.0	187	5.0	0.106	0.9	NA	0.2	1.2	0.11	0.13	0.11	58.8
West: Left Bank Road															
10	L2	All MCs	14	5.0	14	5.0	0.564	7.5	LOS A	3.9	28.4	0.61	0.91	0.96	49.2
12	R2	All MCs	435	5.0	435	5.0	0.564	10.5	LOS B	3.9	28.4	0.61	0.91	0.96	49.0
Approach			448	5.0	448	5.0	0.564	10.4	LOS B	3.9	28.4	0.61	0.91	0.96	49.0
All Vehicles			1097	5.0	1097	5.0	0.564	6.3	NA	3.9	28.4	0.27	0.58	0.41	52.6

2037 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
South: Azalea Street															
1	L2	All MCs	345	5.0	345	5.0	0.248	5.7	LOS A	0.0	0.0	0.00	0.45	0.00	53.6
2	T1	All MCs	105	5.0	105	5.0	0.248	0.1	LOS A	0.0	0.0	0.00	0.45	0.00	56.0
Approach			451	5.0	451	5.0	0.248	4.4	NA	0.0	0.0	0.00	0.45	0.00	54.1
North: Azalea Street															
8	T1	All MCs	168	5.0	168	5.0	0.100	0.2	LOS A	0.1	0.9	0.08	0.10	0.08	59.3
9	R2	All MCs	12	5.0	12	5.0	0.100	7.5	LOS A	0.1	0.9	0.08	0.10	0.08	56.3
Approach			180	5.0	180	5.0	0.100	0.7	NA	0.1	0.9	0.08	0.10	0.08	59.1
West: Left Bank Road															
10	L2	All MCs	9	5.0	9	5.0	0.476	7.0	LOS A	2.8	20.2	0.56	0.84	0.78	49.8
12	R2	All MCs	374	5.0	374	5.0	0.476	9.6	LOS A	2.8	20.2	0.56	0.84	0.78	49.6
Approach			383	5.0	383	5.0	0.476	9.5	LOS A	2.8	20.2	0.56	0.84	0.78	49.6
All Vehicles			1014	5.0	1014	5.0	0.476	5.7	NA	2.8	20.2	0.23	0.53	0.31	53.1

2037 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh]	[Dist] m				km/h
South: Azalea Street															
1	L2	All MCs	280	5.0	280	5.0	0.233	5.7	LOS A	0.0	0.0	0.00	0.39	0.00	54.1
2	T1	All MCs	144	5.0	144	5.0	0.233	0.1	LOS A	0.0	0.0	0.00	0.39	0.00	56.5
Approach			424	5.0	424	5.0	0.233	3.8	NA	0.0	0.0	0.00	0.39	0.00	54.9
North: Azalea Street															
8	T1	All MCs	126	5.0	126	5.0	0.078	0.3	LOS A	0.1	0.8	0.10	0.12	0.10	59.1
9	R2	All MCs	12	5.0	12	5.0	0.078	7.3	LOS A	0.1	0.8	0.10	0.12	0.10	56.1
Approach			138	5.0	138	5.0	0.078	0.8	NA	0.1	0.8	0.10	0.12	0.10	58.8
West: Left Bank Road															
10	L2	All MCs	4	5.0	4	5.0	0.323	6.4	LOS A	1.4	10.0	0.49	0.75	0.54	50.8
12	R2	All MCs	264	5.0	264	5.0	0.323	8.2	LOS A	1.4	10.0	0.49	0.75	0.54	50.5
Approach			268	5.0	268	5.0	0.323	8.2	LOS A	1.4	10.0	0.49	0.75	0.54	50.5
All Vehicles			831	5.0	831	5.0	0.323	4.7	NA	1.4	10.0	0.17	0.46	0.19	54.0

JUBILEE AVENUE / COOLAMON SCENIC DRIVE / AZALEA STREET INTERSECTION

2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

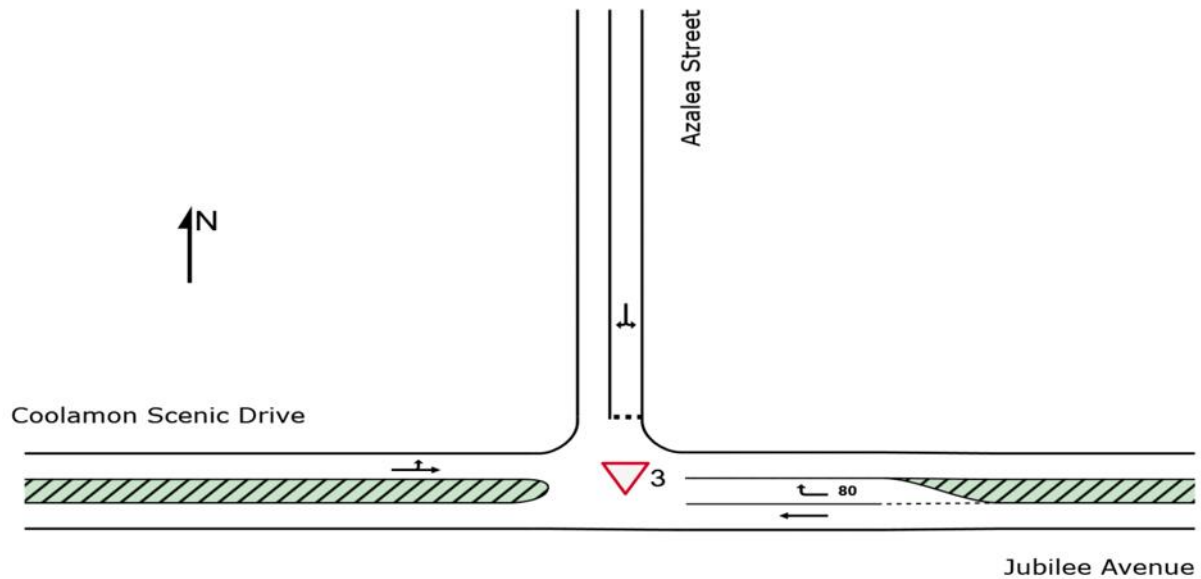
2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

2027 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]



2027 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c	sec		[Veh.] veh	[Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	233	5.0	233	5.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	283	5.0	283	5.0	0.270	8.0	LOS A	1.3	9.2	0.56	0.74	0.56	50.7
Approach			516	5.0	516	5.0	0.270	4.4	NA	1.3	9.2	0.31	0.41	0.31	54.5
North: Azalea Street															
7	L2	All MCs	384	5.0	384	5.0	0.688	12.1	LOS B	6.8	49.4	0.80	1.13	1.61	46.2
9	R2	All MCs	100	5.0	100	5.0	0.688	28.2	LOS D	6.8	49.4	0.80	1.13	1.61	46.1
Approach			484	5.0	484	5.0	0.688	15.4	LOS C	6.8	49.4	0.80	1.13	1.61	46.1
West: Coolamon Scenic Drive															
10	L2	All MCs	81	5.0	81	5.0	0.254	5.7	LOS A	0.0	0.0	0.00	0.10	0.00	56.3
11	T1	All MCs	395	5.0	395	5.0	0.254	0.1	LOS A	0.0	0.0	0.00	0.10	0.00	58.9
Approach			476	5.0	476	5.0	0.254	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.5
All Vehicles			1476	5.0	1476	5.0	0.688	6.9	NA	6.8	49.4	0.37	0.55	0.64	52.5

2027 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Jubilee Avenue															
5	T1	All MCs	320	5.0	320	5.0	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	265	5.0	265	5.0	0.219	7.1	LOS A	1.0	7.6	0.48	0.67	0.48	51.2
Approach			585	5.0	585	5.0	0.219	3.3	NA	1.0	7.6	0.22	0.30	0.22	55.6
North: Azalea Street															
7	L2	All MCs	302	5.0	302	5.0	0.530	9.1	LOS A	4.3	31.3	0.68	0.86	1.06	48.0
9	R2	All MCs	96	5.0	96	5.0	0.530	22.6	LOS C	4.3	31.3	0.68	0.86	1.06	47.9
Approach			398	5.0	398	5.0	0.530	12.3	LOS B	4.3	31.3	0.68	0.86	1.06	48.0
West: Coolamon Scenic Drive															
10	L2	All MCs	79	5.0	79	5.0	0.193	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.1
11	T1	All MCs	281	5.0	281	5.0	0.193	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	58.7
Approach			360	5.0	360	5.0	0.193	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.1
All Vehicles			1343	5.0	1343	5.0	0.530	5.4	NA	4.3	31.3	0.30	0.42	0.41	53.7

2027 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	282	5.0	282	5.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	239	5.0	239	5.0	0.191	7.0	LOS A	0.9	6.6	0.46	0.66	0.46	51.2
Approach			521	5.0	521	5.0	0.191	3.2	NA	0.9	6.6	0.21	0.30	0.21	55.6
North: Azalea Street															
7	L2	All MCs	289	5.0	289	5.0	0.797	15.4	LOS C	11.6	84.6	0.91	1.31	2.30	42.9
9	R2	All MCs	218	5.0	218	5.0	0.797	29.5	LOS D	11.6	84.6	0.91	1.31	2.30	42.8
Approach			507	5.0	507	5.0	0.797	21.5	LOS C	11.6	84.6	0.91	1.31	2.30	42.8
West: Coolamon Scenic Drive															
10	L2	All MCs	66	5.0	66	5.0	0.179	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.2
11	T1	All MCs	268	5.0	268	5.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach			335	5.0	335	5.0	0.179	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.3
All Vehicles			1363	5.0	1363	5.0	0.797	9.5	NA	11.6	84.6	0.42	0.63	0.94	50.5

2027 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	233	5.0	233	5.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	287	5.0	287	5.0	0.275	8.0	LOS A	1.3	9.4	0.56	0.74	0.57	50.6
Approach			520	5.0	520	5.0	0.275	4.4	NA	1.3	9.4	0.31	0.41	0.31	54.4
North: Azalea Street															
7	L2	All MCs	395	5.0	395	5.0	0.711	12.6	LOS B	7.4	53.9	0.81	1.17	1.72	45.8
9	R2	All MCs	103	5.0	103	5.0	0.711	29.3	LOS D	7.4	53.9	0.81	1.17	1.72	45.7
Approach			498	5.0	498	5.0	0.711	16.0	LOS C	7.4	53.9	0.81	1.17	1.72	45.8
West: Coolamon Scenic Drive															
10	L2	All MCs	82	5.0	82	5.0	0.255	5.7	LOS A	0.0	0.0	0.00	0.10	0.00	56.3
11	T1	All MCs	395	5.0	395	5.0	0.255	0.1	LOS A	0.0	0.0	0.00	0.10	0.00	58.9
Approach			477	5.0	477	5.0	0.255	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.5
All Vehicles			1495	5.0	1495	5.0	0.711	7.2	NA	7.4	53.9	0.38	0.57	0.68	52.3

2027 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	320	5.0	320	5.0	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	277	5.0	277	5.0	0.229	7.2	LOS A	1.1	8.0	0.49	0.68	0.49	51.1
Approach			597	5.0	597	5.0	0.229	3.4	NA	1.1	8.0	0.23	0.31	0.23	55.5
North: Azalea Street															
7	L2	All MCs	311	5.0	311	5.0	0.549	9.3	LOS A	4.6	33.8	0.70	0.88	1.11	47.8
9	R2	All MCs	98	5.0	98	5.0	0.549	23.5	LOS C	4.6	33.8	0.70	0.88	1.11	47.7
Approach			408	5.0	408	5.0	0.549	12.7	LOS B	4.6	33.8	0.70	0.88	1.11	47.8
West: Coolamon Scenic Drive															
10	L2	All MCs	82	5.0	82	5.0	0.195	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.1
11	T1	All MCs	281	5.0	281	5.0	0.195	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	58.7
Approach			363	5.0	363	5.0	0.195	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.1
All Vehicles			1368	5.0	1368	5.0	0.549	5.6	NA	4.6	33.8	0.31	0.43	0.43	53.5

2027 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	282	5.0	282	5.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	251	5.0	251	5.0	0.201	7.0	LOS A	1.0	6.9	0.46	0.66	0.46	51.2
Approach			533	5.0	533	5.0	0.201	3.3	NA	1.0	6.9	0.22	0.31	0.22	55.5
North: Azalea Street															
7	L2	All MCs	301	5.0	301	5.0	0.825	17.0	LOS C	13.2	96.3	0.94	1.40	2.54	42.0
9	R2	All MCs	221	5.0	221	5.0	0.825	32.0	LOS D	13.2	96.3	0.94	1.40	2.54	41.9
Approach			522	5.0	522	5.0	0.825	23.3	LOS C	13.2	96.3	0.94	1.40	2.54	41.9
West: Coolamon Scenic Drive															
10	L2	All MCs	68	5.0	68	5.0	0.180	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.2
11	T1	All MCs	268	5.0	268	5.0	0.180	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach			337	5.0	337	5.0	0.180	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.3
All Vehicles			1392	5.0	1392	5.0	0.825	10.3	NA	13.2	96.3	0.44	0.67	1.04	50.0

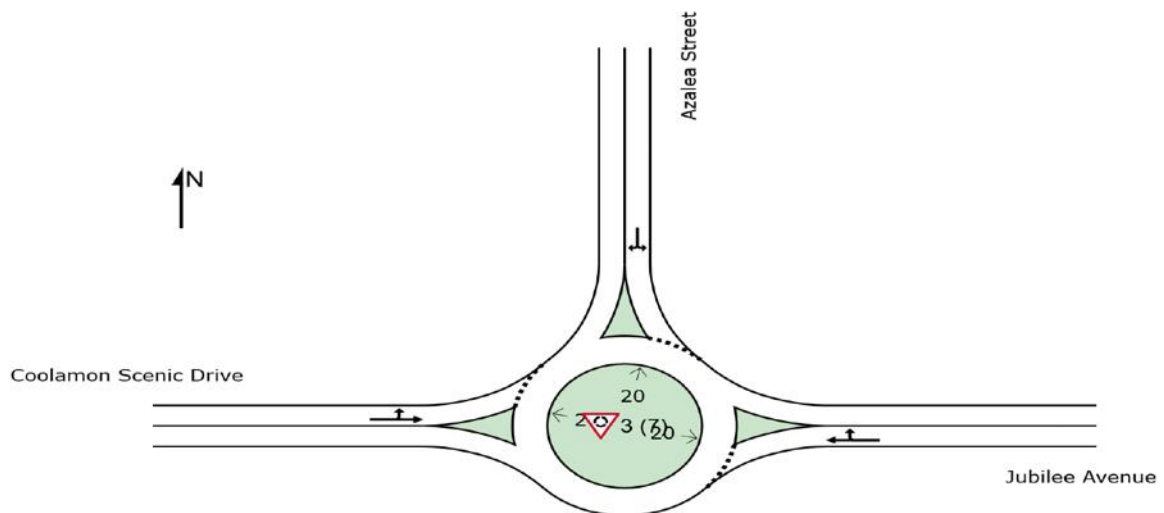
2037 AM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 PM Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 SAT Peak – BASE VOLUMES [FUTURE WITHOUT DEVELOPMENT]
2037 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2037 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]
2037 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

SITE LAYOUT

 **Site: [3 (7)] Background 2027 Peak Traffic AM** (Jubilee Avenue / Coolamon Scenic Drive / Azalea Street)

Jubilee Avenue / Coolamon Scenic Drive / Azalea Street
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

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



2037 AM Peak – BASE VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	272	5.0	272	5.0	0.533	5.2	LOS A	5.6	40.7	0.60	0.55	0.60	51.4
6	R2	All MCs	361	5.0	361	5.0	0.533	10.0	LOS A	5.6	40.7	0.60	0.55	0.60	50.5
Approach			633	5.0	633	5.0	0.533	7.9	LOS A	5.6	40.7	0.60	0.55	0.60	50.9
North: Azalea Street															
7	L2	All MCs	505	5.0	505	5.0	0.843	20.5	LOS C	15.4	112.3	1.00	1.15	1.69	43.4
9	R2	All MCs	132	5.0	132	5.0	0.843	25.2	LOS C	15.4	112.3	1.00	1.15	1.69	43.0
Approach			637	5.0	637	5.0	0.843	21.5	LOS C	15.4	112.3	1.00	1.15	1.69	43.3
West: Coolamon Scenic Drive															
10	L2	All MCs	102	5.0	102	5.0	0.641	9.9	LOS A	7.1	52.1	0.87	0.75	1.02	50.0
11	T1	All MCs	462	5.0	462	5.0	0.641	9.8	LOS A	7.1	52.1	0.87	0.75	1.02	50.4
Approach			564	5.0	564	5.0	0.641	9.8	LOS A	7.1	52.1	0.87	0.75	1.02	50.4
All Vehicles			1834	5.0	1834	5.0	0.843	13.2	LOS B	15.4	112.3	0.82	0.82	1.11	47.8

2037 PM Peak – BASE VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	375	5.0	375	5.0	0.587	5.2	LOS A	6.4	46.5	0.61	0.54	0.61	51.7
6	R2	All MCs	340	5.0	340	5.0	0.587	10.0	LOS B	6.4	46.5	0.61	0.54	0.61	50.7
Approach			715	5.0	715	5.0	0.587	7.5	LOS A	6.4	46.5	0.61	0.54	0.61	51.2
North: Azalea Street															
7	L2	All MCs	273	5.0	273	5.0	0.453	7.0	LOS A	3.6	26.2	0.74	0.65	0.74	51.3
9	R2	All MCs	127	5.0	127	5.0	0.453	11.7	LOS B	3.6	26.2	0.74	0.65	0.74	50.7
Approach			400	5.0	400	5.0	0.453	8.5	LOS A	3.6	26.2	0.74	0.65	0.74	51.1
West: Coolamon Scenic Drive															
10	L2	All MCs	100	5.0	100	5.0	0.484	7.2	LOS A	3.8	28.1	0.75	0.63	0.75	51.9
11	T1	All MCs	329	5.0	329	5.0	0.484	7.2	LOS A	3.8	28.1	0.75	0.63	0.75	52.3
Approach			429	5.0	429	5.0	0.484	7.2	LOS A	3.8	28.1	0.75	0.63	0.75	52.2
All Vehicles			1544	5.0	1544	5.0	0.587	7.7	LOS A	6.4	46.5	0.68	0.59	0.68	51.4

2037 SAT Peak – BASE VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	332	5.0	332	5.0	0.670	8.4	LOS A	8.1	59.4	0.87	0.70	0.96	49.7
6	R2	All MCs	319	5.0	319	5.0	0.670	13.2	LOS B	8.1	59.4	0.87	0.70	0.96	48.8
Approach			651	5.0	651	5.0	0.670	10.8	LOS B	8.1	59.4	0.87	0.70	0.96	49.3
North: Azalea Street															
7	L2	All MCs	360	5.0	360	5.0	0.682	9.7	LOS A	8.4	61.6	0.89	0.76	1.04	49.1
9	R2	All MCs	273	5.0	273	5.0	0.682	14.4	LOS B	8.4	61.6	0.89	0.76	1.04	48.6
Approach			633	5.0	633	5.0	0.682	11.7	LOS B	8.4	61.6	0.89	0.76	1.04	48.9
West: Coolamon Scenic Drive															
10	L2	All MCs	87	5.0	87	5.0	0.453	6.9	LOS A	3.7	26.7	0.74	0.61	0.74	51.9
11	T1	All MCs	315	5.0	315	5.0	0.453	6.8	LOS A	3.7	26.7	0.74	0.61	0.74	52.4
Approach			402	5.0	402	5.0	0.453	6.9	LOS A	3.7	26.7	0.74	0.61	0.74	52.3
All Vehicles			1685	5.0	1685	5.0	0.682	10.2	LOS B	8.4	61.6	0.85	0.70	0.94	49.8

2037 AM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	272	5.0	272	5.0	0.539	5.2	LOS A	5.6	41.2	0.61	0.55	0.61	51.4
6	R2	All MCs	365	5.0	365	5.0	0.539	10.0	LOS A	5.6	41.2	0.61	0.55	0.61	50.5
Approach			637	5.0	637	5.0	0.539	7.9	LOS A	5.6	41.2	0.61	0.55	0.61	50.9
North: Azalea Street															
7	L2	All MCs	516	5.0	516	5.0	0.859	21.9	LOS C	16.6	121.2	1.00	1.19	1.76	42.7
9	R2	All MCs	134	5.0	134	5.0	0.859	26.7	LOS C	16.6	121.2	1.00	1.19	1.76	42.3
Approach			649	5.0	649	5.0	0.859	22.9	LOS C	16.6	121.2	1.00	1.19	1.76	42.6
West: Coolamon Scenic Drive															
10	L2	All MCs	103	5.0	103	5.0	0.646	10.1	LOS B	7.3	53.1	0.87	0.76	1.04	49.9
11	T1	All MCs	462	5.0	462	5.0	0.646	10.0	LOS B	7.3	53.1	0.87	0.76	1.04	50.3
Approach			565	5.0	565	5.0	0.646	10.0	LOS B	7.3	53.1	0.87	0.76	1.04	50.3
All Vehicles			1852	5.0	1852	5.0	0.859	13.8	LOS B	16.6	121.2	0.83	0.84	1.14	47.5

2037 PM Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	375	5.0	375	5.0	0.600	5.3	LOS A	6.7	48.9	0.63	0.54	0.63	51.6
6	R2	All MCs	352	5.0	352	5.0	0.600	10.1	LOS B	6.7	48.9	0.63	0.54	0.63	50.6
Approach			726	5.0	726	5.0	0.600	7.6	LOS A	6.7	48.9	0.63	0.54	0.63	51.1
North: Azalea Street															
7	L2	All MCs	386	5.0	386	5.0	0.576	8.1	LOS A	5.6	41.0	0.82	0.70	0.88	50.7
9	R2	All MCs	129	5.0	129	5.0	0.576	12.9	LOS B	5.6	41.0	0.82	0.70	0.88	50.1
Approach			516	5.0	516	5.0	0.576	9.3	LOS A	5.6	41.0	0.82	0.70	0.88	50.5
West: Coolamon Scenic Drive															
10	L2	All MCs	103	5.0	103	5.0	0.495	7.4	LOS A	4.0	29.3	0.77	0.64	0.77	51.7
11	T1	All MCs	329	5.0	329	5.0	0.495	7.4	LOS A	4.0	29.3	0.77	0.64	0.77	52.2
Approach			433	5.0	433	5.0	0.495	7.4	LOS A	4.0	29.3	0.77	0.64	0.77	52.1
All Vehicles			1675	5.0	1675	5.0	0.600	8.1	LOS A	6.7	48.9	0.72	0.61	0.75	51.2

2037 SAT Peak – DESIGN VOLUMES [FUTURE + DEVELOPMENT]

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Jubilee Avenue															
5	T1	All MCs	332	5.0	332	5.0	0.685	8.8	LOS A	8.6	63.0	0.89	0.72	1.00	49.5
6	R2	All MCs	331	5.0	331	5.0	0.685	13.6	LOS B	8.6	63.0	0.89	0.72	1.00	48.6
Approach			662	5.0	662	5.0	0.685	11.2	LOS B	8.6	63.0	0.89	0.72	1.00	49.0
North: Azalea Street															
7	L2	All MCs	372	5.0	372	5.0	0.698	10.0	LOS B	9.0	65.6	0.91	0.77	1.07	48.9
9	R2	All MCs	276	5.0	276	5.0	0.698	14.8	LOS B	9.0	65.6	0.91	0.77	1.07	48.4
Approach			647	5.0	647	5.0	0.698	12.0	LOS B	9.0	65.6	0.91	0.77	1.07	48.7
West: Coolamon Scenic Drive															
10	L2	All MCs	91	5.0	91	5.0	0.464	7.0	LOS A	3.8	27.5	0.76	0.62	0.76	51.9
11	T1	All MCs	315	5.0	315	5.0	0.464	7.0	LOS A	3.8	27.5	0.76	0.62	0.76	52.3
Approach			405	5.0	405	5.0	0.464	7.0	LOS A	3.8	27.5	0.76	0.62	0.76	52.2
All Vehicles			1715	5.0	1715	5.0	0.698	10.5	LOS B	9.0	65.6	0.86	0.71	0.97	49.6