

Appendix F

Sidra summary tables – base year

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2006AM

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2006PM

- Elizabeth St/Roderick St Buccleugh St
- Nicklin Way/Buderim St/Bellara St
- Nicklin Way/Currimundi Marketplace
- Nicklin Way/Erang St
- Nicklin Way/Gannawarra St
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- Nicklin Way/Lake Kawana Boulevard
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- Nicklin Wy/Main ST/Wyanda Dr
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- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Koorin Dr/Sunbird Ch
- Nicklin Wy/Lutana St/Nicklin Wy
- Nicklin Wy/Kawana Shoppingworld
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Nicklin Wy/Jessica Blvd/Kensington St
- Kawana Wy/Capital Pl
- Brisbane Rd/Sunshine M'way
- Brisbane Rd/Neerim Dr/Amarina Ave
- Alexandra Pde and Buderim Ave
- Alexandra Pde and Pacific Tce
- Alexandra Pde and Okinja Rd
- Aerodrome Rd/Sixth Ave
- Horton Pde/First Ave
- Horton Pde/Plaza Pde
- Horton Pde/Cornmeal Pde/Sunseeker Pde

2016 Base**2016 with CoastConnect****2026 Base****2026 with CoastConnect**



Movement Summary

Elizabeth St Roderick Street / Buccleugh St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Buccleugh Street (S)										
1	L	4	50.0	0.504	22.6	LOS C	109	0.65	0.81	38.2
2	T	511	6.1	0.494	12.5	LOS B	109	0.65	0.58	44.6
3	R	36	2.8	0.162	33.6	LOS C	13	0.76	0.75	31.2
Approach		551	6.2	0.493	14.0	LOS B	109	0.65	0.59	43.4
Roderick Street (E)										
4	L	47	10.6	0.178	33.0	LOS C	17	0.75	0.73	31.6
5	T	2	0.0	0.667	31.0	LOS C	97	0.93	0.82	32.4
6	R	297	4.0	0.676	39.3	LOS D	97	0.93	0.86	28.8
Approach		346	4.9	0.676	38.4	LOS D	97	0.91	0.84	29.2
Buccleugh Street (N)										
7	L	208	0.0	0.667	22.3	LOS C	46	0.62	0.80	37.2
8	T	704	0.0	0.668	14.6	LOS B	153	0.75	0.68	42.9
9	R	4	0.0	0.667	22.8	LOS C	153	0.75	0.85	36.8
Approach		916	0.0	0.668	16.3	LOS B	153	0.72	0.71	41.4
Roderick Street (W)										
10	L	7	0.0	0.063	32.4	LOS C	10	0.74	0.73	31.7
11	T	9	0.0	0.063	24.2	LOS C	10	0.74	0.55	36.0
12	R	14	7.1	0.063	32.6	LOS C	10	0.74	0.72	31.7
Approach		30	3.3	0.063	30.0	LOS C	10	0.74	0.67	32.9
All Vehicles		1843	2.8	0.676	20.0	LOS C	153	0.74	0.70	38.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	27.2	LOS C	0	0.78	0.78
P3	53	11.8	LOS B	0	0.51	0.51

P7	53	10.3	LOS B	0	0.48	0.48
All Peds	159	16.4	LOS B	0	0.59	0.59

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7220

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 1 Caloundra to Eastern Beaches\7220 (Roderick_Bucclough).aap

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Movement Summary

Nicklin Wy / Buderim St / Bellara St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	65	7.7	0.034	7.8	LOS A#	1#	0.00	0.60	49.8
2	T	1126	5.8	0.629	25.1	LOS C	183	0.81	0.72	35.5
3	R	56	1.8	0.370	66.6	LOS E	32	0.98	0.75	21.2
Approach		1247	5.7	0.629	26.1	LOS C	183	0.77	0.72	35.0
Buderim Street (E)										
5	T	47	4.3	1.856	842.7	LOS F	542	1.00	2.58	2.5
6	R	448	3.3	1.854	604.6	LOS F	542	1.00	2.18	3.4
Approach		496	3.4	1.854	627.2	LOS F	542	1.00	2.21	3.3
Nicklin Way (N)										
8	T	1261	5.1	0.698	26.4	LOS C	210	0.85	0.76	34.8
9	R	57	3.5	0.380	66.7	LOS E	33	0.99	0.75	21.3
Approach		1318	5.0	0.698	28.1	LOS C	210	0.85	0.76	33.9
Bellara Street (W)										
10	L	99	5.1	0.069	8.1	LOS A	4	0.11	0.62	49.2
11	T	60	1.7	0.240	52.0	LOS D	32	0.94	0.72	24.7
12	R	126	3.2	0.613	62.9	LOS E	64	0.99	0.80	22.1
Approach		285	3.5	0.613	41.5	LOS D	64	0.67	0.72	28.2
All Vehicles		3346	4.9	1.856	117.3	LOS F	542	0.83	0.96	14.2

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	53	22.8	LOS C	0	0.62	0.62
All Peds	53	22.8	LOS C	0	0.62	0.62

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7206

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 2 Eastern Beaches to
Currimundi Market Place\7206 (Nicklin_Buderim_Bellara).aap

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Movement Summary

Nicklin Wy / Curramundi Market

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	79	5.1	0.069	8.1	LOS A	3	0.11	0.62	49.2
2	T	1626	4.0	0.545	5.2	LOS A	134	0.41	0.38	52.5
Approach		1705	4.0	0.545	5.3	LOS A	134	0.40	0.39	52.4
Nicklin Way (N)										
8	T	1204	3.0	0.315	0.0	LOS B#	10#	0.00	0.00	59.9
9	R	112	2.7	0.522	63.7	LOS E	57	0.99	0.79	21.8
Approach		1315	3.0	0.522	5.4	LOS A	57	0.08	0.07	52.2
Curramundi markets (W)										
10	L	135	3.7	0.078	8.0	LOS A	5	0.11	0.63	49.2
Approach		134	3.7	0.078	8.0	LOS A	5	0.11	0.63	49.2
All Vehicles		3154	3.6	0.545	5.5	LOS A	134	0.25	0.27	52.2

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: 7229

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7229 (Nicklin_CurramundiMarket).aap

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Movement Summary

Nicklin Wy / Erang St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	162	1.9	0.126	8.0	LOS A	6	0.12	0.63	49.1
2	T	1558	3.7	0.885	33.1	LOS C	305	0.92	0.92	31.4
Approach		1720	3.5	0.885	30.8	LOS C	305	0.84	0.89	32.5
Nicklin Way (N)										
8	T	1333	1.8	0.485	1.6	LOS A	53	0.13	0.12	57.5
9	R	416	1.8	1.000#	51.6	LOS D	113	0.98	0.84	24.9
Approach		1748	1.8	1.000	9.7	LOS A	113	0.26	0.23	47.4
Erang Street (W)										
10	L	421	1.2	0.455	8.5	LOS A	18	0.28	0.67	48.3
12	R	123	1.6	0.577	63.8	LOS E	62	0.99	0.80	21.9
Approach		544	1.3	0.577	21.0	LOS C	62	0.44	0.70	38.0
All Vehicles		4012	2.4	1.000	20.3	LOS C	305	0.54	0.58	38.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	1	21.0	LOS C	0	0.59	0.59
All Peds	1	21.0	LOS C	0	0.59	0.59

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7219

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2006 AM\7219 (Nicklin_Erang).aap

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Movement Summary

Nicklin Wy / Gannawarra St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	1809	5.5	0.654	9.1	LOS A	201	0.57	0.53	48.0
3	R	49	4.1	0.216	60.2	LOS E	27	0.94	0.75	22.6
Approach		1858	5.5	0.654	10.5	LOS B	201	0.58	0.53	46.6
Gannawarra Way (E)										
4	L	57	3.5	0.104	8.0	LOS A	2	0.11	0.62	49.2
6	R	136	0.7	0.425	56.2	LOS E	63	0.94	0.80	23.6
Approach		193	1.6	0.425	42.0	LOS D	63	0.69	0.74	27.9
Nicklin Way (N)										
7	L	106	3.8	0.360	21.9	LOS C	30	0.50	0.73	37.5
8	T	1634	4.5	0.774	22.5	LOS C	267	0.85	0.78	37.1
Approach		1740	4.5	0.774	22.4	LOS C	267	0.83	0.78	37.1
All Vehicles		3791	4.8	0.774	17.6	LOS B	267	0.70	0.66	40.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	53.2	LOS E	0	0.94	0.94
All Peds	53	53.2	LOS E	0	0.94	0.94

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7231

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7230 (Nicklin_Gannawarra).aap
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Movement Summary

Nicklin Wy / Piringa St / Anunua St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	93	4.3	0.077	8.0	LOS A	3	0.11	0.62	49.2
2	T	1732	4.2	0.740	17.7	LOS B	256	0.77	0.71	40.3
3	R	6	0.0	0.040	22.1	LOS C	2	0.49	0.66	37.5
Approach		1830	4.2	0.740	17.3	LOS B	256	0.74	0.71	40.7
Anuna Street (E)										
4	L	23	4.3	0.054	8.0	LOS A	1	0.11	0.61	49.2
5	T	16	6.2	0.044	42.4	LOS D	9	0.84	0.60	27.7
6	R	80	0.0	0.503	63.3	LOS E	43	0.98	0.78	22.0
Approach		119	1.7	0.503	49.8	LOS D	43	0.79	0.73	25.4
Nicklin Way (N)										
7	L	18	16.7	0.017	8.4	LOS A	1	0.10	0.61	49.2
8	T	1456	5.6	0.541	8.7	LOS A	150	0.51	0.47	48.4
9	R	98	1.0	0.911	82.1	LOS F	59	1.00	0.98	18.5
Approach		1572	5.5	0.911	13.3	LOS B	150	0.54	0.50	44.0
Piringa Street (W)										
10	L	165	0.6	0.885	55.6	LOS E	72	0.86	0.89	23.7
11	T	9	0.0	0.098	43.1	LOS D	18	0.86	0.64	27.5
12	R	180	1.3	1.000#	57.3	LOS E	72	0.97	0.81	23.4
Approach		354	0.8	1.000	55.1	LOS E	72	0.91	0.83	23.9
All Vehicles		3875	4.3	1.000	20.1	LOS C	256	0.67	0.64	38.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	7.7	LOS A	0	0.36	0.36
P5	53	54.1	LOS E	0	0.95	0.95

P7	53	14.0	LOS B	0	0.48	0.48
All Peds	159	25.3	LOS C	0	0.60	0.60

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7205

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7205 (Nicklin_Piringa_Anuna).aap

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Movement Summary

Nicklin Wy / Regatta Blvd

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	38	2.6	0.030	8.0	LOS A	1	0.11	0.62	49.2
2	T	1939	4.1	0.619	1.3	LOS A	61	0.13	0.12	57.9
3	R	19	94.7	0.118	51.9	LOS D	18	0.83	0.71	25.7
Approach		1996	5.0	0.619	2.0	LOS A	61	0.14	0.14	57.0
Peregrine Drive (E)										
4	L	51	2.0	0.025	7.6	LOS A#	1#	0.00	0.60	49.8
5	T	39	0.0	0.244	57.5	LOS E	22	0.97	0.72	23.3
6	R	40	2.5	0.354	66.3	LOS E	24	0.98	0.74	21.3
Approach		129	1.6	0.354	40.9	LOS D	24	0.60	0.68	28.4
Nicklin Way (N)										
7	L	12	0.0	0.007	7.9	LOS A	0	0.10	0.61	49.2
8	T	1443	6.0	0.701	14.3	LOS B	173	0.59	0.54	43.1
9	R	18	0.0	0.186	23.8	LOS C	6	0.53	0.72	36.4
Approach		1473	5.9	0.701	14.4	LOS B	173	0.59	0.54	43.0
Kawana Island Boulevard (W)										
10	L	25	0.0	0.014	7.6	LOS A#	0#	0.00	0.60	49.8
11	T	1	0.0	0.006	54.5	LOS D	1	0.93	0.55	24.0
12	R	62	1.6	0.559	70.4	LOS E	37	1.00	0.77	20.5
Approach		88	1.1	0.559	52.4	LOS D	37	0.72	0.72	24.7
All Vehicles		3686	5.1	0.701	9.5	LOS A	173	0.35	0.33	47.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	13.1	LOS B	0	0.47	0.47
P7	53	4.0	LOS A	0	0.26	0.26

All Peds	106	8.5	LOS A	0	0.36	0.36
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7216

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7216 (Nicklin_Regatta).aap

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Movement Summary

Nicklin Wy / Moondara St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	1707	4.7	0.698	6.9	LOS A	135	0.39	0.36	50.5
3	R	76	1.3	0.545	69.5	LOS E	43	1.00	0.76	20.7
Approach		1783	4.6	0.698	9.5	LOS A	135	0.42	0.38	47.6
Moondarra Drive (E)										
4	L	167	3.6	0.121	8.0	LOS A	6	0.12	0.63	49.1
6	R	332	0.0	0.692	51.4	LOS D	130	0.96	0.85	25.0
Approach		499	1.2	0.692	36.9	LOS D	130	0.68	0.78	29.9
Nicklin Way (N)										
7	L	25	4.0	0.016	8.0	LOS A	1	0.11	0.62	49.2
8	T	1311	5.8	0.656	15.9	LOS B	160	0.60	0.54	41.7
Approach		1336	5.8	0.656	15.8	LOS B	160	0.59	0.54	41.8
All Vehicles		3618	4.6	0.698	15.6	LOS B	160	0.52	0.49	42.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	15.5	LOS B	0	0.51	0.51
All Peds	53	15.5	LOS B	0	0.51	0.51

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7225

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7225 (Nicklin_Moondara).aap
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Movement Summary

Nicklin Wy / Lake Kawana Blvd

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	352	3.1	0.228	8.0	LOS A	14	0.13	0.63	49.1
2	T	2147	3.6	1.051	99.3	LOS F	745	1.00	1.56	16.1
Approach		2499	3.6	1.051	86.4	LOS F	745	0.88	1.43	17.8
Nicklin Way (N)										
8	T	1328	2.5	0.462	1.4	LOS A	34	0.10	0.09	57.7
9	R	8	0.0	0.044	55.3	LOS E	4	0.88	0.68	23.9
Approach		1337	2.5	0.462	1.7	LOS A	34	0.10	0.09	57.2
Lake Kawana Bvd (W)										
10	L	7	0.0	0.005	7.9	LOS A	0	0.10	0.61	49.2
12	R	192	3.1	0.374	57.2	LOS E	53	0.93	0.78	23.4
Approach		198	3.0	0.374	55.5	LOS E	53	0.90	0.77	23.9
All Vehicles		4034	3.2	1.051	56.8	LOS E	745	0.62	0.95	23.4

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	37	52.3	LOS E	0	0.93	0.93
P7	53	17.6	LOS B	0	0.54	0.54
All Peds	90	31.9	LOS D	0	0.70	0.70

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7231

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2006 AM\7231 (Nicklin_LakeKawana).aap
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Movement Summary

Nicklin Wy / Meridian Dr / Beach Dr

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	267	1.1	0.210	8.0	LOS A	10	0.12	0.63	49.1
2	T	1605	4.8	0.681	19.1	LOS B	172	0.65	0.59	39.3
3	R	23	4.3	0.678	26.1	LOS C	87	0.58	0.77	35.2
Approach		1895	4.3	0.681	17.6	LOS B	172	0.58	0.60	40.4
Beach Drive (E)										
4	L	54	1.9	0.027	7.6	LOS A#	1#	0.00	0.60	49.8
5	T	16	0.0	0.065	33.6	LOS C	7	0.76	0.53	31.2
6	R	8	0.0	0.030	42.2	LOS D	4	0.76	0.68	27.9
Approach		78	1.3	0.065	16.5	LOS B	7	0.23	0.60	41.4
Nicklin Way (N)										
7	L	2	0.0	0.001	7.6	LOS A#	0#	0.00	0.60	49.8
8	T	1121	3.4	0.466	6.4	LOS A	75	0.29	0.27	51.0
9	R	31	3.3	0.101	31.2	LOS C	12	0.64	0.72	32.5
Approach		1153	3.4	0.466	7.1	LOS A	75	0.30	0.28	50.2
Meridian Drive (W)										
10	L	43	0.0	0.025	7.9	LOS A	1	0.11	0.62	49.2
11	T	17	29.4	0.038	34.0	LOS C	10	0.76	0.55	31.0
12	R	183	1.1	0.652	51.0	LOS D	81	0.94	0.85	25.1
Approach		243	2.9	0.652	42.2	LOS D	81	0.78	0.79	27.9
All Vehicles		3369	3.8	0.681	15.8	LOS B	172	0.49	0.50	41.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	9	13.1	LOS B	0	0.47	0.47
P5	57	45.1	LOS E	0	0.87	0.87

P7	5	19.3	LOS B	0	0.57	0.57
All Peds	71	39.2	LOS D	0	0.79	0.79

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7204

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7204 (Nicklin_Meridian).aap

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Movement Summary

Nicklin Wy / Main St / Wyanda Dr

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	172	8.7	0.614	26.7	LOS C	54	0.60	0.76	34.7
2	T	1477	4.2	0.783	26.8	LOS C	253	0.89	0.81	34.5
3	R	11	10.0	0.052	55.4	LOS E	6	0.88	0.68	23.9
Approach		1659	4.7	0.783	27.0	LOS C	253	0.86	0.81	34.5
Wyanda Drive (E)										
4	L	22	0.0	0.297	51.6	LOS D	53	0.89	0.79	24.8
5	T	96	0.0	0.298	43.4	LOS D	53	0.89	0.71	27.4
6	R	63	0.0	0.397	54.0	LOS D	32	0.90	0.77	24.3
Approach		181	0.0	0.397	48.1	LOS D	53	0.89	0.74	25.9
Nicklin Way (N)										
7	L	20	0.0	0.056	24.6	LOS C	6	0.53	0.70	35.7
8	T	1146	1.8	0.399	20.4	LOS C	108	0.68	0.59	38.4
9	R	282	1.8	1.031	126.8	LOS F	184	1.00	1.32	13.4
Approach		1448	1.8	1.030	41.2	LOS D	184	0.74	0.74	28.1
Main Drive (W)										
10	L	134	3.8	0.095	8.0	LOS A	5	0.11	0.63	49.2
11	T	21	0.0	0.813	62.3	LOS E	80	1.00	0.97	22.1
12	R	118	9.3	0.814	70.4	LOS E	80	1.00	0.97	20.6
Approach		272	5.9	0.815	39.3	LOS D	80	0.57	0.80	29.0
All Vehicles		3560	3.4	1.031	34.8	LOS C	253	0.79	0.77	30.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	54.1	LOS E	0	0.95	0.95
P3	53	18.7	LOS B	0	0.56	0.56
P7	53	18.1	LOS B	0	0.55	0.55

All Peds	159	30.3	LOS D	0	0.69	0.69
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7203

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2006 AM\7203 (Nicklin_Main_Wyanda).aap

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Movement Summary

Nicklin Wy / Minkara St / Waterview St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	76	5.3	0.064	8.1	LOS A	3	0.11	0.62	49.2
2	T	1749	5.0	0.821	14.8	LOS B	239	0.70	0.65	42.7
3	R	43	0.0	0.285	66.9	LOS E	25	0.98	0.74	21.2
Approach		1868	4.9	0.821	15.7	LOS B	239	0.68	0.65	41.9
Minkara Street (E)										
4	L	38	5.3	0.265	39.7	LOS D	47	0.82	0.78	28.8
5	T	20	0.0	0.265	31.7	LOS C	47	0.82	0.64	31.9
6	R	58	1.7	0.265	38.3	LOS D	46	0.80	0.76	29.3
Approach		116	2.6	0.265	37.6	LOS D	47	0.81	0.75	29.5
Nicklin Way (N)										
7	L	70	7.1	0.058	8.1	LOS A	2	0.11	0.62	49.2
8	T	1477	4.3	0.695	12.9	LOS B	167	0.56	0.51	44.3
9	R	190	4.8	1.114	189.8	LOS F	141	1.00	1.39	9.7
Approach		1737	4.5	1.114	29.8	LOS C	167	0.59	0.60	33.0
Waterview Street (W)										
10	L	76	18.4	0.177	36.3	LOS D	39	0.76	0.75	30.3
11	T	14	0.0	0.177	27.9	LOS C	39	0.76	0.58	33.8
12	R	70	2.9	0.559	55.2	LOS E	36	0.91	0.77	23.9
Approach		160	10.0	0.559	43.8	LOS D	39	0.82	0.75	27.4
All Vehicles		3881	4.8	1.114	23.8	LOS C	239	0.65	0.64	36.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	50	51.3	LOS E	0	0.93	0.93
P3	50	13.1	LOS B	0	0.47	0.47

P7	50	13.5	LOS B	0	0.47	0.47
All Peds	150	26.0	LOS C	0	0.62	0.62

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7221

J:\A605-TPL\PROJ\2134227A_SCO_CALOONDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7221 (Nicklin_Minkara_Waterview).aap

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Movement Summary

Nicklin Wy / Palkana Dr / Kawana Island Blvd

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	135	2.2	0.128	8.0	LOS A	5	0.11	0.63	49.1
2	T	1722	1.8	0.763	22.0	LOS C	205	0.73	0.65	37.4
3	R	23	0.0	0.184	66.5	LOS E	14	0.97	0.71	21.3
Approach		1881	1.8	0.763	21.5	LOS C	205	0.69	0.65	37.7
Palkana Drive (E)										
4	L	55	3.6	0.811	70.2	LOS E	60	1.00	0.90	20.6
5	T	53	0.0	0.807	62.2	LOS E	60	1.00	0.90	22.1
6	R	49	2.0	0.589	72.9	LOS E	31	1.00	0.78	20.1
Approach		157	1.9	0.807	68.3	LOS E	60	1.00	0.86	20.9
Nicklin Way (N)										
7	L	12	0.0	0.007	7.9	LOS A	0	0.10	0.61	49.2
8	T	1391	4.8	0.803	24.5	LOS C	230	0.82	0.75	35.9
9	R	193	5.6	1.359	405.2	LOS F	204	1.00	1.77	5.0
Approach		1594	4.8	1.359	62.6	LOS E	230	0.83	0.85	22.1
Kawana Island Boulevard (W)										
10	L	223	0.9	0.194	8.0	LOS A	8	0.12	0.63	49.1
11	T	32	0.0	0.083	42.0	LOS D	16	0.85	0.63	27.9
12	R	147	2.0	0.292	51.6	LOS D	49	0.88	0.76	24.9
Approach		402	1.2	0.292	26.6	LOS C	49	0.46	0.68	34.8
All Vehicles		4034	2.9	1.359	40.1	LOS D	230	0.73	0.74	28.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	18.1	LOS B	0	0.55	0.55
P5	53	52.3	LOS E	0	0.93	0.93
P7	53	22.2	LOS C	0	0.61	0.61

All Peds	159	30.9	LOS D	0	0.70	0.70
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7214

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Movement Summary

Nicklin Wy / Sunbird Ch / Koorin Dr

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	20	5.0	0.062	16.9	LOS B	5	0.37	0.69	41.1
2	T	1941	4.3	0.791	7.9	LOS A	194	0.47	0.44	49.3
3	R	36	5.6	0.450	78.3	LOS E	25	1.00	0.73	19.1
Approach		1997	4.4	0.791	9.3	LOS A	194	0.48	0.45	47.8
Koorin Drive (E)										
4	L	36	5.6	0.366	61.2	LOS E	47	0.93	0.79	22.4
5	T	5	0.0	0.365	52.8	LOS D	47	0.93	0.74	24.5
6	R	44	4.5	0.366	58.9	LOS E	46	0.91	0.77	23.0
Approach		85	4.7	0.366	59.5	LOS E	47	0.92	0.77	22.8
Nicklin Way (N)										
7	L	12	0.0	0.033	16.7	LOS B	3	0.37	0.68	41.1
8	T	1427	4.2	0.577	6.2	LOS A	99	0.30	0.27	51.3
9	R	15	0.0	0.180	76.2	LOS E	10	0.99	0.69	19.4
Approach		1454	4.1	0.577	7.0	LOS A	99	0.31	0.28	50.4
Sunbird Chase (W)										
10	L	48	2.1	0.365	60.9	LOS E	49	0.93	0.79	22.4
11	T	3	0.0	0.362	52.6	LOS D	49	0.93	0.74	24.5
12	R	40	5.0	0.364	59.0	LOS E	48	0.91	0.77	23.0
Approach		91	3.3	0.364	59.8	LOS E	49	0.92	0.78	22.7
All Vehicles		3627	4.2	0.791	10.8	LOS B	194	0.43	0.40	46.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	59.1	LOS E	0	0.95	0.95
P3	53	10.4	LOS B	0	0.40	0.40

P7	53	10.4	LOS B	0	0.40	0.40
All Peds	159	26.6	LOS C	0	0.58	0.58

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7226

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7226 (Nicklin_Sunbird_Koorin).aap

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Movement Summary

Nicklin Wy / Lutana St

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	2047	5.1	0.483	2.0	LOS A	41	0.14	0.13	56.9
3	R	229	3.5	0.688	62.4	LOS E	109	0.99	0.85	22.3
Approach		2276	5.0	0.688	8.1	LOS A	109	0.23	0.20	49.1
Lutana Street (E)										
4	L	278	1.1	0.270	8.1	LOS A	6	0.15	0.64	49.0
6	R	158	1.3	0.673	68.6	LOS E	82	1.00	0.83	21.0
Approach		436	1.1	0.673	30.0	LOS C	82	0.46	0.71	33.0
Nicklin Way (N)										
7	L	51	2.0	0.225	64.7	LOS E	29	0.94	0.75	21.6
8	T	1864	5.5	0.700	14.4	LOS B	183	0.54	0.49	43.0
Approach		1914	5.4	0.700	15.7	LOS B	183	0.55	0.50	41.9
All Vehicles		4626	4.8	0.700	13.3	LOS B	183	0.39	0.37	44.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	58.2	LOS E	0	0.95	0.95
P2	53	55.4	LOS E	0	0.92	0.92
P3	53	16.2	LOS B	0	0.50	0.50
All Peds	159	43.3	LOS E	0	0.79	0.79

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7218

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7218 (Nicklin_Lutana).aap
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Movement Summary

Nicklin Wy / Kawana Shoppingworld

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
3	R	46	0.0	0.362	68.6	LOS E	27	0.99	0.74	20.8
Approach		46	0.0	0.362	68.6	LOS E	27	0.99	0.74	20.8
Kawana Shoppingworld (E)										
4	L	3	0.0	0.023	65.8	LOS E	2	0.96	0.63	21.3
Approach		3	0.0	0.023	65.8	LOS E	2	0.96	0.63	21.3
Nicklin Way (N)										
7	L	181	1.1	0.396	11.5	LOS B	20	0.34	0.72	45.6
8	T	1583	7.0	0.337	2.4	LOS A	65	0.25	0.23	56.2
Approach		1765	6.4	0.396	3.4	LOS A	65	0.26	0.28	54.9
All Vehicles		1814	6.2	0.396	5.1	LOS A	65	0.28	0.29	52.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	3.0	LOS A	0	0.22	0.22
All Peds	53	3.0	LOS A	0	0.22	0.22

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue
 # - Density for continuous movement



Site: BY2006_AM_7227

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7227 (Nicklin_Kawana Shoppingworld).aap

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Movement Summary

Nicklin Wy / Pt Cartwright / Marawa Dr

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Marara Drive (S)										
1	L	23	0.0	0.357	77.3	LOS E	21	1.00	0.72	19.2
2	T	8	0.0	0.357	69.1	LOS E	21	1.00	0.72	20.7
3	R	9	0.0	0.107	75.1	LOS E	6	0.98	0.67	19.8
Approach		40	0.0	0.357	75.2	LOS E	21	1.00	0.71	19.6
Nicklin Way (E)										
4	L	5	0.0	0.025	20.0	LOS C	1	0.59	0.66	38.7
5	T	1645	4.1	0.761	34.7	LOS C	202	0.87	0.77	30.7
6	R	177	6.8	0.817	80.3	LOS F	58	1.00	0.87	18.9
Approach		1827	4.3	0.817	39.1	LOS D	202	0.88	0.78	28.9
Point Cartwright Drive (N)										
7	L	145	4.8	0.103	8.0	LOS A	5	0.11	0.62	49.2
8	T	1	0.0	0.774	59.8	LOS E	135	1.00	0.92	22.7
9	R	560	1.6	0.825	67.4	LOS E	135	1.00	0.92	21.2
Approach		706	2.3	0.825	55.2	LOS E	135	0.82	0.86	24.0
Nicklin Way (W)										
10	L	568	1.9	0.830	35.3	LOS D	148	0.77	0.89	30.4
11	T	1461	1.4	0.477	15.2	LOS B	107	0.49	0.43	42.3
12	R	11	0.0	0.046	51.5	LOS D	6	0.82	0.68	24.9
Approach		2041	1.5	0.830	21.0	LOS C	148	0.57	0.56	38.0
All Vehicles		4614	2.7	0.830	33.9	LOS C	202	0.73	0.70	31.1

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	29.8	LOS C	0	0.68	0.68
P3	18	56.3	LOS E	0	0.93	0.93
P5	9	19.9	LOS B	0	0.55	0.55

All Peds	80	34.6	LOS D	0	0.72	0.72
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7202

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2006 AM\7202 (Nicklin_PtCartwright_Marawa).aap

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Movement Summary

Nicklin Way / Kensington St / Jessica Blvd

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kensington Drive (S)										
1	L	26	0.0	0.265	61.1	LOS E	41	0.92	0.77	22.4
2	T	22	0.0	0.265	52.9	LOS D	41	0.92	0.72	24.5
3	R	104	1.0	0.265	60.7	LOS E	41	0.92	0.77	22.6
Approach		152	0.7	0.265	59.7	LOS E	41	0.92	0.76	22.8
Nicklin Way (E)										
4	L	45	2.2	0.184	37.8	LOS D	20	0.69	0.73	29.4
5	T	2025	2.1	0.981	75.1	LOS E	389	1.00	1.20	19.6
6	R	111	0.0	0.463	62.4	LOS E	57	0.95	0.79	22.1
Approach		2181	2.0	0.981	73.7	LOS E	389	0.99	1.17	19.8
Jessica Boulevard (N)										
7	L	118	1.7	0.601	64.6	LOS E	84	0.98	0.81	21.6
8	T	11	0.0	0.601	56.3	LOS E	84	0.98	0.80	23.5
9	R	211	1.0	0.601	94.2	LOS F	83	1.00	0.82	16.8
Approach		339	1.2	0.600	82.7	LOS F	84	0.99	0.82	18.4
Nicklin Way (W)										
10	L	137	2.2	0.839	73.0	LOS E	76	0.96	0.95	19.9
11	T	1789	3.2	0.874	46.0	LOS D	263	0.97	0.95	26.5
12	R	94	3.2	0.353	62.0	LOS E	51	0.94	0.78	22.3
Approach		2021	3.2	0.874	48.6	LOS D	263	0.97	0.94	25.7
All Vehicles		4693	2.4	0.981	63.1	LOS E	389	0.98	1.03	22.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	31.2	LOS D	0	0.69	0.69
P3	33	46.5	LOS E	0	0.85	0.85

P4	33	40.0	LOS E	0	0.78	0.78
P5	11	31.2	LOS D	0	0.69	0.69
All Peds	130	37.3	LOS D	0	0.75	0.75

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7201

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDR\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7201 (Nicklin_Kensington_Jessica).aap

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Movement Summary

Kawana Wy / Capital Pce

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kawana Way (S)										
1	L	17	5.9	0.012	8.1	LOS A	1	0.10	0.61	49.2
2	T	336	4.2	0.119	4.6	LOS A	28	0.30	0.25	53.3
3	R	94	1.1	0.170	13.1	LOS B	17	0.32	0.69	44.2
Approach		447	3.6	0.170	6.5	LOS A	28	0.30	0.36	50.9
Capital Place (E)										
4	L	11	0.0	0.011	7.9	LOS A	0	0.10	0.61	49.2
6	R	6	0.0	0.012	53.5	LOS D	2	0.86	0.64	24.4
Approach		17	0.0	0.012	24.0	LOS C	2	0.37	0.62	36.2
Kawana Way (N)										
7	L	39	0.0	0.026	7.9	LOS A	1	0.11	0.62	49.2
8	T	232	6.9	0.096	4.5	LOS A	23	0.29	0.24	53.4
9	R	112	0.9	0.169	13.6	LOS B	21	0.34	0.70	43.7
Approach		383	4.4	0.169	7.5	LOS A	23	0.29	0.41	49.8
Capital Place (W)										
10	L	21	4.8	0.020	8.0	LOS A	1	0.11	0.61	49.2
11	T	4	50.0	0.025	46.0	LOS D	4	0.87	0.57	26.5
12	R	3	0.0	0.025	54.0	LOS D	4	0.87	0.67	24.3
Approach		28	10.7	0.025	18.4	LOS B	4	0.30	0.61	40.0
All Vehicles		875	4.1	0.170	7.7	LOS A	28	0.29	0.40	49.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	53.2	LOS E	0	0.94	0.94
P3	53	7.0	LOS A	0	0.34	0.34
P5	53	54.1	LOS E	0	0.95	0.95

P7	53	6.7	LOS A	0	0.33	0.33
All Peds	212	30.3	LOS D	0	0.64	0.64

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_Kawana_Capital

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 4 Kawana Town Centre\Kawana_Capital).aap

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Movement Summary

Brisbane Rd / Sunshine Motorway

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Brisbane Road (S)										
1	L	69	0.0	0.243	33.8	LOS C	33	0.85	0.76	31.1
2	T	33	0.0	0.244	26.0	LOS C	33	0.85	0.64	34.8
Approach		102	0.0	0.243	31.3	LOS C	33	0.85	0.72	32.2
Brisbane Road (N)										
8	T	411	0.0	0.383	12.0	LOS B	82	0.61	0.53	45.1
9	R	351	0.0	0.916	37.1	LOS D	58	0.84	0.81	29.8
Approach		762	0.0	0.916	23.6	LOS C	82	0.72	0.66	36.5
Sunshine Motorway (W)										
10	L	1262	0.0	0.642	8.5	LOS A	61	0.30	0.67	48.2
12	R	903	0.0	0.782	41.5	LOS D	141	0.97	0.93	28.1
Approach		2165	0.0	0.781	22.2	LOS C	141	0.58	0.78	37.2
All Vehicles		3029	0.0	0.916	22.9	LOS C	141	0.62	0.75	36.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	28.8	LOS C	0	0.80	0.80
All Peds	53	28.8	LOS C	0	0.80	0.80

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7126

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 5 Brisbane Road Walan Street and Venning Street Sunshine Motorway to Mooloolaba Esplanade\7126 (Brisbane_SunshineMotorway).aap
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Movement Summary

Brisbane Rd / Neerim Dr / Amarina Ave

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Brisbane Road (S)										
1	L	113	0.9	0.666	26.4	LOS C	134	0.86	0.85	34.7
2	T	949	2.0	0.666	18.2	LOS B	135	0.86	0.76	40.0
3	R	69	0.0	0.459	33.2	LOS C	26	0.67	0.73	31.4
Approach		1132	1.8	0.666	19.9	LOS B	135	0.85	0.77	38.8
Neerim Drive (E)										
4	L	48	0.0	0.124	49.0	LOS D	23	0.84	0.75	25.5
5	T	4	0.0	0.074	40.5	LOS D	11	0.83	0.61	28.4
6	R	19	0.0	0.074	48.5	LOS D	11	0.83	0.72	25.7
Approach		71	0.0	0.124	48.4	LOS D	23	0.84	0.73	25.7
Brisbane Road (N)										
7	L	3	0.0	0.667	51.9	LOS D	130	0.96	0.85	24.7
8	T	636	3.0	0.656	43.7	LOS D	130	0.96	0.82	27.3
9	R	16	0.0	0.076	35.5	LOS D	5	0.92	0.69	30.3
Approach		655	2.9	0.656	43.6	LOS D	130	0.95	0.81	27.3
Amarina Avenue (W)										
10	L	36	2.8	0.350	48.7	LOS D	18	0.83	0.72	25.6
11	T	2	0.0	0.659	48.8	LOS D	88	0.97	0.83	25.6
12	R	193	2.1	0.666	57.0	LOS E	88	0.97	0.85	23.4
Approach		230	2.2	0.666	55.6	LOS E	88	0.95	0.83	23.7
All Vehicles		2088	2.1	0.667	32.2	LOS C	135	0.89	0.79	31.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	38.4	LOS D	0	0.80	0.80
P5	53	46.8	LOS E	0	0.88	0.88

P7	53	26.7	LOS C	0	0.67	0.67
All Peds	159	37.3	LOS D	0	0.78	0.78

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



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Site: BY2006_AM_7131

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 5 Brisbane Road Walan Street and Venning Street Sunshine Motorway to Mooloolaba Esplanade\7131 (Brisbane_Amarina_Neerim).aap
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Movement Summary

Alexandra Pde / Buderim Ave

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (S)										
1	L	214	9.3	0.240	8.4	LOS A	11	0.15	0.64	49.0
2	T	687	3.3	0.331	6.1	LOS A	51	0.25	0.22	51.4
Approach		901	4.8	0.331	6.6	LOS A	51	0.23	0.32	50.8
Alexandra Parade (N)										
8	T	731	2.7	0.352	6.2	LOS A	55	0.26	0.23	51.3
9	R	166	2.4	0.583	23.4	LOS C	54	0.63	0.79	36.7
Approach		897	2.7	0.583	9.4	LOS A	55	0.33	0.33	47.8
Buderim Street (W)										
10	L	108	1.9	0.117	8.5	LOS A	8	0.17	0.64	48.8
12	R	289	8.3	0.582	48.1	LOS D	119	0.91	0.84	26.0
Approach		397	6.5	0.582	37.3	LOS D	119	0.71	0.78	29.8
All Vehicles		2195	4.2	0.583	13.3	LOS B	119	0.36	0.41	44.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	38.4	LOS D	0	0.80	0.80
P5	53	41.7	LOS E	0	0.83	0.83
P7	53	12.6	LOS B	0	0.46	0.46
All Peds	159	30.9	LOS D	0	0.70	0.70

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7163

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 6 Mooloolaba Esplanade and Alexandra Parade, Venning Street to Aerodrome Road\7163 (Alexandra_Buderim).aap
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Movement Summary

Alexandra Pde / Pacific Tce

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 60 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (SE)										
21	L	23	4.3	0.868	40.4	LOS D	112	1.00	1.07	28.5
22	T	828	1.4	0.868	31.9	LOS C	114	1.00	1.07	31.9
Approach		852	1.5	0.868	32.2	LOS C	114	1.00	1.07	31.8
Alexandra Parade (NW)										
28	T	879	2.2	0.583	11.5	LOS B	93	0.73	0.64	45.6
29	R	202	2.5	0.830	41.9	LOS D	61	1.00	0.99	27.9
Approach		1081	2.2	0.830	17.2	LOS B	93	0.78	0.70	40.7
Pacific Terrace (SW)										
30	L	220	3.2	0.177	8.4	LOS A	8	0.24	0.66	48.5
32	R	29	3.4	0.049	23.7	LOS C	7	0.72	0.71	36.4
Approach		249	3.2	0.177	10.2	LOS B	8	0.30	0.66	46.7
All Vehicles		2182	2.1	0.868	22.3	LOS C	114	0.81	0.84	37.2

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P13	53	24.3	LOS C	0	0.90	0.90
P15	53	20.0	LOS C	0	0.82	0.82
All Peds	106	22.2	LOS C	0	0.86	0.86

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7144

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\7144 (Alexandra_Pacific) 2006AM.aap
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Movement Summary

Alexandra Pde / Okinja Rd

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (S)										
1	L	61	1.6	0.217	16.1	LOS B	12	0.43	0.71	41.6
2	T	1333	2.0	0.576	6.8	LOS A	88	0.40	0.36	50.6
Approach		1393	1.9	0.576	7.2	LOS A	88	0.40	0.38	50.1
Alexandra Parade (N)										
8	T	967	2.8	0.336	0.9	LOS A	16	0.08	0.07	58.6
9	R	32	3.1	0.247	51.4	LOS D	15	0.96	0.72	24.9
Approach		999	2.8	0.336	2.5	LOS A	16	0.11	0.09	56.1
Okinja Road (W)										
10	L	61	4.9	0.597	51.9	LOS D	50	1.00	0.81	24.7
12	R	179	2.8	0.597	51.5	LOS D	50	1.00	0.80	24.9
Approach		240	3.3	0.597	51.6	LOS D	50	1.00	0.81	24.9
All Vehicles		2632	2.4	0.597	9.5	LOS A	88	0.34	0.31	47.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	53	10.3	LOS B	0	0.48	0.48
All Peds	53	10.3	LOS B	0	0.48	0.48

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7146

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 6 Mooloolaba Esplanade and Alexandra Parade, Venning Street to Aerodrome Road\7146 (Alexandra_Okinja).aap
Processed Oct 01, 2009 05:00:56PM

A0106, Parsons Brinckerhoff Australia, Large Office

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Movement Summary

Aerodrom Rd / Sixth Ave

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Aerodrome Road (E)										
5	T	1049	1.8	0.379	1.0	LOS A	19	0.08	0.08	58.3
6	R	326	4.0	0.644	30.4	LOS C	89	0.80	0.81	32.8
Approach		1377	2.3	0.644	8.0	LOS A	89	0.25	0.25	49.2
Sixth Avenue (N)										
7	L	313	4.2	0.200	8.2	LOS A	13	0.17	0.64	48.8
9	R	216	2.3	0.790	53.0	LOS D	84	1.00	0.93	24.6
Approach		529	3.4	0.790	26.5	LOS C	84	0.51	0.76	34.8
Aerodrome Road (W)										
10	L	133	5.3	0.074	7.7	LOS A#	2#	0.00	0.60	49.8
11	T	679	3.2	0.672	32.4	LOS C	103	0.90	0.77	31.8
Approach		811	3.6	0.672	28.3	LOS C	103	0.75	0.74	33.8
All Vehicles		2717	2.9	0.790	17.7	LOS B	103	0.45	0.50	40.4

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	31.2	LOS D	0	0.83	0.83
All Peds	53	31.2	LOS D	0	0.83	0.83

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_AM_7145

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7145 (Aerodrome_Sixth).aap
Processed Oct 01, 2009 05:02:18PM

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Movement Summary

Horton Pde / First Ave

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Horton Parade (E)										
5	T	1703	1.6	0.647	3.4	LOS A	61	0.27	0.25	54.9
6	R	232	2.6	0.973	91.8	LOS F	131	1.00	1.13	17.1
Approach		1934	1.8	0.973	14.0	LOS B	131	0.35	0.35	43.4
First Avenue (N)										
7	L	274	2.9	1.000#	48.8	LOS D	79	0.99	0.82	25.6
9	R	243	6.5	1.318	367.4	LOS F	370	1.00	2.01	5.4
Approach		516	5.0	1.318	237.8	LOS F	370	1.00	1.53	8.0
Horton Parade (W)										
10	L	153	3.3	0.105	7.9	LOS A	3	0.06	0.62	49.5
11	T	1475	1.9	0.614	11.8	LOS B	128	0.49	0.44	45.3
Approach		1626	2.0	0.614	11.4	LOS B	128	0.45	0.45	45.7
All Vehicles		4076	2.3	1.318	41.3	LOS D	370	0.47	0.54	28.1

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	14.0	LOS B	0	0.48	0.48
All Peds	53	14.0	LOS B	0	0.48	0.48

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: Fix Northern approach BY2006_AM_7119

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7119 (Horton Pde_First).aap
Processed Oct 02, 2009 11:07:58AM

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Movement Summary

Horton Pde / Plaza Pde

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Horton Parade (S)										
1	L	834	1.0	0.577	8.4	LOS A	41	0.25	0.66	48.4
2	T	1039	3.8	0.581	25.5	LOS C	164	0.79	0.71	35.3
Approach		1872	2.5	0.580	17.9	LOS B	164	0.55	0.69	40.2
Horton Parade (N)										
8	T	915	3.8	0.424	12.1	LOS B	117	0.55	0.49	45.0
9	R	213	0.9	1.131	209.0	LOS F	105	1.00	1.36	9.0
Approach		1128	3.5	1.131	32.1	LOS C	117	0.60	0.58	31.9
Plaza Parade (W)										
10	L	80	2.5	0.053	8.0	LOS A	3	0.11	0.62	49.2
12	R	706	1.1	0.683	49.6	LOS D	137	0.95	0.85	25.6
Approach		786	1.3	0.683	45.4	LOS D	137	0.87	0.83	26.9
All Vehicles		3786	2.6	1.131	27.8	LOS C	164	0.63	0.68	34.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	42.5	LOS E	0	0.84	0.84
P7	53	3.8	LOS A	0	0.25	0.25
P8	53	10.0	LOS B	0	0.41	0.41
All Peds	159	18.8	LOS B	0	0.50	0.50

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7147

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7147 (Horton_Plaza).aap

Processed Oct 01, 2009 05:04:31PM

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Movement Summary

Horton Pde / Sunseeker Pde / Cornmeal Pde

2006_AM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Horton Parade (S)										
1	L	64	0.0	0.460	19.3	LOS B	123	0.54	0.79	39.2
2	T	1061	3.3	0.461	11.1	LOS B	124	0.54	0.49	46.0
3	R	52	11.8	0.270	26.2	LOS C	19	0.57	0.74	35.1
Approach		1176	3.5	0.461	12.2	LOS B	124	0.54	0.51	45.0
Cornmeal Parade (E)										
4	L	43	2.3	0.107	45.4	LOS D	23	0.80	0.75	26.7
5	T	6	0.0	0.107	37.1	LOS D	23	0.80	0.62	29.7
6	R	68	2.9	0.877	63.7	LOS E	38	0.87	0.87	21.8
Approach		117	2.6	0.876	55.6	LOS E	38	0.84	0.81	23.7
Horton Parade (N)										
7	L	119	0.8	0.451	19.2	LOS B	120	0.53	0.79	39.3
8	T	994	2.8	0.451	11.0	LOS B	121	0.53	0.48	46.1
9	R	18	0.0	0.161	24.4	LOS C	6	0.53	0.71	35.8
Approach		1130	2.6	0.451	12.1	LOS B	121	0.53	0.52	45.1
Sunseeker Parade (W)										
10	L	52	1.9	0.292	47.9	LOS D	48	0.85	0.79	25.9
11	T	8	37.5	0.291	39.6	LOS D	48	0.85	0.69	28.7
12	R	45	4.4	0.292	46.9	LOS D	47	0.84	0.78	26.2
Approach		105	5.7	0.292	46.9	LOS D	48	0.85	0.77	26.2
All Vehicles		2528	3.1	0.877	15.6	LOS B	124	0.56	0.54	42.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	44.2	LOS E	0	0.86	0.86
P3	53	9.6	LOS A	0	0.40	0.40

P5	53	44.2	LOS E	0	0.86	0.86
P7	53	8.4	LOS A	0	0.38	0.38
All Peds	212	26.6	LOS C	0	0.62	0.62

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7148

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDR\05_WrkPapers\Traffic\SIDRA\2006\AM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7148 (Horton_Sunseeker_Cornmeal).aap

Processed Oct 01, 2009 05:06:36PM

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Movement Summary

Elizabeth St / Roderick St / Buccleugh St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Buccleugh Street (S)										
1	L	4	50.0	0.536	20.4	LOS C	123	0.62	0.81	39.7
2	T	648	0.9	0.550	10.4	LOS B	123	0.62	0.56	46.6
3	R	43	4.7	0.129	23.4	LOS C	12	0.60	0.74	36.6
Approach		695	1.4	0.550	11.3	LOS B	123	0.62	0.57	45.8
Roderick Street (E)										
4	L	42	7.1	0.166	37.0	LOS D	16	0.81	0.73	29.8
5	T	6	16.7	0.646	34.1	LOS C	81	0.95	0.81	31.0
6	R	233	1.7	0.644	42.3	LOS D	81	0.95	0.84	27.7
Approach		280	2.9	0.644	41.3	LOS D	81	0.93	0.82	28.1
Buccleugh Street (N)										
7	L	242	0.0	0.665	20.1	LOS C	45	0.61	0.79	38.6
8	T	554	0.0	0.496	9.9	LOS A	103	0.59	0.53	47.2
9	R	6	0.0	0.495	18.2	LOS B	103	0.59	0.81	39.9
Approach		802	0.0	0.665	13.0	LOS B	103	0.60	0.61	44.2
Roderick Street (W)										
10	L	5	0.0	0.040	36.1	LOS D	6	0.79	0.70	30.1
11	T	8	0.0	0.040	27.9	LOS C	6	0.79	0.56	33.9
12	R	4	0.0	0.040	36.1	LOS D	6	0.79	0.70	30.0
Approach		17	0.0	0.040	32.3	LOS C	6	0.79	0.64	31.8
All Vehicles		1794	1.0	0.665	17.0	LOS B	123	0.66	0.63	40.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	31.2	LOS D	0	0.83	0.83
P3	53	9.3	LOS A	0	0.46	0.46

P7	53	8.0	LOS A	0	0.42	0.42
All Peds	159	16.2	LOS B	0	0.57	0.57

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7220

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 1 Caloundra to Eastern Beaches\7220 (Roderick_Buckleugh).aap

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Movement Summary

Nicklin Wy / Buderim St / Bellara St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	111	2.7	0.056	7.7	LOS A#	2#	0.00	0.60	49.8
2	T	1266	3.6	0.779	32.0	LOS C	229	0.93	0.84	31.9
3	R	96	3.1	0.641	69.0	LOS E	53	1.00	0.81	20.8
Approach		1472	3.5	0.779	32.6	LOS C	229	0.86	0.82	31.7
Buderim Street (E)										
5	T	74	0.0	1.127	194.1	LOS F	225	1.00	1.56	9.5
6	R	439	2.7	1.126	192.8	LOS F	225	1.00	1.53	9.6
Approach		513	2.3	1.126	193.0	LOS F	225	1.00	1.53	9.6
Nicklin Way (N)										
8	T	1218	2.8	0.742	31.0	LOS C	213	0.91	0.81	32.4
9	R	80	0.0	0.519	67.4	LOS E	44	1.00	0.77	21.1
Approach		1298	2.6	0.742	33.2	LOS C	213	0.91	0.81	31.4
Bellara Street (W)										
10	L	55	1.8	0.037	8.0	LOS A	2	0.11	0.62	49.2
11	T	102	2.0	0.409	53.4	LOS D	52	0.97	0.76	24.3
12	R	125	0.8	0.596	62.5	LOS E	62	0.99	0.80	22.2
Approach		282	1.4	0.595	48.6	LOS D	62	0.81	0.75	25.8
All Vehicles		3565	2.8	1.127	57.1	LOS E	229	0.90	0.91	23.4

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	53.2	LOS E	0	0.94	0.94
P7	53	26.7	LOS C	0	0.67	0.67
All Peds	106	39.9	LOS D	0	0.80	0.80

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7206

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 2 Eastern Beaches to
Currimundi Market Place\7206 (Nicklin_Buderim_Bellara).aap

Processed Oct 02, 2009 11:17:42AM

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Movement Summary

Nicklin Wy / Curramundi Market

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	136	0.7	0.116	7.9	LOS A	5	0.11	0.63	49.2
2	T	1515	2.0	0.695	19.7	LOS B	221	0.77	0.71	38.9
Approach		1651	1.9	0.695	18.7	LOS B	221	0.72	0.70	39.6
Nicklin Way (N)										
8	T	1177	4.0	0.311	0.0	LOS B#	10#	0.00	0.00	59.9
9	R	222	0.5	0.692	41.9	LOS D	82	0.81	0.82	27.9
Approach		1398	3.4	0.692	6.7	LOS A	82	0.13	0.13	50.7
Curramundi markets (W)										
10	L	232	0.9	0.131	8.0	LOS A	8	0.12	0.63	49.1
Approach		231	0.9	0.131	8.0	LOS A	8	0.12	0.63	49.1
All Vehicles		3280	2.5	0.695	12.8	LOS B	221	0.43	0.45	44.3

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7229

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7229 (Nicklin_CurramundiMarket).aap

Processed Oct 02, 2009 11:18:27AM

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Movement Summary

Nicklin Wy / Erang St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	166	1.8	0.129	8.0	LOS A	6	0.12	0.63	49.1
2	T	1421	3.7	0.808	25.5	LOS C	231	0.83	0.77	35.3
Approach		1587	3.5	0.808	23.7	LOS C	231	0.76	0.75	36.4
Nicklin Way (N)										
8	T	1640	1.9	0.586	1.7	LOS A	68	0.15	0.14	57.2
9	R	415	1.8	1.000#	51.6	LOS D	113	0.98	0.84	24.8
Approach		2054	1.9	1.000	8.6	LOS A	113	0.26	0.23	48.5
Erang Street (W)										
10	L	320	1.2	0.346	8.2	LOS A	13	0.20	0.65	48.7
12	R	146	2.1	0.687	65.7	LOS E	73	1.00	0.84	21.5
Approach		466	1.5	0.687	26.2	LOS C	73	0.45	0.71	34.9
All Vehicles		4107	2.4	1.000	16.4	LOS B	231	0.47	0.49	41.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	1	21.0	LOS C	0	0.59	0.59
All Peds	1	21.0	LOS C	0	0.59	0.59

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7219

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2006 PM\7219 (Nicklin_Erang).aap

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Movement Summary

Nicklin Wy / Gannawarra St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	1782	3.8	0.616	7.3	LOS A	175	0.51	0.47	49.9
3	R	53	3.8	0.233	60.4	LOS E	29	0.94	0.75	22.6
Approach		1835	3.8	0.616	8.9	LOS A	175	0.52	0.48	48.2
Gannawarra Way (E)										
4	L	107	0.0	0.191	8.0	LOS A	4	0.14	0.63	49.0
6	R	114	0.0	0.413	58.8	LOS E	55	0.95	0.79	23.0
Approach		221	0.0	0.413	34.2	LOS C	55	0.56	0.71	31.0
Nicklin Way (N)										
7	L	144	1.4	0.458	20.6	LOS C	37	0.49	0.74	38.3
8	T	1896	2.4	0.854	25.3	LOS C	337	0.91	0.87	35.4
Approach		2040	2.3	0.854	25.0	LOS C	337	0.88	0.86	35.6
All Vehicles		4096	2.9	0.854	18.3	LOS B	337	0.70	0.68	40.0

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7230

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7230 (Nicklin_Gannawarra).aap

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Movement Summary

Nicklin Wy / Piringa St / Anuna St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	163	3.1	0.134	8.0	LOS A	6	0.12	0.63	49.1
2	T	1819	3.3	0.773	18.4	LOS B	276	0.80	0.74	39.8
3	R	6	0.0	0.043	23.8	LOS C	2	0.52	0.67	36.4
Approach		1988	3.3	0.773	17.6	LOS B	276	0.75	0.73	40.5
Anuna Street (E)										
4	L	20	0.0	0.046	7.9	LOS A	1	0.10	0.61	49.2
5	T	7	0.0	0.019	41.9	LOS D	4	0.83	0.56	27.9
6	R	58	1.7	0.321	59.7	LOS E	31	0.94	0.77	22.8
Approach		85	1.2	0.321	46.0	LOS D	31	0.73	0.71	26.6
Nicklin Way (N)										
7	L	34	0.0	0.029	7.9	LOS A	1	0.11	0.62	49.2
8	T	1573	3.3	0.576	9.1	LOS A	163	0.53	0.49	48.0
9	R	98	2.0	0.934	85.5	LOS F	60	1.00	1.01	18.0
Approach		1705	3.2	0.934	13.5	LOS B	163	0.55	0.52	43.8
Piringa Street (W)										
10	L	124	1.6	0.670	45.2	LOS D	52	0.80	0.81	26.7
11	T	22	0.0	0.114	43.2	LOS D	21	0.86	0.65	27.4
12	R	175	0.6	0.999#	57.0	LOS E	72	0.97	0.81	23.5
Approach		321	0.9	1.000	50.7	LOS D	72	0.89	0.79	25.1
All Vehicles		4099	3.0	0.999	19.0	LOS B	276	0.68	0.65	39.4

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	7.7	LOS A	0	0.36	0.36
P7	53	14.0	LOS B	0	0.48	0.48

All Peds	106	10.9	LOS B	0	0.42	0.42
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7205

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7205 (Nicklin_Piringa_Anuna).aap

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Movement Summary

Nicklin Wy / Regatta

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	65	0.0	0.051	7.9	LOS A	2	0.11	0.62	49.2
2	T	1684	3.4	0.535	1.2	LOS A	47	0.11	0.10	58.1
3	R	36	100.0	0.232	53.3	LOS D	34	0.85	0.74	26.2
Approach		1785	5.3	0.535	2.5	LOS A	47	0.13	0.13	56.2
Peregrine Drive (E)										
4	L	24	0.0	0.012	7.6	LOS A#	0#	0.00	0.60	49.8
5	T	28	0.0	0.172	56.9	LOS E	16	0.96	0.69	23.4
6	R	32	9.7	0.291	66.4	LOS E	20	0.97	0.73	21.4
Approach		83	3.6	0.291	46.2	LOS D	20	0.69	0.68	26.6
Nicklin Way (N)										
7	L	29	3.4	0.018	8.0	LOS A	1	0.11	0.62	49.2
8	T	1740	2.3	0.825	16.7	LOS B	245	0.73	0.68	41.2
9	R	11	0.0	0.091	22.6	LOS C	4	0.49	0.70	37.1
Approach		1780	2.3	0.825	16.6	LOS B	245	0.72	0.68	41.2
Kawana Island Boulevard (W)										
10	L	13	0.0	0.007	7.6	LOS A#	0#	0.00	0.60	49.8
11	T	4	0.0	0.025	55.2	LOS E	2	0.94	0.60	23.8
12	R	99	0.0	0.838	76.5	LOS E	57	1.00	0.93	19.4
Approach		116	0.0	0.838	68.1	LOS E	57	0.89	0.89	21.0
All Vehicles		3764	3.7	0.838	12.1	LOS B	245	0.44	0.43	45.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	13.1	LOS B	0	0.47	0.47
P7	53	3.5	LOS A	0	0.24	0.24

All Peds	106	8.3	LOS A	0	0.35	0.35
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7216

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7216 (Nicklin_Regatta).aap

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Movement Summary

Nicklin Wy / Moondara St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	1512	3.8	0.503	1.3	LOS A	41	0.10	0.10	57.9
3	R	128	2.3	0.931	84.6	LOS F	75	1.00	1.03	18.1
Approach		1640	3.7	0.931	7.8	LOS A	75	0.17	0.17	49.4
Moondarra Drive (E)										
4	L	83	0.0	0.059	7.9	LOS A	3	0.11	0.62	49.2
6	R	157	1.3	0.731	66.8	LOS E	78	1.00	0.87	21.3
Approach		240	0.8	0.731	46.4	LOS D	78	0.69	0.78	26.5
Nicklin Way (N)										
7	L	55	0.0	0.035	7.9	LOS A	2	0.11	0.62	49.2
8	T	1898	2.4	0.732	5.3	LOS A	132	0.35	0.32	52.4
Approach		1953	2.4	0.732	5.4	LOS A	132	0.34	0.33	52.3
All Vehicles		3833	2.8	0.931	9.0	LOS A	132	0.29	0.29	48.1

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	8.1	LOS A	0	0.37	0.37
All Peds	53	8.1	LOS A	0	0.37	0.37

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7225

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Movement Summary

Nicklin Wy / Lake Kawana Blvd

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	243	2.9	0.157	8.0	LOS A	9	0.12	0.63	49.1
2	T	1557	3.7	0.762	16.7	LOS B	206	0.68	0.63	41.1
Approach		1800	3.6	0.762	15.5	LOS B	206	0.61	0.63	42.1
Nicklin Way (N)										
8	T	1676	2.4	0.583	1.7	LOS A	50	0.12	0.11	57.4
9	R	15	0.0	0.081	54.5	LOS D	8	0.88	0.70	24.1
Approach		1691	2.4	0.583	2.1	LOS A	50	0.13	0.12	56.7
Lake Kawana Bvd (W)										
10	L	7	0.0	0.005	7.9	LOS A	0	0.10	0.61	49.2
12	R	224	3.1	0.439	57.8	LOS E	61	0.94	0.79	23.3
Approach		231	3.0	0.439	56.3	LOS E	61	0.92	0.78	23.7
All Vehicles		3722	3.0	0.762	12.0	LOS B	206	0.41	0.40	45.2

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	91	17.6	LOS B	0	0.54	0.54
All Peds	91	17.6	LOS B	0	0.54	0.54

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7231

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Movement Summary

Nicklin Wy / Beach Dr / Meridian Dr

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	152	1.3	0.119	8.0	LOS A	5	0.12	0.63	49.1
2	T	1294	4.8	0.567	17.8	LOS B	131	0.58	0.52	40.3
3	R	26	3.8	0.569	25.5	LOS C	69	0.56	0.76	35.5
Approach		1471	4.4	0.567	16.9	LOS B	131	0.54	0.54	41.0
Beach Drive (E)										
4	L	28	3.6	0.014	7.7	LOS A#	0#	0.00	0.60	49.8
5	T	3	0.0	0.012	33.1	LOS C	1	0.74	0.47	31.4
6	R	8	0.0	0.030	42.2	LOS D	4	0.76	0.68	27.9
Approach		39	2.6	0.030	16.7	LOS B	4	0.21	0.61	41.3
Nicklin Way (N)										
7	L	13	0.0	0.007	7.6	LOS A#	0#	0.00	0.60	49.8
8	T	1337	3.4	0.556	7.0	LOS A	97	0.34	0.31	50.3
9	R	12	0.0	0.034	25.9	LOS C	4	0.55	0.69	35.2
Approach		1362	3.3	0.556	7.2	LOS A	97	0.34	0.31	50.1
Meridian Drive (W)										
10	L	46	0.0	0.027	7.9	LOS A	2	0.11	0.62	49.2
11	T	14	30.8	0.030	33.8	LOS C	8	0.76	0.54	31.1
12	R	292	1.4	1.007	118.8	LOS F	193	1.00	1.32	14.1
Approach		350	2.3	1.007	101.1	LOS F	193	0.87	1.20	16.0
All Vehicles		3222	3.7	1.007	21.9	LOS C	193	0.48	0.51	37.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	11	13.5	LOS B	0	0.47	0.47
P5	59	45.1	LOS E	0	0.87	0.87

P7	5	19.3	LOS B	0	0.57	0.57
All Peds	75	38.7	LOS D	0	0.79	0.79

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_AM_7204

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7204 (Nicklin_Meridian).aap

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Movement Summary

Nicklin Wy / Main Dr / Wyanda Dr

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	101	7.9	0.357	25.8	LOS C	33	0.57	0.74	35.2
2	T	1144	4.1	0.606	23.5	LOS C	177	0.78	0.70	36.5
3	R	16	6.2	0.081	55.6	LOS E	9	0.89	0.70	23.8
Approach		1261	4.4	0.606	24.1	LOS C	177	0.76	0.70	36.1
Wyanda Drive (E)										
4	L	24	0.0	0.103	49.5	LOS D	19	0.84	0.74	25.4
5	T	16	0.0	0.103	41.3	LOS D	19	0.84	0.63	28.1
6	R	25	0.0	0.158	52.4	LOS D	13	0.86	0.74	24.7
Approach		65	0.0	0.158	48.6	LOS D	19	0.85	0.71	25.7
Nicklin Way (N)										
7	L	55	1.8	0.158	25.1	LOS C	17	0.55	0.72	35.5
8	T	1777	1.9	0.621	23.7	LOS C	180	0.79	0.71	36.3
9	R	97	2.1	0.355	58.4	LOS E	48	0.94	0.78	23.1
Approach		1929	1.9	0.621	25.5	LOS C	180	0.79	0.71	35.3
Main Drive (W)										
10	L	257	4.3	0.184	8.1	LOS A	10	0.12	0.63	49.1
11	T	34	2.9	1.074	154.5	LOS F	186	1.00	1.44	11.4
12	R	194	9.3	1.070	162.7	LOS F	186	1.00	1.44	11.0
Approach		485	6.2	1.070	80.2	LOS F	186	0.54	1.01	18.9
All Vehicles		3740	3.3	1.074	32.5	LOS C	186	0.75	0.75	31.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	18.7	LOS B	0	0.56	0.56
P7	53	18.1	LOS B	0	0.55	0.55
All Peds	106	18.4	LOS B	0	0.55	0.55

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7203

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Movement Summary

Nicklin Wy / Minkara St / Waterview St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	76	5.3	0.064	8.1	LOS A	3	0.11	0.62	49.2
2	T	1841	5.0	0.794	9.8	LOS A	201	0.56	0.52	47.3
3	R	45	0.0	0.286	60.8	LOS E	25	0.94	0.74	22.5
Approach		1962	4.9	0.794	10.9	LOS B	201	0.55	0.53	46.2
Minkara Street (E)										
4	L	40	5.0	0.075	8.0	LOS A	1	0.11	0.62	49.2
5	T	21	0.0	0.650	61.9	LOS E	47	1.00	0.82	22.2
6	R	61	1.6	0.650	69.8	LOS E	47	1.00	0.82	20.6
Approach		122	2.5	0.650	48.2	LOS D	47	0.71	0.75	25.9
Nicklin Way (N)										
7	L	74	6.8	0.060	8.1	LOS A	3	0.11	0.62	49.2
8	T	1555	4.4	0.661	8.4	LOS A	133	0.42	0.39	48.7
9	R	200	4.0	0.908	79.1	LOS E	108	1.00	1.04	18.9
Approach		1827	4.4	0.908	16.1	LOS B	133	0.47	0.47	41.6
Waterview Street (W)										
10	L	80	18.8	0.266	46.8	LOS D	48	0.87	0.77	26.5
11	T	15	0.0	0.266	38.3	LOS D	48	0.87	0.66	29.1
12	R	74	2.7	0.645	66.0	LOS E	42	0.98	0.82	21.4
Approach		169	10.1	0.645	54.5	LOS D	48	0.92	0.78	24.2
All Vehicles		4080	4.8	0.908	16.2	LOS B	201	0.54	0.52	41.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	10.4	LOS B	0	0.42	0.42
P7	53	11.3	LOS B	0	0.43	0.43

All Peds	106	10.8	LOS B	0	0.42	0.42
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7221

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7221 (Nicklin_Minkara_Waterview).aap

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Movement Summary

Nicklin Wy / Palkana Dr / Kawana Island Blvd

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	141	2.1	0.134	8.0	LOS A	5	0.12	0.63	49.1
2	T	1800	1.8	0.797	22.7	LOS C	223	0.76	0.68	37.0
3	R	93	0.0	0.754	72.7	LOS E	52	1.00	0.87	20.1
Approach		2034	1.8	0.797	23.9	LOS C	223	0.72	0.69	36.2
Palkana Drive (E)										
4	L	82	3.7	1.035	118.1	LOS F	104	1.00	1.18	14.2
5	T	64	1.6	1.040	110.1	LOS F	104	1.00	1.18	14.9
6	R	47	2.1	0.575	72.8	LOS E	29	1.00	0.77	20.1
Approach		193	2.6	1.040	104.4	LOS F	104	1.00	1.08	15.6
Nicklin Way (N)										
7	L	46	2.2	0.028	8.0	LOS A	2	0.11	0.62	49.2
8	T	1572	4.7	0.940	44.8	LOS D	391	0.99	1.09	26.9
9	R	240	7.5	1.359	406.1	LOS F	204	1.00	1.77	5.0
Approach		1858	4.9	1.359	75.0	LOS E	391	0.97	1.14	19.6
Kawana Island Boulevard (W)										
10	L	254	0.8	0.221	8.0	LOS A	9	0.12	0.63	49.1
11	T	57	1.8	0.150	42.7	LOS D	28	0.86	0.66	27.6
12	R	156	1.9	0.308	51.8	LOS D	52	0.88	0.77	24.9
Approach		467	1.3	0.308	26.8	LOS C	52	0.47	0.68	34.6
All Vehicles		4552	3.0	1.359	48.5	LOS D	391	0.81	0.89	25.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	18.1	LOS B	0	0.55	0.55
P5	53	52.3	LOS E	0	0.93	0.93
P7	53	22.2	LOS C	0	0.61	0.61

All Peds	159	30.9	LOS D	0	0.70	0.70
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7214

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Movement Summary

Nicklin Wy / Koorin Dr / Sunbird Ch

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
1	L	45	4.4	0.137	16.7	LOS B	11	0.37	0.70	41.2
2	T	1826	4.3	0.744	6.8	LOS A	158	0.40	0.37	50.5
3	R	33	3.0	0.404	77.9	LOS E	23	1.00	0.72	19.1
Approach		1904	4.3	0.744	8.3	LOS A	158	0.41	0.38	48.9
Koorin Drive (E)										
4	L	27	3.7	0.338	61.7	LOS E	42	0.93	0.78	22.2
5	T	13	0.0	0.337	53.4	LOS D	42	0.93	0.73	24.3
6	R	36	2.8	0.337	59.5	LOS E	41	0.91	0.76	22.9
Approach		76	2.6	0.337	59.3	LOS E	42	0.92	0.76	22.9
Nicklin Way (N)										
7	L	37	2.7	0.102	16.6	LOS B	9	0.37	0.70	41.3
8	T	1875	4.2	0.749	6.9	LOS A	161	0.40	0.38	50.5
9	R	53	1.9	0.643	79.7	LOS E	35	1.00	0.79	18.8
Approach		1965	4.1	0.749	9.0	LOS A	161	0.42	0.39	48.1
Sunbird Chase (W)										
10	L	52	1.9	0.272	60.4	LOS E	42	0.92	0.77	22.5
11	T	12	0.0	0.272	52.2	LOS D	42	0.92	0.72	24.7
12	R	13	7.7	0.272	59.7	LOS E	41	0.91	0.76	22.8
Approach		77	2.6	0.272	59.0	LOS E	42	0.92	0.76	22.9
All Vehicles		4022	4.1	0.749	10.6	LOS B	161	0.43	0.40	46.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	59.1	LOS E	0	0.95	0.95
P3	53	10.0	LOS B	0	0.39	0.39

P7	53	10.0	LOS B	0	0.39	0.39
All Peds	159	26.4	LOS C	0	0.58	0.58

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7226

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7226 (Nicklin_Sunbird_Koorin).aap
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Movement Summary

Nicklin Wy / Lutana St / Nicklin Wy

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
2	T	1901	3.8	0.448	1.9	LOS A	36	0.13	0.12	57.0
3	R	274	1.1	0.810	67.7	LOS E	133	1.00	0.93	21.1
Approach		2175	3.4	0.810	10.2	LOS B	133	0.24	0.22	46.9
Lutana Street (E)										
4	L	316	2.2	0.309	8.2	LOS A	7	0.17	0.65	48.8
6	R	199	0.5	0.794	71.7	LOS E	102	1.00	0.91	20.4
Approach		514	1.6	0.794	32.8	LOS C	102	0.49	0.75	31.7
Nicklin Way (N)										
7	L	108	2.8	0.461	66.0	LOS E	59	0.97	0.79	21.3
8	T	2135	3.7	0.808	16.5	LOS B	247	0.65	0.60	41.3
Approach		2243	3.7	0.808	18.9	LOS B	247	0.67	0.61	39.5
All Vehicles		4932	3.3	0.810	16.5	LOS B	247	0.46	0.45	41.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	57.2	LOS E	0	0.94	0.94
P2	53	54.5	LOS E	0	0.92	0.92
P3	53	16.8	LOS B	0	0.51	0.51
All Peds	159	42.8	LOS E	0	0.79	0.79

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7218

J:\A605-TPL\PROJ\2134227A_SCO_CALOONDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 3 Nicklin Way Buderim Street to Mooloolah River\7218 (Nicklin_Lutana).aap

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Movement Summary

Nicklin Wy / Kawana Shoppingworld

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Nicklin Way (S)										
3	R	78	0.0	0.546	68.5	LOS E	43	1.00	0.77	20.9
Approach		78	0.0	0.546	68.5	LOS E	43	1.00	0.77	20.9
Kawana Shoppingworld (E)										
4	L	63	4.8	0.443	68.4	LOS E	37	1.00	0.76	20.8
Approach		63	4.8	0.443	68.4	LOS E	37	1.00	0.76	20.8
Nicklin Way (N)										
7	L	234	0.9	0.529	13.1	LOS B	27	0.47	0.75	44.1
8	T	2045	1.0	0.426	3.0	LOS A	85	0.29	0.27	55.5
Approach		2279	1.0	0.529	4.0	LOS A	85	0.31	0.32	54.0
All Vehicles		2420	1.0	0.546	7.8	LOS A	85	0.35	0.34	49.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	3.8	LOS A	0	0.25	0.25
All Peds	53	3.8	LOS A	0	0.25	0.25

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue
 # - Density for continuous movement



Site: BY2006_PM_7227

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Movement Summary

Nicklin Wy / Pt Cartwright Dr / Marawa Dr

2006 PM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Marara Drive (S)										
1	L	11	0.0	0.206	76.3	LOS E	12	0.99	0.70	19.3
2	T	7	0.0	0.206	68.1	LOS E	12	0.99	0.69	20.9
3	R	11	0.0	0.134	75.4	LOS E	8	0.99	0.68	19.7
Approach		29	0.0	0.206	74.0	LOS E	12	0.99	0.69	19.8
Nicklin Way (E)										
4	L	12	0.0	0.066	21.3	LOS C	3	0.62	0.68	37.8
5	T	1600	4.1	0.785	38.7	LOS D	207	0.90	0.81	29.1
6	R	213	6.6	0.981	101.4	LOS F	76	1.00	1.05	15.9
Approach		1825	4.3	0.981	45.9	LOS D	207	0.91	0.84	26.6
Point Cartwright Drive (N)										
7	L	193	4.7	0.136	8.0	LOS A	7	0.11	0.63	49.2
8	T	13	7.7	0.994	94.3	LOS F	297	1.00	1.24	16.7
9	R	948	1.7	1.000	102.0	LOS F	297	1.00	1.24	15.9
Approach		1154	2.3	0.999	86.3	LOS F	297	0.85	1.14	18.0
Nicklin Way (W)										
10	L	749	2.7	1.000#	43.7	LOS D	173	1.00	0.89	27.2
11	T	1992	1.2	0.837	30.6	LOS C	267	0.87	0.82	32.6
12	R	11	0.0	0.049	58.1	LOS E	6	0.88	0.68	23.2
Approach		2752	1.5	1.000	33.3	LOS C	267	0.90	0.83	31.3
All Vehicles		5760	2.5	1.000	48.1	LOS D	297	0.89	0.90	25.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	31.8	LOS D	0	0.70	0.70
P3	4	59.1	LOS E	0	0.95	0.95
P5	9	24.6	LOS C	0	0.62	0.62

All Peds	66	32.5	LOS D	0	0.70	0.70
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Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7202

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Movement Summary

Nicklin Wy / Jessica Blvd / Kensington St

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kensington Drive (S)										
1	L	45	0.0	0.376	62.2	LOS E	56	0.94	0.79	22.1
2	T	25	0.0	0.377	54.0	LOS D	56	0.94	0.75	24.2
3	R	145	1.4	0.377	61.9	LOS E	56	0.94	0.79	22.3
Approach		215	0.9	0.377	61.0	LOS E	56	0.94	0.78	22.5
Nicklin Way (E)										
4	L	60	1.7	0.245	38.0	LOS D	25	0.70	0.74	29.3
5	T	2149	2.1	1.042	121.5	LOS F	514	1.00	1.48	13.8
6	R	200	0.0	0.839	72.9	LOS E	103	1.00	0.96	20.0
Approach		2409	1.9	1.042	115.4	LOS F	514	0.99	1.42	14.4
Jessica Boulevard (N)										
7	L	116	1.7	0.539	63.9	LOS E	76	0.97	0.81	21.7
8	T	26	0.0	0.540	55.7	LOS E	76	0.97	0.79	23.7
9	R	163	1.2	0.539	89.2	LOS F	76	1.00	0.81	17.5
Approach		305	1.3	0.539	76.7	LOS E	76	0.99	0.81	19.3
Nicklin Way (W)										
10	L	112	1.8	0.677	64.2	LOS E	59	0.95	0.83	21.7
11	T	2128	3.2	1.039	119.8	LOS F	511	1.00	1.47	14.0
12	R	108	3.7	0.407	62.6	LOS E	58	0.95	0.79	22.1
Approach		2347	3.2	1.039	114.6	LOS F	511	1.00	1.41	14.5
All Vehicles		5276	2.4	1.042	110.6	LOS F	514	0.99	1.35	14.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	31.2	LOS D	0	0.69	0.69
P3	28	46.5	LOS E	0	0.85	0.85

P4	28	40.0	LOS E	0	0.78	0.78
P5	7	30.5	LOS D	0	0.68	0.68
All Peds	116	37.0	LOS D	0	0.75	0.75

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7201

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Movement Summary

Kawana Wy / Capital Pl

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Kawana Way (S)										
1	L	18	0.0	0.012	7.9	LOS A	1	0.10	0.62	49.2
2	T	269	5.2	0.102	6.1	LOS A	26	0.34	0.28	51.4
3	R	26	3.8	0.053	14.8	LOS B	6	0.35	0.67	42.8
Approach		314	4.8	0.102	6.9	LOS A	26	0.33	0.34	50.4
Capital Place (E)										
4	L	26	7.7	0.027	8.1	LOS A	1	0.11	0.62	49.2
6	R	21	4.8	0.038	49.8	LOS D	6	0.83	0.69	25.5
Approach		47	6.4	0.038	26.7	LOS C	6	0.43	0.65	34.8
Kawana Way (N)										
7	L	2	0.0	0.001	7.9	LOS A	0	0.10	0.61	49.2
8	T	329	2.7	0.140	6.2	LOS A	35	0.35	0.29	51.3
9	R	124	0.0	0.188	15.1	LOS B	26	0.38	0.71	42.5
Approach		455	2.0	0.188	8.6	LOS A	35	0.36	0.41	48.5
Capital Place (W)										
10	L	138	0.0	0.130	7.9	LOS A	5	0.11	0.63	49.2
11	T	1	0.0	0.003	40.4	LOS D	1	0.82	0.49	28.4
12	R	56	0.0	0.186	51.3	LOS D	27	0.87	0.75	25.0
Approach		195	0.0	0.186	20.5	LOS C	27	0.33	0.66	38.4
All Vehicles		1011	2.7	0.188	11.2	LOS B	35	0.35	0.45	45.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	48.6	LOS E	0	0.90	0.90
P3	53	8.8	LOS A	0	0.38	0.38
P5	53	49.5	LOS E	0	0.91	0.91

P7	53	8.4	LOS A	0	0.38	0.38
All Peds	212	28.8	LOS C	0	0.64	0.64

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_Kawana_Capital

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Movement Summary

Brisbane Rd / Sunshine M way

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Brisbane Road (S)										
1	L	80	0.0	0.307	35.1	LOS D	40	0.88	0.78	30.6
2	T	45	0.0	0.307	27.2	LOS C	40	0.88	0.67	34.1
Approach		125	0.0	0.307	32.2	LOS C	40	0.88	0.74	31.8
Brisbane Road (N)										
8	T	285	0.0	0.266	11.1	LOS B	57	0.56	0.48	46.0
9	R	523	0.0	1.000#	37.0	LOS D	102	0.92	0.82	29.9
Approach		808	0.0	1.000	27.9	LOS C	102	0.79	0.70	34.0
Sunshine Motorway (W)										
10	L	1275	0.0	0.649	8.5	LOS A	62	0.30	0.68	48.2
12	R	857	0.0	0.742	39.6	LOS D	130	0.96	0.89	28.8
Approach		2132	0.0	0.742	21.0	LOS C	130	0.56	0.76	38.0
All Vehicles		3065	0.0	1.000	23.3	LOS C	130	0.64	0.75	36.6

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7126

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 5 Brisbane Road Walan Street and Venning Street Sunshine Motorway to Mooloolaba Esplanade\7126 (Brisbane_SunshineMotorway).aap

Processed Oct 02, 2009 11:38:18AM

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Movement Summary

Brisbane Rd / Neerim Dr / Amarina Ave

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Brisbane Road (S)										
1	L	214	3.8	0.629	29.7	LOS C	136	0.82	0.90	33.1
2	T	857	2.9	0.629	21.3	LOS C	138	0.82	0.78	37.8
3	R	61	0.0	0.498	46.4	LOS D	28	0.82	0.74	26.3
Approach		1131	2.9	0.628	24.3	LOS C	138	0.82	0.80	36.0
Neerim Drive (E)										
4	L	92	3.3	0.241	50.4	LOS D	43	0.87	0.78	25.1
5	T	9	0.0	0.167	41.6	LOS D	25	0.85	0.66	28.0
6	R	43	0.0	0.168	49.6	LOS D	25	0.85	0.75	25.4
Approach		143	2.1	0.241	49.6	LOS D	43	0.86	0.76	25.4
Brisbane Road (N)										
7	L	6	0.0	0.638	39.7	LOS D	168	0.87	0.85	28.6
8	T	965	2.0	0.633	31.5	LOS C	168	0.87	0.77	32.1
9	R	25	0.0	0.167	45.0	LOS D	11	0.96	0.71	26.8
Approach		996	1.9	0.633	31.9	LOS C	168	0.87	0.77	32.0
Amarina Avenue (W)										
10	L	35	5.7	0.349	48.9	LOS D	18	0.83	0.72	25.6
11	T	4	0.0	0.637	50.8	LOS D	78	0.98	0.82	25.1
12	R	160	3.1	0.643	58.9	LOS E	78	0.98	0.83	22.9
Approach		199	3.5	0.643	57.0	LOS E	78	0.95	0.81	23.4
All Vehicles		2469	2.5	0.643	31.5	LOS C	168	0.85	0.79	32.2

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	53	26.0	LOS C	0	0.66	0.66
P5	53	46.8	LOS E	0	0.88	0.88

P7	53	24.1	LOS C	0	0.63	0.63
All Peds	159	32.3	LOS D	0	0.72	0.72

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



SIDRA SOLUTIONS

Site: BY2006_PM_7131

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 5 Brisbane Road Walan Street and Venning Street Sunshine Motorway to Mooloolaba Esplanade\7131 (Brisbane_Amarina_Neerim).aap
Processed Oct 02, 2009 11:38:51AM

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Movement Summary

Alexandra Pde and Buderim Ave

BY2006_PM_7163

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (S)										
1	L	338	3.6	0.406	8.4	LOS A	21	0.18	0.65	48.8
2	T	673	1.6	0.270	1.2	LOS A	16	0.07	0.06	58.1
Approach		1011	2.3	0.406	3.6	LOS A	21	0.11	0.26	54.6
Alexandra Parade (N)										
8	T	732	1.6	0.264	1.4	LOS A	17	0.08	0.07	57.8
9	R	315	1.0	1.000#	24.4	LOS C	122	0.97	0.91	36.0
Approach		1047	1.4	1.000	7.9	LOS A	122	0.33	0.31	49.3
Buderim Street (W)										
10	L	97	5.2	0.121	8.2	LOS A	4	0.13	0.63	49.1
12	R	264	6.1	0.890	73.7	LOS E	137	1.00	1.04	19.9
Approach		361	5.8	0.890	56.1	LOS E	137	0.77	0.93	23.7
All Vehicles		2419	2.4	1.000	13.3	LOS B	137	0.30	0.38	44.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	50.4	LOS E	0	0.92	0.92
P5	53	54.1	LOS E	0	0.95	0.95
P7	53	7.0	LOS A	0	0.34	0.34
All Peds	159	37.2	LOS D	0	0.74	0.74

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7163

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 6 Mooloolaba Esplanade and Alexandra Parade, Venning Street to Aerodrome Road\7163 (Alexandra_Buderim).aap
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Movement Summary

Alexandra Pde / Pacific Tce

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (SE)										
21	L	31	3.3	0.981	46.1	LOS D	145	1.00	0.86	26.5
22	T	865	1.4	0.978	55.3	LOS E	205	1.00	1.09	23.8
Approach		896	1.5	0.978	55.0	LOS E	205	1.00	1.08	23.9
Alexandra Parade (NW)										
28	T	1162	1.5	0.628	8.9	LOS A	147	0.58	0.53	48.2
29	R	395	4.0	1.000#	37.1	LOS D	77	0.98	0.83	29.7
Approach		1557	1.9	1.000	13.8	LOS B	147	0.65	0.58	43.5
Pacific Terrace (SW)										
30	L	261	3.1	0.210	8.2	LOS A	10	0.17	0.64	48.9
32	R	25	4.0	0.063	39.0	LOS D	10	0.83	0.72	29.0
Approach		286	3.1	0.210	10.9	LOS B	10	0.22	0.65	46.1
All Vehicles		2739	1.9	1.000	27.0	LOS C	205	0.72	0.75	34.5

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P13	53	39.2	LOS D	0	0.93	0.93
P15	53	30.4	LOS D	0	0.82	0.82
All Peds	106	34.8	LOS D	0	0.88	0.88

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7144

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDR\05_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\7144 (Alexandra_Pacific) 2006PM.aap
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Movement Summary

Alexandra Pde / Okinja Rd

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Alexandra Parade (S)										
1	L	74	2.7	0.265	16.2	LOS B	14	0.44	0.71	41.5
2	T	1093	2.6	0.474	6.2	LOS A	67	0.35	0.31	51.3
Approach		1166	2.6	0.474	6.8	LOS A	67	0.35	0.34	50.5
Alexandra Parade (N)										
8	T	1496	0.5	0.512	1.1	LOS A	31	0.11	0.10	58.3
9	R	42	0.0	0.316	51.6	LOS D	19	0.97	0.73	24.8
Approach		1537	0.5	0.512	2.5	LOS A	31	0.13	0.11	56.2
Okinja Road (W)										
10	L	63	7.9	0.736	54.5	LOS D	62	1.00	0.88	24.1
12	R	235	0.9	0.736	53.9	LOS D	61	1.00	0.88	24.3
Approach		298	2.3	0.736	54.0	LOS D	62	1.00	0.88	24.2
All Vehicles		3001	1.5	0.736	9.3	LOS A	67	0.30	0.28	47.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P7	53	10.3	LOS B	0	0.48	0.48
All Peds	53	10.3	LOS B	0	0.48	0.48

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7146

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 6 Mooloolaba Esplanade and Alexandra Parade, Venning Street to Aerodrome Road\7146 (Alexandra_Okinja).aap
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Movement Summary

Aerodrom Rd / Sixth Ave

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 90 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Aerodrome Road (E)										
5	T	816	1.8	0.295	1.0	LOS A	13	0.07	0.07	58.4
6	R	314	1.9	0.606	30.0	LOS C	84	0.79	0.81	32.9
Approach		1129	1.9	0.606	9.0	LOS A	84	0.27	0.27	48.1
Sixth Avenue (N)										
7	L	463	1.7	0.291	7.9	LOS A	8	0.07	0.62	49.4
9	R	164	1.8	0.598	48.3	LOS D	62	0.99	0.81	25.9
Approach		627	1.8	0.598	18.5	LOS B	62	0.31	0.67	40.0
Aerodrome Road (W)										
10	L	98	0.0	0.053	7.6	LOS A#	2#	0.00	0.60	49.8
11	T	1051	0.6	1.021	88.2	LOS F	263	1.00	1.39	17.5
Approach		1148	0.5	1.021	81.3	LOS F	263	0.91	1.32	18.6
All Vehicles		2904	1.3	1.021	39.6	LOS D	263	0.53	0.77	28.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	31.2	LOS D	0	0.83	0.83
All Peds	53	31.2	LOS D	0	0.83	0.83

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7145

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7145 (Aerodrome_Sixth).aap
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Movement Summary

Horton Pde / First Ave

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Maroochydore Road (E)										
5	T	1625	1.9	0.575	6.2	LOS A	146	0.45	0.42	51.3
6	R	224	0.0	1.000#	63.0	LOS E	87	1.00	0.82	22.0
Approach		1850	1.7	1.000	11.9	LOS B	146	0.51	0.46	45.2
First Avenue (N)										
7	L	289	0.5	1.000#	48.7	LOS D	78	0.99	0.82	25.6
9	R	267	4.4	1.455	489.2	LOS F	475	1.00	2.28	4.2
Approach		557	2.9	1.455	320.5	LOS F	475	1.00	1.72	6.1
Maroochydore Road (W)										
10	L	131	2.3	0.105	8.0	LOS A	5	0.11	0.63	49.2
11	T	1818	1.5	0.784	21.5	LOS C	268	0.84	0.77	37.7
Approach		1948	1.5	0.784	20.6	LOS C	268	0.79	0.76	38.3
All Vehicles		4355	1.8	1.455	55.3	LOS E	475	0.70	0.76	23.8

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	13.5	LOS B	0	0.47	0.47
All Peds	53	13.5	LOS B	0	0.47	0.47

Symbols which may appear in this table:

Following Degree of Saturation
 # x = 1.00 for Short Lane with resulting Excess Flow
 * x = 1.00 due to minimum capacity

Following LOS
 # - Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7119

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7119 Horton Pde_First).aap
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Movement Summary

Horton Pde / Plaza Pde

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Horton Parade (S)										
1	L	766	0.7	0.530	8.2	LOS A	36	0.22	0.65	48.6
2	T	1221	2.2	0.675	27.2	LOS C	198	0.85	0.76	34.4
Approach		1987	1.6	0.675	19.9	LOS B	198	0.60	0.72	38.8
Horton Parade (N)										
8	T	1021	2.6	0.441	12.3	LOS B	121	0.56	0.50	44.9
9	R	165	0.0	1.110	190.0	LOS F	105	1.00	1.33	9.7
Approach		1186	2.4	1.109	30.4	LOS C	121	0.60	0.59	32.7
Plaza Parade (W)										
10	L	76	2.6	0.050	8.0	LOS A	3	0.11	0.62	49.2
12	R	799	0.3	0.768	52.6	LOS D	159	0.98	0.90	24.7
Approach		875	0.5	0.768	48.7	LOS D	159	0.91	0.87	25.8
All Vehicles		4048	1.6	1.110	29.2	LOS C	198	0.67	0.71	33.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P5	53	42.5	LOS E	0	0.84	0.84
P7	53	3.8	LOS A	0	0.25	0.25
P8	53	10.0	LOS B	0	0.41	0.41
All Peds	159	18.8	LOS B	0	0.50	0.50

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7147

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDRA\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7147 (Horton_Plaza).aap
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Movement Summary

Horton Pde / Cornmeal Pde / Sunseeker Pde

2006_PM - Base Year

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Horton Parade (S)										
1	L	62	0.0	0.518	19.9	LOS B	143	0.57	0.80	38.7
2	T	1205	3.1	0.519	11.7	LOS B	144	0.57	0.52	45.4
3	R	45	6.7	0.231	26.3	LOS C	16	0.57	0.74	35.0
Approach		1312	3.0	0.519	12.6	LOS B	144	0.57	0.54	44.6
Cornmeal Parade (E)										
4	L	35	0.0	0.327	47.9	LOS D	63	0.86	0.80	25.9
5	T	8	0.0	0.327	39.7	LOS D	63	0.86	0.71	28.7
6	R	187	2.5	1.001#	54.6	LOS D	38	0.96	0.77	24.0
Approach		230	0.9	1.000	46.1	LOS D	63	0.89	0.74	26.5
Horton Parade (N)										
7	L	69	5.8	0.470	19.6	LOS B	126	0.54	0.80	39.1
8	T	1093	1.9	0.469	11.2	LOS B	127	0.54	0.49	45.9
9	R	48	0.0	0.472	28.3	LOS C	17	0.61	0.75	33.7
Approach		1210	2.1	0.473	12.3	LOS B	127	0.55	0.52	44.8
Sunseeker Parade (W)										
10	L	43	0.0	0.322	48.2	LOS D	51	0.86	0.79	25.8
11	T	9	33.3	0.321	40.0	LOS D	51	0.86	0.70	28.6
12	R	61	0.0	0.322	46.8	LOS D	49	0.84	0.78	26.2
Approach		113	2.7	0.322	46.8	LOS D	51	0.85	0.78	26.2
All Vehicles		2865	2.4	1.001	16.5	LOS B	144	0.60	0.56	41.3

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	53	44.2	LOS E	0	0.86	0.86
P3	53	9.2	LOS A	0	0.39	0.39

P5	53	44.2	LOS E	0	0.86	0.86
P7	53	8.4	LOS A	0	0.38	0.38
All Peds	212	26.5	LOS C	0	0.62	0.62

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements

Following Queue

- Density for continuous movement



Site: BY2006_PM_7148

J:\A605-TPL\PROJ\2134227A_SCO_CALOUNDR\05_WrkPapers\Traffic\SIDRA\2006\PM\Section 7 Aerodrome Road and Horton Parade, Alexandra Parade to Sunseeker Avenue\7148 (Horton_Sunseeker_Cornmeal).aap

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A0106, Parsons Brinckerhoff Australia, Large Office

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