TRL LIMITED

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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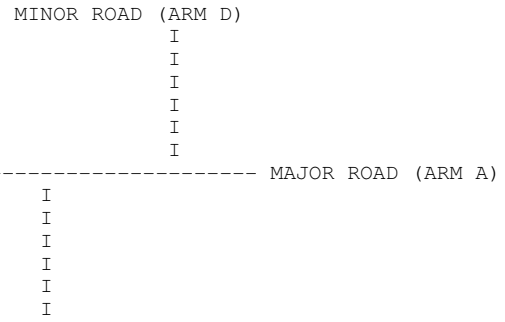
Run with file:-
"P:\Projects\7000-\0710-64 Barton Farm, Winchester\PICADY\October 2009 Work\Harestock Road\Existing Junction\
2009 Base AM & PM.vpi"
(drive-on-the-left) at 16:38:34 on Wednesday, 14 October 2009

RUN INFORMATION

RUN TITLE	: Andover Road North/Well House Lane/ Harestock Road Crossroads 2009 AM & PM Base
LOCATION	: Winchester
DATE	: 09/03/09
CLIENT	: Cala Homes (South)
ENUMERATOR	: eddie.crews [WBRI1ECREWES]
JOB NUMBER	: 0710-64
STATUS	:
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Andover Road (South)
ARM B IS Harestock Road
ARM C IS Andover Road (North)
ARM D IS Well House Lane

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B	MINOR ROAD D
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 10.00 M.	(W) 10.00 M.
CENTRAL RESERVE WIDTH	(WCR) 9.75 M.	(WCR) 10.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 5.00 M.	(WA-D) 3.00 M.
- VISIBILITY	(VC-B)170.00 M.	(VA-D)165.00 M.
- BLOCKS TRAFFIC	NO	NO
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 64.0 M.	(VD-A) 66.0 M.
- VISIBILITY TO RIGHT	(VB-A) 77.0 M.	(VD-C) 35.0 M.
- LANE 1 WIDTH	(WB-C) -	(WD-A) -
- LANE 2 WIDTH	(WB-A) -	(WD-C) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.	10.00 M.
WIDTH AT 5 M FROM JUNCTION	7.50 M.	7.00 M.
WIDTH AT 10 M FROM JUNCTION	4.50 M.	4.50 M.
WIDTH AT 15 M FROM JUNCTION	3.00 M.	4.00 M.
WIDTH AT 20 M FROM JUNCTION	3.00 M.	4.50 M.
- LENGTH OF FLARED SECTION	1 VEHS	1 VEHS

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

B-C Stream

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

B-AD Stream

Intercept For STREAM B-AD	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing
0.00	0.00	0.00	

* Due to the presence of a flare, data is not available

D-A Stream

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

D-BC Stream

Intercept For STREAM D-BC	Slope For Opposing STREAM C-A	Slope For Opposing STREAM B-A	Slope For Opposing STREAM C-D	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM A-D	Slope For Opposing
0.00	0.00	0.00	

* Due to the presence of a flare, data is not available

C-B Stream

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM D-B
877.32	0.28	0.28	0.28	0.28

A-D Stream

Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing STREAM B-A	Slope For Opposing STREAM B-D
877.32	0.23	0.23	0.23	0.23

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads

TIME PERIOD BEGINS 07.30 AND ENDS 09.00

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	4.13	6.19	4.13
ARM B	15.00	45.00	75.00	5.14	7.71	5.14
ARM C	15.00	45.00	75.00	9.54	14.31	9.54
ARM D	15.00	45.00	75.00	3.25	4.88	3.25

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C	ARM D
07.30 - 07.45	ARM A	0.000	0.094	0.797	0.109
		0.0	31.0	263.0	36.0
		(0.0)	(3.2)	(6.5)	(2.8)
	ARM B	0.088	0.000	0.618	0.294
		36.0	0.0	254.0	121.0
		(2.7)	(0.0)	(3.9)	(0.0)
	ARM C	0.710	0.271	0.000	0.018
		542.0	207.0	0.0	14.0
		(10.0)	(4.8)	(0.0)	(14.3)
	ARM D	0.308	0.631	0.062	0.000
		80.0	164.0	16.0	0.0
		(1.3)	(5.5)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
B-C	3.19	10.09	0.316		0.00	0.46	6.5		0.14
B-AD	1.97	8.11	0.243		0.00	0.32	4.5		0.16
A-B	0.39								
A-C	3.30								
A-D	0.45	9.61	0.047		0.00	0.05	0.7		0.11
D-A	1.00	8.07	0.124		0.00	0.14	2.0		0.14
D-BC	2.26	8.83	0.256		0.00	0.34	4.9		0.15
C-D	0.18								
C-A	6.80								
C-B	2.60	12.27	0.212		0.00	0.27	3.9		0.10

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	3.81	9.51	0.400		0.46	0.65	9.4		0.17
B-AD	2.35	7.44	0.316		0.32	0.45	6.6		0.20
A-B	0.46								
A-C	3.94								
A-D	0.54	9.18	0.059		0.05	0.06	0.9		0.12
D-A	1.20	7.50	0.160		0.14	0.19	2.7		0.16
D-BC	2.70	8.31	0.324		0.34	0.47	6.8		0.18
C-D	0.21								
C-A	8.12								
C-B	3.10	11.93	0.260		0.27	0.35	5.1		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	4.66	8.47	0.550		0.65	1.18	16.5		0.26
B-AD	2.88	6.38	0.451		0.45	0.80	11.2		0.28
A-B	0.57								
A-C	4.83								
A-D	0.66	8.59	0.077		0.06	0.08	1.2		0.13
D-A	1.47	6.60	0.222		0.19	0.28	4.1		0.19
D-BC	3.30	7.57	0.436		0.47	0.75	10.7		0.23
C-D	0.26								
C-A	9.95								
C-B	3.80	11.48	0.331		0.35	0.49	7.1		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	4.66	8.44	0.552		1.18	1.21	18.0		0.26
B-AD	2.88	6.36	0.453		0.80	0.81	12.1		0.29
A-B	0.57								
A-C	4.83								
A-D	0.66	8.59	0.077		0.08	0.08	1.2		0.13
D-A	1.47	6.59	0.223		0.28	0.28	4.2		0.20
D-BC	3.30	7.57	0.436		0.75	0.76	11.4		0.23
C-D	0.26								
C-A	9.95								
C-B	3.80	11.47	0.331		0.49	0.49	7.4		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	3.81	9.48	0.401		1.21	0.68	10.8		0.18
B-AD	2.35	7.42	0.317		0.81	0.47	7.4		0.20
A-B	0.46								
A-C	3.94								
A-D	0.54	9.17	0.059		0.08	0.06	1.0		0.12
D-A	1.20	7.48	0.160		0.28	0.19	3.0		0.16
D-BC	2.70	8.31	0.325		0.76	0.49	7.7		0.18
C-D	0.21								
C-A	8.12								
C-B	3.10	11.93	0.260		0.49	0.35	5.5		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	3.19	10.07	0.317		0.68	0.47	7.3		0.15
B-AD	1.97	8.09	0.243		0.47	0.33	5.1		0.16
A-B	0.39								
A-C	3.30								
A-D	0.45	9.60	0.047		0.06	0.05	0.8		0.11
D-A	1.00	8.05	0.125		0.19	0.14	2.2		0.14
D-BC	2.26	8.82	0.256		0.49	0.35	5.4		0.15
C-D	0.18								
C-A	6.80								
C-B	2.60	12.26	0.212		0.35	0.27	4.2		0.10

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.5	
08.00	0.7	*
08.15	1.2	*
08.30	1.2	*
08.45	0.7	*
09.00	0.5	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.3	
08.00	0.5	
08.15	0.8	*
08.30	0.8	*
08.45	0.5	
09.00	0.3	

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.0
08.00	0.1
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.1	
08.00	0.2	
08.15	0.3	
08.30	0.3	
08.45	0.2	
09.00	0.1	

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.45	0.3	
08.00	0.5	
08.15	0.8	*
08.30	0.8	*
08.45	0.5	
09.00	0.3	

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.45	0.3
08.00	0.3
08.15	0.5
08.30	0.5
08.45	0.4
09.00	0.3

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	TOTAL DEMAND (VEH/H)	* QUEUEING * DELAY * (MIN)	* QUEUEING * DELAY * (MIN/VEH)	* INCLUSIVE QUEUEING * DELAY * (MIN)	* INCLUSIVE QUEUEING * DELAY * (MIN/VEH)
B-C	349.6	233.1	68.5	0.20	68.5	0.20
B-AD	216.1	144.1	46.9	0.22	46.9	0.22
A-B	42.7	28.4				
A-C	362.0	241.3				
A-D	49.6	33.0	5.8	0.12	5.8	0.12
D-A	110.1	73.4	18.3	0.17	18.3	0.17
D-BC	247.8	165.2	46.9	0.19	46.9	0.19
C-D	19.3	12.8				
C-A	746.0	497.3				
C-B	284.9	189.9	33.1	0.12	33.1	0.12
ALL	2428.0	1618.7	219.5	0.09	219.5	0.09

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

B-C Stream

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

B-AD Stream

Intercept For STREAM B-AD	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-D	Slope For Opposing STREAM D-A	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B	Slope For Opposing STREAM C-D	Slope For Opposing
0.00	0.00	0.00	

* Due to the presence of a flare, data is not available

D-A Stream

Intercept For STREAM D-A	Slope For Opposing STREAM C-A	Slope For Opposing STREAM D-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

D-BC Stream

Intercept For STREAM D-BC	Slope For Opposing STREAM C-A	Slope For Opposing STREAM B-A	Slope For Opposing STREAM C-D	Slope For Opposing STREAM B-D
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing

I STREAM A-C STREAM A-B STREAM A-D

I	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

C-B Stream

I Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM D-C	Slope For Opposing STREAM D-B
877.32	0.28	0.28	0.28	0.28

A-D Stream

I Intercept For STREAM A-D	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-D	Slope For Opposing STREAM B-A	Slope For Opposing STREAM B-D
877.32	0.23	0.23	0.23	0.23

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads Demand

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
ARM A	15.00	45.00	75.00	5.51	8.27	5.51
ARM B	15.00	45.00	75.00	4.70	7.05	4.70
ARM C	15.00	45.00	75.00	6.82	10.24	6.82
ARM D	15.00	45.00	75.00	2.49	3.73	2.49

Demand set: Andover Road North/Well House Lane/ Harestock Road Staggered Crossroads Demand

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C	ARM D
16.15 - 16.30	ARM A	0.000	0.093	0.814	0.093
		0.0	41.0	359.0	41.0
		(0.0)	(0.0)	(1.9)	(0.0)
	ARM B	0.082	0.000	0.622	0.295
		31.0	0.0	234.0	111.0
		(0.0)	(0.0)	(3.0)	(0.0)
	ARM C	0.505	0.465	0.000	0.029
		276.0	254.0	0.0	16.0
		(15.8)	(3.5)	(0.0)	(5.9)
	ARM D	0.216	0.719	0.065	0.000
		43.0	143.0	13.0	0.0
		(2.3)	(3.5)	(30.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.15-16.30									
B-C	2.94	10.09	0.291		0.00	0.40	5.8		0.14
B-AD	1.78	8.24	0.216		0.00	0.27	3.9		0.15
A-B	0.51								
A-C	4.50								
A-D	0.51	10.73	0.048		0.00	0.05	0.7		0.10
D-A	0.54	8.65	0.062		0.00	0.07	1.0		0.12
D-BC	1.96	9.54	0.205		0.00	0.26	3.7		0.13
C-D	0.20								
C-A	3.46								
C-B	3.19	12.18	0.262		0.00	0.35	5.1		0.11

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.30-16.45									
B-C	3.51	9.55	0.367		0.40	0.57	8.3		0.16
B-AD	2.13	7.60	0.280		0.27	0.38	5.5		0.18
A-B	0.61								
A-C	5.38								
A-D	0.61	10.46	0.059		0.05	0.06	0.9		0.10
D-A	0.64	8.29	0.078		0.07	0.08	1.2		0.13
D-BC	2.34	9.15	0.255		0.26	0.34	4.9		0.15
C-D	0.24								
C-A	4.14								
C-B	3.81	11.80	0.323		0.35	0.47	6.9		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	4.29	8.63	0.498		0.57	0.96	13.6		0.23
B-AD	2.61	6.62	0.393		0.38	0.63	9.0		0.25
A-B	0.75								
A-C	6.59								
A-D	0.75	10.08	0.075		0.06	0.08	1.2		0.11
D-A	0.79	7.74	0.102		0.08	0.11	1.6		0.14
D-BC	2.86	8.62	0.332		0.34	0.49	7.1		0.17
C-D	0.29								
C-A	5.06								
C-B	4.66	11.28	0.413		0.47	0.69	10.0		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	4.29	8.61	0.499		0.96	0.98	14.6		0.23
B-AD	2.61	6.61	0.394		0.63	0.64	9.6		0.25
A-B	0.75								
A-C	6.59								
A-D	0.75	10.07	0.075		0.08	0.08	1.2		0.11
D-A	0.79	7.73	0.102		0.11	0.11	1.7		0.14
D-BC	2.86	8.62	0.332		0.49	0.49	7.4		0.17
C-D	0.29								
C-A	5.06								
C-B	4.66	11.27	0.413		0.69	0.70	10.5		0.15

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	3.51	9.53	0.368		0.98	0.59	9.3		0.17
B-AD	2.13	7.59	0.280		0.64	0.40	6.2		0.18
A-B	0.61								
A-C	5.38								
A-D	0.61	10.45	0.059		0.08	0.06	1.0		0.10
D-A	0.64	8.28	0.078		0.11	0.09	1.3		0.13
D-BC	2.34	9.15	0.255		0.49	0.35	5.4		0.15
C-D	0.24								
C-A	4.14								
C-B	3.81	11.79	0.323		0.70	0.48	7.5		0.13

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	2.94	10.08	0.291		0.59	0.42	6.5		0.14
B-AD	1.78	8.22	0.217		0.40	0.28	4.3		0.16
A-B	0.51								
A-C	4.50								
A-D	0.51	10.73	0.048		0.06	0.05	0.8		0.10
D-A	0.54	8.63	0.062		0.09	0.07	1.0		0.12
D-BC	1.96	9.53	0.205		0.35	0.26	4.0		0.13
C-D	0.20								
C-A	3.46								
C-B	3.19	12.17	0.262		0.48	0.36	5.5		0.11

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.4	
16.45	0.6	*
17.00	1.0	*
17.15	1.0	*
17.30	0.6	*
17.45	0.4	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.3	
16.45	0.4	
17.00	0.6	*
17.15	0.6	*
17.30	0.4	
17.45	0.3	

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.30	0.3
16.45	0.3
17.00	0.5
17.15	0.5
17.30	0.3
17.45	0.3

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
16.30	0.4	
16.45	0.5	
17.00	0.7	*
17.15	0.7	*
17.30	0.5	
17.45	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	322.1	214.7	58.0	0.18	58.1	0.18
B-AD	195.5	130.3	38.6	0.20	38.6	0.20
A-B	56.4	37.6				
A-C	494.1	329.4				
A-D	56.4	37.6	5.8	0.10	5.8	0.10
D-A	59.2	39.5	7.9	0.13	7.9	0.13
D-BC	214.7	143.1	32.5	0.15	32.5	0.15
C-D	22.0	14.7				
C-A	379.9	253.3				
C-B	349.6	233.1	45.4	0.13	45.4	0.13
ALL	2150.0	1433.3	188.1	0.09	188.1	0.09

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

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