

S|C|P

APPENDIX Q

NOTES

REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scpman.co.uk, Email info@scpman.co.uk

Client Name:

Project Title:

RUTHIN ROAD, WREXHAM

Drawing Title:

A525 RUTHIN ROAD / VICTORIA ROAD JUNCTION MEASUREMENTS

Drawn By:

OP

Date:

06.02.2024

Checked:

LB

Scale:

1:500 @ A3

Status:

PLANNING

Approved/Unapproved:

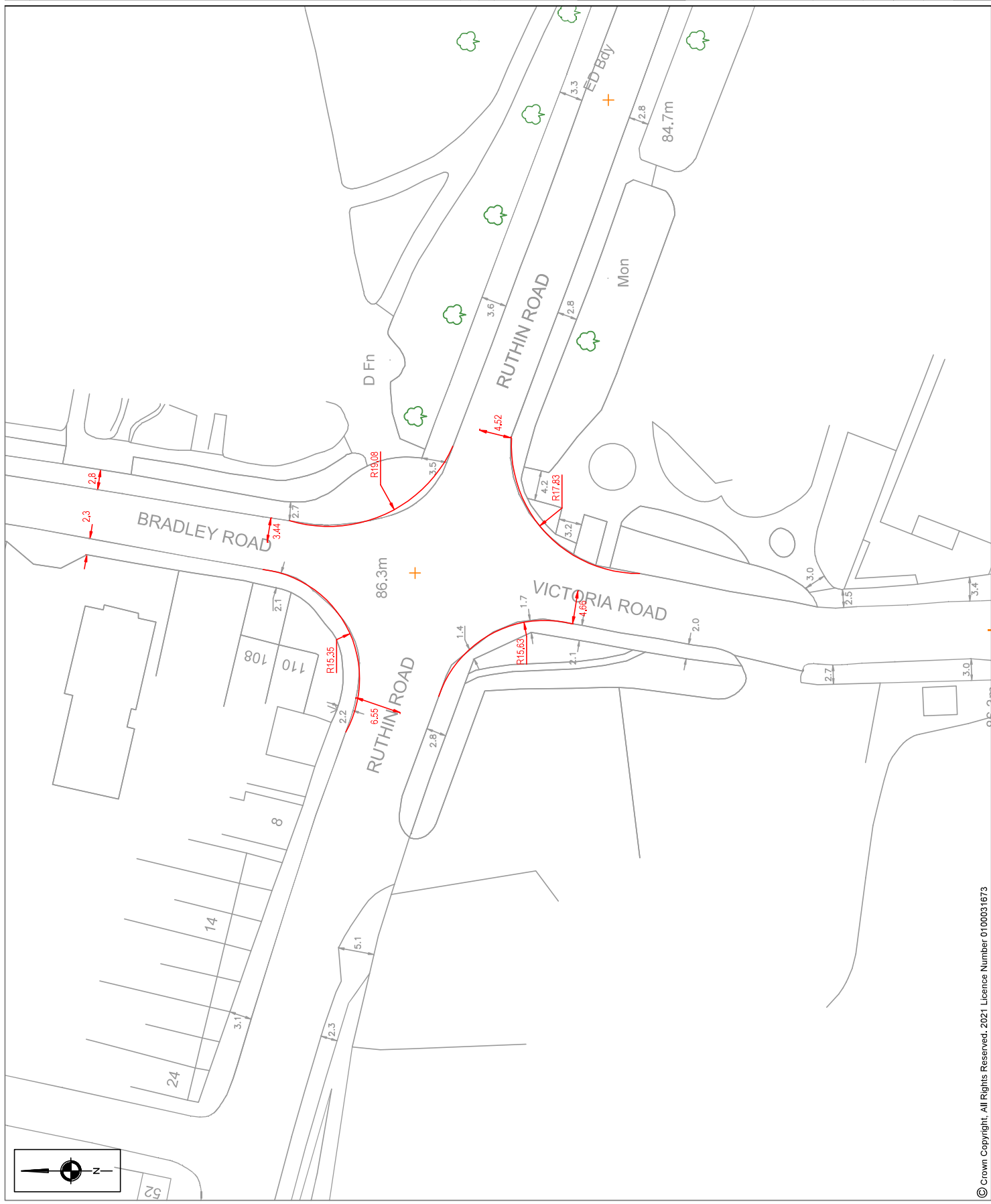
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Drawing No.

SCP/210187/D24

Rev.

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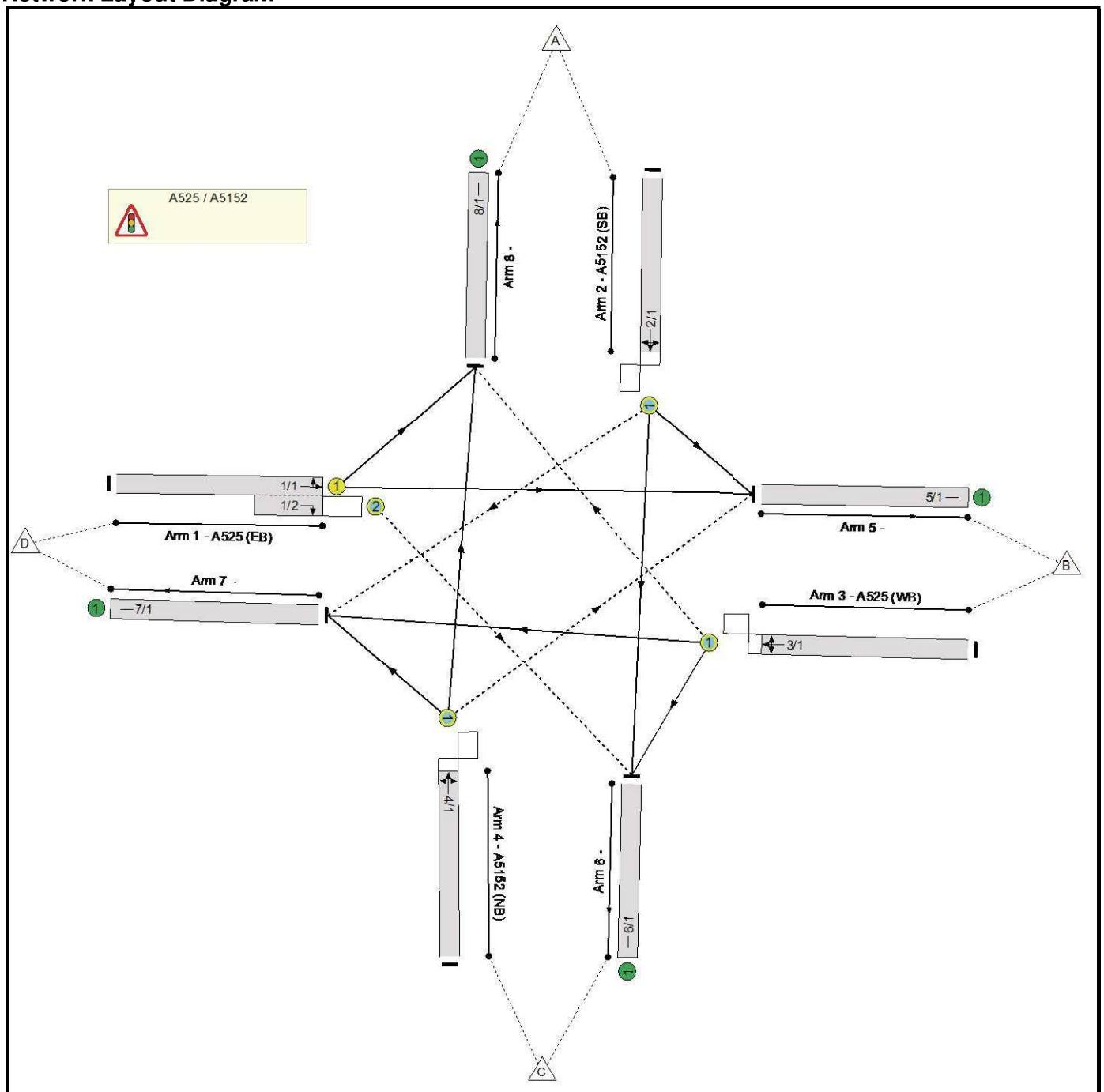


Full Input Data And Results
Full Input Data And Results

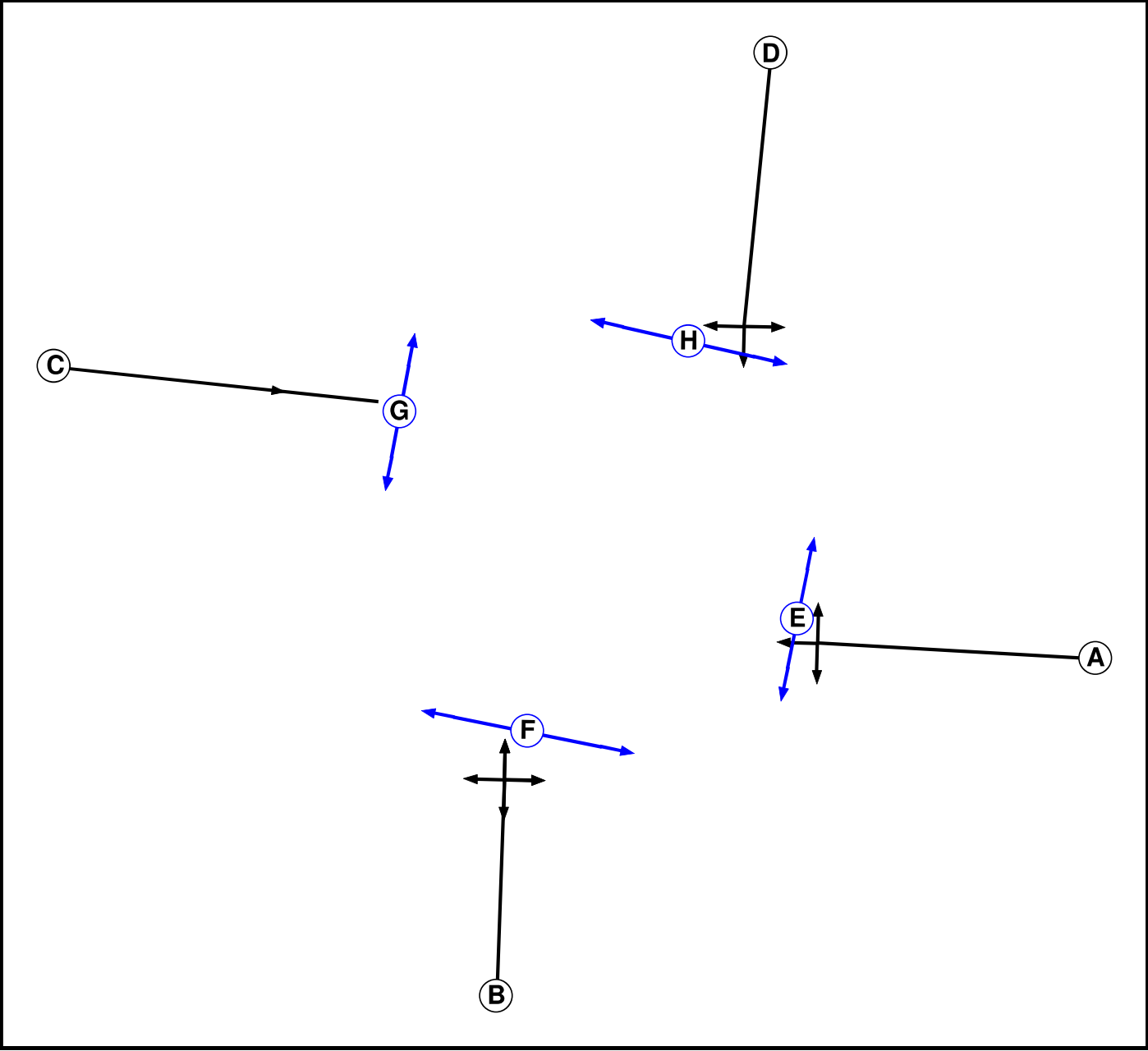
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	7. A525_A5152 10.08.23.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

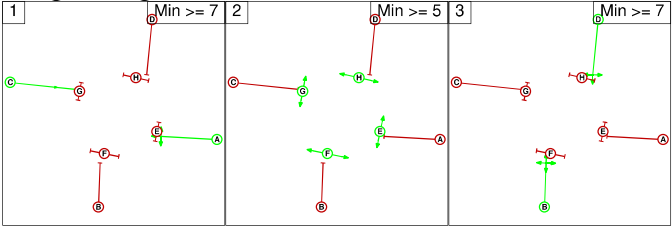
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		6	-	5	9	9	9	9
	B	6		6	-	9	9	9	9
	C	-	6		6	9	9	9	9
	D	6	-	6		9	9	9	9
	E	5	5	5	5		-	-	-
	F	5	5	5	5	-		-	-
	G	5	5	5	5	-	-		-
	H	5	5	5	5	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	E F G H
3	B D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		9	6
	2	5		5
	3	6	9	

Give-Way Lane Input Data

Junction: A525 / A5152											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (A525 (EB))	6/1 (Right)	1439	0	3/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	3.00	-	0.50	3	2.00
2/1 (A5152 (SB))	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	3.00	2.00	0.50	3	2.00
3/1 (A525 (WB))	8/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	2.00
4/1 (A5152 (NB))	5/1 (Right)	1439	0	2/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	3.00	2.00	0.50	3	2.00

Full Input Data And Results

Lane Input Data

Junction: A525 / A5152												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A525 (EB))	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	15.00
1/2 (A525 (EB))	O	B	2	3	5.2	Geom	-	3.30	0.00	Y	Arm 6 Right	15.00
											Arm 5 Left	19.00
2/1 (A5152 (SB))	O	D	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	21.00
											Arm 6 Left	18.00
3/1 (A525 (WB))	O	A	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	18.00
											Arm 5 Right	15.00
4/1 (A5152 (NB))	O	B	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 7 Left	17.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Assess AM'	08:00	09:00	01:00	
2: '2028 Assess PM'	16:30	17:30	01:00	
3: '2022 Survey AM'	08:00	09:00	01:00	
4: '2022 Survey PM'	16:30	17:30	01:00	

Scenario 1: '2028 Assess AM' (FG1: '2028 Assess AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	19	347	104	470
	B	18	0	5	171	194
	C	301	7	0	128	436
	D	199	297	175	0	671
	Tot.	518	323	527	403	1771

Traffic Lane Flows

Lane	Scenario 1: 2028 Assess AM
Junction: A525 / A5152	
1/1 (with short)	671(In) 496(Out)
1/2 (short)	175
2/1	470
3/1	194
4/1	436
5/1	323
6/1	527
7/1	403
8/1	518

Lane Saturation Flows

Junction: A525 / A5152								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	59.9 %	1870	1870
				Arm 8 Left	15.00	40.1 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	4.0 %	1948	1948
				Arm 6 Ahead	Inf	73.8 %		
				Arm 7 Right	21.00	22.1 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	2.6 %	2015	2015
				Arm 7 Ahead	Inf	88.1 %		
				Arm 8 Right	18.00	9.3 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	1.6 %	1942	1942
				Arm 7 Left	17.00	29.4 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Assess PM' (FG2: '2028 Assess PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	14	380	190	584
	B	15	0	6	235	256
	C	252	3	0	148	403
	D	159	233	174	0	566
	Tot.	426	250	560	573	1809

Traffic Lane Flows

Lane Saturation Flows

Junction: A525 / A5152								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	59.4 %	1869	1869
				Arm 8 Left	15.00	40.6 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	2.4 %	1936	1936
				Arm 6 Ahead	Inf	65.1 %		
				Arm 7 Right	21.00	32.5 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	2.3 %	2021	2021
				Arm 7 Ahead	Inf	91.8 %		
				Arm 8 Right	18.00	5.9 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	0.7 %	1931	1931
				Arm 7 Left	17.00	36.7 %		
				Arm 8 Ahead	Inf	62.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2022 Survey AM' (FG3: '2022 Survey AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	18	327	95	440
	B	17	0	5	102	124
	C	283	7	0	120	410
	D	179	147	165	0	491
	Tot.	479	172	497	317	1465

Traffic Lane Flows

Lane	Scenario 3: 2022 Survey AM
Junction: A525 / A5152	
1/1 (with short)	491(In) 326(Out)
1/2 (short)	165
2/1	440
3/1	124
4/1	410
5/1	172
6/1	497
7/1	317
8/1	479

Lane Saturation Flows

Junction: A525 / A5152								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	45.1 %	1844	1844
				Arm 8 Left	15.00	54.9 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	4.1 %	1949	1949
				Arm 6 Ahead	Inf	74.3 %		
				Arm 7 Right	21.00	21.6 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 6 Left	18.00	4.0 %	2005	2005
				Arm 7 Ahead	Inf	82.3 %		
				Arm 8 Right	18.00	13.7 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	1.7 %	1942	1942
				Arm 7 Left	17.00	29.3 %		
				Arm 8 Ahead	Inf	69.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2022 Survey PM' (FG4: '2022 Survey PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination					
		A	B	C	D	Tot.
	A	0	13	357	173	543
	B	14	0	6	114	134
	C	237	3	0	139	379
	D	144	148	164	0	456
	Tot.	395	164	527	426	1512

Full Input Data And Results

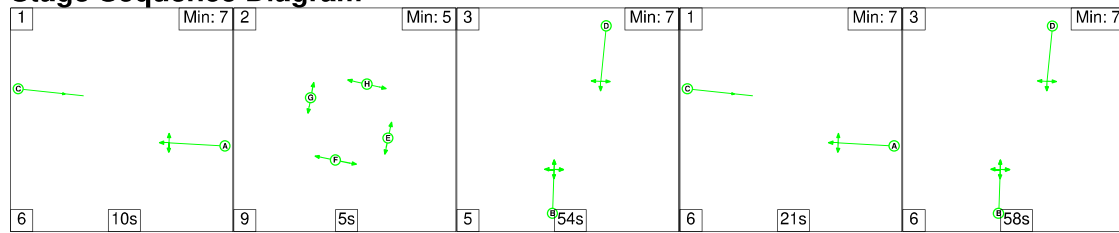
Traffic Lane Flows

Lane	Scenario 4: 2022 Survey PM
Junction: A525 / A5152	
1/1 (with short)	456(In) 292(Out)
1/2 (short)	164
2/1	543
3/1	134
4/1	379
5/1	164
6/1	527
7/1	426
8/1	395

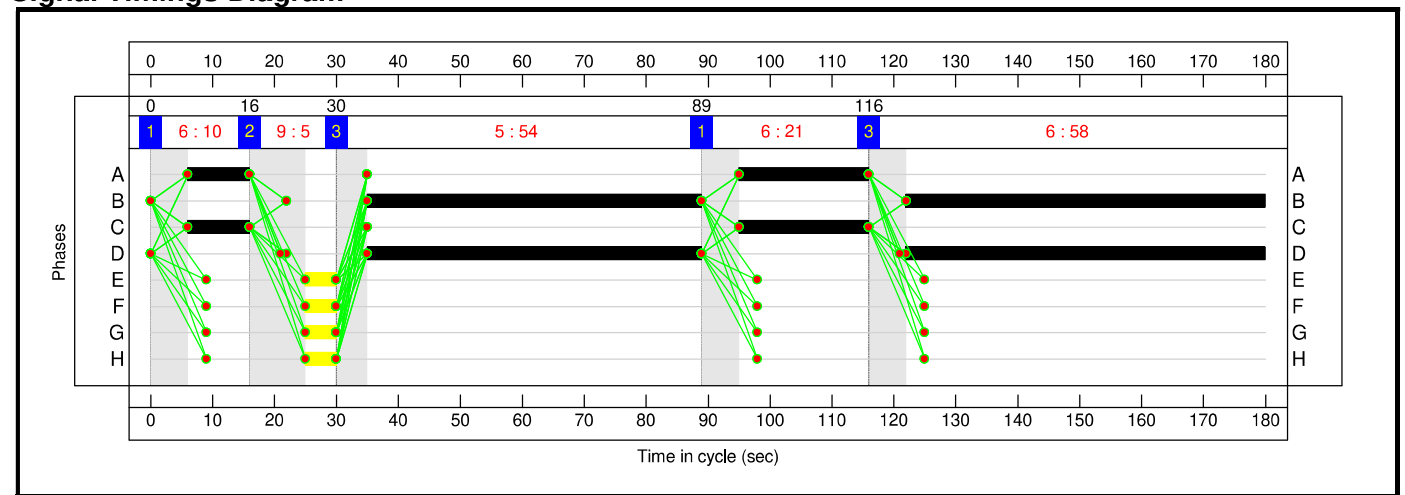
Lane Saturation Flows

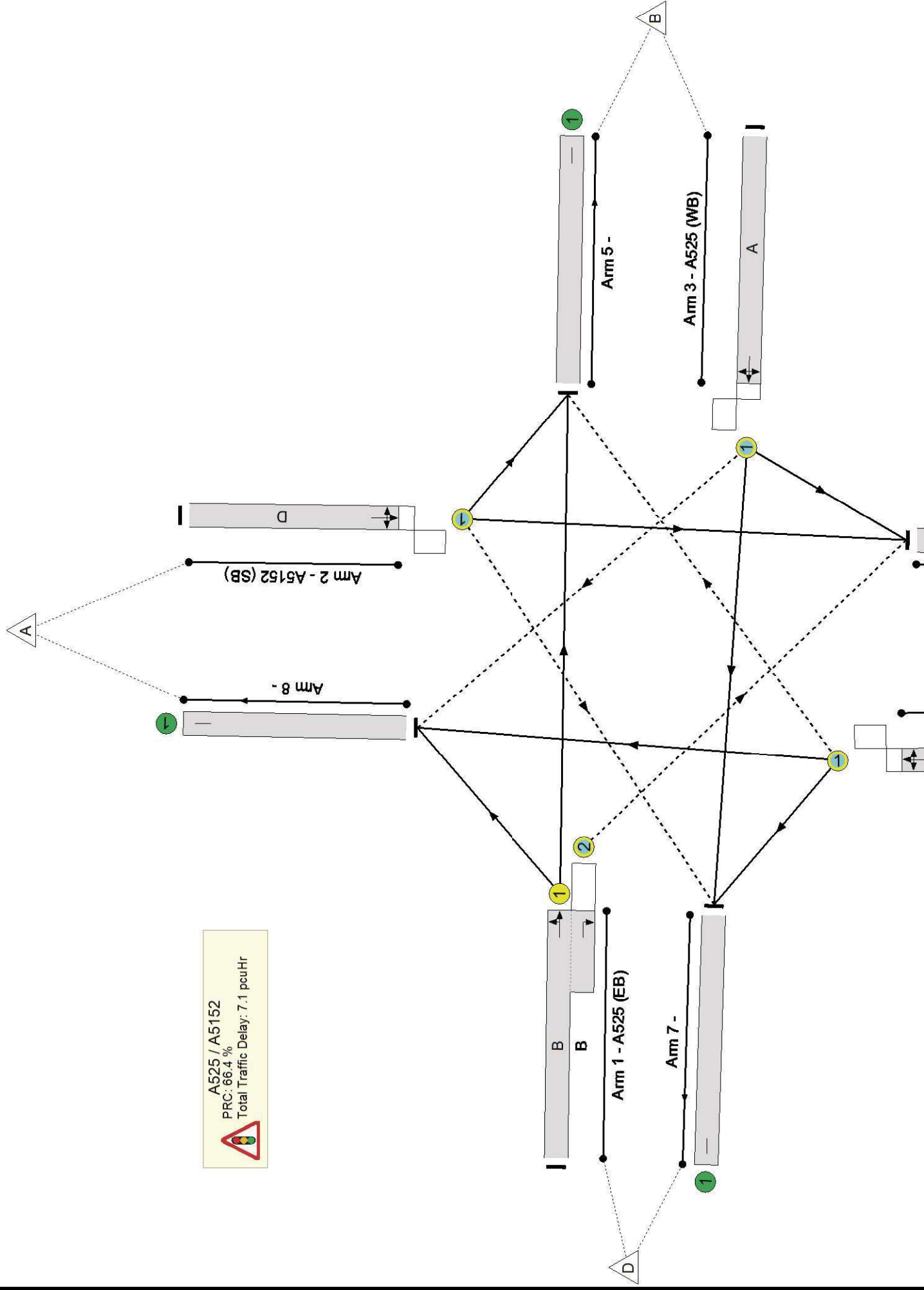
Junction: A525 / A5152								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A525 (EB))	3.30	0.00	Y	Arm 5 Ahead	Inf	50.7 %	1854	1854
				Arm 8 Left	15.00	49.3 %		
1/2 (A525 (EB))	3.30	0.00	Y	Arm 6 Right	15.00	100.0 %	1768	1768
2/1 (A5152 (SB))	3.70	0.00	Y	Arm 5 Left	19.00	2.4 %	1937	1937
				Arm 6 Ahead	Inf	65.7 %		
				Arm 7 Right	21.00	31.9 %		
				Arm 6 Left	18.00	4.5 %		
3/1 (A525 (WB))	4.20	0.00	Y	Arm 7 Ahead	Inf	85.1 %	2010	2010
				Arm 8 Right	18.00	10.4 %		
4/1 (A5152 (NB))	3.80	0.00	Y	Arm 5 Right	15.00	0.8 %	1931	1931
				Arm 7 Left	17.00	36.7 %		
				Arm 8 Ahead	Inf	62.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Stage Sequence Diagram



Stage	1	2	3	1	3
Duration	10	5	54	21	58
Change Point	0	16	30	89	116





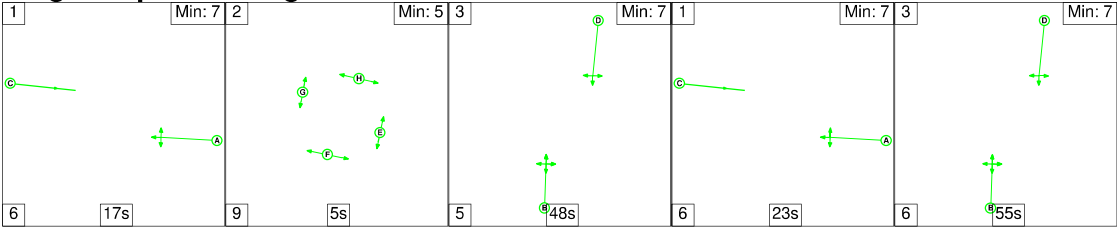
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	54.1%
A525 / A5152	-	-	N/A	-	-		-	-	-	-	-	-	54.1%
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	112	-	671	1870:1768	917+323	54.1 : 54.1%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	112	-	470	1948	1210	38.8%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	31	-	194	2015	367	52.8%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	112	-	436	1942	1230	35.4%
5/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	110	187	8	5.3	1.7	0.1	7.1	-	-	-	-
A525 / A5152	-	-	110	187	8	5.3	1.7	0.1	7.1	-	-	-	-
1/1+1/2	671	671	0	169	6	1.5	0.6	0.0	2.1	11.1	6.9	0.6	7.5
2/1	470	470	103	0	1	1.0	0.3	0.1	1.5	11.1	5.7	0.3	6.1
3/1	194	194	0	17	1	1.8	0.6	0.0	2.4	43.7	4.6	0.6	5.2
4/1	436	436	7	0	0	0.9	0.3	0.0	1.2	10.1	5.2	0.3	5.5
5/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 66.4 PRC Over All Lanes (%): 66.4		66.4 66.4	Total Delay for Signalled Lanes (pcuHr): 7.10 Total Delay Over All Lanes(pcuHr): 7.10		7.10 7.10		Cycle Time (s): 180			

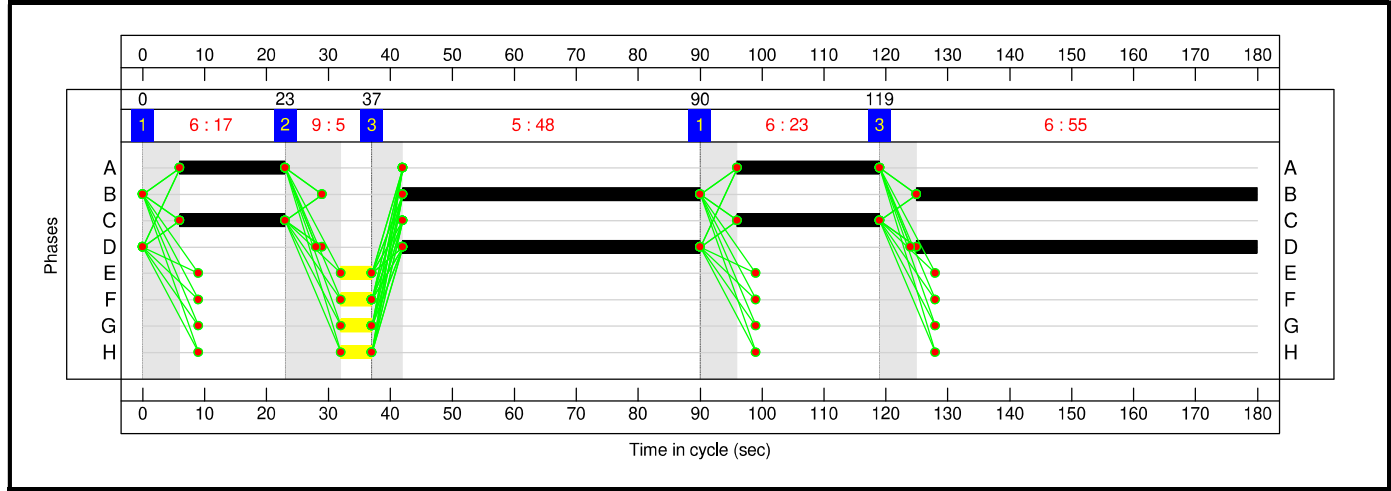
Stage Sequence Diagram

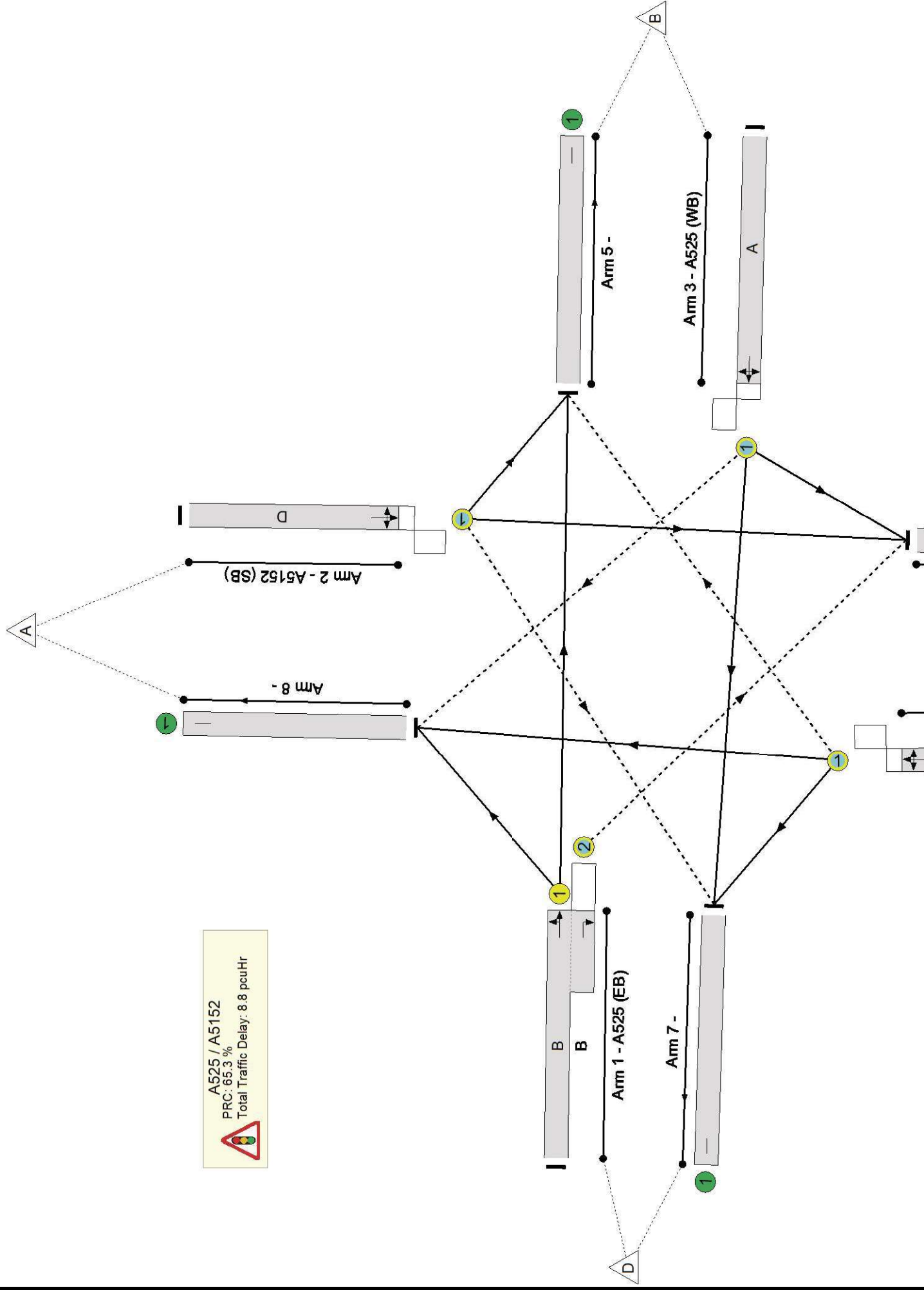


Stage Timings

Stage	1	2	3	1	3
Duration	17	5	48	23	55
Change Point	0	23	37	90	119

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	54.5%
A525 / A5152	-	-	N/A	-	-		-	-	-	-	-	-	54.5%
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	103	-	566	1869:1768	807+358	48.6 : 48.6%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	103	-	584	1936	1072	54.5%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	40	-	256	2021	472	54.3%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	103	-	403	1931	1126	35.8%
5/1		U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%

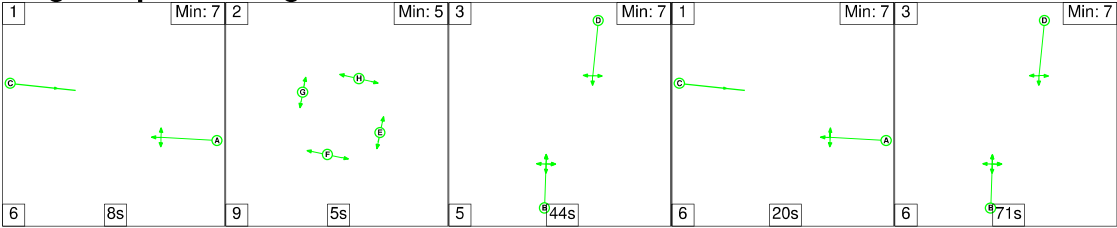
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	191	183	8	6.7	1.9	0.2	8.8	-	-	-	-
A525 / A5152	-	-	191	183	8	6.7	1.9	0.2	8.8	-	-	-	-
1/1+1/2	566	566	0	168	6	1.5	0.5	0.0	2.0	12.6	6.0	0.5	6.5
2/1	584	584	188	0	2	1.9	0.6	0.2	2.7	16.7	10.2	0.6	10.8
3/1	256	256	0	15	1	2.2	0.6	0.0	2.8	38.7	5.8	0.6	6.4
4/1	403	403	3	0	0	1.1	0.3	0.0	1.4	12.4	5.7	0.3	6.0
5/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 180			
PRC for Signalled Lanes (%): 65.3										8.83			
PRC Over All Lanes (%): 65.3										8.83			
Total Delay for Signalled Lanes (pcuHr):										8.83			
Total Delay Over All Lanes (pcuHr):										8.83			

Full Input Data And Results

Scenario 3: '2022 Survey AM' (FG3: '2022 Survey AM', Plan 1: 'Network Control Plan 1')

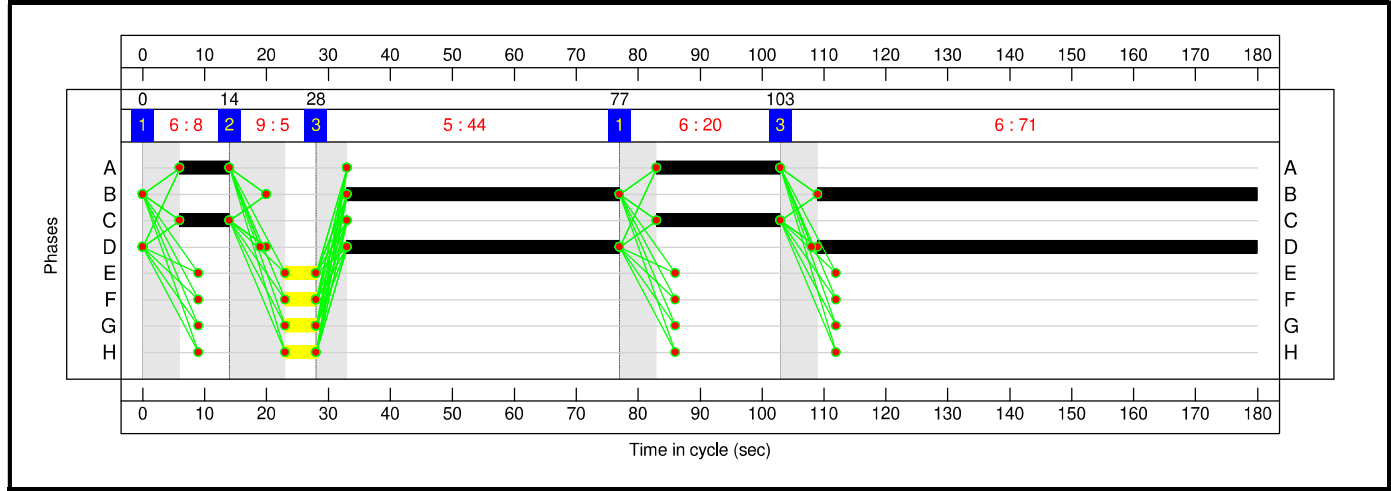
Stage Sequence Diagram

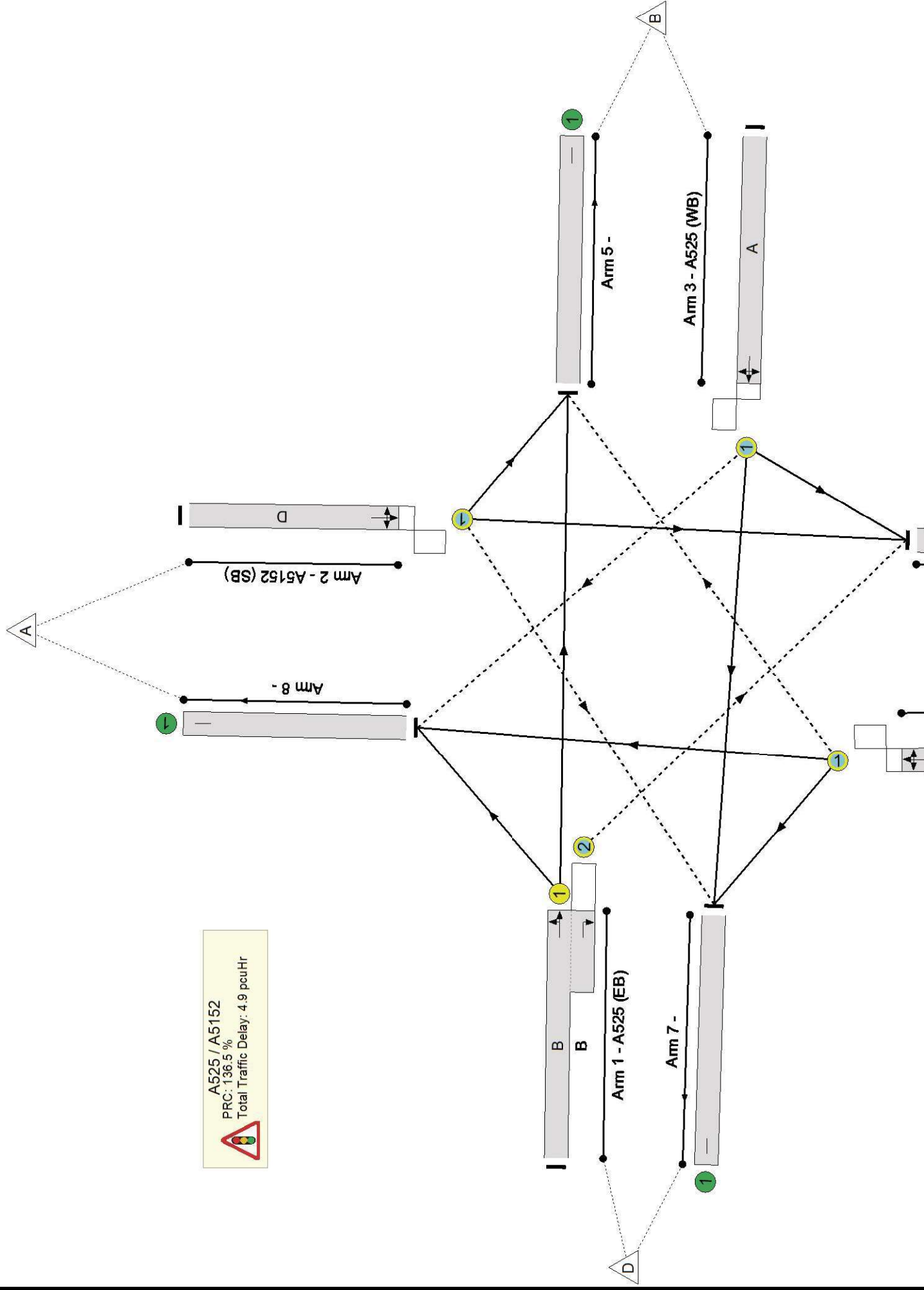


Stage Timings

Stage	1	2	3	1	3
Duration	8	5	44	20	71
Change Point	0	14	28	77	103

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	38.1%
A525 / A5152	-	-	N/A	-	-		-	-	-	-	-	-	38.1%
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	115	-	491	1844:1768	856+434	38.1 : 38.1%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	115	-	440	1949	1251	35.2%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	28	-	124	2005	334	37.1%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	115	-	410	1942	1262	32.5%
5/1		U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%

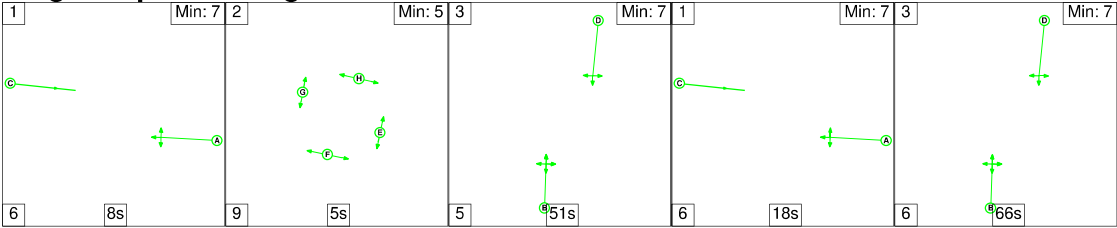
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	101	176	7	3.7	1.1	0.1	4.9	-	-	-	-
A525 / A5152	-	-	101	176	7	3.7	1.1	0.1	4.9	-	-	-	-
1/1+1/2	491	491	0	159	5	0.9	0.3	0.0	1.2	8.7	3.4	0.3	3.7
2/1	440	440	94	0	1	0.9	0.3	0.1	1.2	9.9	5.0	0.3	5.3
3/1	124	124	0	16	1	1.2	0.3	0.0	1.5	42.2	3.0	0.3	3.3
4/1	410	410	7	0	0	0.8	0.2	0.0	1.0	9.1	4.6	0.2	4.8
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 180			
PRC for Signalled Lanes (%): 136.5 PRC Over All Lanes (%): 136.5										Total Delay for Signalled Lanes (pcuHr): 4.90 Total Delay Over All Lanes(pcuHr): 4.90			

Full Input Data And Results

Scenario 4: '2022 Survey PM' (FG4: '2022 Survey PM', Plan 1: 'Network Control Plan 1')

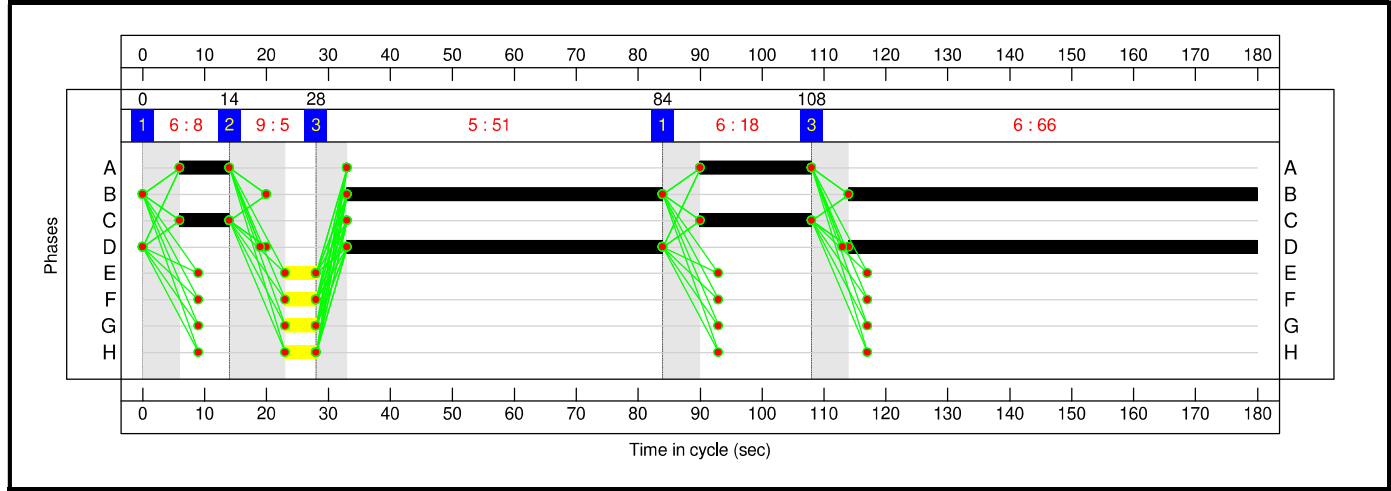
Stage Sequence Diagram

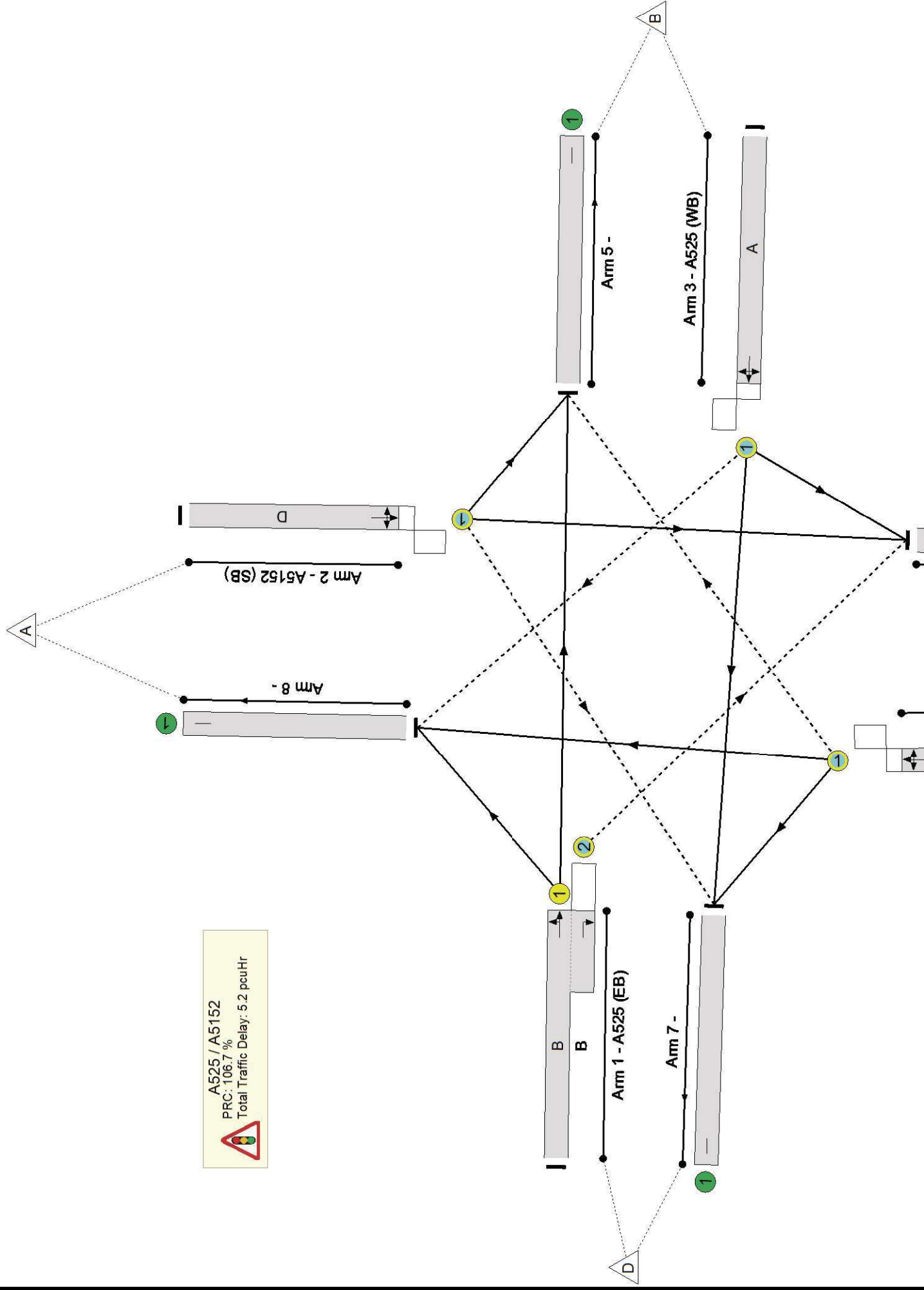


Stage Timings

Stage	1	2	3	1	3
Duration	8	5	51	18	66
Change Point	0	14	28	84	108

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	43.5%
A525 / A5152	-	-	N/A	-	-		-	-	-	-	-	-	43.5%
1/1+1/2	A525 (EB) Ahead Right Left	U+O	N/A	N/A	B		2	117	-	456	1854:1768	848+476	34.4 : 34.4%
2/1	A5152 (SB) Left Ahead Right	O	N/A	N/A	D		2	117	-	543	1937	1247	43.5%
3/1	A525 (WB) Left Ahead Right	O	N/A	N/A	A		2	26	-	134	2010	313	42.9%
4/1	A5152 (NB) Right Left Ahead	O	N/A	N/A	B		2	117	-	379	1931	1277	29.7%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	174	172	8	3.8	1.2	0.1	5.2	-	-	-	-
A525 / A5152	-	-	174	172	8	3.8	1.2	0.1	5.2	-	-	-	-
1/1+1/2	456	456	0	159	5	0.8	0.3	0.0	1.0	8.1	3.0	0.3	3.3
2/1	543	543	171	0	2	1.1	0.4	0.1	1.6	10.6	6.9	0.4	7.3
3/1	134	134	0	14	0	1.3	0.4	0.0	1.7	44.5	3.1	0.4	3.4
4/1	379	379	3	0	0	0.7	0.2	0.0	0.9	8.5	4.1	0.2	4.3
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 180			
PRC for Signalled Lanes (%):				106.7		5.17		Total Delay for Signalled Lanes (pcuHr):		5.17			
PRC Over All Lanes (%):				106.7		5.17		Total Delay Over All Lanes (pcuHr):		5.17			