

# Appendix G

Sidra summary tables – future years



## Appendix G Contents

### 2016 Base AM

- Nicklin Way/Erang St
- Nicklin Way/Lake Kawana Boulevard
- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Alexandra Pde and Pacific Tce

### 2016 Base PM

- Nicklin Way/Erang St
- Nicklin Way/Lake Kawana Boulevard
- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
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- Alexandra Pde and Pacific Tce

### 2016 with CoastConnect AM

- Nicklin Way/Erang St
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- Nicklin Wy/Main ST/Wyanda Dr
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- Alexandra Pde and Pacific Tce

### 2016 with CoastConnect PM

- Nicklin Way/Erang St
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**2026 Base AM**

- Nicklin Way/Erang St
- Nicklin Way/Lake Kawana Boulevard
- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Alexandra Pde and Pacific Tce

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- Nicklin Way/Erang St
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- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Alexandra Pde and Pacific Tce

**2026 with CoastConnect AM**

- Nicklin Way/Erang St
- Nicklin Way/Lake Kawana Boulevard
- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Alexandra Pde and Pacific Tce
- 

**2026 with CoastConnect PM**

- Nicklin Way/Erang St
- Nicklin Way/Lake Kawana Boulevard
- Nicklin Wy/Main ST/Wyanda Dr
- Nicklin Wy/Palkana Dr/Kawana Island Blvd
- Nicklin Wy/Pt Cartwright Dr/Marawa Dr
- Alexandra Pde and Pacific Tce



# Movement Summary

## Nicklin Wy / Erang St

### 2016\_AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	481	6.7	0.570	9.7	LOS A	49	0.29	0.68	47.6
2	T	1740	2.8	1.104	152.1	LOS F	685	1.00	1.76	11.6
<b>Approach</b>		<b>2221</b>	<b>3.6</b>	<b>1.104</b>	<b>121.2</b>	<b>LOS F</b>	<b>685</b>	<b>0.85</b>	<b>1.53</b>	<b>13.9</b>
<b>Nicklin Way (N)</b>										
8	T	1199	2.8	0.577	13.6	LOS B	126	0.51	0.46	43.7
9	R	165	0.6	1.042	134.8	LOS F	113	1.00	1.25	12.7
<b>Approach</b>		<b>1364</b>	<b>2.6</b>	<b>1.042</b>	<b>27.9</b>	<b>LOS C</b>	<b>126</b>	<b>0.57</b>	<b>0.56</b>	<b>33.9</b>
<b>Erang Street (W)</b>										
10	L	308	1.6	1.095	138.5	LOS F	460	1.00	1.42	12.5
12	R	422	6.6	1.096	138.7	LOS F	460	1.00	1.42	12.5
<b>Approach</b>		<b>730</b>	<b>4.5</b>	<b>1.095</b>	<b>138.6</b>	<b>LOS F</b>	<b>460</b>	<b>1.00</b>	<b>1.42</b>	<b>12.5</b>
<b>All Vehicles</b>		<b>4315</b>	<b>3.4</b>	<b>1.104</b>	<b>94.7</b>	<b>LOS F</b>	<b>685</b>	<b>0.79</b>	<b>1.20</b>	<b>16.7</b>

### 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	1	33.8	LOS D	0	0.75	0.75
P7	1	24.7	LOS C	0	0.64	0.64
<b>All Peds</b>	<b>2</b>	<b>29.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>

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: 2016\_AM without turn pocket

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2016 AM\7219 (Nicklin\_Erang).aap

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# Movement Summary

## Nicklin Wy / Lake Kawana blvd

### 2016\_AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	513	1.4	0.517	11.3	LOS B	70	0.36	0.70	45.8
2	T	1854	2.5	0.901	27.2	LOS C	347	0.87	0.89	34.4
3	R	1	0.0	0.006	25.1	LOS C	0	0.50	0.69	35.6
<b>Approach</b>		<b>2366</b>	<b>2.2</b>	<b>0.901</b>	<b>23.7</b>	<b>LOS C</b>	<b>347</b>	<b>0.76</b>	<b>0.85</b>	<b>36.3</b>
<b>Nicklin Way (N)</b>										
8	T	955	2.6	0.359	2.0	LOS A	23	0.13	0.11	56.9
9	R	274	4.4	0.976	97.2	LOS F	161	1.00	1.20	16.4
<b>Approach</b>		<b>1228</b>	<b>3.0</b>	<b>0.976</b>	<b>23.2</b>	<b>LOS C</b>	<b>161</b>	<b>0.32</b>	<b>0.35</b>	<b>36.7</b>
<b>Lake Kawana Blvd (W)</b>										
10	L	357	2.2	0.728	25.9	LOS C	102	0.70	0.81	35.3
12	R	182	2.7	0.356	56.9	LOS E	51	0.93	0.77	23.5
<b>Approach</b>		<b>538</b>	<b>2.4</b>	<b>0.728</b>	<b>36.4</b>	<b>LOS D</b>	<b>102</b>	<b>0.78</b>	<b>0.80</b>	<b>30.2</b>
<b>All Vehicles</b>		<b>4132</b>	<b>2.5</b>	<b>0.976</b>	<b>25.2</b>	<b>LOS C</b>	<b>347</b>	<b>0.63</b>	<b>0.70</b>	<b>35.5</b>

### 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
<b>All Peds</b>	<b>90</b>	<b>31.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>

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: 2016\_AM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOONDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2016 AM\7231 (Nicklin\_LakeKawana).aap

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# Movement Summary

## Nicklin Way / Palkana Dr / Kawana Island Blvd

### 2016 AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	315	1.9	0.298	8.1	LOS A	12	0.15	0.64	49.0
2	T	1397	3.0	0.623	20.2	LOS C	149	0.63	0.56	38.6
3	R	22	0.0	0.157	66.0	LOS E	13	0.97	0.71	21.4
<b>Approach</b>		<b>1733</b>	<b>2.8</b>	<b>0.623</b>	<b>18.5</b>	<b>LOS B</b>	<b>149</b>	<b>0.55</b>	<b>0.58</b>	<b>39.7</b>
<b>Palkana Drive (E)</b>										
4	L	32	6.5	0.598	65.6	LOS E	42	1.00	0.79	21.5
5	T	43	2.3	0.598	57.5	LOS E	42	1.00	0.77	23.2
6	R	37	0.0	0.347	69.9	LOS E	22	1.00	0.73	20.6
<b>Approach</b>		<b>111</b>	<b>2.7</b>	<b>0.598</b>	<b>63.9</b>	<b>LOS E</b>	<b>42</b>	<b>1.00</b>	<b>0.76</b>	<b>21.8</b>
<b>Nicklin Way (N)</b>										
7	L	15	6.7	0.009	8.1	LOS A	1	0.10	0.61	49.2
8	T	949	6.9	0.565	20.3	LOS C	133	0.63	0.56	38.5
9	R	213	5.1	1.301	351.3	LOS F	204	1.00	1.72	5.7
<b>Approach</b>		<b>1176</b>	<b>6.6</b>	<b>1.300</b>	<b>69.4</b>	<b>LOS E</b>	<b>204</b>	<b>0.68</b>	<b>0.73</b>	<b>20.7</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	315	0.6	0.274	8.0	LOS A	12	0.13	0.63	49.0
11	T	34	0.0	0.089	42.0	LOS D	17	0.85	0.63	27.8
12	R	264	1.1	0.521	53.6	LOS D	82	0.92	0.80	24.4
<b>Approach</b>		<b>613</b>	<b>0.8</b>	<b>0.521</b>	<b>29.5</b>	<b>LOS C</b>	<b>82</b>	<b>0.51</b>	<b>0.70</b>	<b>33.2</b>
<b>All Vehicles</b>		<b>3633</b>	<b>3.7</b>	<b>1.301</b>	<b>38.2</b>	<b>LOS D</b>	<b>204</b>	<b>0.60</b>	<b>0.65</b>	<b>29.3</b>

### 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

<b>All Peds</b>	<b>159</b>	<b>30.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>
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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



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Site: 2016\_AM

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# Movement Summary

## Nicklin Way / Main Dr / Wyanda Dr

### 2016 AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	326	1.8	0.325	24.4	LOS C	85	0.60	0.79	35.9
2	T	1652	2.8	1.267	244.7	LOS F	1493	1.00	2.33	7.8
3	R	37	2.7	0.201	63.1	LOS E	21	0.95	0.73	22.0
<b>Approach</b>		<b>2014</b>	<b>2.7</b>	<b>1.267</b>	<b>205.7</b>	<b>LOS F</b>	<b>1493</b>	<b>0.93</b>	<b>2.05</b>	<b>9.0</b>
<b>Wyanda Drive (E)</b>										
4	L	43	0.0	0.143	50.0	LOS D	26	0.85	0.75	25.2
5	T	12	0.0	0.143	41.8	LOS D	26	0.85	0.65	27.9
6	R	1	0.0	0.006	48.3	LOS D	1	0.81	0.62	25.9
<b>Approach</b>		<b>56</b>	<b>0.0</b>	<b>0.143</b>	<b>48.2</b>	<b>LOS D</b>	<b>26</b>	<b>0.85</b>	<b>0.73</b>	<b>25.8</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.003	21.2	LOS C	0	0.47	0.64	37.9
8	T	789	2.3	0.260	15.5	LOS B	72	0.57	0.49	42.1
9	R	247	2.3	1.200	263.2	LOS F	211	1.00	1.63	7.3
<b>Approach</b>		<b>1038</b>	<b>2.3</b>	<b>1.200</b>	<b>67.6</b>	<b>LOS E</b>	<b>211</b>	<b>0.66</b>	<b>0.73</b>	<b>21.0</b>
<b>Main Drive (W)</b>										
10	L	71	2.9	0.124	8.0	LOS A	3	0.12	0.63	49.1
11	T	1	0.0	0.600	50.0	LOS D	63	0.96	0.81	25.3
12	R	114	11.4	0.616	58.2	LOS E	63	0.96	0.83	23.2
<b>Approach</b>		<b>185</b>	<b>8.1</b>	<b>0.617</b>	<b>39.2</b>	<b>LOS D</b>	<b>63</b>	<b>0.65</b>	<b>0.76</b>	<b>29.1</b>
<b>All Vehicles</b>		<b>3293</b>	<b>2.8</b>	<b>1.267</b>	<b>150.2</b>	<b>LOS F</b>	<b>1493</b>	<b>0.83</b>	<b>1.54</b>	<b>11.7</b>

### 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	15.5	LOS B	0	0.51	0.51
P7	53	15.0	LOS B	0	0.50	0.50

<b>All Peds</b>	<b>159</b>	<b>28.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.65</b>	<b>0.65</b>
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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



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Site: BY2016\_AM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2016 AM\7203 (Nicklin\_Main\_Wyanda).aap

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# Movement Summary

## Nicklin Way / Pt. Cartwright Dr / Marawa Dr

### 2016 AM - Base

Signalised - Fixed time

Cycle Time = 100 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)
<b>Marara Drive (S)</b>										
1	L	20	0.0	0.188	59.3	LOS E	11	0.98	0.70	22.8
2	T	1	0.0	0.187	51.2	LOS D	11	0.98	0.69	24.9
3	R	15	0.0	0.135	58.4	LOS E	8	0.98	0.69	23.2
<b>Approach</b>		<b>36</b>	<b>0.0</b>	<b>0.188</b>	<b>58.7</b>	<b>LOS E</b>	<b>11</b>	<b>0.98</b>	<b>0.70</b>	<b>23.0</b>
<b>Nicklin Way (E)</b>										
4	L	3	0.0	0.014	17.2	LOS B	1	0.56	0.64	40.7
5	T	1422	3.1	0.560	18.9	LOS B	111	0.66	0.58	39.5
6	R	127	11.7	0.627	62.3	LOS E	36	1.00	0.79	22.3
<b>Approach</b>		<b>1553</b>	<b>3.8</b>	<b>0.626</b>	<b>22.5</b>	<b>LOS C</b>	<b>111</b>	<b>0.69</b>	<b>0.60</b>	<b>37.1</b>
<b>Point Cartwright Drive (N)</b>										
7	L	187	2.7	0.288	11.6	LOS B	29	0.39	0.70	45.6
8	T	2	0.0	0.714	42.5	LOS D	100	0.97	0.85	27.7
9	R	528	3.2	0.729	50.2	LOS D	100	0.97	0.87	25.5
<b>Approach</b>		<b>718</b>	<b>3.1</b>	<b>0.729</b>	<b>40.1</b>	<b>LOS D</b>	<b>100</b>	<b>0.81</b>	<b>0.82</b>	<b>28.8</b>
<b>Nicklin Way (W)</b>										
10	L	276	12.0	0.470	30.2	LOS C	76	0.65	0.79	33.0
11	T	1523	3.0	0.597	19.4	LOS B	121	0.68	0.60	39.2
12	R	16	0.0	0.144	58.7	LOS E	8	0.98	0.69	23.0
<b>Approach</b>		<b>1815</b>	<b>4.4</b>	<b>0.597</b>	<b>21.4</b>	<b>LOS C</b>	<b>121</b>	<b>0.68</b>	<b>0.63</b>	<b>37.8</b>
<b>All Vehicles</b>		<b>4122</b>	<b>3.9</b>	<b>0.729</b>	<b>25.4</b>	<b>LOS C</b>	<b>121</b>	<b>0.71</b>	<b>0.65</b>	<b>35.4</b>

### 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	19.8	LOS B	0	0.63	0.63
P3	18	44.2	LOS E	0	0.94	0.94
P5	9	21.8	LOS C	0	0.66	0.66

<b>All Peds</b>	<b>80</b>	<b>25.5</b>	<b>LOS C</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>
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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



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Site: 2016\_AM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2016 AM\7202 (Nicklin\_PtCartwright\_Marawa).aap

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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2016 AM - Base

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)
<b>Alexandra Parade (SE)</b>										
21	L	26	3.8	0.658	31.4	LOS C	75	0.95	0.86	32.2
22	T	622	1.3	0.660	23.1	LOS C	76	0.95	0.83	36.7
<b>Approach</b>		<b>648</b>	<b>1.4</b>	<b>0.660</b>	<b>23.4</b>	<b>LOS C</b>	<b>76</b>	<b>0.95</b>	<b>0.83</b>	<b>36.5</b>
<b>Alexandra Parade (NW)</b>										
28	T	735	2.6	0.489	10.9	LOS B	77	0.69	0.60	46.1
29	R	161	3.1	0.665	37.6	LOS D	47	1.00	0.85	29.6
<b>Approach</b>		<b>896</b>	<b>2.7</b>	<b>0.665</b>	<b>15.7</b>	<b>LOS B</b>	<b>77</b>	<b>0.75</b>	<b>0.64</b>	<b>41.9</b>
<b>Pacific Terrace (SW)</b>										
30	L	96	7.4	0.118	10.0	LOS B	8	0.37	0.67	47.2
32	R	17	5.9	0.029	23.6	LOS C	4	0.71	0.70	36.5
<b>Approach</b>		<b>112</b>	<b>7.1</b>	<b>0.118</b>	<b>12.1</b>	<b>LOS B</b>	<b>8</b>	<b>0.42</b>	<b>0.67</b>	<b>45.2</b>
<b>All Vehicles</b>		<b>1656</b>	<b>2.5</b>	<b>0.665</b>	<b>18.5</b>	<b>LOS B</b>	<b>77</b>	<b>0.81</b>	<b>0.72</b>	<b>39.8</b>

### 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
<b>All Peds</b>	<b>106</b>	<b>22.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.86</b>	<b>0.86</b>

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: 2016\_AM

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# Movement Summary

## Erang Street / Nicklin Way

### 2016\_PM - Base

Signalised - Fixed time

Cycle Time = 100 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)
<b>Nicklin Way (S)</b>										
1	L	421	4.5	0.335	8.2	LOS A	17	0.17	0.64	48.9
2	T	1240	2.8	0.868	35.6	LOS D	215	0.95	0.95	30.3
<b>Approach</b>		<b>1661</b>	<b>3.3</b>	<b>0.868</b>	<b>28.7</b>	<b>LOS C</b>	<b>215</b>	<b>0.75</b>	<b>0.87</b>	<b>33.6</b>
<b>Nicklin Way (N)</b>										
8	T	1789	2.6	0.774	9.2	LOS A	165	0.57	0.52	47.9
9	R	277	1.1	0.880	59.1	LOS E	113	1.00	0.96	22.9
<b>Approach</b>		<b>2066</b>	<b>2.4</b>	<b>0.880</b>	<b>15.9</b>	<b>LOS B</b>	<b>165</b>	<b>0.63</b>	<b>0.58</b>	<b>41.8</b>
<b>Erang Street (W)</b>										
10	L	156	0.6	0.559	14.9	LOS B	29	0.47	0.70	42.7
12	R	438	5.0	0.877	56.0	LOS E	178	1.00	1.05	23.8
<b>Approach</b>		<b>594</b>	<b>3.9</b>	<b>0.877</b>	<b>45.2</b>	<b>LOS D</b>	<b>178</b>	<b>0.86</b>	<b>0.96</b>	<b>26.9</b>
<b>All Vehicles</b>		<b>4321</b>	<b>2.9</b>	<b>0.880</b>	<b>24.8</b>	<b>LOS C</b>	<b>215</b>	<b>0.71</b>	<b>0.75</b>	<b>35.7</b>

### 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	1	36.1	LOS D	0	0.85	0.85
P7	1	23.8	LOS C	0	0.69	0.69
<b>All Peds</b>	<b>2</b>	<b>30.0</b>	<b>LOS C</b>	<b>0</b>	<b>0.77</b>	<b>0.77</b>

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: 2016\_PM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2016 PM\7219 (Nicklin\_Erang).aap  
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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### 2016\_PM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	513	1.4	0.517	11.3	LOS B	70	0.36	0.70	45.8
2	T	1854	2.5	0.901	27.2	LOS C	347	0.87	0.89	34.4
3	R	1	0.0	0.006	25.1	LOS C	0	0.50	0.69	35.6
<b>Approach</b>		<b>2366</b>	<b>2.2</b>	<b>0.901</b>	<b>23.7</b>	<b>LOS C</b>	<b>347</b>	<b>0.76</b>	<b>0.85</b>	<b>36.3</b>
<b>Nicklin Way (N)</b>										
8	T	955	2.6	0.359	2.0	LOS A	23	0.13	0.11	56.9
9	R	274	4.4	0.976	97.2	LOS F	161	1.00	1.20	16.4
<b>Approach</b>		<b>1228</b>	<b>3.0</b>	<b>0.976</b>	<b>23.2</b>	<b>LOS C</b>	<b>161</b>	<b>0.32</b>	<b>0.35</b>	<b>36.7</b>
<b>Lake Kawana Blvd (W)</b>										
10	L	357	2.2	0.728	25.9	LOS C	102	0.70	0.81	35.3
12	R	363	1.4	0.703	61.1	LOS E	94	0.99	0.85	22.5
<b>Approach</b>		<b>719</b>	<b>1.8</b>	<b>0.728</b>	<b>43.7</b>	<b>LOS D</b>	<b>102</b>	<b>0.85</b>	<b>0.83</b>	<b>27.5</b>
<b>All Vehicles</b>		<b>4313</b>	<b>2.4</b>	<b>0.976</b>	<b>26.9</b>	<b>LOS C</b>	<b>347</b>	<b>0.65</b>	<b>0.71</b>	<b>34.5</b>

### 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
<b>All Peds</b>	<b>90</b>	<b>31.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>

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: 2016\_PM

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## Movement Summary

### Nicklin Way / Palkana Drive / Kawana Island Blvd

#### 2016\_PM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	288	2.4	0.392	8.7	LOS A	22	0.20	0.65	48.5
2	T	1237	2.6	0.550	19.3	LOS B	126	0.59	0.52	39.2
3	R	27	0.0	0.193	66.3	LOS E	16	0.97	0.72	21.3
<b>Approach</b>		<b>1552</b>	<b>2.5</b>	<b>0.550</b>	<b>18.1</b>	<b>LOS B</b>	<b>126</b>	<b>0.52</b>	<b>0.55</b>	<b>40.1</b>
<b>Palkana Drive (E)</b>										
4	L	19	5.3	0.270	37.1	LOS D	19	0.95	0.73	29.9
5	T	35	2.9	0.269	29.0	LOS C	19	0.95	0.70	33.4
6	R	19	0.0	0.178	68.8	LOS E	12	0.98	0.70	20.8
<b>Approach</b>		<b>73</b>	<b>2.7</b>	<b>0.269</b>	<b>41.5</b>	<b>LOS D</b>	<b>19</b>	<b>0.96</b>	<b>0.71</b>	<b>28.1</b>
<b>Nicklin Way (N)</b>										
7	L	33	3.0	0.022	8.2	LOS A	2	0.13	0.62	49.0
8	T	1308	2.3	0.808	25.1	LOS C	234	0.83	0.77	35.5
9	R	318	2.2	1.302	353.1	LOS F	204	1.00	1.72	5.7
<b>Approach</b>		<b>1660</b>	<b>2.3</b>	<b>1.301</b>	<b>60.1</b>	<b>LOS E</b>	<b>234</b>	<b>0.84</b>	<b>0.87</b>	<b>22.6</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	255	2.8	0.623	11.3	LOS B	39	0.35	0.69	45.9
11	T	53	0.0	0.138	42.6	LOS D	26	0.86	0.66	27.6
12	R	255	2.0	0.504	53.5	LOS D	80	0.92	0.79	24.4
<b>Approach</b>		<b>561</b>	<b>2.1</b>	<b>0.623</b>	<b>33.4</b>	<b>LOS C</b>	<b>80</b>	<b>0.65</b>	<b>0.73</b>	<b>31.5</b>
<b>All Vehicles</b>		<b>3846</b>	<b>2.4</b>	<b>1.302</b>	<b>38.9</b>	<b>LOS D</b>	<b>234</b>	<b>0.69</b>	<b>0.72</b>	<b>29.0</b>

#### 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

<b>All Peds</b>	<b>159</b>	<b>30.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>
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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



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# Movement Summary

## Main Drive / Wyanda Street / Nicklin Way

### BY2016\_PM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	83	6.0	0.289	25.6	LOS C	27	0.56	0.73	35.3
2	T	1281	2.6	0.672	24.6	LOS C	201	0.82	0.74	35.8
3	R	38	2.6	0.188	56.3	LOS E	20	0.90	0.73	23.6
<b>Approach</b>		<b>1402</b>	<b>2.8</b>	<b>0.672</b>	<b>25.5</b>	<b>LOS C</b>	<b>201</b>	<b>0.81</b>	<b>0.74</b>	<b>35.3</b>
<b>Wyanda Drive (E)</b>										
4	L	89	0.0	0.239	51.0	LOS D	42	0.87	0.78	24.9
5	T	2	0.0	0.240	42.9	LOS D	42	0.87	0.69	27.5
6	R	1	0.0	0.006	48.6	LOS D	1	0.81	0.62	25.8
<b>Approach</b>		<b>92</b>	<b>0.0</b>	<b>0.239</b>	<b>50.8</b>	<b>LOS D</b>	<b>42</b>	<b>0.87</b>	<b>0.77</b>	<b>25.0</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.003	24.2	LOS C	0	0.52	0.63	36.0
8	T	1389	2.7	0.487	21.6	LOS C	134	0.72	0.64	37.6
9	R	78	6.4	0.294	58.1	LOS E	41	0.93	0.77	23.2
<b>Approach</b>		<b>1469</b>	<b>2.9</b>	<b>0.487</b>	<b>23.6</b>	<b>LOS C</b>	<b>134</b>	<b>0.73</b>	<b>0.64</b>	<b>36.4</b>
<b>Main Drive (W)</b>										
10	L	208	1.4	0.145	8.0	LOS A	8	0.12	0.63	49.1
11	T	6	0.0	1.600	629.1	LOS F	454	1.00	2.39	3.3
12	R	284	1.8	1.615	637.0	LOS F	454	1.00	2.39	3.3
<b>Approach</b>		<b>498</b>	<b>1.6</b>	<b>1.614</b>	<b>374.2</b>	<b>LOS F</b>	<b>454</b>	<b>0.63</b>	<b>1.65</b>	<b>5.4</b>
<b>All Vehicles</b>		<b>3461</b>	<b>2.6</b>	<b>1.615</b>	<b>75.5</b>	<b>LOS E</b>	<b>454</b>	<b>0.75</b>	<b>0.83</b>	<b>19.5</b>

### 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

<b>All Peds</b>	<b>159</b>	<b>30.3</b>	<b>LOS D</b>	<b>0</b>	<b>0.69</b>	<b>0.69</b>
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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



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# Movement Summary

## Nicklin Way / Pt Carwright / Marawa

### 2016\_PM - Base

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)
<b>Marara Drive (S)</b>										
1	L	13	0.0	0.174	76.1	LOS E	10	0.99	0.69	19.4
2	T	2	0.0	0.174	68.0	LOS E	10	0.99	0.68	20.9
3	R	11	0.0	0.128	75.2	LOS E	8	0.99	0.68	19.8
<b>Approach</b>		<b>26</b>	<b>0.0</b>	<b>0.174</b>	<b>75.1</b>	<b>LOS E</b>	<b>10</b>	<b>0.99</b>	<b>0.68</b>	<b>19.6</b>
<b>Nicklin Way (E)</b>										
4	L	8	0.0	0.055	24.4	LOS C	2	0.64	0.67	35.9
5	T	1373	2.6	0.642	33.5	LOS C	157	0.80	0.70	31.2
6	R	141	0.7	0.713	78.6	LOS E	44	1.00	0.81	19.1
<b>Approach</b>		<b>1522</b>	<b>2.4</b>	<b>0.713</b>	<b>37.6</b>	<b>LOS D</b>	<b>157</b>	<b>0.81</b>	<b>0.71</b>	<b>29.5</b>
<b>Point Cartwright Drive (N)</b>										
7	L	285	1.1	0.482	15.3	LOS B	64	0.48	0.73	42.4
8	T	3	0.0	0.714	39.9	LOS D	156	0.87	0.76	28.6
9	R	832	0.8	0.697	47.5	LOS D	156	0.87	0.84	26.2
<b>Approach</b>		<b>1119</b>	<b>0.9</b>	<b>0.697</b>	<b>39.3</b>	<b>LOS D</b>	<b>156</b>	<b>0.77</b>	<b>0.81</b>	<b>29.1</b>
<b>Nicklin Way (W)</b>										
10	L	345	1.7	0.700	41.7	LOS D	116	0.75	0.81	27.9
11	T	1657	2.5	0.726	32.3	LOS C	192	0.83	0.74	31.8
12	R	23	0.0	0.162	70.3	LOS E	15	0.97	0.71	20.5
<b>Approach</b>		<b>2025</b>	<b>2.4</b>	<b>0.726</b>	<b>34.4</b>	<b>LOS C</b>	<b>192</b>	<b>0.82</b>	<b>0.75</b>	<b>30.8</b>
<b>All Vehicles</b>		<b>4692</b>	<b>2.0</b>	<b>0.726</b>	<b>36.8</b>	<b>LOS D</b>	<b>192</b>	<b>0.81</b>	<b>0.75</b>	<b>29.9</b>

### 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	30.5	LOS D	0	0.68	0.68
P3	18	50.0	LOS E	0	0.88	0.88
P5	9	30.5	LOS D	0	0.68	0.68

<b>All Peds</b>	<b>80</b>	<b>34.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.73</b>	<b>0.73</b>
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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



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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2016 PM - Base

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)
<b>Alexandra Parade (SE)</b>										
21	L	25	0.0	0.690	31.9	LOS C	79	0.96	0.88	31.9
22	T	656	1.2	0.692	23.7	LOS C	80	0.96	0.85	36.3
<b>Approach</b>		<b>680</b>	<b>1.2</b>	<b>0.692</b>	<b>24.0</b>	<b>LOS C</b>	<b>80</b>	<b>0.96</b>	<b>0.85</b>	<b>36.2</b>
<b>Alexandra Parade (NW)</b>										
28	T	811	0.7	0.532	11.2	LOS B	84	0.71	0.62	45.9
29	R	179	0.0	0.723	38.4	LOS D	51	1.00	0.89	29.2
<b>Approach</b>		<b>989</b>	<b>0.6</b>	<b>0.723</b>	<b>16.1</b>	<b>LOS B</b>	<b>84</b>	<b>0.76</b>	<b>0.67</b>	<b>41.6</b>
<b>Pacific Terrace (SW)</b>										
30	L	125	5.6	0.156	10.3	LOS B	11	0.40	0.68	46.8
32	R	11	10.0	0.018	23.7	LOS C	2	0.71	0.68	36.5
<b>Approach</b>		<b>135</b>	<b>5.9</b>	<b>0.156</b>	<b>11.3</b>	<b>LOS B</b>	<b>11</b>	<b>0.42</b>	<b>0.68</b>	<b>45.9</b>
<b>All Vehicles</b>		<b>1804</b>	<b>1.2</b>	<b>0.723</b>	<b>18.7</b>	<b>LOS B</b>	<b>84</b>	<b>0.81</b>	<b>0.74</b>	<b>39.6</b>

### 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
<b>All Peds</b>	<b>106</b>	<b>22.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.86</b>	<b>0.86</b>

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: 2016\_AM

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# Movement Summary

## Nicklin Wy / Erang St

### Opt2016\_AM\_7219

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)
<b>Nicklin Way (S)</b>										
2	T	1728	2.8	0.804	15.0	LOS B	226	0.69	0.64	42.5
<b>Approach</b>		<b>1728</b>	<b>2.8</b>	<b>0.804</b>	<b>15.0</b>	<b>LOS B</b>	<b>226</b>	<b>0.69</b>	<b>0.64</b>	<b>42.5</b>
<b>Nicklin Way (N) Bus Lane Exit</b>										
25	T	1	100.0	0.001	18.8	LOS B	0	0.34	0.66	41.2
<b>Approach</b>		<b>1</b>	<b>100.0</b>	<b>0.001</b>	<b>18.8</b>	<b>LOS B</b>	<b>0</b>	<b>0.34</b>	<b>0.66</b>	<b>41.2</b>
<b>Nicklin Way (N)</b>										
8	T	1184	3.0	0.462	3.9	LOS A	58	0.20	0.18	54.2
9	R	165	0.6	0.761	73.8	LOS E	48	1.00	0.84	19.9
<b>Approach</b>		<b>1349</b>	<b>2.7</b>	<b>0.761</b>	<b>12.4</b>	<b>LOS B</b>	<b>58</b>	<b>0.30</b>	<b>0.26</b>	<b>44.7</b>
<b>Erang Street (W)</b>										
10	L	307	1.6	0.422	19.8	LOS B	82	0.64	0.78	39.0
12	R	418	7.0	0.795	59.0	LOS E	148	0.97	0.92	23.0
<b>Approach</b>		<b>724</b>	<b>4.7</b>	<b>0.794</b>	<b>42.4</b>	<b>LOS D</b>	<b>148</b>	<b>0.83</b>	<b>0.86</b>	<b>27.9</b>
<b>Nicklin Way (S) Bus Lane Exit</b>										
30	L	480	6.7	0.315	9.5	LOS A	15	0.08	0.68	47.9
31	T	1	100.0	0.299	11.5	LOS B	15	0.08	0.64	46.8
<b>Approach</b>		<b>481</b>	<b>6.9</b>	<b>0.315</b>	<b>9.5</b>	<b>LOS A</b>	<b>15</b>	<b>0.08</b>	<b>0.68</b>	<b>47.9</b>
<b>All Vehicles</b>		<b>4283</b>	<b>3.6</b>	<b>0.804</b>	<b>18.2</b>	<b>LOS B</b>	<b>226</b>	<b>0.52</b>	<b>0.56</b>	<b>40.1</b>

### 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	48.6	LOS E	0	0.90	0.90
P7	53	17.6	LOS B	0	0.54	0.54
<b>All Peds</b>	<b>106</b>	<b>33.1</b>	<b>LOS D</b>	<b>0</b>	<b>0.72</b>	<b>0.72</b>

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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



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AM\7219 (Nicklin\_Erang).aap

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# Movement Summary

## Nicklin Wy / Lake Kawana Blvd

### Opt2016\_AM\_7231

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)
<b>Nicklin Way (S)</b>										
1	L	515	2.7	0.527	11.9	LOS B	71	0.42	0.72	45.4
2	T	1837	2.4	0.936	38.0	LOS D	402	0.95	1.04	29.3
3	R	1	0.0	0.006	26.7	LOS C	0	0.52	0.68	34.8
<b>Approach</b>		<b>2353</b>	<b>2.5</b>	<b>0.936</b>	<b>32.3</b>	<b>LOS C</b>	<b>402</b>	<b>0.84</b>	<b>0.97</b>	<b>31.8</b>
<b>Nicklin Way (N)</b>										
8	T	946	2.7	0.359	2.1	LOS A	23	0.13	0.11	56.7
9	R	274	4.4	0.927	80.5	LOS F	147	1.00	1.10	18.9
<b>Approach</b>		<b>1220</b>	<b>3.1</b>	<b>0.927</b>	<b>19.7</b>	<b>LOS B</b>	<b>147</b>	<b>0.32</b>	<b>0.33</b>	<b>39.0</b>
<b>Lake Kawana Blvd (W)</b>										
10	L	353	2.3	0.720	27.6	LOS C	102	0.77	0.81	34.4
12	R	180	6.7	0.332	54.8	LOS D	52	0.91	0.77	24.2
<b>Approach</b>		<b>532</b>	<b>3.8</b>	<b>0.720</b>	<b>36.8</b>	<b>LOS D</b>	<b>102</b>	<b>0.82</b>	<b>0.80</b>	<b>30.1</b>
<b>All Vehicles</b>		<b>4105</b>	<b>2.9</b>	<b>0.936</b>	<b>29.1</b>	<b>LOS C</b>	<b>402</b>	<b>0.68</b>	<b>0.76</b>	<b>33.4</b>

### 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	64	54.2	LOS E	0	0.95	0.95
P7	91	19.3	LOS B	0	0.57	0.57
<b>All Peds</b>	<b>155</b>	<b>33.7</b>	<b>LOS D</b>	<b>0</b>	<b>0.72</b>	<b>0.72</b>

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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# Movement Summary

## Nicklin Wy / Palkana Dr / Kawana Island Blvd

Opt2016\_AM\_7214

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)
<b>Nicklin Way (S)</b>										
2	T	1367	1.6	0.699	27.7	LOS C	170	0.76	0.67	34.1
3	R	22	0.0	0.077	53.4	LOS D	11	0.82	0.70	24.4
<b>Approach</b>		<b>1389</b>	<b>1.6</b>	<b>0.699</b>	<b>28.1</b>	<b>LOS C</b>	<b>170</b>	<b>0.76</b>	<b>0.67</b>	<b>33.8</b>
<b>Palkana Drive (E)</b>										
4	L	32	3.1	0.637	65.4	LOS E	42	1.00	0.79	21.5
5	T	42	2.4	0.632	57.5	LOS E	42	1.00	0.78	23.2
6	R	37	0.0	0.405	71.8	LOS E	23	1.00	0.73	20.2
<b>Approach</b>		<b>111</b>	<b>1.8</b>	<b>0.632</b>	<b>64.6</b>	<b>LOS E</b>	<b>42</b>	<b>1.00</b>	<b>0.76</b>	<b>21.6</b>
<b>Nicklin Way (N) Bus Lane Entry</b>										
24	L	1	100.0	0.004	29.0	LOS C	1	0.58	0.64	35.3
25	T	1	100.0	0.004	28.2	LOS C	1	0.58	0.64	35.5
<b>Approach</b>		<b>2</b>	<b>100.0</b>	<b>0.004</b>	<b>28.6</b>	<b>LOS C</b>	<b>1</b>	<b>0.58</b>	<b>0.64</b>	<b>35.4</b>
<b>Nicklin Way (N)</b>										
8	T	921	3.1	0.602	27.2	LOS C	138	0.74	0.65	34.3
9	R	211	5.2	0.711	61.2	LOS E	100	1.00	0.86	22.5
<b>Approach</b>		<b>1132</b>	<b>3.5</b>	<b>0.711</b>	<b>33.5</b>	<b>LOS C</b>	<b>138</b>	<b>0.79</b>	<b>0.69</b>	<b>31.3</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	315	3.5	0.380	8.8	LOS A	22	0.22	0.66	48.5
11	T	35	5.7	0.103	44.0	LOS D	19	0.87	0.64	27.1
12	R	264	1.1	0.556	55.8	LOS E	82	0.94	0.80	23.8
<b>Approach</b>		<b>614</b>	<b>2.6</b>	<b>0.555</b>	<b>31.0</b>	<b>LOS C</b>	<b>82</b>	<b>0.57</b>	<b>0.72</b>	<b>32.6</b>
<b>Nicklin Way (S) Bus Lane Entry</b>										
30	L	312	1.9	0.268	15.2	LOS B	58	0.42	0.75	42.6
31	T	11	100.0	0.270	17.2	LOS B	58	0.42	0.72	42.1
<b>Approach</b>		<b>322</b>	<b>5.3</b>	<b>0.268</b>	<b>15.2</b>	<b>LOS B</b>	<b>58</b>	<b>0.42</b>	<b>0.75</b>	<b>42.6</b>
<b>All Vehicles</b>		<b>3570</b>	<b>2.8</b>	<b>0.711</b>	<b>30.3</b>	<b>LOS C</b>	<b>170</b>	<b>0.71</b>	<b>0.70</b>	<b>32.8</b>

### 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	22.8	LOS C	0	0.62	0.62
P5	53	50.4	LOS E	0	0.92	0.92
P7	53	26.0	LOS C	0	0.66	0.66
<b>All Peds</b>	<b>159</b>	<b>33.1</b>	<b>LOS D</b>	<b>0</b>	<b>0.73</b>	<b>0.73</b>

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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# Movement Summary

## Nicklin Wy / Main Dr / Wyanda Dr

### Opt2016\_AM\_7203

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)
<b>Nicklin Way (S)</b>										
1	L	196	1.5	0.394	17.7	LOS B	33	0.33	0.72	40.4
2	T	1761	2.8	0.753	10.6	LOS B	185	0.54	0.50	46.4
3	R	36	2.8	0.178	59.5	LOS E	19	0.89	0.73	22.8
<b>Approach</b>		<b>1993</b>	<b>2.7</b>	<b>0.753</b>	<b>12.2</b>	<b>LOS B</b>	<b>185</b>	<b>0.53</b>	<b>0.53</b>	<b>44.9</b>
<b>Wyanda Drive (E)</b>										
4	L	39	0.0	0.217	60.1	LOS E	27	0.94	0.75	22.6
5	T	11	0.0	0.216	52.0	LOS D	27	0.94	0.71	24.7
6	R	1	0.0	0.007	58.1	LOS E	1	0.89	0.61	23.1
<b>Approach</b>		<b>51</b>	<b>0.0</b>	<b>0.216</b>	<b>58.3</b>	<b>LOS E</b>	<b>27</b>	<b>0.94</b>	<b>0.74</b>	<b>23.0</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.004	14.4	LOS B	1	0.22	0.67	43.0
8	T	999	0.0	0.423	7.8	LOS A	73	0.33	0.29	49.4
9	R	164	2.4	0.722	65.4	LOS E	80	1.00	0.85	21.6
<b>Approach</b>		<b>1164</b>	<b>0.3</b>	<b>0.722</b>	<b>15.9</b>	<b>LOS B</b>	<b>80</b>	<b>0.42</b>	<b>0.37</b>	<b>41.8</b>
<b>Main Drive (W)</b>										
10	L	62	9.7	0.106	8.1	LOS A	1	0.06	0.61	49.5
11	T	1	0.0	0.004	49.0	LOS D	1	0.85	0.51	25.6
12	R	96	0.0	0.742	69.4	LOS E	53	1.00	0.86	20.8
<b>Approach</b>		<b>159</b>	<b>3.8</b>	<b>0.742</b>	<b>45.4</b>	<b>LOS D</b>	<b>53</b>	<b>0.63</b>	<b>0.76</b>	<b>26.9</b>
<b>All Vehicles</b>		<b>3367</b>	<b>1.9</b>	<b>0.753</b>	<b>15.8</b>	<b>LOS B</b>	<b>185</b>	<b>0.50</b>	<b>0.49</b>	<b>41.9</b>

### 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	11.3	LOS B	0	0.43	0.43
P7	53	13.5	LOS B	0	0.47	0.47
<b>All Peds</b>	<b>106</b>	<b>12.4</b>	<b>LOS B</b>	<b>0</b>	<b>0.45</b>	<b>0.45</b>

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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



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# Movement Summary

## Nicklin Wy / Pt Cartwright Dr / Marawa Dr

Opt2016\_AM\_7202

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)
<b>Marawa Drive (S)</b>										
1	L	18	0.0	0.204	70.7	LOS E	12	0.99	0.70	20.3
2	T	1	0.0	0.204	62.6	LOS E	12	0.99	0.69	22.1
3	R	11	0.0	0.128	70.1	LOS E	7	0.98	0.68	20.6
<b>Approach</b>		<b>30</b>	<b>0.0</b>	<b>0.204</b>	<b>70.2</b>	<b>LOS E</b>	<b>12</b>	<b>0.99</b>	<b>0.69</b>	<b>20.5</b>
<b>Nicklin Way East Bus Lane Entry</b>										
21	L	3	0.0	0.004	19.8	LOS B	1	0.46	0.67	38.9
22	T	1	100.0	0.004	22.6	LOS C	1	0.46	0.66	38.7
<b>Approach</b>		<b>4</b>	<b>25.0</b>	<b>0.004</b>	<b>20.5</b>	<b>LOS C</b>	<b>1</b>	<b>0.46</b>	<b>0.66</b>	<b>38.9</b>
<b>Nicklin Way (E)</b>										
5	T	1392	3.0	0.712	18.2	LOS B	182	0.67	0.61	40.0
6	R	117	1.7	0.642	73.4	LOS E	36	1.00	0.78	20.0
<b>Approach</b>		<b>1508</b>	<b>2.9</b>	<b>0.712</b>	<b>22.5</b>	<b>LOS C</b>	<b>182</b>	<b>0.70</b>	<b>0.62</b>	<b>37.1</b>
<b>Point Cartwright Drive (N)</b>										
7	L	191	9.4	0.329	8.3	LOS A	9	0.14	0.63	49.0
8	T	2	0.0	0.745	52.6	LOS D	121	0.98	0.88	24.5
9	R	522	7.3	0.772	60.6	LOS E	121	0.98	0.89	22.7
<b>Approach</b>		<b>715</b>	<b>7.8</b>	<b>0.772</b>	<b>46.6</b>	<b>LOS D</b>	<b>121</b>	<b>0.76</b>	<b>0.82</b>	<b>26.5</b>
<b>Nicklin Way West Bus Lane Entry</b>										
27	L	100	100.0	0.134	15.6	LOS B	20	0.35	0.73	43.6
28	T	1	100.0	0.131	15.1	LOS B	20	0.35	0.72	43.9
<b>Approach</b>		<b>101</b>	<b>100.0</b>	<b>0.135</b>	<b>15.6</b>	<b>LOS B</b>	<b>20</b>	<b>0.35</b>	<b>0.73</b>	<b>43.6</b>
<b>Nicklin Way (W)</b>										
10	L	259	1.9	0.387	25.4	LOS C	61	0.49	0.76	35.3
11	T	1489	2.9	0.757	18.9	LOS B	204	0.72	0.65	39.5
12	R	4	0.0	0.043	68.9	LOS E	3	0.97	0.64	20.8
<b>Approach</b>		<b>1752</b>	<b>2.7</b>	<b>0.757</b>	<b>20.0</b>	<b>LOS B</b>	<b>204</b>	<b>0.68</b>	<b>0.67</b>	<b>38.7</b>
<b>All Vehicles</b>		<b>4110</b>	<b>6.1</b>	<b>0.772</b>	<b>25.8</b>	<b>LOS C</b>	<b>204</b>	<b>0.70</b>	<b>0.68</b>	<b>35.2</b>

### 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	17.1	LOS B	0	0.53	0.53
P3	18	50.4	LOS E	0	0.92	0.92
P5	53	18.7	LOS B	0	0.56	0.56
<b>All Peds</b>	<b>124</b>	<b>22.6</b>	<b>LOS C</b>	<b>0</b>	<b>0.60</b>	<b>0.60</b>

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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AM\7202 (Nicklin\_PtCartwright\_Marawa).aap

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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2016 - AM Option

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)
<b>Alexandra Parade (SE)</b>										
21	L	23	0.0	0.685	32.5	LOS C	74	0.97	0.87	31.6
22	T	602	1.5	0.682	24.3	LOS C	75	0.97	0.85	36.0
<b>Approach</b>		<b>625</b>	<b>1.4</b>	<b>0.682</b>	<b>24.6</b>	<b>LOS C</b>	<b>75</b>	<b>0.97</b>	<b>0.85</b>	<b>35.8</b>
<b>Alexandra Parade (NW)</b>										
28	T	706	0.0	0.462	10.8	LOS B	72	0.68	0.59	46.3
29	R	176	0.0	0.632	36.0	LOS D	48	0.99	0.84	30.2
<b>Approach</b>		<b>882</b>	<b>0.0</b>	<b>0.632</b>	<b>15.8</b>	<b>LOS B</b>	<b>72</b>	<b>0.74</b>	<b>0.64</b>	<b>41.8</b>
<b>Pacific Terrace (SW)</b>										
30	L	97	0.0	0.112	9.8	LOS A	8	0.37	0.67	47.2
32	R	17	5.9	0.029	23.6	LOS C	4	0.71	0.70	36.5
<b>Approach</b>		<b>114</b>	<b>0.9</b>	<b>0.112</b>	<b>11.9</b>	<b>LOS B</b>	<b>8</b>	<b>0.42</b>	<b>0.68</b>	<b>45.2</b>
<b>All Vehicles</b>		<b>1621</b>	<b>0.6</b>	<b>0.685</b>	<b>18.9</b>	<b>LOS B</b>	<b>75</b>	<b>0.81</b>	<b>0.72</b>	<b>39.5</b>

### 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	20.8	LOS C	0	0.83	0.83
<b>All Peds</b>	<b>106</b>	<b>22.6</b>	<b>LOS C</b>	<b>0</b>	<b>0.87</b>	<b>0.87</b>

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: 2016\_AM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDR\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\WithCoastConnect\2016  
AM\7144 (Alexandra\_Pacific).aap  
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# Movement Summary

## Nicklin Wy / Wyanda Dr / Main Dr

### Opt2016\_PM\_7203

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)
<b>Nicklin Way (S)</b>										
1	L	89	5.6	0.246	23.8	LOS C	22	0.43	0.72	36.3
2	T	1295	2.5	0.654	17.4	LOS B	159	0.62	0.56	40.6
3	R	35	2.9	0.326	70.0	LOS E	21	0.98	0.73	20.6
<b>Approach</b>		<b>1419</b>	<b>2.7</b>	<b>0.654</b>	<b>19.1</b>	<b>LOS B</b>	<b>159</b>	<b>0.62</b>	<b>0.58</b>	<b>39.4</b>
<b>Wyanda Drive (E)</b>										
4	L	48	0.0	0.096	42.0	LOS D	22	0.77	0.74	27.8
5	T	2	0.0	0.097	33.8	LOS C	22	0.77	0.59	31.1
6	R	1	0.0	0.006	41.1	LOS D	0	0.73	0.63	28.2
<b>Approach</b>		<b>51</b>	<b>0.0</b>	<b>0.096</b>	<b>41.7</b>	<b>LOS D</b>	<b>22</b>	<b>0.77</b>	<b>0.74</b>	<b>27.9</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.008	20.2	LOS C	2	0.35	0.68	38.5
8	T	1631	0.0	0.815	20.3	LOS C	238	0.78	0.72	38.5
9	R	77	5.2	0.741	73.8	LOS E	47	1.00	0.83	19.9
<b>Approach</b>		<b>1709</b>	<b>0.2</b>	<b>0.815</b>	<b>22.7</b>	<b>LOS C</b>	<b>238</b>	<b>0.79</b>	<b>0.72</b>	<b>37.0</b>
<b>Main Drive (W)</b>										
10	L	159	3.8	0.201	7.9	LOS A	4	0.07	0.62	49.4
11	T	6	0.0	0.011	32.5	LOS C	2	0.64	0.43	31.7
12	R	220	0.0	0.828	61.2	LOS E	103	0.97	0.96	22.6
<b>Approach</b>		<b>385</b>	<b>1.6</b>	<b>0.828</b>	<b>38.7</b>	<b>LOS D</b>	<b>103</b>	<b>0.59</b>	<b>0.81</b>	<b>29.3</b>
<b>All Vehicles</b>		<b>3564</b>	<b>1.4</b>	<b>0.828</b>	<b>23.2</b>	<b>LOS C</b>	<b>238</b>	<b>0.70</b>	<b>0.67</b>	<b>36.6</b>

### 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	16.5	LOS B	0	0.52	0.52
P7	53	19.3	LOS B	0	0.57	0.57
<b>All Peds</b>	<b>106</b>	<b>17.9</b>	<b>LOS B</b>	<b>0</b>	<b>0.55</b>	<b>0.55</b>

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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



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# Movement Summary

## Nicklin Wy / Pt. Cartwright Dr / Marawa Dr

### Opt2016\_PM\_7202

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)
<b>Marawa Drive (S)</b>										
1	L	9	0.0	0.107	69.9	LOS E	6	0.98	0.67	20.5
2	T	1	0.0	0.107	61.8	LOS E	6	0.98	0.66	22.2
3	R	3	0.0	0.032	68.5	LOS E	2	0.97	0.63	20.9
<b>Approach</b>		<b>13</b>	<b>0.0</b>	<b>0.107</b>	<b>69.0</b>	<b>LOS E</b>	<b>6</b>	<b>0.98</b>	<b>0.66</b>	<b>20.7</b>
<b>Nicklin Way East Bus Lane Entry</b>										
21	L	8	0.0	0.010	22.3	LOS C	3	0.48	0.68	37.3
22	T	1	100.0	0.010	25.1	LOS C	3	0.48	0.68	37.2
<b>Approach</b>		<b>9</b>	<b>11.1</b>	<b>0.010</b>	<b>22.6</b>	<b>LOS C</b>	<b>3</b>	<b>0.48</b>	<b>0.68</b>	<b>37.3</b>
<b>Nicklin Way (E)</b>										
5	T	1353	2.6	0.766	23.9	LOS C	206	0.79	0.71	36.2
6	R	141	9.9	0.818	77.0	LOS E	46	1.00	0.87	19.4
<b>Approach</b>		<b>1494</b>	<b>3.3</b>	<b>0.818</b>	<b>28.9</b>	<b>LOS C</b>	<b>206</b>	<b>0.81</b>	<b>0.73</b>	<b>33.5</b>
<b>Point Cartwright Drive (N)</b>										
7	L	288	4.5	0.615	23.3	LOS C	80	0.64	0.76	36.8
8	T	3	0.0	0.955	68.8	LOS E	213	1.00	1.11	20.8
9	R	829	3.4	0.947	76.6	LOS E	213	1.00	1.11	19.5
<b>Approach</b>		<b>1121</b>	<b>3.7</b>	<b>0.947</b>	<b>62.9</b>	<b>LOS E</b>	<b>213</b>	<b>0.91</b>	<b>1.02</b>	<b>22.2</b>
<b>Nicklin Way West Bus Lane Entry</b>										
27	L	100	100.0	0.203	33.3	LOS C	63	0.63	0.77	33.3
28	T	1	100.0	0.198	32.8	LOS C	63	0.63	0.77	33.4
<b>Approach</b>		<b>101</b>	<b>100.0</b>	<b>0.203</b>	<b>33.3</b>	<b>LOS C</b>	<b>63</b>	<b>0.63</b>	<b>0.77</b>	<b>33.3</b>
<b>Nicklin Way (W)</b>										
10	L	333	1.5	0.270	10.2	LOS B	18	0.17	0.70	46.9
11	T	1654	2.5	0.931	42.1	LOS D	368	0.98	1.05	27.8
12	R	14	0.0	0.152	70.2	LOS E	9	0.99	0.69	20.5
<b>Approach</b>		<b>2000</b>	<b>2.3</b>	<b>0.931</b>	<b>37.0</b>	<b>LOS D</b>	<b>368</b>	<b>0.84</b>	<b>0.99</b>	<b>29.7</b>
<b>All Vehicles</b>		<b>4738</b>	<b>5.0</b>	<b>0.955</b>	<b>40.5</b>	<b>LOS D</b>	<b>368</b>	<b>0.84</b>	<b>0.91</b>	<b>28.5</b>

### 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	9	21.6	LOS C	0	0.60	0.60
P3	18	48.6	LOS E	0	0.90	0.90
P5	9	23.4	LOS C	0	0.62	0.62
<b>All Peds</b>	<b>36</b>	<b>35.6</b>	<b>LOS D</b>	<b>0</b>	<b>0.76</b>	<b>0.76</b>

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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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2016 - PM Option

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)
<b>Alexandra Parade (SE)</b>										
21	L	25	4.0	0.801	34.9	LOS C	101	0.99	0.97	30.6
22	T	811	1.5	0.799	26.5	LOS C	103	0.99	0.96	34.7
<b>Approach</b>		<b>836</b>	<b>1.6</b>	<b>0.799</b>	<b>26.8</b>	<b>LOS C</b>	<b>103</b>	<b>0.99</b>	<b>0.96</b>	<b>34.6</b>
<b>Alexandra Parade (NW)</b>										
28	T	706	2.7	0.470	10.8	LOS B	74	0.69	0.59	46.2
29	R	179	2.8	0.843	43.3	LOS D	56	1.00	0.99	27.5
<b>Approach</b>		<b>885</b>	<b>2.7</b>	<b>0.843</b>	<b>17.4</b>	<b>LOS B</b>	<b>74</b>	<b>0.75</b>	<b>0.67</b>	<b>40.6</b>
<b>Pacific Terrace (SW)</b>										
30	L	125	5.6	0.168	11.0	LOS B	13	0.44	0.69	46.2
32	R	11	10.0	0.018	23.7	LOS C	2	0.71	0.68	36.5
<b>Approach</b>		<b>135</b>	<b>5.9</b>	<b>0.168</b>	<b>11.9</b>	<b>LOS B</b>	<b>13</b>	<b>0.46</b>	<b>0.69</b>	<b>45.3</b>
<b>All Vehicles</b>		<b>1856</b>	<b>2.4</b>	<b>0.843</b>	<b>21.2</b>	<b>LOS C</b>	<b>103</b>	<b>0.84</b>	<b>0.80</b>	<b>37.9</b>

### 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	19.2	LOS B	0	0.80	0.80
<b>All Peds</b>	<b>106</b>	<b>21.7</b>	<b>LOS C</b>	<b>0</b>	<b>0.85</b>	<b>0.85</b>

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: 2016\_PM

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PM\7144 (Alexandra\_Pacific).aap  
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# Movement Summary

## Erang St / Nicklin Wy

### Opt2016\_PM\_7219

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)
<b>Nicklin Way (S)</b>										
2	T	1220	2.9	0.585	13.6	LOS B	128	0.52	0.47	43.6
<b>Approach</b>		<b>1220</b>	<b>2.9</b>	<b>0.585</b>	<b>13.6</b>	<b>LOS B</b>	<b>128</b>	<b>0.52</b>	<b>0.47</b>	<b>43.6</b>
<b>Nicklin Way (N) Bus Lane Exit</b>										
25	T	1	100.0	0.001	16.9	LOS B	0	0.29	0.66	42.6
<b>Approach</b>		<b>1</b>	<b>100.0</b>	<b>0.001</b>	<b>16.9</b>	<b>LOS B</b>	<b>0</b>	<b>0.29</b>	<b>0.66</b>	<b>42.6</b>
<b>Nicklin Way (N)</b>										
8	T	1858	2.6	0.672	2.0	LOS A	65	0.15	0.14	56.9
9	R	281	1.1	0.607	63.2	LOS E	68	0.97	0.80	22.0
<b>Approach</b>		<b>2138</b>	<b>2.4</b>	<b>0.672</b>	<b>10.0</b>	<b>LOS B</b>	<b>68</b>	<b>0.26</b>	<b>0.23</b>	<b>47.0</b>
<b>Erang Street (W)</b>										
10	L	154	0.6	0.232	8.4	LOS A	10	0.16	0.64	48.8
12	R	439	5.0	0.671	58.5	LOS E	100	0.99	0.84	23.2
<b>Approach</b>		<b>593</b>	<b>3.9</b>	<b>0.671</b>	<b>45.4</b>	<b>LOS D</b>	<b>100</b>	<b>0.77</b>	<b>0.79</b>	<b>26.8</b>
<b>Nicklin Way (S) Bus Lane Exit</b>										
30	L	422	5.2	0.265	9.4	LOS A	10	0.07	0.68	48.0
31	T	1	100.0	0.264	11.3	LOS B	10	0.07	0.64	46.9
<b>Approach</b>		<b>423</b>	<b>5.4</b>	<b>0.265</b>	<b>9.4</b>	<b>LOS A</b>	<b>10</b>	<b>0.07</b>	<b>0.68</b>	<b>48.0</b>
<b>All Vehicles</b>		<b>4375</b>	<b>3.0</b>	<b>0.672</b>	<b>15.8</b>	<b>LOS B</b>	<b>128</b>	<b>0.38</b>	<b>0.41</b>	<b>41.9</b>

## 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	1	50.4	LOS E	0	0.92	0.92
P7	1	17.1	LOS B	0	0.53	0.53
<b>All Peds</b>	<b>2</b>	<b>33.7</b>	<b>LOS D</b>	<b>0</b>	<b>0.73</b>	<b>0.73</b>

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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



Site: BY2016\_PM\_7219

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\WithCoastConnect\2016 PM\7219 (Nicklin\_Erang).aap

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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### Opt2016\_PM\_7231

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)
<b>Nicklin Way (S)</b>										
1	L	240	6.7	0.287	12.7	LOS B	39	0.41	0.70	44.8
2	T	1157	2.4	0.835	38.8	LOS D	219	0.93	0.88	29.0
3	R	1	0.0	0.008	56.9	LOS E	1	0.86	0.64	23.6
<b>Approach</b>		<b>1397</b>	<b>3.1</b>	<b>0.835</b>	<b>34.4</b>	<b>LOS C</b>	<b>219</b>	<b>0.84</b>	<b>0.85</b>	<b>30.9</b>
<b>Nicklin Way (N)</b>										
8	T	1612	2.5	0.788	9.6	LOS A	167	0.53	0.49	47.5
9	R	376	1.9	0.831	59.8	LOS E	165	1.00	0.97	22.9
<b>Approach</b>		<b>1987</b>	<b>2.4</b>	<b>0.831</b>	<b>19.1</b>	<b>LOS B</b>	<b>167</b>	<b>0.62</b>	<b>0.58</b>	<b>39.4</b>
<b>Lake Kawana Bvd (W)</b>										
10	L	302	2.6	0.468	15.9	LOS B	60	0.52	0.74	42.0
12	R	571	2.6	0.820	58.9	LOS E	159	0.96	0.94	23.1
<b>Approach</b>		<b>873</b>	<b>2.6</b>	<b>0.820</b>	<b>44.0</b>	<b>LOS D</b>	<b>159</b>	<b>0.81</b>	<b>0.87</b>	<b>27.4</b>
<b>All Vehicles</b>		<b>4257</b>	<b>2.7</b>	<b>0.835</b>	<b>29.2</b>	<b>LOS C</b>	<b>219</b>	<b>0.73</b>	<b>0.73</b>	<b>33.4</b>

### 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	64	46.8	LOS E	0	0.88	0.88
P7	91	30.8	LOS D	0	0.72	0.72
<b>All Peds</b>	<b>155</b>	<b>37.4</b>	<b>LOS D</b>	<b>0</b>	<b>0.79</b>	<b>0.79</b>

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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# Movement Summary

## Nicklin Wy / Palkana Dr / Kawana Island Blvd

Opt2016\_PM\_7214

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)
<b>Nicklin Way (S)</b>										
2	T	1231	2.6	0.543	19.2	LOS B	123	0.59	0.52	39.3
3	R	27	0.0	0.193	66.3	LOS E	16	0.95	0.72	21.3
<b>Approach</b>		<b>1258</b>	<b>2.5</b>	<b>0.543</b>	<b>20.2</b>	<b>LOS C</b>	<b>123</b>	<b>0.60</b>	<b>0.52</b>	<b>38.6</b>
<b>Palkana Drive (E)</b>										
4	L	19	5.3	0.426	62.5	LOS E	31	0.99	0.75	22.2
5	T	35	2.9	0.429	54.5	LOS D	31	0.99	0.72	24.0
6	R	19	0.0	0.178	69.0	LOS E	12	0.98	0.70	20.8
<b>Approach</b>		<b>73</b>	<b>2.7</b>	<b>0.429</b>	<b>60.3</b>	<b>LOS E</b>	<b>31</b>	<b>0.99</b>	<b>0.72</b>	<b>22.6</b>
<b>Nicklin Way (N) Bus Lane Entry</b>										
24	L	1	100.0	0.004	24.9	LOS C	1	0.51	0.64	37.5
25	T	1	100.0	0.004	24.1	LOS C	1	0.51	0.64	37.8
<b>Approach</b>		<b>2</b>	<b>100.0</b>	<b>0.004</b>	<b>24.5</b>	<b>LOS C</b>	<b>1</b>	<b>0.51</b>	<b>0.64</b>	<b>37.7</b>
<b>Nicklin Way (N)</b>										
8	T	1312	2.4	0.809	25.2	LOS C	234	0.83	0.77	35.4
9	R	309	2.8	1.302	352.9	LOS F	204	1.00	1.72	5.7
<b>Approach</b>		<b>1621</b>	<b>2.4</b>	<b>1.301</b>	<b>61.3</b>	<b>LOS E</b>	<b>234</b>	<b>0.85</b>	<b>0.87</b>	<b>22.4</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	255	3.5	0.306	8.6	LOS A	17	0.18	0.64	48.7
11	T	53	0.0	0.138	42.6	LOS D	26	0.86	0.66	27.6
12	R	256	0.0	0.499	53.5	LOS D	79	0.92	0.79	24.4
<b>Approach</b>		<b>563</b>	<b>1.6</b>	<b>0.499</b>	<b>32.2</b>	<b>LOS C</b>	<b>79</b>	<b>0.58</b>	<b>0.71</b>	<b>32.0</b>
<b>Nicklin Way (S) Bus Lane Entry</b>										
30	L	1	100.0	0.022	26.7	LOS C	7	0.55	0.69	36.6
31	T	11	100.0	0.022	25.9	LOS C	7	0.55	0.68	36.8
<b>Approach</b>		<b>12</b>	<b>100.0</b>	<b>0.022</b>	<b>25.9</b>	<b>LOS C</b>	<b>7</b>	<b>0.55</b>	<b>0.68</b>	<b>36.8</b>
<b>All Vehicles</b>		<b>3529</b>	<b>2.7</b>	<b>1.302</b>	<b>41.8</b>	<b>LOS D</b>	<b>234</b>	<b>0.72</b>	<b>0.72</b>	<b>27.9</b>

### 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	48.6	LOS E	0	0.90	0.90
P7	53	21.0	LOS C	0	0.59	0.59
<b>All Peds</b>	<b>159</b>	<b>29.3</b>	<b>LOS C</b>	<b>0</b>	<b>0.68</b>	<b>0.68</b>

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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# Movement Summary

## Erang Street / Nicklin Way

### 2026\_AM - Base

Signalised - Fixed time

Cycle Time = 110 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)
<b>Nicklin Way (S)</b>										
1	L	359	7.0	0.290	8.2	LOS A	15	0.15	0.64	49.0
2	T	1747	3.9	0.983	59.8	LOS E	454	1.00	1.25	22.7
<b>Approach</b>		<b>2106</b>	<b>4.4</b>	<b>0.983</b>	<b>51.0</b>	<b>LOS D</b>	<b>454</b>	<b>0.85</b>	<b>1.15</b>	<b>25.0</b>
<b>Nicklin Way (N)</b>										
8	T	1387	4.5	0.525	1.7	LOS A	44	0.12	0.11	57.3
9	R	323	3.9	1.000#	53.8	LOS D	113	1.00	0.84	24.2
<b>Approach</b>		<b>1711</b>	<b>4.4</b>	<b>1.000</b>	<b>10.2</b>	<b>LOS B</b>	<b>113</b>	<b>0.26</b>	<b>0.23</b>	<b>46.9</b>
<b>Erang Street (W)</b>										
10	L	262	2.3	0.284	8.1	LOS A	10	0.16	0.64	48.9
12	R	134	8.2	0.445	53.0	LOS D	62	0.94	0.80	24.6
<b>Approach</b>		<b>396</b>	<b>4.3</b>	<b>0.445</b>	<b>23.3</b>	<b>LOS C</b>	<b>62</b>	<b>0.42</b>	<b>0.69</b>	<b>36.7</b>
<b>All Vehicles</b>		<b>4213</b>	<b>4.4</b>	<b>1.000</b>	<b>31.8</b>	<b>LOS C</b>	<b>454</b>	<b>0.57</b>	<b>0.73</b>	<b>32.0</b>

### 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	1	49.2	LOS E	0	0.95	0.95
P7	1	19.2	LOS B	0	0.59	0.59
<b>All Peds</b>	<b>2</b>	<b>34.2</b>	<b>LOS D</b>	<b>0</b>	<b>0.77</b>	<b>0.77</b>

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: 2026\_PM

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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### 2026\_AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	219	8.2	0.233	11.7	LOS B	34	0.33	0.68	45.6
2	T	1941	3.5	0.965	46.8	LOS D	487	1.00	1.16	26.2
3	R	1	0.0	0.010	27.8	LOS C	0	0.53	0.69	34.1
<b>Approach</b>		<b>2161</b>	<b>4.0</b>	<b>0.965</b>	<b>43.3</b>	<b>LOS D</b>	<b>487</b>	<b>0.93</b>	<b>1.12</b>	<b>27.4</b>
<b>Nicklin Way (N)</b>										
8	T	1477	4.9	0.564	3.0	LOS A	48	0.22	0.20	55.4
9	R	323	2.2	0.978	97.1	LOS F	185	1.00	1.22	16.4
<b>Approach</b>		<b>1800</b>	<b>4.4</b>	<b>0.978</b>	<b>19.9</b>	<b>LOS B</b>	<b>185</b>	<b>0.36</b>	<b>0.38</b>	<b>38.8</b>
<b>Lake Kawana Blvd (W)</b>										
10	L	220	1.8	0.468	27.8	LOS C	67	0.69	0.76	34.2
12	R	147	5.4	0.315	58.7	LOS E	42	0.94	0.76	23.1
<b>Approach</b>		<b>367</b>	<b>3.3</b>	<b>0.468</b>	<b>40.2</b>	<b>LOS D</b>	<b>67</b>	<b>0.79</b>	<b>0.76</b>	<b>28.7</b>
<b>All Vehicles</b>		<b>4328</b>	<b>4.1</b>	<b>0.978</b>	<b>33.3</b>	<b>LOS C</b>	<b>487</b>	<b>0.68</b>	<b>0.78</b>	<b>31.4</b>

### 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	54.2	LOS E	0	0.95	0.95
P7	53	18.1	LOS B	0	0.55	0.55
<b>All Peds</b>	<b>90</b>	<b>33.0</b>	<b>LOS D</b>	<b>0</b>	<b>0.71</b>	<b>0.71</b>

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: 2026\_AM

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# Movement Summary

## Nicklin Way / Palkana Drive / Kawana Island Blvd

### 2026 AM - Base

Signalised - Fixed time

Cycle Time = 110 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)
<b>Nicklin Way (S)</b>										
1	L	324	1.9	0.441	8.8	LOS A	25	0.23	0.66	48.3
2	T	1621	3.5	0.776	23.4	LOS C	193	0.77	0.70	36.5
3	R	22	4.5	0.149	60.6	LOS E	13	0.96	0.71	22.6
<b>Approach</b>		<b>1967</b>	<b>3.2</b>	<b>0.776</b>	<b>21.4</b>	<b>LOS C</b>	<b>193</b>	<b>0.68</b>	<b>0.69</b>	<b>37.8</b>
<b>Palkana Drive (E)</b>										
4	L	49	4.1	0.386	35.6	LOS D	33	0.94	0.76	30.5
5	T	47	2.1	0.386	27.6	LOS C	33	0.94	0.72	34.1
6	R	32	0.0	0.321	65.5	LOS E	18	1.00	0.72	21.5
<b>Approach</b>		<b>128</b>	<b>2.3</b>	<b>0.386</b>	<b>40.2</b>	<b>LOS D</b>	<b>33</b>	<b>0.96</b>	<b>0.74</b>	<b>28.6</b>
<b>Nicklin Way (N)</b>										
7	L	15	6.7	0.010	8.3	LOS A	1	0.13	0.62	49.0
8	T	1511	4.8	0.911	38.2	LOS D	306	0.96	1.01	29.3
9	R	137	1.5	0.915	77.0	LOS E	74	1.00	1.03	19.4
<b>Approach</b>		<b>1663</b>	<b>4.6</b>	<b>0.916</b>	<b>41.1</b>	<b>LOS D</b>	<b>306</b>	<b>0.96</b>	<b>1.01</b>	<b>28.2</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	315	2.2	0.909	20.4	LOS C	69	0.51	0.76	38.7
11	T	40	2.5	0.101	37.9	LOS D	18	0.84	0.63	29.4
12	R	266	2.3	0.500	49.0	LOS D	76	0.91	0.79	25.7
<b>Approach</b>		<b>620</b>	<b>2.3</b>	<b>0.909</b>	<b>33.8</b>	<b>LOS C</b>	<b>76</b>	<b>0.71</b>	<b>0.77</b>	<b>31.3</b>
<b>All Vehicles</b>		<b>4378</b>	<b>3.6</b>	<b>0.915</b>	<b>31.2</b>	<b>LOS C</b>	<b>306</b>	<b>0.80</b>	<b>0.82</b>	<b>32.4</b>

### 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	18.6	LOS B	0	0.58	0.58
P5	53	48.2	LOS E	0	0.94	0.94
P7	53	22.9	LOS C	0	0.65	0.65

<b>All Peds</b>	<b>159</b>	<b>29.9</b>	<b>LOS C</b>	<b>0</b>	<b>0.72</b>	<b>0.72</b>
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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



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# Movement Summary

## Main Drive / Wyanda Street / Nicklin Way

### 2026 AM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	167	3.6	0.603	28.8	LOS C	53	0.63	0.76	33.5
2	T	1912	3.2	1.081	141.9	LOS F	739	1.00	1.74	12.2
3	R	32	0.0	0.149	51.9	LOS D	16	0.86	0.72	24.8
<b>Approach</b>		<b>2111</b>	<b>3.2</b>	<b>1.081</b>	<b>131.6</b>	<b>LOS F</b>	<b>739</b>	<b>0.97</b>	<b>1.65</b>	<b>13.0</b>
<b>Wyanda Drive (E)</b>										
4	L	209	1.9	0.641	55.7	LOS E	103	0.97	0.83	23.7
5	T	35	0.0	0.641	47.4	LOS D	103	0.97	0.81	26.1
6	R	3	0.0	0.018	49.0	LOS D	2	0.82	0.65	25.7
<b>Approach</b>		<b>246</b>	<b>1.6</b>	<b>0.641</b>	<b>54.4</b>	<b>LOS D</b>	<b>103</b>	<b>0.97</b>	<b>0.83</b>	<b>24.0</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.003	26.4	LOS C	0	0.55	0.63	34.7
8	T	899	1.1	0.413	23.1	LOS C	110	0.72	0.62	36.7
9	R	543	1.2	1.014	115.8	LOS F	211	1.00	1.31	14.4
<b>Approach</b>		<b>1443</b>	<b>1.1</b>	<b>1.014</b>	<b>45.0</b>	<b>LOS D</b>	<b>211</b>	<b>0.78</b>	<b>0.79</b>	<b>26.8</b>
<b>Main Drive (W)</b>										
10	L	165	4.2	0.118	8.1	LOS A	6	0.12	0.63	49.1
11	T	15	0.0	0.774	65.2	LOS E	52	1.00	0.90	21.5
12	R	69	8.7	0.772	73.4	LOS E	52	1.00	0.90	20.0
<b>Approach</b>		<b>249</b>	<b>5.2</b>	<b>0.772</b>	<b>29.6</b>	<b>LOS C</b>	<b>52</b>	<b>0.41</b>	<b>0.72</b>	<b>33.3</b>
<b>All Vehicles</b>		<b>4049</b>	<b>2.5</b>	<b>1.081</b>	<b>89.8</b>	<b>LOS F</b>	<b>739</b>	<b>0.87</b>	<b>1.23</b>	<b>17.3</b>

### 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	21.0	LOS C	0	0.59	0.59
P7	53	20.4	LOS C	0	0.58	0.58

<b>All Peds</b>	<b>159</b>	<b>31.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.71</b>	<b>0.71</b>
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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: BY2026\_AM

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# Movement Summary

## Nicklin Way / Pt Carwright / Marawa

### 2026\_AM - Base

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)
<b>Marara Drive (S)</b>										
1	L	15	0.0	0.172	70.5	LOS E	10	0.99	0.69	20.4
2	T	1	0.0	0.172	62.3	LOS E	10	0.99	0.68	22.1
3	R	11	0.0	0.118	69.5	LOS E	7	0.98	0.68	20.8
<b>Approach</b>		<b>27</b>	<b>0.0</b>	<b>0.172</b>	<b>69.8</b>	<b>LOS E</b>	<b>10</b>	<b>0.99</b>	<b>0.68</b>	<b>20.6</b>
<b>Nicklin Way (E)</b>										
4	L	7	0.0	0.041	20.2	LOS C	2	0.58	0.66	38.5
5	T	1574	3.9	0.632	24.3	LOS C	152	0.72	0.64	36.0
6	R	265	3.0	0.845	72.8	LOS E	76	1.00	0.92	20.1
<b>Approach</b>		<b>1846</b>	<b>3.8</b>	<b>0.845</b>	<b>31.2</b>	<b>LOS C</b>	<b>152</b>	<b>0.76</b>	<b>0.68</b>	<b>32.3</b>
<b>Point Cartwright Drive (N)</b>										
7	L	197	2.5	0.318	17.1	LOS B	47	0.50	0.72	41.0
8	T	3	0.0	0.469	39.8	LOS D	86	0.82	0.69	28.6
9	R	455	2.6	0.470	47.5	LOS D	86	0.82	0.80	26.3
<b>Approach</b>		<b>655</b>	<b>2.6</b>	<b>0.470</b>	<b>38.3</b>	<b>LOS D</b>	<b>86</b>	<b>0.72</b>	<b>0.77</b>	<b>29.5</b>
<b>Nicklin Way (W)</b>										
10	L	558	2.2	0.859	50.6	LOS D	224	0.96	0.96	25.1
11	T	1757	4.3	0.859	37.6	LOS D	253	0.90	0.88	29.5
12	R	23	0.0	0.249	70.7	LOS E	14	0.99	0.71	20.5
<b>Approach</b>		<b>2338</b>	<b>3.7</b>	<b>0.859</b>	<b>41.0</b>	<b>LOS D</b>	<b>253</b>	<b>0.92</b>	<b>0.90</b>	<b>28.2</b>
<b>All Vehicles</b>		<b>4866</b>	<b>3.6</b>	<b>0.859</b>	<b>37.1</b>	<b>LOS D</b>	<b>253</b>	<b>0.83</b>	<b>0.80</b>	<b>29.7</b>

### 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	23.4	LOS C	0	0.62	0.62
P3	18	54.1	LOS E	0	0.95	0.95
P5	9	28.7	LOS C	0	0.69	0.69

<b>All Peds</b>	<b>80</b>	<b>30.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.71</b>	<b>0.71</b>
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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: 2026\_AM

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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2026 AM - Base

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)
<b>Alexandra Parade (SE)</b>										
21	L	34	0.0	0.663	31.3	LOS C	75	0.95	0.86	32.2
22	T	618	1.3	0.663	23.1	LOS C	76	0.95	0.83	36.7
<b>Approach</b>		<b>651</b>	<b>1.2</b>	<b>0.663</b>	<b>23.5</b>	<b>LOS C</b>	<b>76</b>	<b>0.95</b>	<b>0.83</b>	<b>36.4</b>
<b>Alexandra Parade (NW)</b>										
28	T	840	1.0	0.553	11.3	LOS B	87	0.72	0.62	45.8
29	R	169	0.0	0.683	37.7	LOS D	47	1.00	0.86	29.5
<b>Approach</b>		<b>1009</b>	<b>0.8</b>	<b>0.683</b>	<b>15.7</b>	<b>LOS B</b>	<b>87</b>	<b>0.77</b>	<b>0.66</b>	<b>41.9</b>
<b>Pacific Terrace (SW)</b>										
30	L	95	7.4	0.117	10.0	LOS B	8	0.37	0.67	47.2
32	R	17	5.9	0.029	23.6	LOS C	4	0.71	0.70	36.5
<b>Approach</b>		<b>111</b>	<b>7.2</b>	<b>0.117</b>	<b>12.1</b>	<b>LOS B</b>	<b>8</b>	<b>0.42</b>	<b>0.67</b>	<b>45.2</b>
<b>All Vehicles</b>		<b>1771</b>	<b>1.4</b>	<b>0.683</b>	<b>18.4</b>	<b>LOS B</b>	<b>87</b>	<b>0.81</b>	<b>0.73</b>	<b>39.9</b>

### 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
<b>All Peds</b>	<b>106</b>	<b>22.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.86</b>	<b>0.86</b>

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: 2026\_AM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2026 AM\7144 (Alexandra\_Pacific).aap  
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# Movement Summary

## Erang Street / Nicklin Way

### 2026\_PM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	414	4.3	0.521	9.5	LOS A	43	0.26	0.67	47.7
2	T	1597	5.3	0.917	39.0	LOS D	349	0.96	1.01	28.9
<b>Approach</b>		<b>2011</b>	<b>5.1</b>	<b>0.917</b>	<b>33.0</b>	<b>LOS C</b>	<b>349</b>	<b>0.81</b>	<b>0.94</b>	<b>31.5</b>
<b>Nicklin Way (N)</b>										
8	T	1775	2.1	0.649	3.4	LOS A	61	0.26	0.24	54.8
9	R	309	2.6	0.904	74.3	LOS E	157	1.00	1.07	19.8
<b>Approach</b>		<b>2084</b>	<b>2.2</b>	<b>0.904</b>	<b>13.9</b>	<b>LOS B</b>	<b>157</b>	<b>0.37</b>	<b>0.36</b>	<b>43.4</b>
<b>Erang Street (W)</b>										
10	L	232	1.3	0.273	21.1	LOS C	59	0.59	0.75	38.1
12	R	237	3.0	0.824	67.2	LOS E	114	1.00	0.95	21.2
<b>Approach</b>		<b>467</b>	<b>2.1</b>	<b>0.824</b>	<b>44.4</b>	<b>LOS D</b>	<b>114</b>	<b>0.79</b>	<b>0.85</b>	<b>27.2</b>
<b>All Vehicles</b>		<b>4562</b>	<b>3.5</b>	<b>0.917</b>	<b>25.4</b>	<b>LOS C</b>	<b>349</b>	<b>0.61</b>	<b>0.67</b>	<b>35.3</b>

### 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	1	54.2	LOS E	0	0.95	0.95
P7	1	21.0	LOS C	0	0.59	0.59
<b>All Peds</b>	<b>2</b>	<b>37.6</b>	<b>LOS D</b>	<b>0</b>	<b>0.77</b>	<b>0.77</b>

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: Overflow fixed - 2026\_PM

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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### 2026\_PM - Base

Signalised - Fixed time

Cycle Time = 100 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)
<b>Nicklin Way (S)</b>										
1	L	235	3.0	0.224	10.6	LOS B	28	0.32	0.68	46.6
2	T	1591	2.5	0.897	31.2	LOS C	276	0.93	0.97	32.3
3	R	1	0.0	0.007	34.2	LOS C	0	0.68	0.67	31.0
<b>Approach</b>		<b>1826</b>	<b>2.6</b>	<b>0.897</b>	<b>28.6</b>	<b>LOS C</b>	<b>276</b>	<b>0.85</b>	<b>0.93</b>	<b>33.6</b>
<b>Nicklin Way (N)</b>										
8	T	1709	2.6	0.727	5.2	LOS A	92	0.40	0.36	52.5
9	R	276	2.5	0.901	65.8	LOS E	121	1.00	1.07	21.4
<b>Approach</b>		<b>1984</b>	<b>2.6</b>	<b>0.901</b>	<b>13.6</b>	<b>LOS B</b>	<b>121</b>	<b>0.48</b>	<b>0.46</b>	<b>43.7</b>
<b>Lake Kawana Blvd (W)</b>										
10	L	299	2.0	0.507	19.4	LOS B	66	0.62	0.76	39.3
12	R	540	1.3	0.869	60.0	LOS E	125	0.99	1.02	22.8
<b>Approach</b>		<b>839</b>	<b>1.5</b>	<b>0.870</b>	<b>45.5</b>	<b>LOS D</b>	<b>125</b>	<b>0.86</b>	<b>0.93</b>	<b>26.8</b>
<b>All Vehicles</b>		<b>4649</b>	<b>2.4</b>	<b>0.901</b>	<b>25.2</b>	<b>LOS C</b>	<b>276</b>	<b>0.69</b>	<b>0.73</b>	<b>35.5</b>

### 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	42.3	LOS E	0	0.92	0.92
P7	53	19.8	LOS B	0	0.63	0.63
<b>All Peds</b>	<b>90</b>	<b>29.1</b>	<b>LOS C</b>	<b>0</b>	<b>0.75</b>	<b>0.75</b>

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: 2026\_PM

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# Movement Summary

## Nicklin Way / Palkana Drive / Kawana Island Blvd

### 2026\_PM - Base

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)
<b>Nicklin Way (S)</b>										
1	L	376	1.1	0.507	9.0	LOS A	29	0.27	0.67	48.1
2	T	1727	3.1	0.771	22.1	LOS C	210	0.73	0.66	37.3
3	R	41	2.4	0.298	67.2	LOS E	24	0.98	0.74	21.2
<b>Approach</b>		<b>2145</b>	<b>2.8</b>	<b>0.771</b>	<b>20.7</b>	<b>LOS C</b>	<b>210</b>	<b>0.66</b>	<b>0.66</b>	<b>38.3</b>
<b>Palkana Drive (E)</b>										
4	L	23	8.7	0.259	45.5	LOS D	26	0.93	0.73	26.8
5	T	32	3.1	0.258	37.3	LOS D	26	0.93	0.69	29.6
6	R	19	0.0	0.178	68.8	LOS E	12	0.98	0.70	20.8
<b>Approach</b>		<b>74</b>	<b>4.1</b>	<b>0.258</b>	<b>47.9</b>	<b>LOS D</b>	<b>26</b>	<b>0.95</b>	<b>0.71</b>	<b>26.0</b>
<b>Nicklin Way (N)</b>										
7	L	29	3.4	0.019	8.3	LOS A	2	0.14	0.62	49.0
8	T	1713	2.8	1.033	93.7	LOS F	602	1.00	1.46	16.8
9	R	315	2.2	1.301	353.1	LOS F	204	1.00	1.72	5.7
<b>Approach</b>		<b>2057</b>	<b>2.7</b>	<b>1.301</b>	<b>115.0</b>	<b>LOS F</b>	<b>602</b>	<b>0.99</b>	<b>1.47</b>	<b>14.4</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	184	1.6	0.578	15.5	LOS B	39	0.46	0.71	42.2
11	T	45	2.2	0.119	42.4	LOS D	22	0.85	0.65	27.7
12	R	272	2.2	0.539	53.9	LOS D	85	0.93	0.80	24.3
<b>Approach</b>		<b>500</b>	<b>2.0</b>	<b>0.578</b>	<b>38.7</b>	<b>LOS D</b>	<b>85</b>	<b>0.75</b>	<b>0.75</b>	<b>29.2</b>
<b>All Vehicles</b>		<b>4776</b>	<b>2.7</b>	<b>1.301</b>	<b>63.6</b>	<b>LOS E</b>	<b>602</b>	<b>0.81</b>	<b>1.02</b>	<b>21.9</b>

### 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

<b>All Peds</b>	<b>159</b>	<b>30.9</b>	<b>LOS D</b>	<b>0</b>	<b>0.70</b>	<b>0.70</b>
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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



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Site: 2026\_PM

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# Movement Summary

## Main Drive / Wyanda Street / Nicklin Way

### 2026\_PM - Base

Signalised - Fixed time

Cycle Time = 110 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)
<b>Nicklin Way (S)</b>										
1	L	78	5.1	0.274	27.7	LOS C	25	0.62	0.74	34.1
2	T	1613	2.7	0.954	59.4	LOS E	396	1.00	1.20	22.8
3	R	26	3.8	0.119	50.5	LOS D	13	0.88	0.71	25.2
<b>Approach</b>		<b>1716</b>	<b>2.8</b>	<b>0.954</b>	<b>57.9</b>	<b>LOS E</b>	<b>396</b>	<b>0.98</b>	<b>1.17</b>	<b>23.2</b>
<b>Wyanda Drive (E)</b>										
4	L	41	0.0	0.148	44.0	LOS D	27	0.83	0.76	27.1
5	T	24	0.0	0.148	35.8	LOS D	27	0.83	0.64	30.2
6	R	1	0.0	0.007	45.7	LOS D	0	0.81	0.63	26.7
<b>Approach</b>		<b>66</b>	<b>0.0</b>	<b>0.148</b>	<b>41.1</b>	<b>LOS D</b>	<b>27</b>	<b>0.83</b>	<b>0.71</b>	<b>28.2</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.003	26.3	LOS C	0	0.58	0.63	34.7
8	T	1474	2.7	0.582	25.0	LOS C	147	0.81	0.72	35.6
9	R	277	2.5	0.929	76.5	LOS E	136	1.00	1.11	19.4
<b>Approach</b>		<b>1751</b>	<b>2.7</b>	<b>0.929</b>	<b>33.1</b>	<b>LOS C</b>	<b>147</b>	<b>0.84</b>	<b>0.78</b>	<b>31.4</b>
<b>Main Drive (W)</b>										
10	L	474	3.8	0.338	8.2	LOS A	20	0.16	0.64	48.9
11	T	35	0.0	0.962	84.4	LOS F	130	1.00	1.20	18.1
12	R	194	1.0	0.962	92.3	LOS F	130	1.00	1.20	17.0
<b>Approach</b>		<b>703</b>	<b>2.8</b>	<b>0.962</b>	<b>35.2</b>	<b>LOS D</b>	<b>130</b>	<b>0.43</b>	<b>0.82</b>	<b>30.6</b>
<b>All Vehicles</b>		<b>4236</b>	<b>2.7</b>	<b>0.962</b>	<b>43.6</b>	<b>LOS D</b>	<b>396</b>	<b>0.83</b>	<b>0.95</b>	<b>27.3</b>

### 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	48.2	LOS E	0	0.94	0.94
P3	53	21.0	LOS C	0	0.62	0.62
P7	53	20.4	LOS C	0	0.61	0.61

<b>All Peds</b>	<b>159</b>	<b>29.9</b>	<b>LOS C</b>	<b>0</b>	<b>0.72</b>	<b>0.72</b>
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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



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# Movement Summary

## Nicklin Way / Pt Carwright / Marawa

2026\_PM

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)
<b>Marara Drive (S)</b>										
1	L	17	0.0	0.193	70.7	LOS E	11	0.99	0.70	20.3
2	T	1	0.0	0.194	62.5	LOS E	11	0.99	0.69	22.1
3	R	16	0.0	0.172	69.9	LOS E	10	0.99	0.69	20.7
<b>Approach</b>		<b>34</b>	<b>0.0</b>	<b>0.193</b>	<b>70.1</b>	<b>LOS E</b>	<b>11</b>	<b>0.99</b>	<b>0.69</b>	<b>20.6</b>
<b>Nicklin Way (E)</b>										
4	L	4	0.0	0.024	21.5	LOS C	1	0.60	0.65	37.7
5	T	1726	2.8	0.731	28.4	LOS C	184	0.81	0.73	33.7
6	R	144	2.1	0.792	75.6	LOS E	44	1.00	0.85	19.6
<b>Approach</b>		<b>1874</b>	<b>2.8</b>	<b>0.792</b>	<b>32.0</b>	<b>LOS C</b>	<b>184</b>	<b>0.83</b>	<b>0.74</b>	<b>31.9</b>
<b>Point Cartwright Drive (N)</b>										
7	L	319	0.3	0.521	18.2	LOS B	77	0.57	0.76	40.1
8	T	2	0.0	0.762	44.9	LOS D	171	0.95	0.88	26.9
9	R	863	1.6	0.806	52.5	LOS D	171	0.95	0.91	24.8
<b>Approach</b>		<b>1184</b>	<b>1.3</b>	<b>0.806</b>	<b>43.3</b>	<b>LOS D</b>	<b>171</b>	<b>0.85</b>	<b>0.87</b>	<b>27.6</b>
<b>Nicklin Way (W)</b>										
10	L	337	0.9	0.625	37.4	LOS D	103	0.72	0.81	29.6
11	T	1954	2.9	0.825	32.3	LOS C	233	0.89	0.84	31.8
12	R	31	0.0	0.335	71.3	LOS E	19	1.00	0.72	20.4
<b>Approach</b>		<b>2322</b>	<b>2.6</b>	<b>0.825</b>	<b>33.6</b>	<b>LOS C</b>	<b>233</b>	<b>0.87</b>	<b>0.83</b>	<b>31.2</b>
<b>All Vehicles</b>		<b>5414</b>	<b>2.3</b>	<b>0.825</b>	<b>35.4</b>	<b>LOS D</b>	<b>233</b>	<b>0.85</b>	<b>0.81</b>	<b>30.5</b>

### 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	25.4	LOS C	0	0.65	0.65
P3	18	51.3	LOS E	0	0.93	0.93
P5	9	27.3	LOS C	0	0.68	0.68

<b>All Peds</b>	<b>80</b>	<b>31.4</b>	<b>LOS D</b>	<b>0</b>	<b>0.71</b>	<b>0.71</b>
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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: 2026\_PM

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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2026 PM - Base

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)
<b>Alexandra Parade (SE)</b>										
21	L	31	0.0	0.872	41.8	LOS D	101	1.00	1.07	27.9
22	T	714	1.3	0.874	33.5	LOS C	103	1.00	1.07	31.2
<b>Approach</b>		<b>744</b>	<b>1.2</b>	<b>0.873</b>	<b>33.9</b>	<b>LOS C</b>	<b>103</b>	<b>1.00</b>	<b>1.07</b>	<b>31.1</b>
<b>Alexandra Parade (NW)</b>										
28	T	1077	0.7	0.707	12.6	LOS B	118	0.79	0.70	44.6
29	R	251	0.0	0.811	39.5	LOS D	69	1.00	0.97	28.8
<b>Approach</b>		<b>1327</b>	<b>0.6</b>	<b>0.811</b>	<b>17.7</b>	<b>LOS B</b>	<b>118</b>	<b>0.83</b>	<b>0.75</b>	<b>40.4</b>
<b>Pacific Terrace (SW)</b>										
30	L	98	7.1	0.124	10.6	LOS B	9	0.41	0.68	46.6
32	R	14	7.1	0.024	23.6	LOS C	3	0.71	0.69	36.5
<b>Approach</b>		<b>112</b>	<b>7.1</b>	<b>0.124</b>	<b>12.2</b>	<b>LOS B</b>	<b>9</b>	<b>0.45</b>	<b>0.68</b>	<b>45.1</b>
<b>All Vehicles</b>		<b>2183</b>	<b>1.1</b>	<b>0.874</b>	<b>22.9</b>	<b>LOS C</b>	<b>118</b>	<b>0.87</b>	<b>0.86</b>	<b>36.8</b>

### 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	21.7	LOS C	0	0.85	0.85
<b>All Peds</b>	<b>106</b>	<b>23.0</b>	<b>LOS C</b>	<b>0</b>	<b>0.88</b>	<b>0.88</b>

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: 2026\_PM

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\Base Models and phasing\2026 PM\7144 (Alexandra\_Pacific).aap  
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# Movement Summary

## Nicklin Wy / Erang St

### Opt2026\_PM\_7219

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)
<b>Nicklin Way (S)</b>										
2	T	1845	4.4	0.797	11.4	LOS B	222	0.58	0.54	45.7
<b>Approach</b>		<b>1845</b>	<b>4.4</b>	<b>0.797</b>	<b>11.4</b>	<b>LOS B</b>	<b>222</b>	<b>0.58</b>	<b>0.54</b>	<b>45.7</b>
<b>Nicklin Way (N) Bus Lane Exit</b>										
25	T	1	100.0	0.001	15.5	LOS B	0	0.24	0.66	43.6
<b>Approach</b>		<b>1</b>	<b>100.0</b>	<b>0.001</b>	<b>15.5</b>	<b>LOS B</b>	<b>0</b>	<b>0.24</b>	<b>0.66</b>	<b>43.6</b>
<b>Nicklin Way (N)</b>										
8	T	1289	4.5	0.440	1.4	LOS A	34	0.09	0.09	57.8
9	R	324	2.8	0.767	72.2	LOS E	86	1.00	0.87	20.2
<b>Approach</b>		<b>1614</b>	<b>4.2</b>	<b>0.767</b>	<b>15.6</b>	<b>LOS B</b>	<b>86</b>	<b>0.28</b>	<b>0.24</b>	<b>42.0</b>
<b>Erang Street (W)</b>										
10	L	249	2.0	0.427	17.6	LOS B	62	0.58	0.76	40.7
12	R	146	19.9	0.473	64.8	LOS E	66	0.95	0.77	21.8
<b>Approach</b>		<b>395</b>	<b>8.6</b>	<b>0.473</b>	<b>35.1</b>	<b>LOS D</b>	<b>66</b>	<b>0.72</b>	<b>0.77</b>	<b>30.8</b>
<b>Nicklin Way (S) Bus Lane Exit</b>										
30	L	399	7.0	0.276	9.7	LOS A	14	0.07	0.67	47.8
31	T	1	100.0	0.274	11.7	LOS B	14	0.07	0.64	46.7
<b>Approach</b>		<b>400</b>	<b>7.2</b>	<b>0.276</b>	<b>9.7</b>	<b>LOS A</b>	<b>14</b>	<b>0.07</b>	<b>0.67</b>	<b>47.8</b>
<b>All Vehicles</b>		<b>4255</b>	<b>5.0</b>	<b>0.797</b>	<b>15.0</b>	<b>LOS B</b>	<b>222</b>	<b>0.43</b>	<b>0.46</b>	<b>42.5</b>

### 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	59.1	LOS E	0	0.95	0.95
P7	53	13.8	LOS B	0	0.46	0.46
<b>All Peds</b>	<b>106</b>	<b>36.5</b>	<b>LOS D</b>	<b>0</b>	<b>0.71</b>	<b>0.71</b>

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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



Site: BY2026\_AM\_7219

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AM\7219 (Nicklin\_Erang).aap

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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### Opt2026\_AM\_7231

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)
<b>Nicklin Way (S)</b>										
1	L	553	4.3	0.638	13.3	LOS B	92	0.44	0.72	44.1
2	T	1635	4.6	0.937	44.2	LOS D	379	0.98	1.08	27.1
3	R	1	0.0	0.007	31.8	LOS C	0	0.59	0.68	32.3
<b>Approach</b>		<b>2188</b>	<b>4.5</b>	<b>0.937</b>	<b>36.4</b>	<b>LOS D</b>	<b>379</b>	<b>0.85</b>	<b>0.99</b>	<b>30.0</b>
<b>Nicklin Way (N)</b>										
8	T	1372	4.7	0.534	3.1	LOS A	42	0.20	0.19	55.2
9	R	357	3.1	0.921	75.9	LOS E	182	1.00	1.10	19.6
<b>Approach</b>		<b>1728</b>	<b>4.3</b>	<b>0.921</b>	<b>18.2</b>	<b>LOS B</b>	<b>182</b>	<b>0.37</b>	<b>0.37</b>	<b>40.1</b>
<b>Lake Kawana Bvd (W)</b>										
10	L	182	1.6	0.344	21.5	LOS C	48	0.58	0.73	37.9
12	R	145	10.3	0.272	54.4	LOS D	44	0.90	0.76	24.3
<b>Approach</b>		<b>328</b>	<b>5.5</b>	<b>0.344</b>	<b>36.1</b>	<b>LOS D</b>	<b>48</b>	<b>0.72</b>	<b>0.74</b>	<b>30.3</b>
<b>All Vehicles</b>		<b>4244</b>	<b>4.5</b>	<b>0.937</b>	<b>29.0</b>	<b>LOS C</b>	<b>379</b>	<b>0.64</b>	<b>0.72</b>	<b>33.5</b>

### 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	64	54.2	LOS E	0	0.95	0.95
P7	91	22.8	LOS C	0	0.62	0.62
<b>All Peds</b>	<b>155</b>	<b>35.8</b>	<b>LOS D</b>	<b>0</b>	<b>0.75</b>	<b>0.75</b>

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: BY2026\_AM\_7231

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AM\7231 (Nicklin\_LakeKawana).aap

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# Movement Summary

## Nicklin Way / Palkana Dr / Kawana Island Boulevard

Opt2026\_AM\_7214

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)
<b>Nicklin Way (S)</b>										
2	T	1595	3.8	0.709	21.3	LOS C	182	0.69	0.62	37.9
3	R	22	4.5	0.162	66.3	LOS E	13	0.95	0.71	21.4
<b>Approach</b>		<b>1617</b>	<b>3.8</b>	<b>0.709</b>	<b>21.9</b>	<b>LOS C</b>	<b>182</b>	<b>0.69</b>	<b>0.62</b>	<b>37.5</b>
<b>Palkana Drive (E)</b>										
4	L	49	4.1	0.537	46.8	LOS D	36	0.99	0.82	26.4
5	T	47	2.1	0.536	38.8	LOS D	36	0.99	0.82	29.0
6	R	32	0.0	0.300	69.8	LOS E	20	0.99	0.72	20.6
<b>Approach</b>		<b>128</b>	<b>2.3</b>	<b>0.536</b>	<b>49.6</b>	<b>LOS D</b>	<b>36</b>	<b>0.99</b>	<b>0.80</b>	<b>25.4</b>
<b>Nicklin Way (N) Bus Lane Entry</b>										
24	L	1	100.0	0.004	23.3	LOS C	1	0.51	0.64	38.5
25	T	1	100.0	0.004	22.5	LOS C	1	0.51	0.64	38.8
<b>Approach</b>		<b>2</b>	<b>100.0</b>	<b>0.004</b>	<b>22.9</b>	<b>LOS C</b>	<b>1</b>	<b>0.51</b>	<b>0.64</b>	<b>38.6</b>
<b>Nicklin Way (N)</b>										
8	T	1354	4.4	0.765	23.1	LOS C	206	0.78	0.70	36.7
9	R	132	1.5	0.956	91.1	LOS F	80	1.00	1.08	17.2
<b>Approach</b>		<b>1485</b>	<b>4.1</b>	<b>0.956</b>	<b>29.1</b>	<b>LOS C</b>	<b>206</b>	<b>0.80</b>	<b>0.74</b>	<b>33.4</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	315	3.5	0.319	8.2	LOS A	16	0.16	0.64	48.9
11	T	40	2.5	0.106	42.2	LOS D	20	0.85	0.64	27.8
12	R	265	2.3	0.525	53.8	LOS D	83	0.93	0.80	24.3
<b>Approach</b>		<b>620</b>	<b>2.9</b>	<b>0.525</b>	<b>29.9</b>	<b>LOS C</b>	<b>83</b>	<b>0.53</b>	<b>0.71</b>	<b>33.0</b>
<b>Nicklin Way (S) Bus Lane Entry</b>										
30	L	321	1.9	0.239	11.4	LOS B	40	0.29	0.72	45.9
31	T	11	100.0	0.238	13.5	LOS B	40	0.29	0.69	45.0
<b>Approach</b>		<b>332</b>	<b>5.1</b>	<b>0.239</b>	<b>11.5</b>	<b>LOS B</b>	<b>40</b>	<b>0.29</b>	<b>0.71</b>	<b>45.9</b>
<b>All Vehicles</b>		<b>4184</b>	<b>3.9</b>	<b>0.956</b>	<b>25.6</b>	<b>LOS C</b>	<b>206</b>	<b>0.68</b>	<b>0.69</b>	<b>35.3</b>

### 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	48.6	LOS E	0	0.90	0.90
P7	53	21.0	LOS C	0	0.59	0.59
<b>All Peds</b>	<b>159</b>	<b>29.3</b>	<b>LOS C</b>	<b>0</b>	<b>0.68</b>	<b>0.68</b>

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: BY2026\_AM\_7214

J:\A605-TPL\PROJ\2134227A\_SCO\_CALOUNDRA\05\_WrkPapers\Traffic\SIDRA\Vissim Sidras\WithCoastConnect\2026

AM\7214 (Nicklin\_Palkana\_KawanaIs).aap

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# Movement Summary

## Nicklin Way / Main Dr / Wyanda Dr

**BY2026\_AM\_7203**

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)
<b>Nicklin Way (S)</b>										
1	L	85	5.9	0.246	25.3	LOS C	22	0.45	0.72	35.5
2	T	1997	3.5	1.048	100.4	LOS F	683	1.00	1.53	16.0
3	R	29	0.0	0.112	44.5	LOS D	12	0.71	0.71	27.0
<b>Approach</b>		<b>2110</b>	<b>3.5</b>	<b>1.048</b>	<b>96.6</b>	<b>LOS F</b>	<b>683</b>	<b>0.97</b>	<b>1.48</b>	<b>16.4</b>
<b>Wyanda Drive (E)</b>										
4	L	94	1.1	0.656	66.3	LOS E	66	1.00	0.82	21.2
5	T	37	0.0	0.656	58.1	LOS E	66	1.00	0.82	23.1
6	R	1	0.0	0.009	60.6	LOS E	1	0.91	0.61	22.5
<b>Approach</b>		<b>132</b>	<b>0.8</b>	<b>0.656</b>	<b>64.0</b>	<b>LOS E</b>	<b>66</b>	<b>1.00</b>	<b>0.82</b>	<b>21.7</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.007	21.4	LOS C	1	0.37	0.67	37.7
8	T	1151	4.4	0.674	18.5	LOS B	166	0.63	0.56	39.8
9	R	478	3.1	1.058	136.9	LOS F	329	1.00	1.45	12.7
<b>Approach</b>		<b>1630</b>	<b>4.0</b>	<b>1.058</b>	<b>53.2</b>	<b>LOS D</b>	<b>329</b>	<b>0.74</b>	<b>0.82</b>	<b>24.4</b>
<b>Main Drive (W)</b>										
10	L	174	6.9	0.207	8.0	LOS A	4	0.06	0.62	49.4
11	T	15	6.7	0.073	52.6	LOS D	9	0.89	0.62	24.5
12	R	82	4.9	1.066	147.2	LOS F	69	1.00	1.13	12.0
<b>Approach</b>		<b>271</b>	<b>6.3</b>	<b>1.065</b>	<b>52.6</b>	<b>LOS D</b>	<b>69</b>	<b>0.39</b>	<b>0.77</b>	<b>24.8</b>
<b>All Vehicles</b>		<b>4143</b>	<b>3.8</b>	<b>1.066</b>	<b>75.6</b>	<b>LOS E</b>	<b>683</b>	<b>0.84</b>	<b>1.15</b>	<b>19.5</b>

### 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	17.6	LOS B	0	0.54	0.54
P7	53	20.4	LOS C	0	0.58	0.58
<b>All Peds</b>	<b>106</b>	<b>19.0</b>	<b>LOS B</b>	<b>0</b>	<b>0.56</b>	<b>0.56</b>

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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



Site: BY2026\_AM\_7203

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AM\7203 (Nicklin\_Main\_Wyanda).aap

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# Movement Summary

## Nicklin Way / Pt Cartwright Dr / Marawa St

Opt2026\_AM\_7202

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)
<b>Marawa Drive (S)</b>										
1	L	13	0.0	0.150	70.3	LOS E	9	0.99	0.69	20.4
2	T	1	0.0	0.150	62.2	LOS E	9	0.99	0.68	22.2
3	R	5	0.0	0.054	69.0	LOS E	3	0.98	0.65	20.8
<b>Approach</b>		<b>19</b>	<b>0.0</b>	<b>0.150</b>	<b>69.5</b>	<b>LOS E</b>	<b>9</b>	<b>0.98</b>	<b>0.67</b>	<b>20.6</b>
<b>Nicklin Way East Bus Lane Entry</b>										
21	L	1	100.0	0.003	24.0	LOS C	1	0.47	0.66	37.9
22	T	1	100.0	0.003	23.5	LOS C	1	0.47	0.65	38.1
<b>Approach</b>		<b>2</b>	<b>100.0</b>	<b>0.003</b>	<b>23.7</b>	<b>LOS C</b>	<b>1</b>	<b>0.47</b>	<b>0.65</b>	<b>38.0</b>
<b>Nicklin Way (E)</b>										
5	T	1562	4.1	0.805	19.8	LOS B	232	0.77	0.70	38.8
6	R	131	14.5	0.783	76.4	LOS E	45	1.00	0.85	19.5
<b>Approach</b>		<b>1693</b>	<b>4.9</b>	<b>0.805</b>	<b>24.2</b>	<b>LOS C</b>	<b>232</b>	<b>0.79</b>	<b>0.71</b>	<b>36.1</b>
<b>Point Cartwright Drive (N)</b>										
7	L	195	9.2	0.449	21.3	LOS C	56	0.59	0.74	38.2
8	T	1	0.0	0.652	49.4	LOS D	101	0.95	0.80	25.4
9	R	449	7.3	0.665	57.3	LOS E	101	0.95	0.83	23.5
<b>Approach</b>		<b>646</b>	<b>7.9</b>	<b>0.665</b>	<b>46.4</b>	<b>LOS D</b>	<b>101</b>	<b>0.84</b>	<b>0.80</b>	<b>26.6</b>
<b>Nicklin Way West Bus Lane Entry</b>										
27	L	100	100.0	0.134	15.6	LOS B	20	0.35	0.73	43.6
28	T	1	100.0	0.131	15.1	LOS B	20	0.35	0.72	43.9
<b>Approach</b>		<b>101</b>	<b>100.0</b>	<b>0.135</b>	<b>15.6</b>	<b>LOS B</b>	<b>20</b>	<b>0.35</b>	<b>0.73</b>	<b>43.6</b>
<b>Nicklin Way (W)</b>										
10	L	271	1.5	0.403	25.5	LOS C	64	0.50	0.76	35.3
11	T	1724	3.9	0.883	27.1	LOS C	316	0.87	0.87	34.4
12	R	5	0.0	0.054	69.1	LOS E	3	0.98	0.65	20.7
<b>Approach</b>		<b>1999</b>	<b>3.6</b>	<b>0.883</b>	<b>27.0</b>	<b>LOS C</b>	<b>316</b>	<b>0.82</b>	<b>0.85</b>	<b>34.4</b>
<b>All Vehicles</b>		<b>4460</b>	<b>6.9</b>	<b>0.883</b>	<b>28.7</b>	<b>LOS C</b>	<b>316</b>	<b>0.80</b>	<b>0.79</b>	<b>33.6</b>

### 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	17.1	LOS B	0	0.53	0.53
P3	18	54.1	LOS E	0	0.95	0.95
P5	53	18.7	LOS B	0	0.56	0.56
<b>All Peds</b>	<b>124</b>	<b>23.1</b>	<b>LOS C</b>	<b>0</b>	<b>0.60</b>	<b>0.60</b>

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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AM\7202 (Nicklin\_PtCartwright\_Marawa).aap

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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2026 - AM Option

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)
<b>Alexandra Parade (SE)</b>										
21	L	33	3.0	0.657	31.4	LOS C	75	0.95	0.86	32.2
22	T	609	2.0	0.658	23.0	LOS C	76	0.95	0.82	36.7
<b>Approach</b>		<b>643</b>	<b>2.0</b>	<b>0.658</b>	<b>23.5</b>	<b>LOS C</b>	<b>76</b>	<b>0.95</b>	<b>0.83</b>	<b>36.5</b>
<b>Alexandra Parade (NW)</b>										
28	T	828	2.3	0.549	11.3	LOS B	87	0.72	0.62	45.8
29	R	165	3.0	0.681	37.8	LOS D	48	1.00	0.86	29.5
<b>Approach</b>		<b>993</b>	<b>2.4</b>	<b>0.681</b>	<b>15.7</b>	<b>LOS B</b>	<b>87</b>	<b>0.76</b>	<b>0.66</b>	<b>41.9</b>
<b>Pacific Terrace (SW)</b>										
30	L	109	6.4	0.134	10.0	LOS B	9	0.38	0.67	47.1
32	R	21	4.8	0.036	23.6	LOS C	5	0.72	0.70	36.4
<b>Approach</b>		<b>130</b>	<b>6.2</b>	<b>0.134</b>	<b>12.2</b>	<b>LOS B</b>	<b>9</b>	<b>0.43</b>	<b>0.68</b>	<b>45.0</b>
<b>All Vehicles</b>		<b>1766</b>	<b>2.5</b>	<b>0.681</b>	<b>18.3</b>	<b>LOS B</b>	<b>87</b>	<b>0.81</b>	<b>0.72</b>	<b>40.0</b>

### 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
<b>All Peds</b>	<b>106</b>	<b>22.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.86</b>	<b>0.86</b>

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: 2026\_AM

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AM\7144 (Alexandra\_Pacific).aap  
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# Movement Summary

## Nicklin Wy / Erang St

### Opt2026\_PM\_7219

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)
<b>Nicklin Way (S)</b>										
2	T	1573	2.5	0.699	11.4	LOS B	161	0.53	0.48	45.6
<b>Approach</b>		<b>1573</b>	<b>2.5</b>	<b>0.699</b>	<b>11.4</b>	<b>LOS B</b>	<b>161</b>	<b>0.53</b>	<b>0.48</b>	<b>45.6</b>
<b>Nicklin Way (N) Bus Lane Exit</b>										
25	T	1	100.0	0.001	15.8	LOS B	0	0.26	0.66	43.4
<b>Approach</b>		<b>1</b>	<b>100.0</b>	<b>0.001</b>	<b>15.8</b>	<b>LOS B</b>	<b>0</b>	<b>0.26</b>	<b>0.66</b>	<b>43.4</b>
<b>Nicklin Way (N)</b>										
8	T	1618	2.0	0.557	1.6	LOS A	46	0.12	0.11	57.5
9	R	302	2.6	0.706	65.9	LOS E	75	1.00	0.84	21.4
<b>Approach</b>		<b>1920</b>	<b>2.1</b>	<b>0.706</b>	<b>11.7</b>	<b>LOS B</b>	<b>75</b>	<b>0.25</b>	<b>0.22</b>	<b>45.4</b>
<b>Erang Street (W)</b>										
10	L	231	1.3	0.334	13.3	LOS B	45	0.43	0.72	44.0
12	R	237	3.0	0.626	60.2	LOS E	80	0.97	0.81	22.7
<b>Approach</b>		<b>466</b>	<b>2.1</b>	<b>0.626</b>	<b>37.1</b>	<b>LOS D</b>	<b>80</b>	<b>0.71</b>	<b>0.77</b>	<b>29.9</b>
<b>Nicklin Way (S) Bus Lane Exit</b>										
30	L	409	4.4	0.279	9.6	LOS A	13	0.07	0.68	47.8
31	T	1	100.0	0.286	11.6	LOS B	13	0.07	0.64	46.8
<b>Approach</b>		<b>411</b>	<b>4.6</b>	<b>0.279</b>	<b>9.6</b>	<b>LOS A</b>	<b>13</b>	<b>0.07</b>	<b>0.68</b>	<b>47.8</b>
<b>All Vehicles</b>		<b>4371</b>	<b>2.5</b>	<b>0.706</b>	<b>14.1</b>	<b>LOS B</b>	<b>161</b>	<b>0.38</b>	<b>0.42</b>	<b>43.3</b>

### 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	54.1	LOS E	0	0.95	0.95
P7	53	14.5	LOS B	0	0.49	0.49
<b>All Peds</b>	<b>106</b>	<b>34.3</b>	<b>LOS D</b>	<b>0</b>	<b>0.72</b>	<b>0.72</b>

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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



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PM\7219 (Nicklin\_Erang).aap

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# Movement Summary

## Nicklin Way / Lake Kawana Blvd

### Opt2026\_PM\_7231

Signalised - Fixed time

Cycle Time = 110 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)
<b>Nicklin Way (S)</b>										
1	L	236	5.9	0.696	14.8	LOS B	36	0.41	0.72	42.9
2	T	1587	2.5	0.887	31.1	LOS C	285	0.91	0.93	32.3
3	R	1	0.0	0.007	33.2	LOS C	0	0.63	0.67	31.6
<b>Approach</b>		<b>1824</b>	<b>3.0</b>	<b>0.888</b>	<b>29.0</b>	<b>LOS C</b>	<b>285</b>	<b>0.85</b>	<b>0.90</b>	<b>33.4</b>
<b>Nicklin Way (N)</b>										
8	T	1531	2.5	0.651	5.0	LOS A	77	0.33	0.30	52.8
9	R	277	2.5	0.890	68.3	LOS E	129	1.00	1.04	21.0
<b>Approach</b>		<b>1807</b>	<b>2.5</b>	<b>0.890</b>	<b>14.7</b>	<b>LOS B</b>	<b>129</b>	<b>0.43</b>	<b>0.41</b>	<b>42.8</b>
<b>Lake Kawana Bvd (W)</b>										
10	L	288	2.1	0.515	19.8	LOS B	68	0.60	0.76	39.0
12	R	540	2.6	0.866	62.9	LOS E	140	0.98	1.00	22.2
<b>Approach</b>		<b>828</b>	<b>2.4</b>	<b>0.866</b>	<b>47.9</b>	<b>LOS D</b>	<b>140</b>	<b>0.85</b>	<b>0.92</b>	<b>26.1</b>
<b>All Vehicles</b>		<b>4459</b>	<b>2.7</b>	<b>0.890</b>	<b>26.7</b>	<b>LOS C</b>	<b>285</b>	<b>0.68</b>	<b>0.71</b>	<b>34.7</b>

### 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	64	48.2	LOS E	0	0.94	0.94
P7	91	21.0	LOS C	0	0.62	0.62
<b>All Peds</b>	<b>155</b>	<b>32.3</b>	<b>LOS D</b>	<b>0</b>	<b>0.75</b>	<b>0.75</b>

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: BY2026\_PM\_7231

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# Movement Summary

## Nicklin Way / Palkana Dr / Kawana Island Blvd

Opt2026\_PM\_7214

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)
<b>Nicklin Way (S)</b>										
2	T	1711	3.2	0.758	21.9	LOS C	203	0.72	0.65	37.4
3	R	41	0.0	0.293	67.0	LOS E	23	0.96	0.73	21.2
<b>Approach</b>		<b>1752</b>	<b>3.1</b>	<b>0.758</b>	<b>23.0</b>	<b>LOS C</b>	<b>203</b>	<b>0.73</b>	<b>0.65</b>	<b>36.8</b>
<b>Palkana Drive (E)</b>										
4	L	23	0.0	0.349	53.0	LOS D	25	0.98	0.79	24.5
5	T	32	0.0	0.350	45.1	LOS D	25	0.98	0.78	26.8
6	R	19	0.0	0.178	69.0	LOS E	12	0.98	0.70	20.8
<b>Approach</b>		<b>74</b>	<b>0.0</b>	<b>0.350</b>	<b>53.7</b>	<b>LOS D</b>	<b>25</b>	<b>0.98</b>	<b>0.76</b>	<b>24.3</b>
<b>Nicklin Way (N) Bus Lane Entry</b>										
24	L	27	0.0	0.021	11.4	LOS B	3	0.27	0.68	46.0
25	T	1	100.0	0.021	13.5	LOS B	3	0.27	0.66	45.1
<b>Approach</b>		<b>28</b>	<b>3.6</b>	<b>0.021</b>	<b>11.4</b>	<b>LOS B</b>	<b>3</b>	<b>0.27</b>	<b>0.68</b>	<b>45.9</b>
<b>Nicklin Way (N)</b>										
8	T	1466	2.8	0.892	33.9	LOS C	315	0.92	0.94	31.1
9	R	299	2.8	1.301	352.8	LOS F	204	1.00	1.72	5.7
<b>Approach</b>		<b>1765</b>	<b>2.8</b>	<b>1.301</b>	<b>66.1</b>	<b>LOS E</b>	<b>315</b>	<b>0.93</b>	<b>1.02</b>	<b>21.3</b>
<b>Kawana Island Boulevard (W)</b>										
10	L	184	2.7	0.573	15.1	LOS B	38	0.45	0.71	42.5
11	T	45	2.2	0.119	42.4	LOS D	22	0.85	0.65	27.7
12	R	272	2.2	0.537	53.9	LOS D	85	0.93	0.80	24.3
<b>Approach</b>		<b>500</b>	<b>2.4</b>	<b>0.574</b>	<b>38.6</b>	<b>LOS D</b>	<b>85</b>	<b>0.74</b>	<b>0.75</b>	<b>29.2</b>
<b>Nicklin Way (S) Bus Lane Entry</b>										
30	L	377	1.1	0.272	11.2	LOS B	45	0.29	0.72	46.0
31	T	11	100.0	0.271	13.3	LOS B	45	0.29	0.69	45.1
<b>Approach</b>		<b>388</b>	<b>3.9</b>	<b>0.272</b>	<b>11.3</b>	<b>LOS B</b>	<b>45</b>	<b>0.29</b>	<b>0.72</b>	<b>46.0</b>
<b>All Vehicles</b>		<b>4507</b>	<b>2.9</b>	<b>1.301</b>	<b>41.0</b>	<b>LOS D</b>	<b>315</b>	<b>0.77</b>	<b>0.81</b>	<b>28.3</b>

### 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	48.6	LOS E	0	0.90	0.90
P7	53	21.0	LOS C	0	0.59	0.59
<b>All Peds</b>	<b>159</b>	<b>29.3</b>	<b>LOS C</b>	<b>0</b>	<b>0.68</b>	<b>0.68</b>

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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PM\7214 (Nicklin\_Palkana\_KawanaIs).aap

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# Movement Summary

## Nicklin Way / Main Dr / Wyanda Dr

### Opt2026\_PM\_7203

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)
<b>Nicklin Way (S)</b>										
1	L	81	4.9	0.243	26.7	LOS C	22	0.47	0.72	34.7
2	T	1631	2.6	0.881	30.5	LOS C	307	0.90	0.89	32.7
3	R	27	0.0	0.117	51.7	LOS D	13	0.80	0.71	24.8
<b>Approach</b>		<b>1738</b>	<b>2.7</b>	<b>0.881</b>	<b>30.6</b>	<b>LOS C</b>	<b>307</b>	<b>0.87</b>	<b>0.88</b>	<b>32.6</b>
<b>Wyanda Drive (E)</b>										
4	L	20	0.0	0.122	51.5	LOS D	22	0.86	0.74	24.8
5	T	24	0.0	0.122	43.3	LOS D	22	0.86	0.65	27.4
6	R	1	0.0	0.008	51.3	LOS D	1	0.83	0.63	25.0
<b>Approach</b>		<b>45</b>	<b>0.0</b>	<b>0.122</b>	<b>47.1</b>	<b>LOS D</b>	<b>22</b>	<b>0.86</b>	<b>0.69</b>	<b>26.1</b>
<b>Nicklin Way (N)</b>										
7	L	1	0.0	0.009	22.8	LOS C	2	0.39	0.68	36.9
8	T	1597	2.7	0.869	29.0	LOS C	290	0.88	0.86	33.4
9	R	289	4.1	0.881	68.6	LOS E	139	1.00	0.99	20.9
<b>Approach</b>		<b>1888</b>	<b>2.9</b>	<b>0.881</b>	<b>35.1</b>	<b>LOS D</b>	<b>290</b>	<b>0.90</b>	<b>0.88</b>	<b>30.6</b>
<b>Main Drive (W)</b>										
10	L	414	8.2	0.440	8.1	LOS A	13	0.09	0.62	49.3
11	T	35	0.0	0.093	42.9	LOS D	16	0.79	0.59	27.5
12	R	163	0.6	0.855	70.4	LOS E	85	1.00	0.97	20.6
<b>Approach</b>		<b>612</b>	<b>5.7</b>	<b>0.856</b>	<b>26.7</b>	<b>LOS C</b>	<b>85</b>	<b>0.37</b>	<b>0.71</b>	<b>34.8</b>
<b>All Vehicles</b>		<b>4283</b>	<b>3.2</b>	<b>0.881</b>	<b>32.2</b>	<b>LOS C</b>	<b>307</b>	<b>0.81</b>	<b>0.86</b>	<b>31.9</b>

### 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	19.8	LOS B	0	0.57	0.57
P7	53	21.6	LOS C	0	0.60	0.60
<b>All Peds</b>	<b>106</b>	<b>20.7</b>	<b>LOS C</b>	<b>0</b>	<b>0.59</b>	<b>0.59</b>

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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



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PM\7203 (Nicklin\_Main\_Wyanda).aap

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# Movement Summary

## Nicklin Way / Pt Cartwright / Marawa St

### Opt2026\_PM\_7202

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)
<b>Marawa Drive (S)</b>										
1	L	8	0.0	0.096	69.8	LOS E	6	0.98	0.67	20.5
2	T	1	0.0	0.097	61.6	LOS E	6	0.98	0.66	22.3
3	R	7	0.0	0.075	69.3	LOS E	4	0.98	0.66	20.8
<b>Approach</b>		<b>16</b>	<b>0.0</b>	<b>0.096</b>	<b>69.1</b>	<b>LOS E</b>	<b>6</b>	<b>0.98</b>	<b>0.66</b>	<b>20.7</b>
<b>Nicklin Way East Bus Lane Entry</b>										
21	L	4	0.0	0.006	23.0	LOS C	2	0.51	0.67	36.9
22	T	1	100.0	0.006	25.8	LOS C	2	0.51	0.66	36.8
<b>Approach</b>		<b>5</b>	<b>20.0</b>	<b>0.006</b>	<b>23.6</b>	<b>LOS C</b>	<b>2</b>	<b>0.51</b>	<b>0.67</b>	<b>36.8</b>
<b>Nicklin Way (E)</b>										
5	T	1712	3.0	0.990	66.9	LOS E	484	1.00	1.26	21.1
6	R	142	8.4	0.821	77.0	LOS E	46	1.00	0.87	19.4
<b>Approach</b>		<b>1855</b>	<b>3.5</b>	<b>0.990</b>	<b>67.7</b>	<b>LOS E</b>	<b>484</b>	<b>1.00</b>	<b>1.23</b>	<b>21.0</b>
<b>Point Cartwright Drive (N)</b>										
7	L	319	4.4	0.674	23.6	LOS C	88	0.65	0.77	36.6
8	T	2	0.0	1.000	66.9	LOS E	217	1.00	1.10	21.1
9	R	852	3.8	0.942	74.8	LOS E	217	1.00	1.10	19.8
<b>Approach</b>		<b>1173</b>	<b>3.9</b>	<b>0.942</b>	<b>60.9</b>	<b>LOS E</b>	<b>217</b>	<b>0.91</b>	<b>1.01</b>	<b>22.6</b>
<b>Nicklin Way West Bus Lane Entry</b>										
28	T	1	100.0	0.002	30.9	LOS C	1	0.56	0.64	34.3
<b>Approach</b>		<b>1</b>	<b>100.0</b>	<b>0.002</b>	<b>30.9</b>	<b>LOS C</b>	<b>1</b>	<b>0.56</b>	<b>0.64</b>	<b>34.3</b>
<b>Nicklin Way (W)</b>										
10	L	284	8.5	0.243	10.4	LOS B	16	0.17	0.70	47.0
11	T	1624	2.8	0.933	43.6	LOS D	367	0.98	1.06	27.3
12	R	14	0.0	0.152	70.2	LOS E	9	0.99	0.69	20.5
<b>Approach</b>		<b>1922</b>	<b>3.6</b>	<b>0.933</b>	<b>38.9</b>	<b>LOS D</b>	<b>367</b>	<b>0.86</b>	<b>1.01</b>	<b>29.0</b>
<b>All Vehicles</b>		<b>4972</b>	<b>3.7</b>	<b>1.000</b>	<b>54.9</b>	<b>LOS D</b>	<b>484</b>	<b>0.92</b>	<b>1.09</b>	<b>24.0</b>

### 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	22.2	LOS C	0	0.61	0.61
P3	18	47.7	LOS E	0	0.89	0.89
P5	53	24.1	LOS C	0	0.63	0.63
<b>All Peds</b>	<b>124</b>	<b>26.7</b>	<b>LOS C</b>	<b>0</b>	<b>0.66</b>	<b>0.66</b>

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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# Movement Summary

## Alexandra Pde / Pacific Tce

### 2026 - PM Option

Signalised - Fixed time

Cycle Time = 70 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)
<b>Alexandra Parade (SE)</b>										
21	L	29	3.4	0.765	38.3	LOS D	100	0.99	0.93	29.2
22	T	701	1.7	0.767	29.9	LOS C	101	0.99	0.92	32.9
<b>Approach</b>		<b>730</b>	<b>1.8</b>	<b>0.767</b>	<b>30.2</b>	<b>LOS C</b>	<b>101</b>	<b>0.99</b>	<b>0.92</b>	<b>32.8</b>
<b>Alexandra Parade (NW)</b>										
28	T	1475	1.3	0.844	16.1	LOS B	214	0.82	0.80	41.6
29	R	216	2.3	0.762	38.0	LOS D	64	0.92	0.91	29.4
<b>Approach</b>		<b>1691</b>	<b>1.4</b>	<b>0.844</b>	<b>18.9</b>	<b>LOS B</b>	<b>214</b>	<b>0.83</b>	<b>0.81</b>	<b>39.5</b>
<b>Pacific Terrace (SW)</b>										
30	L	107	6.5	0.145	10.7	LOS B	11	0.38	0.68	46.5
32	R	21	4.8	0.042	28.6	LOS C	6	0.76	0.71	33.6
<b>Approach</b>		<b>128</b>	<b>6.2</b>	<b>0.145</b>	<b>13.7</b>	<b>LOS B</b>	<b>11</b>	<b>0.45</b>	<b>0.68</b>	<b>43.8</b>
<b>All Vehicles</b>		<b>2549</b>	<b>1.8</b>	<b>0.844</b>	<b>21.9</b>	<b>LOS C</b>	<b>214</b>	<b>0.86</b>	<b>0.84</b>	<b>37.5</b>

### 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	29.3	LOS C	0	0.91	0.91
P15	53	23.2	LOS C	0	0.81	0.81
<b>All Peds</b>	<b>106</b>	<b>26.2</b>	<b>LOS C</b>	<b>0</b>	<b>0.86</b>	<b>0.86</b>

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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PM\7144 (Alexandra\_Pacific).aap  
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