

Golder Associates Ireland

Traffic and Transport Assessment

Walshestown Pit Restoration

Golder Associates Ireland

Traffic and Transport Assessment

Walshestown Pit Restoration

Document Ref:	08024 R03
----------------------	------------------

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
F4	DGF	PJM	PJM	12 th October 2009	Edits following Client Comments
F3	DGF	PJM	PJM	5 th October 2009	Edits following Client Comments
F2	PJM	PJM	PJM	15 th Sept. 2009	Minor Edits
F	DGF	PJM	PJM	3 rd September 2009	Final
D3	DGF	PJM	-	3 rd September 2009	Edits following Finalised Volumes
D2	DGF	PJM	-	19 th August 2009	Second Draft
D1	DGF	PJM	-	10 th June 2009	First Draft



Executive Summary

This report addresses the traffic related impacts of the proposed quarry restoration operation in the townland of Walshestown, Co. Kildare. The Application Site area is approximately 68 ha. and accesses directly onto the L6042 County Road, to the south-east of Naas and to the north-west of Blessington. Material is to be imported to the quarry from sites in the greater Dublin and Leinster region. The restoration works are intended to re-contour the site to a profile in keeping with the Eastern Kildare Uplands.

The original application submitted in December 2008 envisaged the importation of 7.6 million tonnes (approximately) of material, however following a meeting with Kildare County Council on the 6th May 2009 this was reduced significantly to 4.3 million tonnes (a 43.4% reduction). This revised Traffic & Transportation Assessment takes into account these revised volumes.

The site has been quarried since the late 1960s, under a number of planning permissions, most recently the 1996 permission (P.P.R. No. 96/100, P.L.09.098844) which allowed for 95 truck movements per day, or 190 trips. [ENFO, EIS No. 506].

Classified traffic counts were undertaken in May 2008 and May 2009 to obtain an accurate representation of the traffic movements in the vicinity of the development and National Roads Authority (NRA) traffic growth factors were applied to the count data to estimate future year flows. The traffic growth profile based on the NRA growth factors has been modified to reflect the current reduction in economic activity and the reduction in traffic volumes.

The development flows to and from the site have been assessed following discussions with the client on the proposed future level of activity at the site. The total daily trips assessed under this traffic and transport assessment associated with the restoration operation is 148, 130 of which relate to HGVs (88%). This includes a short term peaking factor of 1.3.

The link capacity of the L6042 County Road and the R410 Regional Road have been assessed, and the junction capacity at the site access, at the L6042/L2023 junction & at the R410/L2023 junction were also examined for the assessment years of 2012, 2017 and 2027 in accordance with the National Roads Authority's "Traffic and Transport Assessment Guidelines" (September 2007). Each of the link and junction capacity assessments have also been undertaken for 2025, the proposed final year of operations at the site.

Two developments adjacent to the proposed quarry restoration operation, Behan's Land Restoration Ltd and CPI Ltd, have been identified. CPI Ltd has permission to generate up to 300,000 tonnes per annum, which equates to 86 trips per day, according to their planning documentation. Both Behan's Land Restoration Ltd and CPI Ltd are also serviced by the L6042 County Road. The cumulative impacts of all three developments have been identified and assessed as part of this traffic and transport assessment.

The assessment indicates that the site access, the L6042/L2023 junction and the R410/L2023 junction will continue to operate within capacity for each of the Assessment Years, with the R410/L2023 junction reaching capacity for the PM Peak in the final year of operation under one of the scenarios examined. It is considered that both the L6042 and the R410 are currently operating within capacity, and will continue to do so with the addition of the development traffic. However there may be a reduction in level of service (LOS) on the R410 in future years with or without the development traffic.

An assessment of the existing L6042 has been undertaken and locations/sections where HGV vehicles may have difficulty in safely passing each other have been identified. It is recommended that carriageway widening be provided at certain sections along the L6042. During the detailed design of the carriageway widening these locations/sections where HGV vehicles have difficulty in safely passing each other should be confirmed. On straight, or nearly straight, sections of the road it is considered that a carriageway width of 6.0m (or 5.75m in constrained locations) would be sufficient. In other locations additional carriageway width may be required due to the horizontal alignment of the existing road. Care would be required to ensure that verge widths remained adequate to cater for pedestrians progressing along the road without the need to enter the carriageway or who wish to step out of the path of approaching vehicles.

Currently each of the access/junctions assessed have limited sightlines for exiting vehicles and it is recommended that alterations to the access junction layout be undertaken and the existing verge areas south of the access location be cleared/cut-back in order to maximise sightlines for exiting vehicles. Additional roadmarkings and signs are also recommended to maximise awareness for approaching drivers of exiting HGV's. Normal verge/hedgerow maintenance should continue to be carried out over the duration of the development to ensure maximum visibility along the road for exiting and approaching vehicles.

It is noted that the forward visibility on the L6042 approaching the junction with the L2023 is poor due to the presence of a private dwelling which is located immediately adjacent to the western verge of the L6042.

Kildare County Council have indicated in the Further Information request that directional signs may be required on designated/agreed access routes to the development. The location and format of these could be agreed following completion of the Planning Process.

Five staff members are intended to be engaged at the site and adequate parking facilities are required to be provided to cater for their needs along with additional facilities for visitors. Due to the rural location of the development public transport and pedestrian/cyclist facilities have not been examined as part of this report.

Glossary of Terms

Road Network:	The existing and proposed public and private roads within the study area.
Traffic Growth:	The normal expected growth in traffic over time.
Trip:	One movement in or out of the study area by foot, cycle or vehicle.
Thresholds:	Minimum intervention levels at which Transport and Traffic Assessments are to be conducted.
Generated Trips:	Additional trips made as a result of the presence of a development.
Peak Time:	Time of day at which the transport demands from a development are greatest.
Capacity Calculations:	Standardised methods of estimating traffic capacity on links and at junctions.
Trip Distribution:	The estimated directional distribution of the estimated traffic at each junction in the study area.
Trip Assignment:	The final estimated flows of traffic for each direction of travel at each junction and along each link within the study area.
TRICS:	A database containing empirically obtained trip generation data for a wide range of different types of developments.

Table of Contents

	Executive Summary	i
	Glossary of Terms	iii
1	Introduction	1
1.1	General.....	1
1.2	Further Information Request.....	1
1.3	Information Reviewed.....	1
1.4	Scope.....	3
1.5	Methodology.....	3
2	Existing Conditions	5
2.1	The Site.....	5
2.2	Existing Road Network.....	5
2.3	Traffic Volumes.....	7
2.4	Historical Traffic Generation at Proposed Site.....	11
2.5	Other Developments In Vicinity Of Application Site.....	11
3	Proposed Development	12
3.1	General.....	12
3.2	Trip Generation.....	12
3.3	Trip Distribution.....	13
3.4	Proposed Development Trip Rate.....	13
3.5	Trip Rates for Adjacent Developments.....	14
3.6	Trip Assignment.....	14
4	Road Impacts	15
4.1	Assessment Years.....	15
4.2	Traffic Growth.....	16
4.3	Link Capacity Assessment.....	16
4.4	Junction Capacity Analysis.....	18
5	Road Safety	21
5.1	Site Access.....	21
5.2	L6042 County Road.....	23
5.3	L6042/L2023 Junction.....	23
5.4	R410/L2023 Junction.....	24
6	Parking	24
7	Conclusions	24

Appendices

Appendix A – TRICS Outputs.....	26
Appendix B – May 2008 Traffic Count Data.....	33
Appendix C – May 2009 Traffic Count Data.....	66
Appendix D – August 2009 Traffic Speed Survey Summary.....	68
Appendix E – PICADY Outputs.....	70

List of Tables

Table 1.1: Summary of Traffic Related Items within Further Information Request.....	2
Table 2.1: Two-way Surveyed Flows and Calculated AADT for Junction 1 (May 2009 Traffic Count)....	8
Table 2.2: Two-way Surveyed Flows and Calculated AADT for Junctions 2 & 3 (May 2009 Traffic Count).....	8
Table 2.3: Two-way Surveyed Flows and Calculated AADT for Junction 1 (May 2009 Traffic Count)....	9
Table 2.4: Comparison of Recorded Traffic on the L6042 (2008 & 2009).....	10
Table 2.5: Summary of Speed Survey Results.....	10
Table 2.6: Summary of Traffic Counter Data in Vicinity of Proposed Development.....	10
Table 3.1: Trip Rate Scenarios.....	15
Table 3.2: Trip Distributions For Assessed Junctions.....	15
Table 4.1: Traffic Growth Factors.....	16
Table 4.2: Development Traffic as a % of Background Link Traffic.....	17
Table 4.3: Summary of PICADY Junction Capacity Analysis at Junction 1.....	18
Table 4.4: Summary of PICADY Junction Capacity Analysis at Junction 2.....	19
Table 4.5: Summary of PICADY Junction Capacity Analysis at Junction 3 for Assignment No.1.....	20
Table 4.6: Summary of PICADY Junction Capacity Analysis at Junction 3 for Assignment No.2.....	20
Table 5.1: NRA DMRB TD 41/95 Requirements.....	21

List of Figures

Figure 1.1: Site Location Plan.....	4
Figure 2.1: Site Boundary and Local Road Network.....	6
Figure 5.1: Sightlines at Access.....	22

1 Introduction

1.1 General

PMCE Ltd was commissioned in May 2008 by Golder Associates Ireland to undertake a review of the likely traffic impacts of the proposed restoration activities at Walshestown Pit, Co. Kildare (Refer to Figure 1.1).

The development consists of the importation of inert soils for the restoration of a previously extracted quarry. The development lands are located off the L6042 County Road which forms a priority junction with the L2023 County Road to the north, which in turn forms a junction with the R410 Regional Road at Beggars End Crossroads to the north-west of the site.

1.2 Further Information Request

This report has been prepared in response to a request for further information made by Kildare County Council in respect of planning application 08/2159 by Cemex Limited. A Traffic and Transport Assessment dated October 2008 (Document reference 08024 R01 (F)) was submitted as part of the planning application. The Further Information sought by Kildare County Council requested that the Traffic and Transport Assessment address the items in Table 1.1.

This report has been prepared on the basis of revised proposed imported volumes of material following the Further Information request.

1.3 Information Reviewed

In preparing this report, reference has been made to the following documents:-

- "Guidelines for Traffic Impact Assessment" (September 1994) published by the Institution of Highways and Transportation;
- "Future Traffic Forecasts 2002 to 2040" (2003) published by the National Roads Authority;
- Traffic Count Survey Data, collected by Abacus Transportation Surveys Ltd;
- Traffic Count Survey Data, collected by PMCE Ltd;
- National Traffic Counter Data, supplied by the National Roads Authority;
- Topographical Survey Data and Ordnance Survey Mapping provided by Golder Associates Ireland;
- Historical Traffic Information provided by the applicant, Cemex (ROI) Ltd; and
- "Recovery Scenarios For Ireland" (May 2009) published by The Economic and Social Research Institute.

Table 1.1: Summary of Traffic Related Items within Further Information Request

Further Information Para.	Further Information Comment/Request	Comment
6	The complete restoration of the site is projected over 15 years with active filling of 600,000 tonnes of inert waste per annum over 13 years. This will result in 195 HGV trips daily. This will result in an unacceptable impact on the residential amenity and local road network in the area. In the event that the material cannot be sourced and the restoration completed within the specified timescale, the development could result in sporadic truck movements over a protracted period of time. Please comment.	Section 3.2.
18	Whilst it is noted that the applicant indicates sightlines of 120m at the site entrance, this standard applies to roadways with speed limits of 70kph. Applicant to indicate details of how it is proposed to achieve the required line of sight in accordance with the Design Manual for Roads and Bridges for the appropriate speed limit.	Figure 5.1.
20 a, b & c	<p>The transportation assessment received is noted. However the following items are required;</p> <ul style="list-style-type: none"> a) Full outputs of all PICADY files used to determine junction capacity. b) Full details of the classified counts undertaken. c) Applicant is requested to clarify the number of trips used for the purposes of the assessment. It is noted in Section 3.2.1 of the report that it is proposed to have 190 HGV trips daily to and from the proposed development. Subsequently it is noted in section 3.4 that a peak factor of 1.3 is used to account for short term peaking (this would result in 248 HGV trips daily). If the higher trip rate is used for the Cemex plant then the peak factor should also be applied to the figures presented for CPI Limited and Behans Land Restoration Limited. It may prove beneficial to use the higher trip rate as a sensitivity test on the various junctions within the assessment. d) It is noted that Junction 3 (R410 / L2023) operates at capacity in 2018 and over capacity in subsequent years. The Transportation Department considers that it is appropriate that developments that contribute to traffic impact and reduce road safety also contribute to the alleviation of same. Applicant to comment. 	<p>Appendix D</p> <p>Appendices B an C</p> <p>Section 3.5.</p> <p>Section 4.4.</p>
31	Given the scale, type & duration of traffic associated with the proposed development, Applicant is requested to undertake and submit analysis & results of a pavement assessment survey (PAS) of public road L6042 from its junction with public road L2023 to the existing site entrance. PAS is necessary to establish the baseline structural condition of the existing pavement. PAS should make recommendations with regard to the required improvement of the existing pavement structure incl. increased widths to adequately accommodate the scale and type of traffic that will be generated by the proposed development. It is proposed that any grant of permission should be conditional on the recommended road improvements being implemented by the Applicant.	Section 5.2

Further Information Para.	Further Information Comment/Request	Comment
32	Please refer the Transport & Traffic Assessment (TTA) to Road Design section for evaluation & verification. In addition to recommending improvements to R410/L2023 junction (Beggars End Cross), TTA also recommends that the sight-lines at 3 no. junctions incl. the site entrance, be improved to facilitate traffic associated with the proposed development. These sight-line improvements should be quantified & conditioned on any grant of permission. TTA evaluation should consider if any capacity/alignment improvements, incl. right turn lane, entrance upgrading etc. are required at the site entrance.	Section 5
35	Applicant to submit proposed road signage details, incl. advance warning signage for the proposed development. Signage should be in accordance with the requirements of Dept of Transport Traffic Signs Manual. Any directional signage for the proposed development will be subject to a separate Section 254 application.	This matter may best be addressed following completion of the Planning Process.

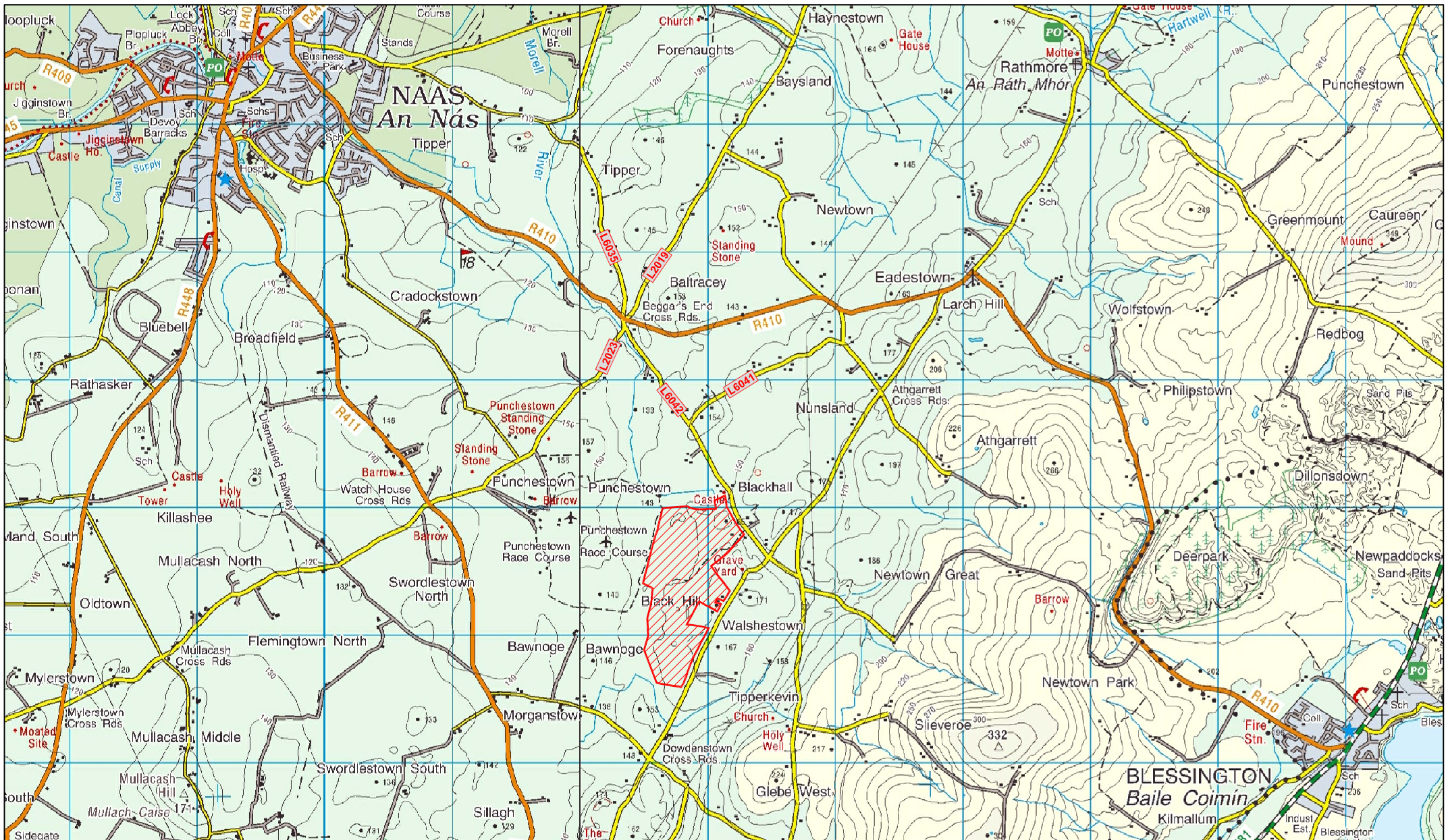
1.4 Scope

The objective of this report is to examine the traffic implications associated with the proposed development in terms of its integration with existing traffic in the area. The report determines and quantifies the extent of additional trips generated by the development, and the impact on operational performance of such trips on the local road network.

1.5 Methodology

The methodology adopted for this appraisal and report involved, in brief:-

- A site visit;
- A review of the initial Traffic and Transport Assessment report;
- Classified Traffic Counts undertaken on 7th May 2008 at the locations detailed in section 2.3;
- A Manual Traffic Count undertaken on 26th May 2009 at the Cemex Site Access;
- An Automatic Traffic Count Survey undertaken between 10th-17th August 2009 on the L6042, which provides an assessment of existing vehicle speeds.
- Existing Traffic – The traffic count data was used to develop PICADY models for Junctions 1, 2 & 3 as shown on Figure 2.1; and
- Future Year Assessments – The estimated future year volumes on the study area network, as a result of the increase in background traffic and the additional development related traffic, was used to assess the future operational performance of the links and junctions both at the assumed year of opening and closing of the development and at two future assessment years.



PMCE

PMCE Ltd.
Mona Villa
Lower Commons Road
Brownsbar
Dublin 22

Tel: +353 (1) 464 3041
Fax: +353 (1) 459 1836
Email: Info@pmce.ie
Web: www.pmce.ie

Client:

Golder Associates

TOWN CENTRE HOUSE, DUBLIN ROAD, NAAS, CO. KILDARE
TEL: 045 874411 - FAX: 045 874549 - www.golder.com

Rev.	Comment	Date
F	Final	03/09/09
D2	Addition of Route Numbers	01/09/09

Notes:

- Do Not Scale - use figured dimensions only.
- Drawing is the property of PMCE Ltd.

Legend:

Site Extents

Project:

**Walshestown Pit Restoration,
Walshestown, Co. Kildare**

Drawing Title:

Site Location Plan

Drawn:	DGF	Date:	03/09/09
Checked:	PJM	Scale:	NTS
Approved:	PJM	Status:	Final
Drawing No:	Figure 1.1	Revision:	F

2 Existing Conditions

2.1 The Site

The Site is located approximately 5km south east of the town of Naas and approximately 6km north-west of the town of Blessington, Co. Kildare, in the townland of Walshestown. The access to the Site is approximately 13 metres in width, widening to approximately 30 metres at its interface with the L6042. The total area of the site is approximately 68 ha.

The lands surrounding the site can be characterised as rural in nature, with land uses in the area being amenity, agricultural, extractive and single-house residential. The lands contiguous to the western boundary of the site comprise Punchestown Race Course. There are scattered residential properties in the vicinity of the site.

2.2 Existing Road Network

2.2.1 L6042 County Road

The L6042 County Road extends from the L2023 to the north-west of the site to the L6097 to the south-east of the site. The road is approximately 6 metres in width at the site access and approximately 5.5 metres in width elsewhere. It has a horizontal and vertical alignment typical of many rural roads, incorporating short radius curves in both the horizontal and vertical. These result in curtailed visibility for drivers. No pedestrian facilities exist along the road.

2.2.2 L2023 County Road

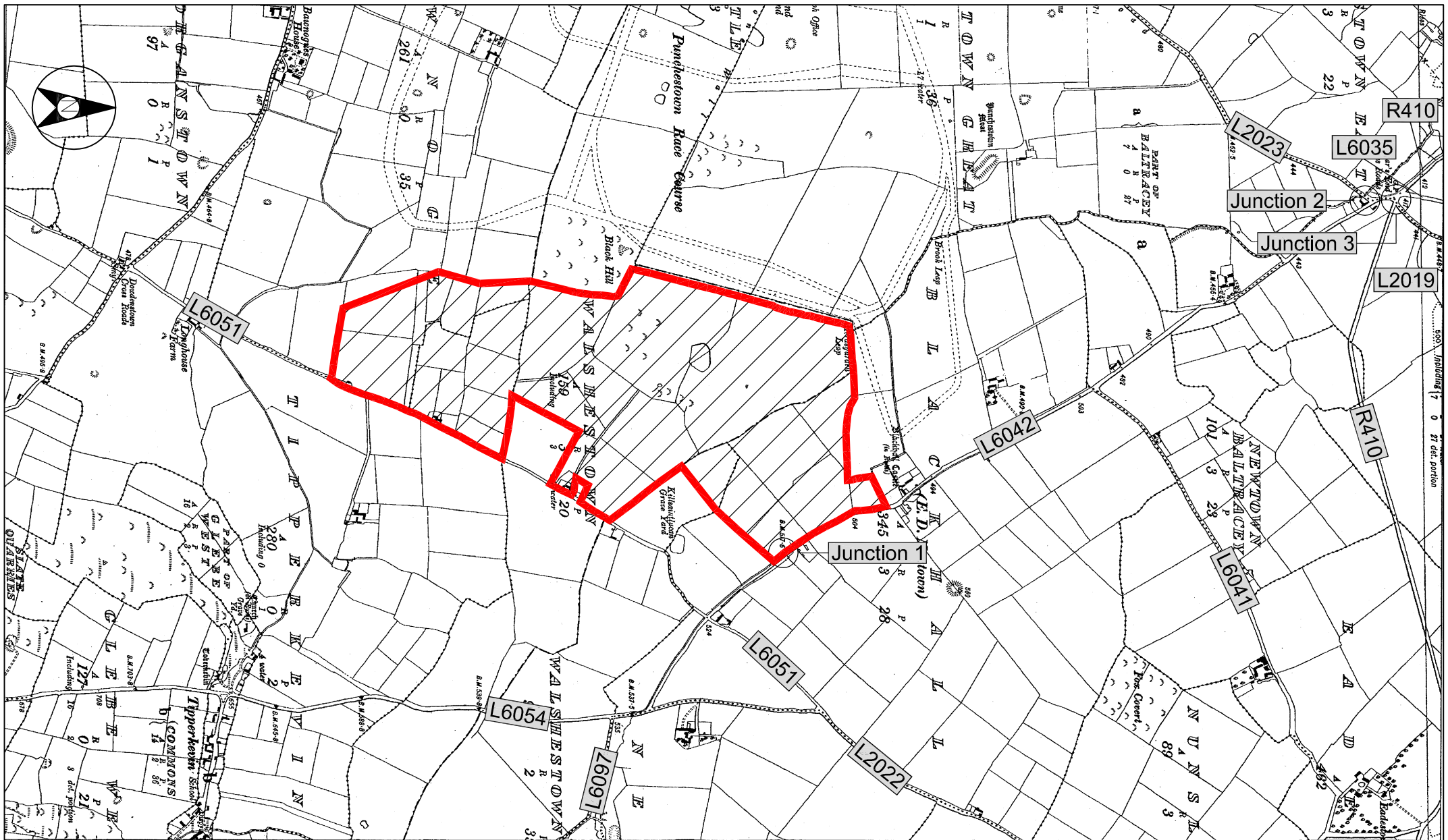
The L2023 County Road extends between the R411 to the west and the R410 to the east. The road is approximately 6.5 metres in width in the vicinity of the priority junction with the L6042 County Road. The L2023 forms part of a five arm junction (Beggar's End) with the R410, the L6035 and the L2019 to the east of its junction with the L6042.

2.2.3 L6041 County Road

The L6041 forms a priority junction with the L6042 approximately half way between the site access and the priority junction with the L2023. The L6041 will not be used as an access route for development related traffic.

2.2.4 L6035 County Road

The L6035 County Road extends in a north-south direction and forms part of the five arm junction (Beggar's End) with the R410, the L2023 and the L2019. The road is approximately approximately 4.5m to 5.0m in width. It approaches the junction on a relatively steep vertical gradient, with a short level area on the immediate approach to the R410.



PMCE

PMCE Ltd.
Mona Villa
Lower Commons Road
Brownsbarn
Dublin 22

Tel: + 353 (1) 464 3041
Fax: + 353 (1) 459 1836
Email: Info@pmce.ie
Web: www.pmce.ie

Client:

Golder Associates

TOWN CENTRE HOUSE, DUBLIN ROAD, NAAS, CO. KILDARE
TEL: 045 874411 - FAX: 045 874549 - www.golder.com

Rev.	Comment	Date
F	Final	03/09/09

Notes:

- Do Not Scale - use figured dimensions only.
- Drawing is the property of PMCE Ltd.

Legend:

Site Extents

Project:

**Walshestown Pit Restoration,
Walshestown, Co. Kildare**

Drawing Title:

**Site Boundary and
Local Road Network**

Drawn:	DGF	Date:	03/09/09
Checked:	PJM	Scale:	NTS
Approved:	PJM	Status:	Final
Drawing No:	Figure 2.1	Revision:	F

2.2.5 L2019 County Road

The L2019 County Road extends in a north-east to-south-west direction and forms part of a five arm junction with the R410, the L2023 and the L6035. The road is approximately 4.5m to 5.0m in width.

2.2.6 R410 Regional Road

The R410 Regional Road extends between Naas in the north-west and Blessington in the south-east in the vicinity of the site. The road is approximately 5.5m to 7.5m in width. It is expected that the majority of incoming material accessing the application site will do so via the R410.

The Local Authority have indicated that the R410 is the preferred access route for development related traffic.

2.3 Traffic Volumes

2.3.1 May 2008 Traffic Survey

Classified traffic counts were carried out at Junctions 1, 2 & 3 on the 7th May 2008 (Figure 2.1). The counts were carried out between 7:00am and 6:00pm at the site access and between 7:00am and 7:00pm at Junctions 2 and 3. These time periods encompass the proposed main operating hours of the proposed development and also includes the peak hours on the adjacent County and Regional Roads. Surveyed vehicles were broken down into five categories as follows:-

- Cars;
- LGVs (Light Goods Vehicles);
- OGV1 (Two and three axle goods vehicles);
- OGV2 (Four and five axle goods vehicles); and
- Buses.

The detailed results of the traffic survey are summarised in Tables 2.1 and 2.2. The morning and evening peak hours at Junction 1 have been established as 08:00 to 09:00 and 16:00 to 17:00. The morning and evening peak hours at Junctions 2 & 3 have been established as 08:30 to 09:30 and 16:15 to 17:15.

The count data has been converted to Annual Average Daily Traffic (AADT) values, as shown in Tables 2.1 and 2.2, using the methods described in "Expansion Factors For Short Period Traffic Counts" (John Devlin/National Roads Authority, 1978, RT 201). Table 3B of the document relating to Rural Intertown Routes and Table 4B relating to Rural Tourist Routes were used in the expansion of traffic counts to AADTs.

A combined rural intertown factor of 1.438 was used to determine the AADT for the R410 Regional Road and a combined rural tourist factor of 1.601 was used to determine the AADTs for the County Roads. Both factors were arrived at by combining the individual hourly factors for the count duration.

Table 2.1: Two-way Surveyed Flows and Calculated AADT for Junction 1 (May 2009 Traffic Count)

Hour Ending	L6042 North of Site Access	Cemex Site Access	L6042 South of Adjacent Quarry
08:00	54	3	38
09:00	116	5	107
10:00	96	2	87
11:00	73	7	62
12:00	66	4	49
13:00	79	3	62
14:00	86	5	71
15:00	83	4	74
16:00	90	3	80
17:00	127	7	106
18:00	114	4	102
Period Total	984	47	838
Period Total HGVs	225	24	122
Period % HGVs	22.9%	51.1%	14.6%
Total AADT	1575	N/A	1342
HGVs as %AADT	16.6%	N/A	10.6%

Table 2.2: Two-way Surveyed Flows and Calculated AADT for Junctions 2 & 3 (May 2009 Traffic Count)

Hour Ending	L6035	R410 North	L2023	L6042	R410 South	L2019
08:00	27	268	205	91	98	117
09:00	98	424	349	153	120	164
10:00	58	355	279	163	100	137
11:00	34	283	208	108	71	74
12:00	37	245	215	106	74	89
13:00	34	275	193	133	66	91
14:00	50	343	243	151	73	126
15:00	46	306	235	129	72	126
16:00	77	329	305	158	57	118
17:00	108	474	432	194	93	185
18:00	108	417	415	189	107	198
19:00	85	386	330	190	100	151
Period Total	762	4105	3469	1765	1031	1576
Period Total HGVs	27	393	313	252	76	89
% HGVs	3.5%	9.6%	9.2%	14.3%	7.4%	5.6%
Total AADT	1220	5902	5457	2825	1482	2523
HGVs as %AADT	2.6%	7.7%	6.6%	10.3%	5.9%	4.1%

An automatic traffic count survey was undertaken between 07.00 on the 10th August 2009 and 23.00 on the 17th August 2009 on the L6042 County Road immediately to the south of the Cemex development access. The results of the survey indicate that, on average, 86% of daily HGV movements occur during the period 07:00–19:00. This information has been used in expanding the period HGV totals to HGVs as a percentage of AADT in Tables 2.1 & 2.2.

2.3.2 May 2009 Traffic Survey

A manual traffic count was undertaken on 26th May 2009 at Junction 1 (Figure 2.1). The detailed results of this survey are summarised in Table 2.3. The count was carried out between 9:00am to 1:00pm and 2:00pm to 5:00pm. The morning and evening peak hours at Junction 1 have been established as 10:15 to 11:15 and 12:00 to 13:00.

The count data has been converted to Annual Average Daily Traffic (AADT) values, as given in Table 2.3, using the methods described in “Expansion Factors For Short Period Traffic Counts” (John Devlin/National Roads Authority, 1978, RT 201). Table 4B relating to Rural Tourist Routes were used in the expansion of traffic counts to AADT. A combined rural tourist factor of 2.83 was used to determine the AADT for the L6042.

Table 2.3: Two-way Surveyed Flows and Calculated AADT for Junction 1 (May 2009 Traffic Count)

Hour Ending	L6042 North	L6042 South
10:00	37	25
11:00	38	35
12:00	28	23
13:00	48	30
15:00	44	31
16:00	39	30
17:00	22	24
Period Total	266	198
Period Total HGVs	85	21
% HGVs	32.0%	10.6%
Total AADT	753	560
HGVs as %AADT	19.5%	6.5%

An automatic traffic count survey was undertaken between 07.00 on the 10th August 2009 and 23.00 on the 17th August 2009 on the L6042 County Road immediately to the south of the Cemex development access. The results of the survey indicate that, on average, 58% of daily HGV movements occur during the period 09:00–13:00 and 14:00-17:00. This information has been used in expanding the period HGV totals to HGVs as a percentage of AADT in Table 2.3.

2.3.3 Traffic Survey Comparative Analysis

An analysis of the traffic surveys undertaken in May 2008 and May 2009 show that a reduction in traffic volumes on the L6042, in the vicinity of the proposed development, have occurred. Table 2.4 provides a summary of the comparison including the percentage reduction in traffic, which is in the order of 50%.

A proportion of this reduction is as a result of a reduction in HGV movements, however the reduction in non-HGV movements has also been recorded and is considered to reflect a general reduction in traffic volumes throughout the region as a result of the overall economic climate.

Table 2.4: Comparison of Recorded Traffic on the L6042 (2008 & 2009)

Year	L6042 North (AADT)	L6042 South (AADT)
2008	1575	1342
2009	753	560
Percentage Change	-52%	-58%

2.3.4 August 2009 Traffic Speed Survey

An automatic traffic count survey was undertaken between 07.00 on the 10th August 2009 and 23.00 on the 17th August 2009 on the L6042 County Road immediately to the south of the Cemex development access. As part of the traffic survey an assessment of traffic speeds was undertaken, and are summarised in Table 2.5.

Table 2.5: Summary of Speed Survey Results

Direction	85 th Percentile Speed [km/h]	Maximum Speed [km/h]	Minimum Speed [km/h]	Mean Speed [km/h]
Northbound	65.9	91.4	14.2	54.1
Southbound	62.3	67.7	52.6	51.7
All Traffic	64.1	91.4	14.2	

The 85th percentile speed correlates with the Design Speed for a road, which has been calculated as 64.1 km/h. The mean speed is 54.1km/h for northbound traffic and 51.7km/h for southbound traffic.

2.3.5 National Roads Authority

The National Roads Authority maintain a network of approximately 140 traffic counters on National and Regional roads throughout Ireland. An assessment of the data provided by the traffic counters closest to the proposed development, on the N81, R448, R445 and M7, indicates an average decrease in traffic from 2008 to 2009 of 9%. Table 2.6 contains a summary of the NRA traffic counter data reviewed.

Table 2.6: Summary of Traffic Counter Data in Vicinity of Proposed Development

Route	Counter Location	2009 AADT	2008 AADT	Percentage Change
N81	South of Tullow	2,634	3,167	-17%
N81	Donard	3,657	4,045	-10%
R448	North of Carlow	5,490	10,163	-46%
R448	Paulstown	14,050	14,467	-3%
R445	Annacotty	18,888	19,674	-4%
R445	South of Ballybrittas	3,111	2,900	+7%
M7	Naas Bypass	57,395	58,153	-1%
M7	Lewinstown	37,993	37,942	+0%

2.3.6 Economic Forecasts

The Economic and Social Research Institute document "Recovery Scenarios For Ireland" dated May 2009 estimates that the Irish economy will return to growth in 2011 and suggests that the potential growth rate of the economy will be around 3% per year.

For the period 2009 to 2011 the Irish economy is not expected to grow. Periods of economic prosperity are a contributing factor to increases in traffic volumes. The current economic climate is contributing to a reduction in traffic volumes.

2.4 Historical Traffic Generation at Proposed Site

The site has been quarried since the late 1960s, under a number of planning permissions, most recently the 1996 permission (P.P.R. No. 96/100, P.L.09.098844) which allowed for 95 truck movements per day, or 190 trips. [ENFO, EIS No. 506].

2.5 Other Developments In Vicinity Of Application Site

2.5.1 Behan's Land Restoration Ltd

A Waste License Application for the restoration of Behan's Lands was submitted in June 2008. This site is also serviced by the L6042 County Road. The 7th May 2008 traffic count took account of traffic movements servicing this site. According to Behan's Land Restoration Ltd. application to the EPA, it is envisaged that this development will generate 120 trips per day over a 15 year period.

The traffic count undertaken on 7th May 2008 noted 100 HGV trips. As part of the assessment of the background traffic on the junctions impacted on by the proposed development, an additional 20 daily HGV trips have been added to the count data information to allow for the maximum number of trips proposed by Behan's Land Restoration Ltd.

2.5.2 CPI Ltd

CPI Ltd were granted planning permission by Kildare County Council in July 2008 for the continuance of use of existing quarry workings (P.Ref.0861, PI.09.130209) at Newtown Great, Naas, Co Kildare. This development is also serviced by the L6042 County Road. According to the EIS submitted as part of the application, it is predicted that this development will operate for 9 to 11 years extracting 250,000 to 300,000 tonnes per annum with a further two years required to restore the site for agricultural use. During extraction the EIS forecast that 4 loads will depart the site each hour giving a total of 86 HGV trips per day.

The traffic count undertaken on 7th May 2008 noted 108 HGV trips travelling to/from the direction of the CPI Ltd facility. The traffic count undertaken on 26th May 2009 noted a maximum of 21 HGV trips travelling to/from the direction of the CPI Ltd facility. For the purposes of this assessment, traffic generated by the CPI Ltd facility has been assessed in accordance with the traffic section of their EIS.

3 Proposed Development

3.1 General

The development consists of a quarry restoration operation on ca. 68 ha in the townland of Walshestown, Co. Kildare. The existing site has been the subject of a quarrying operation and it is now intended to restore the site by accepting inert soils and to re-contour the site to a profile in keeping with the Eastern Kildare Uplands. A maximum of 4.3 million tonnes of material are required to restore the site and it is expected that the works will be carried out over a thirteen year duration. It is assumed that 75% of the imported material will be from sites in the Dublin region with the remaining 25% of material being sourced in the greater Leinster region.

The original application submitted in December 2008 envisaged the importation of 7.6 million tonnes (approximately)of material, however following a meeting with Kildare County Council on the 6th May 2009 this was reduced significantly to 4.3 million tonnes (a 43.4% reduction). This revised Traffic & Transportation Assessment takes into account these revised volumes.

The operator is proposing to undertake the following works:-

- Importing inert materials;
- Handling and screening of inert materials;
- Recovery of soils from on-site or off-site sources for the purposes of placing these materials on the lands for restoration;
- Backfilling the site with the available on-site and imported inert materials;
- Re-contouring the on-site natural soils and existing made-ground berms and embankments to tie into the natural contours of the surrounding landscape and producing a sloped surface that would fit into the local Uplands character;
- Providing boundary landscaping and seeding of restored areas; and
- Providing all necessary ancillary surface water drainage systems

3.2 Trip Generation

3.2.1 Site Operations

The client is proposing to import a maximum of 4.3 million tonnes of material over a project duration of 13 years, giving approximately 330,770 tonnes to be imported per annum.

It is proposed to use a combination of 20 and 28 tonne trucks to import the material, resulting in an average of 24 tonnes per truck. The proposed restoration works will be operational for 5½ days per week for 50 weeks each year, giving 275 full working days per year resulting in an average of 1,203 tonnes of material imported per full working day, equating to approximately 50 loads per day.

The proposed operating hours of the facility are:-

- Six days per week (Monday to Saturday) inclusive; and
- The facility opening times will be 07:00 to 18:00 on Monday to Friday and 07:00 to 14:00 on Saturday.

3.2.2 Staff Trips

It is anticipated that the site is likely to employ five staff members. Staff movements are forecast to be 10 trips (5 inbound and 5 outbound) per working day based on an inspection of the surveyed data. One inbound trip in the morning peak and one outbound in the evening peak is associated with each staff member. Therefore staff are forecast to generate ten peak hour trips, five trips inbound in the morning and five trips outbound in the evening peak. It is assumed that 80% of staff car movements would be to/from the L6042 north of the site access with 20% to/from the L6042 south of the access. This distribution is derived from the surveyed non-HGV movements at the site access.

3.2.3 Miscellaneous Trips

Eight trips have been assumed to occur daily to cater for possible miscellaneous trips associated with the site. These miscellaneous trips allow for operations meetings, site inspections, maintenance operations for plant and machinery, etc. It is not considered likely that these trips would coincide with either peak hour.

3.3 Trip Distribution

Appendix A contains extracts from the TRICS (Trip Rate Information Computer System) database giving the forecast arrivals/departures distribution for waste sites. It is considered that this category best describes the quarry restoration operation and provides a reliable trip distribution over the duration of a typical day. By inspection it can be seen that the pattern of arrivals/departures is consistent with a short turn around within the sites, e.g. that vehicles generally arrive and depart within a short time period, likely to be less than an hour.

In addition the distribution indicates that the highest proportion of arrivals/departures occurs between 14:00 and 15:00 with a peak of 12.3% (Figure 3.3, Appendix B). For the purposes of this assessment it is assumed that 13% of the traffic entering/exiting the site occurs during both the morning and evening peak.

3.4 Proposed Development Trip Rate

The trips generated by the proposed development are based on calculations from the client's proposed site operations as outlined in Section 3.2.1. In an ideal situation a constant supply of material will be imported to the site, this ideal situation is unlikely to reflect the reality of fluctuations in construction project activity due to weather, seasonal variations, etc.

The availability of source material is likely to vary over time, and short term peaking associated with construction and development activities are anticipated. To account for this a peak factor of 1.3 has been adopted, and has been arrived at following a review of the data published by the Central Statistics Office in their "Indices for Total Production in Building and Construction Sector". The data provides information on the economic value of construction activity in three month intervals between the years 2000 to 2007. 2005 provided the maximum deviation between quarterly intervals with a factor of 1.3.

Applying the short term peaking factor of 1.3 gives 65 truck loads daily (50 x 1.3). The total daily trips associated with the restoration operation would be 148 trips daily (88% HGV's), calculated by summing the following components:-

- 130 HGV trips per day - 65 loads with 2 trips per load – into & out of site;
- 10 staff trips daily (Section 3.2.2); and
- 8 miscellaneous trips daily (Section 3.2.3).

3.5 Trip Rates for Adjacent Developments

Two trip rate scenarios have been assessed for the adjacent Behan's and CPI developments. Scenario A represents the maximum permissible trip rate as set out in Behan's waste licence application and CPI's planning permission.

Scenario B represents the same trip rates as Scenario A with an additional peaking factor applied to reflect fluctuations in construction project activity. Scenario A is considered the most realistic trip rate scenario as it represents the maximum permitted volumes in line with the applications for the waste/quarry operations at these sites. Table 3.1 sets out the trip rate scenarios assessed in the junction capacity analysis.

3.6 Trip Assignment

It is anticipated that 75% of the imported material will be from sites in the Dublin region with the remaining 25% of material being sourced in the greater Leinster region. Table 3.2 outlines the trip assignments for each of the assessed junctions.

Following an assessment of the existing road network in the vicinity of the site, and following discussions with the client, it is assumed for the purpose of this assessment that at Junction 1 (the site access) 100% of the HGV traffic associated with the quarry restoration works will enter/exit from/to the L6042 north of the existing site access. Non-HGV movements have been distributed in accordance with the surveyed light vehicle distribution at the access in May 2008 when the site employed five staff.

At Junction 2 (L6042/L2023) the traffic distribution recorded in May 2008 indicates that 75% of HGV traffic from the L6042 turn in the direction of the R410 with the remaining 25% turning west along the L2023 in the direction of Punchestown. In order to produce a robust junction capacity assessment, and in keeping with the Local Authority's stated haul route preference, it is assumed that 100% of HGV movements will be to/from the R410 to the east of the junction. Non-HGV movements have been distributed in accordance with the surveyed light vehicle distribution at the junction.

Two possible assignment scenarios have been assessed at Junction 3. Assignment No. 1 is derived from current vehicle turning movements at the junction and is considered the most realistic assignment. Assignment No. 2 is assessed as a possible worst case scenario where 100% of the HGV movements are to/from the R410 north of the junction, in the direction of Naas town.

Table 3.1: Trip Rate Scenarios

	Background Traffic	Cemex Operation		Behan's Operation		CPI Operation	
		Traffic	Peaking Factor	Traffic	Peaking Factor	Traffic	Peaking Factor
Scenario A	Growth as Section 4.1	130 trips per day	1.3	120 trips per day as per Waste License Application	1.0	86 trips per day as per Planning Application	1.0
Scenario B	Growth as Section 4.1	130 trips per day	1.3	156 trips per day	1.3	112 trips per day	1.3

Table 3.2: Trip Distributions For Assessed Junctions

	To/From	HGV Distribution	LV Distribution
Junction No.1	L6042 North	100%	80%
	L6042 South	0%	20%
Junction No.2	L2023 North	100%	75%
	L2023 South	0%	25%
Junction No.3 (Assignment No.1)	R410 North	83%	58%
	L6035	0%	15%
	L2019	0%	23%
	R410 South	17%	4%
Junction No.3 (Assignment No.2)	R410 North	100%	58%
	L6035	0%	15%
	L2019	0%	23%
	R410 South	0%	4%

Note: HGV = Heavy Goods Vehicle

LV = Light Vehicle

4 Road Impacts

4.1 Assessment Years

The "Traffic and Transport Assessment Guidelines" published by the National Roads Authority recommend the assessment of traffic in the Opening Year, for the Opening Year +5 years and the Opening Year +15 years. The assessment years for the impact assessment are therefore 2012 for the Opening Year, and 2017 and 2027 for the Assessment Years. An additional assessment year of 2025 has also been examined as this represents the year when the proposed restoration works will be completed. The traffic assessed in the assessment year of 2027 does not include development traffic associated with the quarry restoration works as the development will no longer be operational.

4.2 Traffic Growth

The National Roads Authority's publication "Future Traffic Forecasts 2002-2040" has been used as the basis for determining future year traffic flows from the 2008 flows. For this assessment the Non-National indices have been used for both the Regional and County Roads traffic forecasts.

Due to the current economic climate and predicted growth in the Irish economy outlined in the ESRI document "Recovery Scenarios For Ireland" May 2009, it has been assumed that the traffic volumes obtained from the May 2008 traffic survey will remain constant for the period 2008-2011 and will then grow in accordance with the NRA forecast indices, delayed for the period that traffic growth has been assumed to remain constant. It is considered likely that the traffic volumes will decrease over the period 2008-2011 (Sections 2.3.3, 2.3.5 & 2.3.6) and this forecast scenario therefore represents a conservative assessment of the likely impacts on junction and link capacities. Table 4.1 outlines the growth factors adopted for the purposes of this assessment.

Table 4.1: Traffic Growth Factors

Road	2011	2011 - 2012		2011 - 2017		2011 - 2025		2011 - 2027	
		HGV	Other	HGV	Other	HGV	Other	HGV	Other
Regional Road	1.0000	1.018	1.018	1.091	1.080	1.182	1.168	1.209	1.186
County Roads	1.0000	1.018	1.018	1.091	1.080	1.182	1.168	1.209	1.186

4.3 Link Capacity Assessment

The National Roads Authority's document "Traffic and Transport Assessment Guidelines" (September 2007) states that a full Traffic and Transport Assessment is required if the development traffic exceeds 10% of the two way flow on the adjoining road. The percentages given in Table 4.2 apply to the development traffic for the L6042 County Road and the R410 Regional Road.

The NRA "Design Manual for Roads and Bridges" (NRA DMRB) Volume 6, TD 9/07 provides guidance on recommended rural road layouts in its Table 4. It advises that the capacity of a single carriageway road with a 7m cross-section width is 8,600 AADT for a Level of Service 'D' (LOS D) and 6,500 AADT for Level of Service 'C' (LOS C).

Level of service (LOS) is a measure of the capacity of a road related to the average vehicular speed and level of congestion on the road. It is defined by the US Highway Capacity Manual and has six levels, ranging from LOS A to LOS F, with A representing free flow and F representing stop/start traffic. LOS C represents stable flow conditions.

The L6042 has a cross-section width of approximately 5.5m to 6.0m, which means the capacity would be less than that for a 7m carriageway as set out in the NRA DMRB, however the background traffic volumes in each of the assessment years (1,588 AADT in 2012) are considerably less than the LOS C capacity of 6,500.

The addition of the development traffic would result in an AADT on the L6042 of 1,736 in 2012, with the road operating at LOS C. The road will continue to operate at LOS C for each of the assessment years.

Table 4.2: Development Traffic as a % of Background Link Traffic

	Background Traffic (taken from 2008 Traffic Count)				Development Traffic				Development Traffic as a % of Background Traffic			
	2012	2017	2025	2027	2012	2017	2025	2027	2012	2017	2025	2027
L6042 County Road												
AM Peak (excl. adjacent developments)	117	124	133	135	21	21	21	0	18%	17%	16%	0%
AM Peak (incl. adjacent developments)	152	159	168	170	21	21	21	0	14%	13%	13%	0%
PM Peak (excl. adjacent developments)	128	136	146	148	21	21	21	0	16%	15%	14%	0%
PM Peak (incl. adjacent developments)	163	171	181	183	21	21	21	0	13%	12%	12%	0%
AADT (excl. adjacent developments)	1588	1683	1811	1831	148	148	148	0	9%	9%	8%	0%
AADT (incl. adjacent developments)	1856	1951	2079	2099	148	148	148	0	8%	8%	7%	0%
R410 Regional Road												
	2012	2017	2025	2027	2012	2017	2025	2027	2012	2017	2025	2027
AM Peak (excl. adjacent developments)	448	474	510	516	21	21	21	0	5%	4%	4%	0%
AM Peak (incl. adjacent developments)	483	509	545	551	21	21	21	0	4%	4%	4%	0%
PM Peak (excl. adjacent developments)	477	505	544	550	21	21	21	0	4%	4%	4%	0%
PM Peak (incl. adjacent developments)	512	540	579	585	21	21	21	0	4%	4%	4%	0%
AADT (excl. adjacent developments)	5952	6306	6785	6861	148	148	148	0	3%	2%	2%	0%
AADT (incl. adjacent developments)	6220	6574	7053	7129	148	148	148	0	2%	2%	2%	0%

The R410 has a cross-section width of approximately 7.0m, with its capacity as set out in the NRA DMRB for a 7m carriageway of 6,500. The existing volumes (5,952 AADT) are less than the LOS C capacity of 6,500. The addition of the development traffic AADT of 148 would result in a combined AADT on the R410 of 6,100, with the road operating at a LOS C for the opening year of 2012. The R410 will operate at a LOS D in the assessment years of 2025 and 2027 as the combined AADT in each year will exceed LOS C 6,500. The R410 will continue to operate at a LOS D in 2027 as the background traffic will exceed LOS C 6,500.

It is considered that both the L6042 and the R410 are currently operating within capacity, and will continue to do so with the addition of the development traffic. However there may be a reduction in LOS on the R410 in future years with or without the development.

4.4 Junction Capacity Analysis

4.4.1 General

The capacity of the junctions in the vicinity of the development were assessed using the Transport Research Laboratory's (TRL) computer programme PICADY (Priority Intersection CApacity and DelaY). Each junction was assessed under the trip rate scenarios outlined in Table 3.1, and in the case of Junction 3 for Assignments 1 & 2.

Junction performance is measured as a ratio between the flow and capacity (RFC). The capacity analysis has been carried out for both the AM and PM Peaks for each of the assessment years (2012, 2017, 2025 and 2027). A rural junction with 100 kph speed limits on the approaches and with an RFC below 0.75 is considered to be operating within capacity, with an RFC of 0.75 indicating a junction operating at capacity.

For the purposes of a robust assessment the background traffic used in the junction capacity analysis is taken from the May 2008 traffic count information. As outlined in Section 2.3 of this report background traffic in the vicinity of the proposed development has reduced and the results of the junction analyses is considered to be conservative.

4.4.2 Junction 1

The junction at the site access was assessed in accordance with the trip rate scenarios outlined in Table 3.1. The PICADY analysis results for the 2012, 2017, 2025 & 2027 peak hours are summarised in Table 4.3 where the maximum RFC's for each arm of the junction are presented in each assessment year.

Table 4.3: Summary of PICADY Junction Capacity Analysis at Junction 1

Trip Rate	Junction Arm	Assessment Year			
		2012	2017	2025	2027
Scenario A	Site Access	0.022 (0.027)	0.022 (0.028)	0.022 (0.028)	0.000 (0.000)
	L6042	0.028 (0.019)	0.028 (0.019)	0.028 (0.019)	0.000 (0.000)
Scenario B	Site Access	0.022 (0.028)	0.022 (0.028)	0.022 (0.028)	0.000 (0.000)
	L6042	0.026 (0.020)	0.027 (0.020)	0.028 (0.020)	0.000 (0.000)

Note: 1) AM Values (PM Values); and
2) 2027 junction capacity analysis outputs reflects the proposed cessation of development operations in 2025.

The existing junction is predicted to operate within capacity for each of the Assessment Years for the combined existing traffic, future traffic and the development traffic. The traffic assessed in 2027 does not include development traffic associated with the quarry restoration works as it is proposed that the development's operations will cease in 2025. Similarly traffic associated with the adjacent Behan's and CPI operations have not been included in the assessment for 2027 as their activities are proposed to cease prior to this date, according to their planning and licence files.

4.4.3 Junction 2

Junction 2 was assessed in accordance with the trip rate scenarios outlined in Table 3.1. The PICADY analysis results for the 2012, 2017, 2025 & 2027 peak hours are summarised in Table 4.4 where the maximum RFCs for each arm of the junction are presented in each assessment year.

Table 4.4: Summary of PICADY Junction Capacity Analysis at Junction 2

Trip Rate	Junction Arm	Assessment Year			
		2012	2017	2025	2027
Scenario A	L6042	0.265 (0.326)	0.284 (0.349)	0.298 (0.382)	0.257 (0.296)
	L2023	0.058 (0.064)	0.066 (0.073)	0.067 (0.073)	0.066 (0.072)
Scenario B	L6042	0.281 (0.348)	0.300 (0.365)	0.314 (0.398)	0.257 (0.296)
	L2023	0.059 (0.065)	0.059 (0.073)	0.067 (0.074)	0.066 (0.072)

Note: AM Values (PM Values)

The existing junction is predicted to operate within capacity for each of the Assessment Years for the combined existing traffic, future traffic and the development traffic. The traffic assessed in 2027 does not include development traffic associated with the quarry restoration works as it is proposed that the development's operations will cease in 2025. Similarly traffic associated with the adjacent Behan's and CPI operations have not been included in the assessment for 2027 as their activities are proposed to cease prior to this date, according to their planning and licence files.

4.4.4 Junction 3 - Assignment No. 1

Junction 3 was assessed in accordance with the trip rate scenarios outlined in Table 3.1. The PICADY analysis results for the 2012, 2017, 2025 & 2027 peak hours are summarised in Table 4.5 where the maximum RFCs for each arm of the junction are presented in each assessment year for Trip Assignment No.1.

The PICADY analysis indicates that the junction will reach theoretical junction capacity for the PM peak in the 2025 Assessment Year, which is the final year of operation of the proposed development, for the combined existing traffic, future traffic and the development traffic. Following cessation of activity at the development site the junction will operate within capacity.

The traffic assessed in 2027 does not include development traffic associated with the quarry restoration works as it is proposed that the development's operations will cease in 2025. Similarly traffic associated with the adjacent Behan's and CPI operations have not been included in the assessment for 2027 as their activities are proposed to cease prior to this date, according to their planning and licence files.

Table 4.5: Summary of PICADY Junction Capacity Analysis at Junction 3 for Assignment No.1

Trip Rate	Junction Arm	Assessment Year			
		2012	2017	2025	2027
Scenario A	L2023	0.441 (0.368)	0.482 (0.405)	0.540 (0.435)	0.491 (0.401)
	R410 South	0.008 (0.015)	0.008 (0.015)	0.008 (0.015)	0.008 (0.016)
	L2019/L6035	0.331 (0.551)	0.359 (0.600)	0.373 (0.641)	0.410 (0.658)
	R410 North	0.369 (0.637)	0.392 (0.692)	0.400 (0.720)	0.323 (0.691)
Scenario B	L2023	0.450 (0.376)	0.492 (0.413)	0.552 (0.432)	0.491 (0.401)
	R410 South	0.008 (0.015)	0.008 (0.015)	0.008 (0.016)	0.008 (0.016)
	L2019/L6035	0.331 (0.551)	0.360 (0.600)	0.400 (0.641)	0.410 (0.658)
	R410 North	0.392 (0.651)	0.415 (0.707)	0.442 (0.753)	0.323 (0.691)

Note: AM Values (PM Values)

4.4.5 Junction 3 – Assignment No. 2

The PICADY analysis results for the 2012, 2017, 2025 & 2027 peak hours are summarised in Table 4.6 where the maximum RFC's for each arm of the junction are presented in each assessment year for Trip Assignment No. 2. The PICADY analysis indicates that the junction will continue to operate within capacity for each of the Assessment Years for the combined existing traffic, future traffic and the development traffic. The traffic assessed in 2027 does not include development traffic associated with the quarry restoration works as it is proposed that the development's operations will cease in 2025. Similarly traffic associated with the adjacent Behan's and CPI operations have not been included in the assessment for 2027 as their activities are proposed to cease prior to this date, according to their planning and licence files.

Table 4.6: Summary of PICADY Junction Capacity Analysis at Junction 3 for Assignment No.2

Trip Rate	Junction Arm	Assessment Year			
		2012	2017	2025	2027
Scenario A	L2023	0.441 (0.362)	0.482 (0.405)	0.540 (0.435)	0.491 (0.401)
	R410 South	0.008 (0.015)	0.008 (0.015)	0.008 (0.016)	0.008 (0.016)
	L2019/L6035	0.331 (0.550)	0.359 (0.600)	0.400 (0.641)	0.410 (0.658)
	R410 North	0.368 (0.635)	0.390 (0.677)	0.417 (0.717)	0.323 (0.691)
Scenario B	L2023	0.450 (0.370)	0.492 (0.413)	0.552 (0.431)	0.491 (0.401)
	R410 South	0.008 (0.015)	0.008 (0.015)	0.008 (0.016)	0.008 (0.016)
	L2019/L6035	0.331 (0.550)	0.360 (0.600)	0.400 (0.641)	0.410 (0.658)
	R410 North	0.379 (0.649)	0.414 (0.705)	0.440 (0.745)	0.323 (0.691)

Note: AM Values (PM Values)

5 Road Safety

5.1 Site Access

To ensure continued provision of the existing visibility envelopes at the development site access it would be necessary to continue normal verge/hedgerow maintenance, ensuring that the grass/foliage is cut back to maximise visibility.

Table 5.1 contains an extract from NRA DMRB TD 41/95 “Vehicular Access to All-Purpose Trunk Roads” which recommends sight distances in both directions from a position 4.5 metre back from the edge of the through road.

Table 5.1: NRA DMRB TD 41/95 Requirements

Design Speed (km/h)	85	70	60
Desirable Min. Stopping Sight Distance (m)	160	120	90

The current location of the site access onto the L6042 provides sightlines to the left (north) for exiting vehicles in excess of 160m, which is suitable for a Target Design Speed of 85kph (80kph speed limit zone).

Sightlines to the right (south) for exiting vehicles are curtailed by the horizontal alignment of the existing road in this direction. It is possible, by adjusting the fence line and ensuring that the existing roadside verge is maintained clear of obstructions/vegetation, to achieve a sightline in this direction of up to 90 metres.

The existing road network to the south of the access location is characterised by narrow cross-sections and poor horizontal alignments which would result in vehicular speeds lower than the statutory limits. An assessment of vehicle speeds has been undertaken by means of an automatic traffic survey (ATC) undertaken for the period 10th to 17th August 2009 which concluded that the 85th percentile speed for traffic on the L6042 in the vicinity of the site access to be 64.1km/h. The results of the speed survey also indicate that the mean speed on the L6042 to the south of access is 54.1km/h for northbound traffic and 51.7km/h for southbound traffic.

It is considered that the available sightline of 90m to the south of the existing entrance is adequate for the prevailing vehicular approach speeds. Ongoing hedgerow maintenance would be necessary in order to ensure maximum sightlines to the south (Figure 5.1).

In addition the access arrangement could be enhanced by incorporating roadmarkings that clearly indicate to exiting HGV drivers the appropriate location & angle to adopt on the approach to the interface with the public road in order to maximise their inter-visibility with approaching drivers.

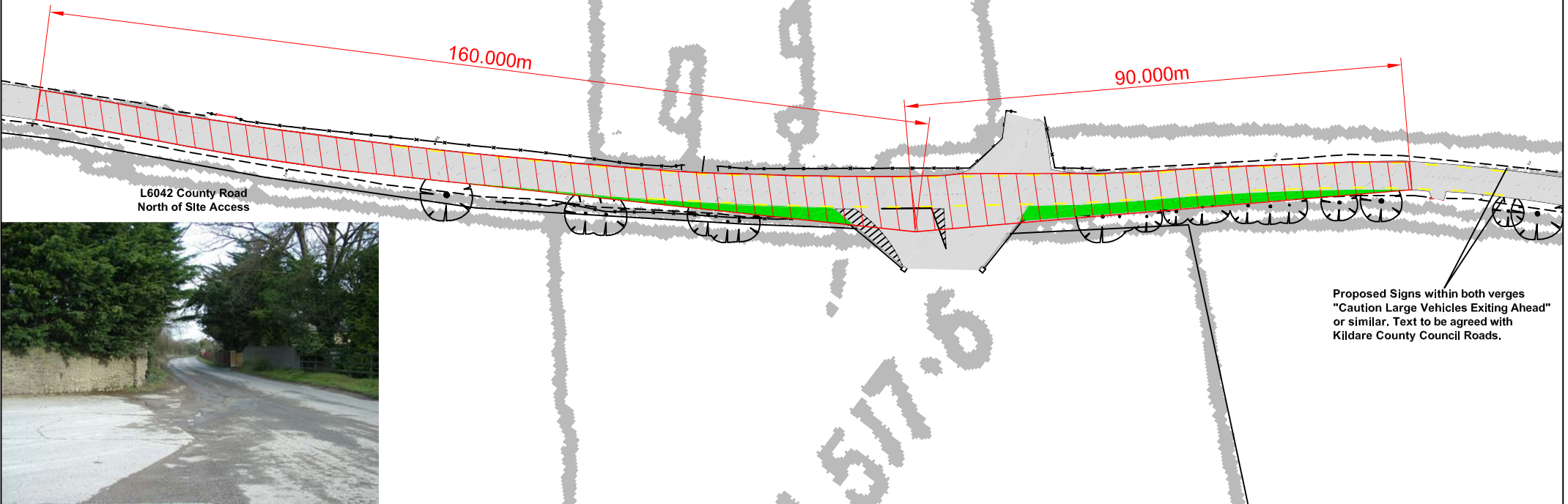
Signs advising northbound drivers approaching the access location of “Heavy Goods Vehicles Exiting Ahead” and yellow edge-of-lane markings on both approaches to the access would assist through-traffic in maintaining an appropriate position within the carriageway as they approach & pass the access bell-mouth.



L6042 County Road at Site Access



L6042 County Road to South of Site Access



L6042 County Road North of Site Access

PMCE

PMCE Ltd.
Mona Villa
Lower Commons Road
Brownsbarn
Dublin 22

Tel: + 353 (1) 464 3041
Fax: + 353 (1) 459 1836
Email: info@pmce.ie
Web: www.pmce.ie

Client:

Golder Associates

TOWN CENTRE HOUSE, DUBLIN ROAD, NAAS, CO. KILDARE
TEL.: 045 874411 - FAX: 045 874549 - www.golder.com

Rev.	Comment	Date
F	Final	03/09/09
D3	Alterations to Notes	01/09/09
D2	Additon of Photographs	19/08/09

Notes:

- Do Not Scale - use figured dimensions only.
- Drawing is the property of PMCE Ltd.

Legend:

- Sightline Envelope
- Extent of Verge to be Cut Back
- Proposed Edge of Carriageway Yellow Line Marking over 200m

Project:

**Walshestown Pit Restoration,
Walshestown, Co. Kildare**

Drawing Title:

Sightlines at Access

Drawn:	DGF	Date:	03/09/09
Checked:	PJM	Scale:	1:1000
Approved:	PJM	Status:	Final
Drawing No:	Figure 5.1	Revision:	F

Details of the warning signs and roadmarkings would be agreed with the local authority prior to implementation. Normal verge/hedgerow maintenance should be carried out over the duration of the development to ensure the visibility along the road for exiting and approaching vehicles.

5.2 L6042 County Road

The L6042 County Road, over its length between the Beggar's End Crossroads and the site access, has a width which varies between 4.70m and 6.00m, and which averages 5.5m. For those sections where it is narrowest or where the horizontal alignment includes short radius curves difficulties may be experienced by passing HGVs.

Given the volume of HGV traffic associated with the existing operations (CPI & Behan's) it is considered that sections of the existing route would benefit from measures to assist HGVs travelling in opposite directions to pass each other safely. This need exists at present and remains with the proposed development.

An assessment of the existing L6042 has been undertaken and locations/sections where HGV vehicles may have difficulty in safely passing each other have been identified. It is recommended that carriageway widening be provided at certain sections along the L6042. During the detailed design of the carriageway widening these locations/sections where HGV vehicles have difficulty in safely passing each other should be confirmed.

On straight, or nearly straight, sections of the road it is considered that a carriageway width of 6.0m (or 5.75m in constrained locations) would be sufficient. In other locations additional carriageway width may be required due to the horizontal alignment of the existing road. Care would be required to ensure that verge widths remained adequate to cater for pedestrians progressing along the road without the need to enter the carriageway or who wish to step out of the path of approaching vehicles.

Where carriageway widening can not be provided then the provision of passing bays could be considered, located so as to be inter-visible with downstream passing bays/wide sections of road. At all times the provision of the passing bays should seek to ensure that an adequate verge width is maintained which would permit pedestrians to safely step out of the way of oncoming traffic.

Where passing bays are provided consideration should be given to the provision of signs advising drivers of the need to stop and assess the downstream section of road to ensure that it is safe to proceed, and indicating the distance to the next passing bay/wide section of road in order to ensure that drivers have sufficient information in order to make a decision to proceed.

A Pavement Assessment Survey, which included a Falling Weight Deflectometer (FWD) Survey, was undertaken on the L6042 between the site access and the L6042/L2023 junction by GeoTesting Ltd. The results of the survey indicate that future pavement strengthening works are required on the L6042 to cater for traffic generated by existing operations and also for the development traffic. Any carriageway widening or passing-bay provisions could be provided in conjunction with pavement strengthening works.

5.3 L6042/L2023 Junction

Sightlines on the L6042 approach to its junction with the L2023 are poor, curtailed by the horizontal alignment of the road and the existence of a dwelling close to the road edge. This junction has, in the past, accommodated significant volumes of traffic, in particular HGV traffic, accessing the Behan's, CPI and Cemex sites.

No mitigation measures are proposed as part of this assessment for this pre-existing issue. While measures to maximise the forward visibility for approaching traffic and other mitigation/warning measures to advise drivers of the upcoming road/junction layout and proximity would be of benefit for all traffic at this location, these pre-existing issues are unlikely to be exacerbated by the proposed development traffic.

5.4 R410/L2023 Junction

The sightlines for exiting vehicles approaching the R410/L2023 junction from both the L6035 and the L2019 are poor particularly to the south of both junctions. As these are not intended to be used by development traffic no mitigation measures are proposed as part of this assessment.

6 Parking

The number of proposed staff at the site may vary over the course of the development. The site currently employs five staff members and it is not anticipated that this is likely to increase. The on-site parking requirements will need to cater for these staff and for visitors to the site such as site. It is recommended that at least 10 parking spaces be provided.

7 Conclusions

An assessment of the link capacity of the L6042 and the R410 indicates that the L6042 will continue to operate within a LOS C for the duration of the development. The R410 will operate at a LOS C in the opening year of 2012 and will reduce to a LOS D in the assessment years of 2025 and 2027 with or without the development. The R410 will continue to operate at a LOS D after operations at the site have ceased.

An assessment of the junction capacity for Junctions 1 & 2 concludes that they will continue to operate within capacity for each of the assessment years, with Junction 3 reaching capacity for the PM Peak in the final year of operation under one of the scenarios examined. It is important to note that the capacity of each junction has been assessed using traffic counter data obtained in May 2008, and which have been kept at these levels for the period 2008 to 2011 despite contra-indications that background traffic levels would decrease over this period. This approach has been adopted to provide a robust, conservative, assessment of junction and link capacities.

It is recommended that the hedgerow and verge to the south of the development access be set back and the existing verge areas further south of this location be cleared/cut-back in order to maximise sightlines for exiting vehicles. The access arrangement should be enhanced to incorporate roadmarkings clearly indicating to exiting HGV drivers the appropriate location & angle to adopt on the approach to the interface with the public road in order to maximise their inter-visibility with approaching drivers.

Signs should be provided advising northbound drivers approaching the access of the existence of exiting Heavy Goods Vehicles ahead and edge-of-lane markings provided for 100m (approximately) either side of the access location to assist through traffic in maintaining an appropriate position within the carriageway as they pass the access bell-mouth. Any facility direction signs required by Kildare County Council along agreed/designated access routes for HGV traffic from the Regional Road network could be provided subject to discussions following completion of the Planning Process.

An assessment of the existing L6042 has been undertaken and locations/sections where HGV vehicles may have difficulty in safely passing each other have been identified. It is recommended that carriageway widening be provided at certain sections along the L6042. During the detailed design of the carriageway widening these locations/sections where HGV vehicles have difficulty in safely passing each other should be confirmed. On straight, or nearly straight, sections of the road it is considered that a carriageway width of 6.0m (or 5.75m in constrained locations) would be sufficient. In other locations additional carriageway width may be required due to the horizontal alignment of the existing road. Care would be required to ensure that verge widths remained adequate to cater for pedestrians progressing along the road without the need to enter the carriageway or who wish to step out of the path of approaching vehicles.

Normal verge/hedgerow maintenance should continue to be carried out over the duration of the development to ensure the visibility along the road for exiting and approaching vehicles.

Appendix A – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 12 - CIVIC AMENITY SITES
 Category : C - LANDFILL
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	SL SOUTH LANARKSHIRE	1 days
13	REPUBLIC OF IRELAND	
	DL DUBLIN	1 days

Main parameter selection:

Parameter: Site area
 Range: 25.00 to 65.00 (units: hect)

Date Range: 01/01/99 to 03/10/06

Selected survey days:

Tuesday	1 days
Thursday	5 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Free Standing (PPS6 Out of Town)	6
----------------------------------	---

Selected Location Sub Categories:

Out of Town	6
-------------	---

Optional parameter selection:

Use Class:

Not Known	4 days
B2	1 days

Population within 1 mile:

1,000 or Less	4 days
1,001 to 5,000	2 days

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

Optional parameter selection (Cont.):

Travel Plan:

No

6 days

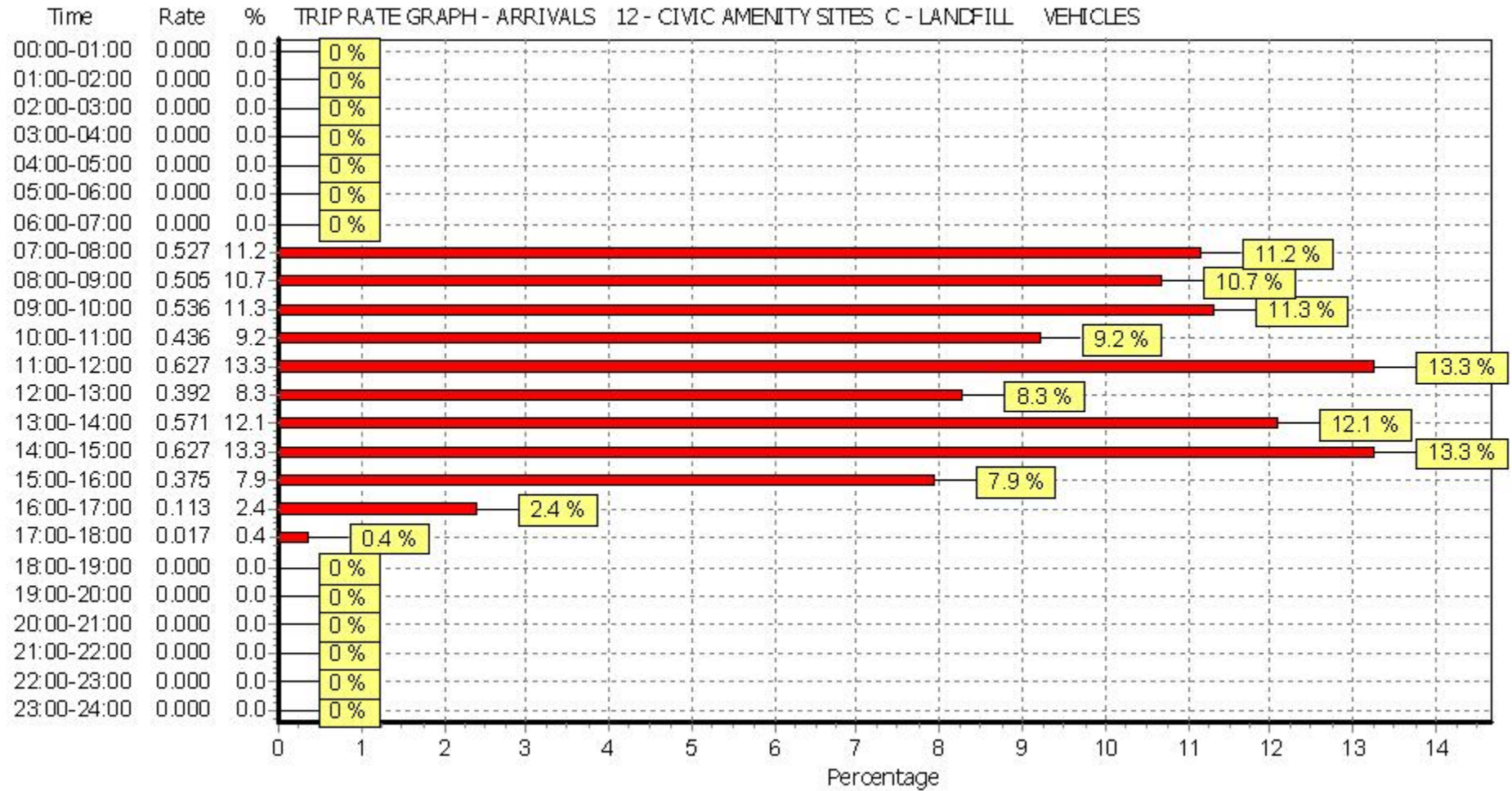
TRIP RATE for Land Use 12 - CIVIC AMENITY SITES/C - LANDFILL
 VEHICLES
 Calculation factor: 1 hect
 BOLD print indicates peak (busiest) period

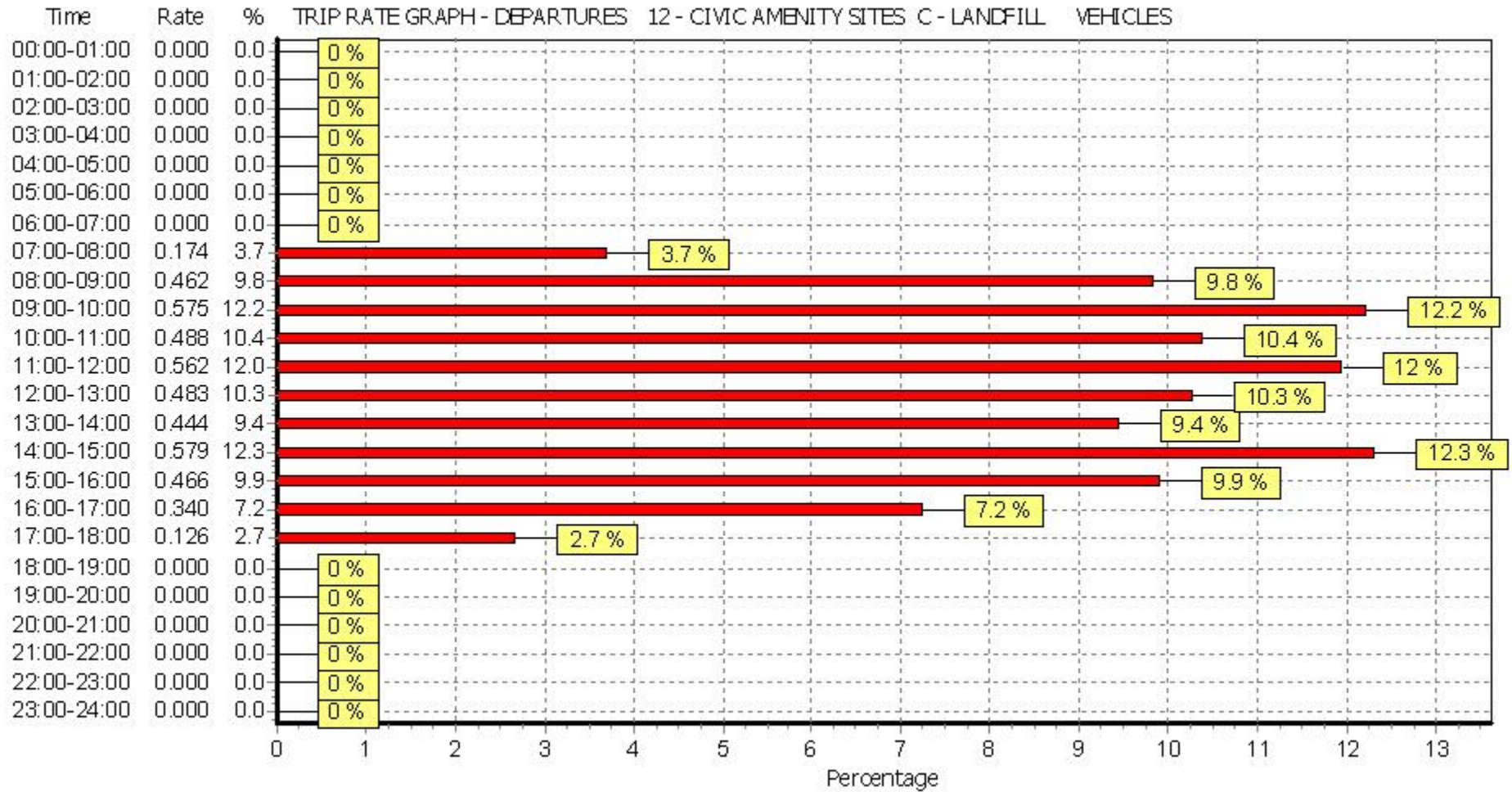
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
01:00 - 02:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
02:00 - 03:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
03:00 - 04:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
04:00 - 05:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
05:00 - 06:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
06:00 - 07:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
07:00 - 08:00	6	38.27	0.527	6	38.27	0.174	6	38.27	0.701
08:00 - 09:00	6	38.27	0.505	6	38.27	0.462	6	38.27	0.967
09:00 - 10:00	6	38.27	0.536	6	38.27	0.575	6	38.27	1.111
10:00 - 11:00	6	38.27	0.436	6	38.27	0.488	6	38.27	0.924
11:00 - 12:00	6	38.27	0.627	6	38.27	0.562	6	38.27	1.189
12:00 - 13:00	6	38.27	0.392	6	38.27	0.483	6	38.27	0.875
13:00 - 14:00	6	38.27	0.571	6	38.27	0.444	6	38.27	1.015
14:00 - 15:00	6	38.27	0.627	6	38.27	0.579	6	38.27	1.206
15:00 - 16:00	6	38.27	0.375	6	38.27	0.466	6	38.27	0.841
16:00 - 17:00	6	38.27	0.113	6	38.27	0.340	6	38.27	0.453
17:00 - 18:00	6	38.27	0.017	6	38.27	0.126	6	38.27	0.143
18:00 - 19:00	1	39.70	0.000	1	39.70	0.000	1	39.70	0.000
19:00 - 20:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
20:00 - 21:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
21:00 - 22:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
22:00 - 23:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
23:00 - 24:00	0	0.00	0.000	0	0.00	0.000	0	0.00	0.000
Total Rates:			4.726			4.699			9.425

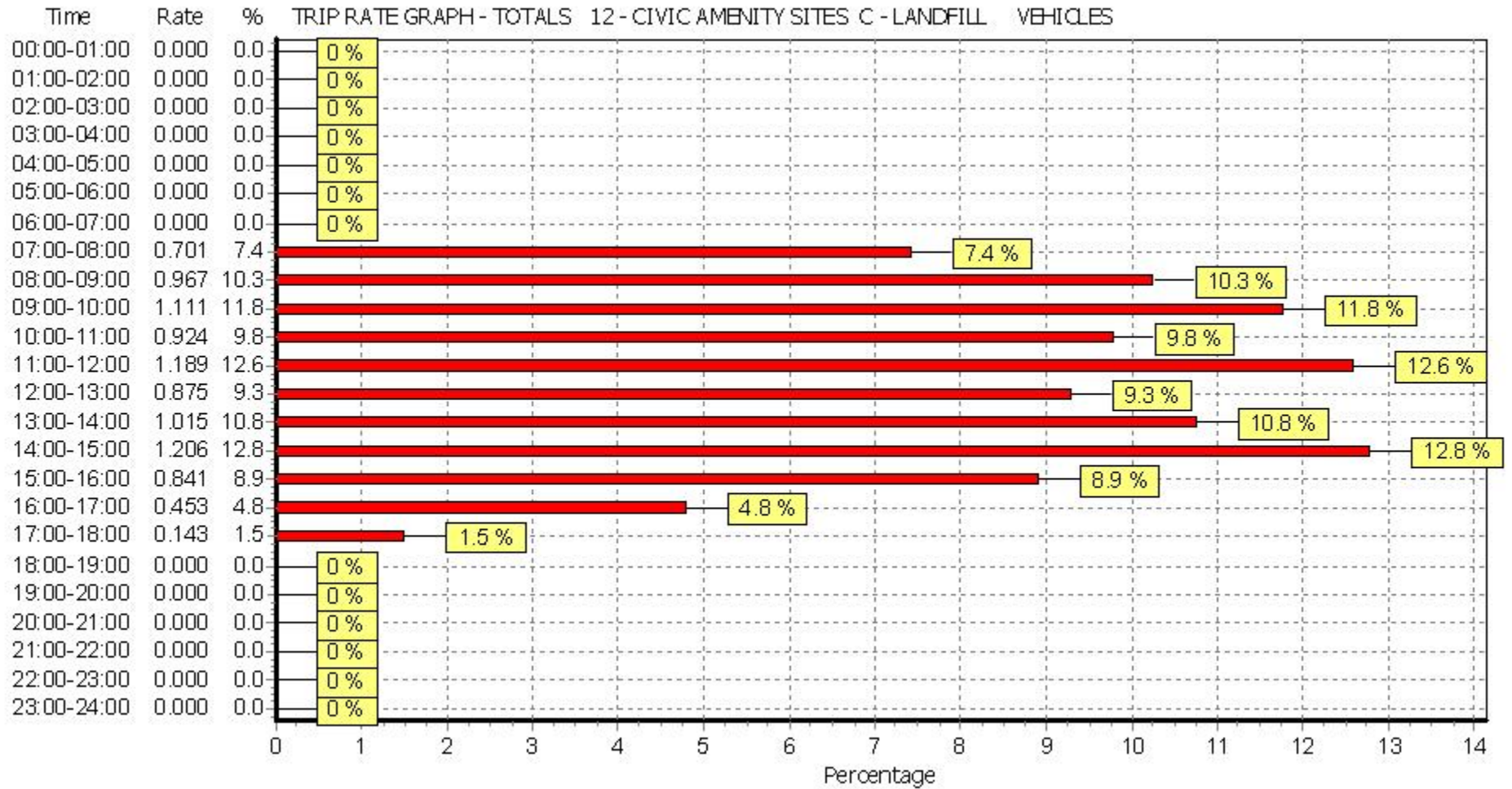
Parameter summary

Trip rate parameter range selected: 25.00 to 65.00 (units: hect)
 Survey date range: 01/01/99 - 03/10/06
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0

Licence No: 241601







Appendix B – May 2008 Traffic Count Data

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 1					TOT	MOVEMENT 2					TOT	MOVEMENT 3					TOT
	CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS	
07:00						0						0						0
07:15	1	0	0	1	0	2	5	0	0	2	0	7	0	0	0	1	0	1
07:30	1	1	0	6	0	8	2	1	0	0	0	3	1	0	0	0	0	1
07:45	0	0	0	1	0	1	2	2	0	0	0	4	0	0	0	0	0	0
H/TOT	2	1	0	8	0	11	9	3	0	2	0	14	1	0	0	1	0	2
08:00	0	0	0	0	0	0	11	0	0	0	0	11	2	0	0	0	0	2
08:15	0	0	0	2	0	2	5	2	1	1	0	9	0	0	0	0	0	0
08:30	1	0	0	0	0	1	9	1	0	3	1	14	0	0	0	0	0	0
08:45	0	0	0	0	0	0	10	1	0	1	0	12	0	0	0	0	0	0
H/TOT	1	0	0	2	0	3	35	4	1	5	1	46	2	0	0	0	0	2
09:00	0	0	0	0	0	0	8	0	0	2	0	10	1	0	0	0	0	1
09:15	0	0	0	2	0	2	6	1	0	1	0	8	0	0	0	0	0	0
09:30	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0	0
09:45	1	0	0	0	0	1	6	3	0	2	0	11	0	0	0	0	0	0
H/TOT	1	0	0	2	0	3	22	4	0	6	0	32	1	0	0	0	0	1
10:00	0	0	0	1	0	1	9	0	1	0	0	10	0	0	0	0	0	0
10:15	0	0	0	0	0	0	3	2	1	0	0	6	0	0	0	0	0	0
10:30	0	0	0	1	0	1	3	2	2	3	0	10	0	0	1	2	0	3
10:45	0	0	0	0	0	0	1	0	0	1	0	2	1	0	0	0	0	1
H/TOT	0	0	0	2	0	2	16	4	4	4	0	28	1	0	1	2	0	4
11:00	0	0	0	0	0	0	2	0	1	3	0	6	0	0	0	0	0	0
11:15	1	0	2	0	0	3	4	1	0	1	0	6	0	0	0	0	0	0
11:30	1	0	0	3	0	4	1	0	0	1	0	2	0	0	0	1	0	1
11:45	0	0	0	1	0	1	4	1	0	0	0	5	0	0	0	0	0	0
H/TOT	2	0	2	4	0	8	11	2	1	5	0	19	0	0	0	1	0	1
12:00	0	0	0	0	0	0	4	0	2	0	1	7	0	0	0	0	0	0
12:15	0	0	0	2	0	2	6	1	1	0	0	8	0	0	0	1	0	1
12:30	2	0	1	1	0	4	6	1	2	1	0	10	0	0	0	0	0	0
12:45	1	0	0	0	0	1	11	2	1	2	0	16	0	0	0	0	0	0
H/TOT	3	0	1	3	0	7	27	4	6	3	1	41	0	0	0	1	0	1

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 1						TOT	MOVEMENT 2						TOT	MOVEMENT 3						TOT
	CAR	LGV	OGV1	OGV2	BUS	CAR		LGV	OGV1	OGV2	BUS	CAR	LGV		OGV1	OGV2	BUS				
13:00	0	0	0	1	0	1	9	0	1	0	0	10	0	0	0	0	0	0	0		
13:15	0	0	0	0	0	0	6	0	0	1	1	8	1	0	0	0	0	0	1		
13:30	0	1	0	2	0	3	3	1	0	1	1	6	0	0	0	1	0	0	1		
13:45	0	0	0	2	0	2	13	0	2	0	1	16	0	0	0	1	0	0	1		
H/TOT	0	1	0	5	0	6	31	1	3	2	3	40	1	0	0	2	0	0	3		
14:00	0	0	0	1	0	1	9	0	0	1	1	11	0	0	0	0	0	0	0		
14:15	0	0	0	0	0	0	2	1	0	2	0	5	1	0	0	0	0	0	1		
14:30	0	0	0	1	0	1	6	0	0	0	0	6	0	0	0	0	0	0	0		
14:45	1	0	0	0	0	1	4	0	1	0	0	5	0	0	0	1	0	0	1		
H/TOT	1	0	0	2	0	3	21	1	1	3	1	27	1	0	0	1	0	0	2		
15:00	0	0	1	1	0	2	11	2	0	2	1	16	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	7	0	1	3	0	11	0	0	0	0	0	0	0		
15:30	1	0	0	2	0	3	1	1	0	0	0	2	0	0	0	0	0	0	0		
15:45	0	0	0	1	0	1	6	0	0	1	0	7	1	0	0	0	0	0	1		
H/TOT	1	0	1	4	0	6	25	3	1	6	1	36	1	0	0	0	0	0	1		
16:00	0	0	0	2	0	2	10	2	1	0	0	13	0	0	0	1	0	0	1		
16:15	0	0	0	0	0	0	8	2	1	0	0	11	0	0	0	0	0	0	0		
16:30	1	0	1	0	0	2	13	1	1	0	0	15	0	0	0	1	0	0	1		
16:45	0	0	0	2	0	2	9	1	0	0	0	10	0	0	0	0	0	0	0		
H/TOT	1	0	1	4	0	6	40	6	3	0	0	49	0	0	0	2	0	0	2		
17:00	0	0	0	1	0	1	14	0	1	0	0	15	0	0	0	0	0	0	0		
17:15	0	0	0	1	0	1	16	2	0	0	0	18	0	0	0	0	0	0	0		
17:30	1	0	0	0	0	1	13	1	0	1	0	15	0	1	0	0	0	0	1		
17:45	1	0	0	1	0	2	12	2	0	0	0	14	0	0	0	0	0	0	0		
H/TOT	2	0	0	3	0	5	55	5	1	1	0	62	0	1	0	0	0	0	1		
18:00						0						0							0		
18:15						0						0							0		
18:30						0						0							0		
18:45						0						0							0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	14	2	5	39	0	60	292	37	21	37	7	394	8	1	1	10	0	0	20		

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 4					TOT	MOVEMENT 5					TOT	MOVEMENT 6					TOT	
	CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS		
07:00						0						0						0	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 4						MOVEMENT 5						MOVEMENT 6						
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	
13:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1
18:00						0						0							0
18:15						0						0							0
18:30						0						0							0
18:45						0						0							0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	8	1	1	12	0	22	0	0	0	0	0	0	2	0	0	0	0	0	2

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 7						MOVEMENT 8						MOVEMENT 9								
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT			
07:00							0							0							0
07:15	0	0	0	0	0	0	6	0	0	1	0	7	0	0	0	1	0	0	1		
07:30	0	0	0	0	0	0	5	1	0	1	0	7	0	0	0	0	0	0	0		
07:45	1	0	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	1	17	1	0	2	0	20	0	0	0	1	0	0	1		
08:00	0	0	0	0	0	0	15	0	1	1	0	17	1	0	0	0	0	0	1		
08:15	0	0	0	0	0	0	12	1	0	0	0	13	0	0	0	1	0	0	1		
08:30	0	0	0	0	0	0	9	0	1	0	1	11	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	12	2	0	3	0	17	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	48	3	2	4	1	58	1	0	0	1	0	0	2		
09:00	0	0	0	0	0	0	9	2	0	1	0	12	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	11	3	1	3	1	19	0	0	0	0	0	0	0		
09:30	0	0	0	0	0	0	11	2	1	0	0	14	0	0	0	0	0	0	0		
09:45	0	0	0	0	0	0	6	1	2	1	0	10	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	37	8	4	5	1	55	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0		
10:15	0	1	0	0	0	1	6	1	1	0	0	8	0	0	0	0	0	0	0		
10:30	0	0	0	0	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0		
10:45	0	0	0	0	0	0	9	1	1	1	0	12	0	0	0	0	0	0	0		
H/TOT	0	1	0	0	0	1	27	2	3	1	0	33	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	1	0	1	2	0	4	0	0	0	0	0	0	0		
11:15	0	0	0	0	0	0	3	0	1	2	0	6	0	0	0	1	0	0	1		
11:30	0	0	0	0	0	0	3	1	0	1	1	6	0	0	0	0	0	0	0		
11:45	0	0	0	0	0	0	11	1	0	1	0	13	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	18	2	2	6	1	29	0	0	0	1	0	0	1		
12:00	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0		
12:15	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0		
12:30	0	0	0	0	0	0	4	0	1	0	1	6	0	0	0	0	0	0	0		
12:45	0	0	0	0	0	0	4	0	1	1	0	6	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	15	2	2	1	1	21	0	0	0	0	0	0	0		

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 7						MOVEMENT 8						MOVEMENT 9					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	0	0	0	0	0	0	4	1	0	2	0	7	0	0	0	0	0	0
13:15	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0	0
13:30	0	0	0	0	0	0	10	0	0	2	1	13	0	0	0	0	0	0
13:45	0	0	0	0	0	0	3	2	0	1	0	6	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	20	3	0	6	1	30	0	0	0	0	0	0
14:00	0	0	0	0	0	0	14	0	3	0	0	17	0	0	0	0	0	0
14:15	0	0	0	0	0	0	10	2	1	1	0	14	0	0	0	0	0	0
14:30	0	0	0	0	0	0	5	1	2	1	0	9	0	0	0	0	0	0
14:45	0	0	0	0	0	0	6	0	0	0	1	7	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	35	3	6	2	1	47	0	0	0	0	0	0
15:00	0	0	0	0	0	0	7	0	1	0	0	8	0	0	0	0	0	0
15:15	0	0	0	0	0	0	11	1	0	2	2	16	0	0	0	0	0	0
15:30	0	0	0	0	0	0	7	1	0	1	1	10	0	0	0	0	0	0
15:45	1	0	0	0	0	1	6	1	1	0	0	8	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	31	3	2	3	3	42	0	0	0	0	0	0
16:00	0	0	0	0	0	0	18	2	0	1	0	21	0	0	0	1	0	1
16:15	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0
16:30	0	0	0	0	0	0	7	2	0	0	0	9	0	0	0	0	0	0
16:45	0	0	0	0	0	0	12	2	0	1	1	16	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	47	6	0	2	1	56	0	0	0	1	0	1
17:00	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	1	0	1
17:15	0	0	0	0	0	0	4	1	0	1	0	6	0	0	0	0	0	0
17:30	0	0	0	0	0	0	9	2	0	0	0	11	0	0	0	0	0	0
17:45	0	0	0	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	30	6	0	1	0	37	0	0	0	1	0	1
18:00						0						0						0
18:15						0						0						0
18:30						0						0						0
18:45						0						0						0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	2	1	0	0	0	3	325	39	21	33	10	428	1	0	0	5	0	6

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 10					TOT	MOVEMENT 11					TOT	MOVEMENT 12					TOT
	CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS		CAR	LGV	OGV1	OGV2	BUS	
07:00						0						0						0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	2	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
H/TOT	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	6	0	7
08:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	3	0	7

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 02

DATE: 7th May 2008

LOCATION: Blackhall/Newtown Baltracey/Quarry Entrance

DAY: Wednesday

TIME	MOVEMENT 10						MOVEMENT 11						MOVEMENT 12					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	5
H/TOT	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	5	0	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
15:00	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	5	0	9
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
17:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	1	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	0	0	0	2	0	2	0	0	0	0	0	0	2	1	0	4	0	7
18:00						0						0						0
18:15						0						0						0
18:30						0						0						0
18:45						0						0						0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	1	0	5	0	7	0	0	0	0	0	0	13	2	5	40	0	60

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						MOVEMENT 4						MOVEMENT 5					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
07:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2	0	2	0	0	0	
H/TOT	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	5	0	0	0	0	5	0	2	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	5	1	2	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	1	0	0	0	2	0	0	0	0	0	
08:30	0	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	5	6	0	0	0	0	6	2	0	0	0	0	
08:45	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	5	2	0	0	0	7	2	1	0	0	0	
H/TOT	1	0	0	0	0	1	2	0	0	0	0	2	10	0	0	0	0	10	17	3	0	0	0	20	5	3	0	0	0	
09:00	2	0	0	0	0	2	1	0	0	0	0	1	4	0	0	0	0	4	3	1	0	0	0	4	0	1	0	0	0	
09:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
09:30	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	5	0	1	0	0	6	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	
H/TOT	4	0	0	0	0	4	2	0	0	0	0	2	5	0	0	0	0	5	11	1	1	0	0	13	1	1	0	0	0	

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						MOVEMENT 4						MOVEMENT 5					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	1	0	0	0	1	
10:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	
H/TOT	1	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	0	2	10	0	0	0	0	10	1	1	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	3	0	1	0	0	0	1	
11:30	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	
11:45	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	4	0	0	0	0	0	0	
H/TOT	1	1	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	4	10	2	1	0	13	0	1	0	0	0	1	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	2	0	0	0	2	1	1	0	0	0	2	

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						MOVEMENT 4						MOVEMENT 5					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	1	0	0	0	0	1	1	0	0	0	0	1	4	0	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	11	1	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0
13:45	1	0	0	0	0	1	2	0	0	0	0	2	1	1	0	0	0	2	2	1	0	0	0	3	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	3	0	0	0	0	3	6	1	0	0	0	7	17	3	1	0	0	21	1	0	0	0	0	1
14:00	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	4	1	0	0	0	5	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	0	1	1	0	0	2
14:30	2	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0
14:45	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	2	0	0	0	0	2	1	1	0	0	0	2
H/TOT	3	1	0	0	0	4	1	0	0	0	0	1	3	1	1	0	0	5	14	3	0	0	0	17	1	2	1	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5	0	0	0	0	5	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	1	0	0	0	7	2	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8	1	0	0	0	9	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	18	1	0	0	0	19	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	37	3	0	0	0	40	2	0	0	0	1	3

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						MOVEMENT 4						MOVEMENT 5					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10	1	0	0	0	11	1	1	0	0	0	2
16:15	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	16	1	0	0	0	17	1	0	0	0	0	1
16:30	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0	0	3	14	1	0	0	0	15	0	0	0	0	0	0
16:45	1	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	4	10	0	1	0	0	11	1	0	0	0	0	1
H/TOT	3	0	1	0	0	4	0	0	0	0	0	0	8	2	0	0	0	10	50	3	1	0	0	54	3	1	0	0	0	4
17:00	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	2	12	1	2	0	0	15	0	0	0	0	0	0
17:15	1	1	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	3	12	2	0	0	0	14	0	0	0	0	0	0
17:30	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	11	0	0	0	0	11	0	0	0	0	0	0
17:45	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2	15	3	0	0	0	18	2	0	0	0	0	2
H/TOT	2	1	0	0	0	3	3	0	0	0	0	3	6	2	0	0	0	8	50	6	2	0	0	58	2	0	0	0	0	2
18:00	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	10	1	2	0	0	13	2	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	12	1	0	0	0	13	0	0	0	0	0	0
18:30	1	0	0	0	0	1	2	0	0	0	0	2	5	0	0	0	0	5	5	2	0	0	0	7	0	0	0	0	0	0
18:45	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0
H/TOT	2	1	0	0	0	3	2	0	0	0	0	2	11	0	0	0	0	11	31	4	2	0	0	37	2	0	0	0	0	2
P/TOT	20	4	1	0	0	25	15	0	0	0	0	15	58	10	2	0	0	70	254	28	8	0	0	290	19	12	1	0	1	33

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 6						MOVEMENT 7						MOVEMENT 8						MOVEMENT 9						MOVEMENT 10					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
07:00	0	0	0	0	0	0	3	0	0	0	0	3	6	2	0	0	1	9	1	0	0	1	0	2	9	1	2	2	1	15
07:15	0	0	0	0	0	0	5	0	0	0	0	5	6	3	1	0	0	10	3	1	1	2	0	7	7	1	1	2	0	11
07:30	1	0	0	0	0	1	5	3	0	0	0	8	4	0	1	0	0	5	5	1	1	6	0	13	15	2	1	2	0	20
07:45	0	0	0	0	0	0	9	2	0	1	0	12	7	2	0	0	1	10	6	4	0	1	0	11	18	4	0	4	0	26
H/TOT	1	0	0	0	0	1	22	5	0	1	0	28	23	7	2	0	2	34	15	6	2	10	0	33	49	8	4	10	1	72
08:00	0	0	0	0	0	0	14	2	0	0	0	16	9	2	0	0	0	11	9	2	0	1	0	12	21	3	1	1	0	26
08:15	2	1	0	0	0	3	10	0	0	0	0	10	5	1	1	2	0	9	4	0	1	1	0	6	16	5	2	2	0	25
08:30	0	1	0	0	0	1	5	2	0	0	0	7	7	1	0	0	0	8	5	1	0	3	0	9	9	2	2	1	0	14
08:45	1	1	0	0	0	2	11	1	1	0	1	14	8	2	0	0	0	10	6	0	0	1	0	7	17	2	0	0	0	19
H/TOT	3	3	0	0	0	6	40	5	1	0	1	47	29	6	1	2	0	38	24	3	1	6	0	34	63	12	5	4	0	84
09:00	0	0	0	0	0	0	11	0	1	0	0	12	15	2	0	0	0	17	7	1	0	2	0	10	14	2	1	3	0	20
09:15	3	0	0	0	0	3	8	1	0	0	0	9	8	0	0	1	0	9	10	0	0	3	0	13	11	3	3	0	0	17
09:30	0	0	0	0	0	0	2	0	0	1	0	3	1	1	0	0	0	2	4	2	0	1	0	7	13	3	0	1	0	17
09:45	0	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	0	3	2	2	0	0	0	4	8	3	1	1	0	13
H/TOT	3	0	0	0	0	3	23	1	1	1	0	26	27	3	0	1	0	31	23	5	0	6	0	34	46	11	5	5	0	67

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 6						MOVEMENT 7						MOVEMENT 8						MOVEMENT 9						MOVEMENT 10					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	1	0	0	0	0	1	5	0	0	0	0	5	0	0	0	0	0	0	8	0	0	2	0	10	17	4	1	3	0	25
10:15	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	1	0	4	3	2	2	2	0	9	8	3	2	2	0	15
10:30	0	1	0	0	0	1	4	0	0	0	0	4	0	3	0	0	0	3	4	1	1	4	0	10	6	3	2	4	0	15
10:45	0	0	0	0	0	0	2	1	0	0	0	3	4	0	0	0	0	4	6	1	0	1	0	8	10	2	1	0	0	13
H/TOT	1	1	0	0	0	2	13	2	0	0	0	15	7	3	0	1	0	11	21	4	3	9	0	37	41	12	6	9	0	68
11:00	1	0	0	0	0	1	2	2	1	0	0	5	6	0	0	0	0	6	5	0	0	2	0	7	9	3	3	1	0	16
11:15	0	0	0	0	0	0	7	0	0	1	0	8	1	1	0	0	0	2	3	0	1	2	0	6	10	2	1	2	0	15
11:30	0	0	0	0	0	0	3	0	0	0	0	3	7	0	0	0	0	7	1	0	0	3	0	4	12	3	2	1	0	18
11:45	1	1	0	0	0	2	4	0	0	0	0	4	4	0	0	0	0	4	7	0	0	1	0	8	10	2	1	2	0	15
H/TOT	2	1	0	0	0	3	16	2	1	1	0	20	18	1	0	0	0	19	16	0	1	8	0	25	41	10	7	6	0	64
12:00	1	0	0	0	0	1	9	2	1	0	0	12	2	0	0	0	0	2	8	1	2	1	0	12	8	1	3	3	0	15
12:15	0	0	0	0	0	0	4	0	1	0	0	5	2	1	0	0	0	3	8	1	0	2	0	11	15	4	0	0	0	19
12:30	0	1	0	0	0	1	6	0	0	1	0	7	2	0	0	1	0	3	7	0	1	2	0	10	9	2	0	1	0	12
12:45	0	0	0	0	0	0	5	2	0	0	0	7	6	0	0	0	0	6	8	2	0	2	0	12	18	1	0	0	0	19
H/TOT	1	1	0	0	0	2	24	4	2	1	0	31	12	1	0	1	0	14	31	4	3	7	0	45	50	8	3	4	0	65

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 6						MOVEMENT 7						MOVEMENT 8						MOVEMENT 9						MOVEMENT 10					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	0	0	0	0	0	0	10	3	0	0	0	13	6	0	0	0	0	6	5	1	1	0	0	7	16	1	1	2	0	20
13:15	0	1	0	1	0	2	4	1	1	1	0	7	1	0	0	0	0	1	8	0	0	1	0	9	11	2	0	2	0	15
13:30	1	0	0	0	0	1	6	0	0	0	0	6	3	0	0	0	0	3	12	0	1	4	1	18	15	3	2	2	1	23
13:45	0	1	0	0	0	1	13	1	0	0	0	14	6	1	0	0	0	7	14	0	0	2	0	16	14	2	0	3	0	19
H/TOT	1	2	0	1	0	4	33	5	1	1	0	40	16	1	0	0	0	17	39	1	2	7	1	50	56	8	3	9	1	77
14:00	2	0	0	0	0	2	8	1	1	0	0	10	5	0	0	0	0	5	9	0	0	1	0	10	14	3	4	1	0	22
14:15	0	0	0	0	0	0	8	1	1	0	0	10	2	0	0	0	0	2	3	0	0	1	0	4	17	3	1	0	0	21
14:30	0	0	1	0	0	1	6	0	1	0	0	7	6	0	0	0	0	6	5	1	0	1	0	7	16	3	2	0	0	21
14:45	1	0	0	0	0	1	3	0	0	0	0	3	6	0	0	0	0	6	4	0	1	1	0	6	12	1	2	0	0	15
H/TOT	3	0	1	0	0	4	25	2	3	0	0	30	19	0	0	0	0	19	21	1	1	4	0	27	59	10	9	1	0	79
15:00	1	0	0	0	0	1	8	0	0	1	0	9	4	2	0	0	0	6	11	1	0	3	1	16	18	0	3	1	0	22
15:15	2	0	0	0	0	2	10	1	0	0	0	11	3	0	1	0	1	5	7	0	0	3	0	10	19	1	1	0	0	21
15:30	0	0	0	0	0	0	6	0	0	0	0	6	2	0	0	0	0	2	4	1	1	3	0	9	21	3	1	0	1	26
15:45	2	0	0	0	0	2	7	0	0	0	0	7	3	0	0	0	0	3	8	0	0	1	0	9	24	3	1	1	2	31
H/TOT	5	0	0	0	0	5	31	1	0	1	0	33	12	2	1	0	1	16	30	2	1	10	1	44	82	7	6	2	3	100

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 6						MOVEMENT 7						MOVEMENT 8						MOVEMENT 9						MOVEMENT 10					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	2	0	0	0	0	2	8	1	0	0	0	9	2	1	0	0	0	3	9	0	0	3	0	12	31	1	0	4	1	37
16:15	1	0	0	0	0	1	12	0	0	3	0	15	10	1	0	0	0	11	6	0	0	0	2	8	42	0	0	2	1	45
16:30	1	0	0	0	0	1	9	2	0	0	0	11	6	0	0	0	1	7	15	1	1	1	0	18	43	1	4	1	3	52
16:45	0	0	0	0	0	0	9	0	0	0	0	9	4	0	0	0	0	4	6	1	0	1	0	8	23	3	2	2	1	31
H/TOT	4	0	0	0	0	4	38	3	0	3	0	44	22	2	0	0	1	25	36	2	1	5	2	46	139	5	6	9	6	165
17:00	0	0	1	0	0	1	5	1	0	1	0	7	5	1	0	0	0	6	11	0	1	1	0	13	32	3	0	0	0	35
17:15	0	1	0	0	0	1	5	0	0	0	0	5	2	0	0	0	0	2	13	4	0	1	0	18	32	2	1	0	1	36
17:30	1	0	0	0	0	1	6	1	0	0	0	7	3	0	0	0	0	3	11	1	0	1	0	13	32	1	0	0	0	33
17:45	2	1	0	0	0	3	6	0	0	0	0	6	11	1	0	1	0	13	8	0	0	1	0	9	22	1	0	0	0	23
H/TOT	3	2	1	0	0	6	22	2	0	1	0	25	21	2	0	1	0	24	43	5	1	4	0	53	118	7	1	0	1	127
18:00	1	0	0	0	0	1	8	0	0	0	0	8	11	2	0	0	0	13	11	0	1	0	0	12	27	0	0	0	0	27
18:15	1	0	0	0	0	1	3	1	0	0	0	4	4	0	0	0	0	4	6	1	1	0	0	8	13	4	0	2	0	19
18:30	0	0	0	0	0	0	10	1	0	0	0	11	4	0	0	0	0	4	20	0	0	0	0	20	22	1	1	0	0	24
18:45	0	0	0	0	0	0	9	1	0	0	0	10	5	1	0	0	0	6	11	3	1	1	0	16	20	0	0	0	0	20
H/TOT	2	0	0	0	0	2	30	3	0	0	0	33	24	3	0	0	0	27	48	4	3	1	0	56	82	5	1	2	0	90
P/TOT	29	10	2	1	0	42	317	35	9	10	1	372	230	31	4	6	4	275	347	37	19	77	4	484	826	103	56	61	12	1058

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 11						TOT	MOVEMENT 12						TOT	MOVEMENT 13						TOT	MOVEMENT 14						TOT	MOVEMENT 15						TOT
	CAR	LGV	OGV1	OGV2	BUS	CAR		LGV	OGV1	OGV2	BUS	CAR	LGV		OGV1	OGV2	BUS	CAR	LGV	OGV1		OGV2	BUS	CAR	LGV	OGV1	OGV2		BUS	CAR	LGV	OGV1	OGV2	BUS	
07:00	2	0	1	0	0	3	1	0	0	0	0	1	9	1	0	0	0	10	2	0	1	0	0	3	2	1	1	0	0	4					
07:15	4	0	0	0	0	4	1	0	0	0	0	1	5	3	0	0	0	8	1	0	0	0	0	1	1	0	0	0	0	1					
07:30	3	0	0	0	0	3	4	1	0	0	0	5	14	4	1	0	0	19	0	0	0	0	0	0	0	2	0	0	0	2					
07:45	4	0	0	1	0	5	2	1	0	0	0	3	13	5	0	0	0	18	0	0	0	2	0	2	0	1	0	0	0	1					
H/TOT	13	0	1	1	0	15	8	2	0	0	0	10	41	13	1	0	0	55	3	0	1	2	0	6	3	4	1	0	0	8					
08:00	7	1	0	3	0	11	8	0	1	0	0	9	10	2	1	0	0	13	3	0	0	1	0	4	1	0	0	1	0	2					
08:15	11	1	1	1	0	14	12	2	0	0	0	14	9	4	0	1	0	14	0	0	1	0	0	1	1	0	0	0	0	1					
08:30	25	1	0	0	0	26	8	1	0	0	0	9	16	1	0	1	0	18	2	0	0	0	0	2	2	1	0	0	0	3					
08:45	18	0	1	0	0	19	12	0	0	0	0	12	12	1	2	0	0	15	2	0	0	0	0	2	3	0	0	0	0	3					
H/TOT	61	3	2	4	0	70	40	3	1	0	0	44	47	8	3	2	0	60	7	0	1	1	0	9	7	1	0	1	0	9					
09:00	16	2	1	0	0	19	8	0	1	0	0	9	10	1	0	0	0	11	2	0	0	1	0	3	7	0	0	0	0	7					
09:15	3	1	0	0	0	4	6	0	0	0	0	6	9	4	0	0	0	13	1	0	0	0	0	1	4	1	0	0	0	5					
09:30	9	3	0	1	0	13	3	0	0	0	0	3	4	1	0	0	0	5	2	0	0	2	0	4	3	0	0	0	0	3					
09:45	13	2	0	1	0	16	2	0	1	0	0	3	2	3	2	0	0	7	2	1	1	0	0	4	4	1	0	0	0	5					
H/TOT	41	8	1	2	0	52	19	0	2	0	0	21	25	9	2	0	0	36	7	1	1	3	0	12	18	2	0	0	0	20					

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 11						MOVEMENT 12						MOVEMENT 13						MOVEMENT 14						MOVEMENT 15					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	10	0	0	0	0	10	0	1	1	0	0	2	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
10:15	18	1	1	0	0	20	2	0	0	0	0	2	4	2	0	0	0	6	0	0	1	0	0	1	2	0	0	0	0	
10:30	10	0	0	2	0	12	3	0	0	0	0	3	4	1	0	0	0	5	0	0	0	1	0	1	1	0	0	0	0	
10:45	8	0	1	1	0	10	4	1	0	0	0	5	2	3	0	0	0	5	1	0	0	0	0	1	0	0	1	0	0	
H/TOT	46	1	2	3	0	52	9	2	1	0	0	12	13	6	1	0	0	20	1	0	1	1	0	3	3	0	1	0	0	
11:00	6	1	0	0	0	7	3	0	0	0	0	3	3	2	1	0	0	6	0	0	0	0	0	0	2	0	2	1	0	
11:15	5	0	0	2	0	7	2	1	0	0	0	3	6	3	0	2	0	11	1	0	1	0	0	2	2	0	0	0	0	
11:30	8	1	2	1	0	12	1	1	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	
11:45	6	1	0	2	0	9	1	0	0	0	0	1	2	0	1	0	0	3	1	0	0	1	0	2	4	1	0	0	0	
H/TOT	25	3	2	5	0	35	7	2	0	0	0	9	12	5	2	2	0	21	3	0	1	1	0	5	9	1	2	1	0	
12:00	6	0	0	0	0	6	5	0	0	0	0	5	2	0	0	0	0	2	1	0	0	0	0	1	4	0	1	0	1	
12:15	8	0	0	1	0	9	3	1	0	0	0	4	2	1	0	0	0	3	0	0	0	1	0	1	4	0	1	0	0	
12:30	6	0	1	1	0	8	4	0	0	0	0	4	7	2	0	0	0	9	0	0	1	1	0	2	3	0	1	0	0	
12:45	6	0	0	0	0	6	6	0	0	0	0	6	2	1	0	0	0	3	2	0	0	0	0	2	5	0	0	0	0	
H/TOT	26	0	1	2	0	29	18	1	0	0	0	19	13	4	0	0	0	17	3	0	1	2	0	6	16	0	3	0	1	

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 11						MOVEMENT 12						MOVEMENT 13						MOVEMENT 14						MOVEMENT 15					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	11	1	1	1	0	14	1	0	1	0	0	2	7	0	0	0	0	7	1	0	0	1	0	2	2	0	0	0	1	3
13:15	9	1	1	0	0	11	1	0	0	0	0	1	4	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	
13:30	8	0	0	0	0	8	2	0	0	0	0	2	3	0	0	0	0	3	1	0	0	1	0	2	3	2	1	0	0	6
13:45	11	0	1	2	0	14	3	0	0	0	0	3	2	0	0	0	0	2	1	0	1	1	0	3	3	0	0	0	1	4
H/TOT	39	2	3	3	0	47	7	0	1	0	0	8	16	3	0	0	0	19	3	0	1	3	0	7	8	2	1	0	2	13
14:00	5	1	0	3	0	9	2	0	0	0	0	2	4	2	0	1	0	7	0	0	0	0	0	0	2	1	1	0	1	5
14:15	4	2	0	1	0	7	0	1	0	0	0	1	3	0	1	0	0	4	1	0	0	0	0	1	2	0	0	0	0	2
14:30	9	0	1	1	0	11	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1
14:45	13	0	0	0	0	13	1	0	0	0	0	1	8	3	0	0	0	11	0	0	0	0	0	0	3	0	1	0	0	4
H/TOT	31	3	1	5	0	40	3	1	0	0	0	4	18	7	1	1	0	27	1	0	0	0	0	1	8	1	2	0	1	12
15:00	12	3	0	0	0	15	5	0	0	0	0	5	2	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	0	2
15:15	10	2	1	0	0	13	3	0	1	0	0	4	6	2	0	0	0	8	0	0	0	0	0	0	2	0	1	0	0	3
15:30	7	0	1	1	0	9	3	0	0	0	0	3	3	1	0	1	0	5	1	0	0	0	0	1	1	2	1	0	0	4
15:45	5	2	1	0	1	9	3	0	0	0	0	3	3	1	0	0	0	4	1	0	0	0	0	1	2	0	0	1	0	3
H/TOT	34	7	3	1	1	46	14	0	1	0	0	15	14	4	0	1	0	19	3	0	0	0	0	3	7	2	2	1	0	12

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 11						MOVEMENT 12						MOVEMENT 13						MOVEMENT 14						MOVEMENT 15					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	10	0	0	0	1	11	5	0	0	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	5	0	0	1	0	6
16:15	8	0	0	0	0	8	2	0	1	0	0	3	5	2	1	0	0	8	2	0	0	1	0	3	2	1	1	0	0	4
16:30	9	3	1	0	0	13	1	1	0	0	0	2	5	3	0	0	0	8	0	0	0	0	0	0	5	0	1	1	0	7
16:45	7	1	2	0	1	11	6	2	1	0	0	9	5	2	1	0	0	8	1	1	0	0	0	2	1	0	0	0	1	
H/TOT	34	4	3	0	2	43	14	3	2	0	0	19	20	7	2	0	0	29	3	1	0	1	0	5	13	1	2	2	0	18
17:00	9	1	1	0	1	12	0	1	0	0	0	1	4	1	0	0	0	5	0	0	0	0	0	0	2	2	0	0	0	4
17:15	5	0	0	0	0	5	4	0	0	0	0	4	6	0	0	0	0	6	0	0	0	1	0	1	3	0	0	0	0	3
17:30	7	0	0	0	0	7	2	1	0	0	0	3	6	2	0	0	0	8	1	0	0	0	0	1	6	2	0	0	0	8
17:45	10	0	1	0	0	11	6	0	0	0	0	6	8	1	0	0	0	9	0	0	0	0	0	0	5	0	0	0	0	5
H/TOT	31	1	2	0	1	35	12	2	0	0	0	14	24	4	0	0	0	28	1	0	0	1	0	2	16	4	0	0	0	20
18:00	14	1	0	0	0	15	3	0	1	0	0	4	7	2	1	0	0	10	2	0	1	1	0	4	2	0	1	0	0	3
18:15	9	2	0	0	0	11	7	0	0	0	0	7	3	3	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	2
18:30	17	0	0	0	0	17	3	1	0	0	0	4	5	1	1	0	0	7	2	0	0	0	0	2	3	0	0	0	0	3
18:45	11	1	0	0	0	12	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	0	0	1	6	1	0	0	0	7
H/TOT	51	4	0	0	0	55	13	1	1	0	0	15	21	6	2	0	0	29	5	0	1	1	0	7	13	1	1	0	0	15
P/TOT	432	36	21	26	4	519	164	17	9	0	0	190	264	76	14	6	0	360	40	2	8	16	0	66	121	19	15	5	4	164

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 16						MOVEMENT 17						MOVEMENT 18						MOVEMENT 19						MOVEMENT 20					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	5	1	0	1	0	7	3	1	0	0	0	4	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
10:30	2	0	0	0	0	2	11	1	0	0	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	1	0	0	3	15	0	0	3	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	1	1	1	0	12	35	3	0	3	0	41	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0
11:00	4	1	0	0	0	5	3	0	0	3	0	6	1	0	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0	0
11:15	2	0	2	1	0	5	4	1	1	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	3	0	0	1	0	4	1	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0
11:45	8	0	1	0	1	10	10	1	1	4	0	16	0	0	0	0	0	1	1	0	0	1	0	2	1	0	0	0	0	1
H/TOT	14	1	3	1	1	20	20	2	2	10	0	34	2	0	0	0	0	2	2	0	0	3	0	5	1	0	0	0	0	1
12:00	1	0	0	0	0	1	5	1	0	0	0	6	1	0	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0	0
12:15	4	2	0	0	0	6	6	1	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	7	0	0	0	1	8	6	1	1	1	0	9	2	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0
12:45	1	0	2	1	0	4	3	0	1	2	0	6	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0
H/TOT	13	2	2	1	1	19	20	3	2	3	0	28	5	0	0	0	0	5	1	1	0	2	0	4	0	0	0	0	0	0

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 16						MOVEMENT 17						MOVEMENT 18						MOVEMENT 19						MOVEMENT 20					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	1	1	0	0	0	2	5	0	0	3	0	8	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0
13:15	3	0	0	0	0	3	11	0	0	0	0	11	1	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	1
13:30	4	1	0	0	1	6	11	0	0	2	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
13:45	6	1	0	0	0	7	10	1	0	2	0	13	1	0	0	0	0	1	1	0	0	1	0	2	1	0	0	0	0	1
H/TOT	14	3	0	0	1	18	37	1	0	7	0	45	3	0	0	0	0	3	4	0	0	2	0	6	2	0	0	0	0	2
14:00	7	0	0	0	0	7	10	0	0	2	0	12	0	0	1	0	0	1	2	0	0	0	0	2	2	0	0	0	0	2
14:15	11	0	4	0	0	15	11	1	0	1	0	13	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
14:30	2	0	2	0	0	4	6	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:45	0	0	0	1	0	1	2	0	0	2	0	4	1	1	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	20	0	6	1	0	27	29	3	1	5	0	38	1	1	1	0	1	4	2	0	0	1	0	3	4	0	0	0	0	4
15:00	4	0	0	0	0	4	8	0	2	0	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:15	8	0	1	0	0	9	16	0	0	2	1	19	1	0	0	0	0	1	1	0	0	1	1	3	2	0	0	0	0	2
15:30	5	0	0	0	0	5	9	0	1	1	1	12	2	0	0	0	1	3	1	0	0	0	0	1	0	0	0	0	0	
15:45	4	1	0	0	0	5	7	0	0	1	0	8	2	0	0	1	0	3	0	1	0	0	0	1	1	0	0	0	0	1
H/TOT	21	1	1	0	0	23	40	0	3	4	2	49	5	0	1	1	1	8	2	1	0	1	1	5	3	0	0	0	0	3

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 16						MOVEMENT 17						MOVEMENT 18						MOVEMENT 19						MOVEMENT 20					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	10	3	0	0	0	13	13	1	0	4	0	18	3	0	0	0	0	3	1	0	0	1	0	2	2	0	0	0	0	2
16:15	6	1	0	1	0	8	13	0	0	1	0	14	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
16:30	5	1	0	1	0	7	5	4	0	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45	7	0	1	0	0	8	11	2	2	1	1	17	3	1	0	0	0	4	3	0	0	0	0	3	0	0	0	0	0	0
H/TOT	28	5	1	2	0	36	42	7	2	6	1	58	8	1	0	0	0	9	5	0	0	1	0	6	2	0	0	0	0	2
17:00	6	2	0	0	0	8	7	1	0	1	0	9	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
17:15	6	1	1	0	0	8	9	3	0	2	0	14	3	1	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0
17:30	6	0	0	0	0	6	11	2	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	4	2	0	0	0	6	18	0	0	0	0	18	2	0	0	0	0	2	2	0	0	0	0	2	3	0	0	0	0	3
H/TOT	22	5	1	0	0	28	45	6	0	3	0	54	5	2	0	0	0	7	3	1	0	0	0	4	3	0	0	0	0	3
18:00	5	1	1	0	0	7	12	0	0	0	0	12	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1
18:15	5	1	0	0	0	6	9	3	0	0	0	12	4	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1
18:30	2	0	0	0	0	2	17	0	0	0	0	17	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
18:45	5	0	0	0	0	5	15	0	0	0	0	15	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
H/TOT	17	2	1	0	0	20	53	3	0	0	0	56	11	0	0	0	0	11	3	0	0	0	0	3	2	0	0	0	0	2
P/TOT	194	24	17	9	3	247	438	41	12	66	7	564	54	7	2	1	2	66	32	4	0	13	1	50	18	0	1	2	0	21

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 21						MOVEMENT 22						MOVEMENT 23						MOVEMENT 24						MOVEMENT 25					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	2	0	0	0	0	2	2	0	0	0	0	2	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	1	8	0	2	0	0	10	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	
10:30	1	0	0	0	0	1	2	1	0	0	0	3	4	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	
10:45	0	0	0	0	0	0	2	0	0	0	0	2	6	1	0	1	0	8	0	0	0	0	0	0	1	0	0	0	0	
H/TOT	3	0	1	0	0	4	14	1	2	0	0	17	28	4	0	1	0	33	1	0	0	0	0	1	1	0	0	0	0	
11:00	0	0	0	0	0	0	1	0	0	0	0	1	4	1	0	0	0	5	1	0	0	0	0	1	1	0	0	0	0	
11:15	0	0	0	1	0	1	6	0	0	1	0	7	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	8	1	0	0	0	9	7	0	0	0	0	7	0	1	0	0	0	1	0	0	0	0	0	
11:45	0	0	0	0	0	0	3	0	0	1	0	4	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	1	0	1	18	1	0	2	0	21	20	1	1	0	0	22	1	1	0	0	0	2	1	0	0	0	0	
12:00	1	0	0	0	0	1	0	0	0	1	0	1	7	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	
12:15	1	1	0	0	0	2	3	0	0	0	0	3	2	2	0	1	0	5	1	0	0	0	0	1	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	1	0	1	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	
12:45	2	1	0	0	0	3	2	0	0	0	0	2	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	4	2	0	0	0	6	5	0	0	2	0	7	23	8	0	1	0	32	1	0	0	0	0	1	0	0	0	0	0	

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 21						MOVEMENT 22						MOVEMENT 23						MOVEMENT 24						MOVEMENT 25					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	0	0	0	0	0	0	0	0	0	1	0	1	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	1	3	0	0	1	0	4	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	
13:45	1	0	0	0	0	1	2	0	0	1	0	3	8	0	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	
H/TOT	2	0	0	0	0	2	5	0	0	3	0	8	30	2	1	0	0	33	1	0	0	0	0	1	0	0	0	0	0	
14:00	1	0	0	0	0	1	0	0	0	0	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	2	0	0	0	0	2	8	0	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	
14:30	2	0	0	0	0	2	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	2	0	0	0	0	2	0	0	0	0	0	
H/TOT	3	0	0	0	0	3	2	0	0	0	0	2	32	5	0	0	0	37	3	0	0	0	0	3	0	0	0	0	0	
15:00	1	1	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
15:15	1	0	0	0	0	1	1	0	0	1	0	2	5	1	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	
15:30	1	0	0	1	0	2	2	0	0	3	0	5	6	0	1	0	1	8	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	3	1	0	1	0	5	4	0	0	4	0	8	15	2	1	0	1	19	1	0	0	0	0	1	1	0	0	0	0	1

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 21						MOVEMENT 22						MOVEMENT 23						MOVEMENT 24						MOVEMENT 25					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	2	0	0	0	0	2	0	0	0	1	0	1	7	2	0	1	0	10	1	0	0	0	0	1	1	0	0	0	0	1
16:15	2	0	0	0	0	2	3	0	0	0	0	3	10	1	0	0	0	11	1	0	0	0	0	1	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	2	0	0	1	0	3	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	4	0	0	0	0	4	5	0	0	2	0	7	40	5	1	1	0	47	2	0	0	0	0	2	1	0	0	0	0	
17:00	2	2	0	0	0	4	0	0	1	0	0	1	17	2	0	0	0	19	2	0	0	0	0	2	0	0	0	0	0	
17:15	1	0	0	0	0	1	5	0	0	0	0	5	11	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	
17:30	2	0	0	0	0	2	3	0	0	0	0	3	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	
17:45	1	0	0	0	0	1	3	0	0	0	0	3	11	1	0	0	0	12	1	0	0	0	0	1	0	0	0	0	0	
H/TOT	6	2	0	0	0	8	11	0	1	0	0	12	48	4	0	0	0	52	3	0	0	0	0	3	0	0	0	0	0	
18:00	0	1	0	0	0	1	2	0	0	0	0	2	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	
18:15	2	0	0	0	0	2	6	0	0	0	0	6	10	2	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	
18:30	2	0	0	0	0	2	4	0	0	0	0	4	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	
18:45	4	0	0	0	0	4	3	0	0	0	0	3	9	0	0	0	0	9	1	0	0	0	0	1	0	0	0	0	0	
H/TOT	8	1	0	0	0	9	15	0	0	0	0	15	33	3	0	0	0	36	2	0	0	0	0	2	0	0	0	0	0	
P/TOT	39	6	1	2	0	48	118	5	4	17	0	144	366	46	10	5	3	430	21	1	0	0	0	22	4	0	0	0	0	

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 26						MOVEMENT 27						MOVEMENT 28						MOVEMENT 29						MOVEMENT 30					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
07:00	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0
07:15	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0
07:45	0	0	0	0	0	0	2	0	0	0	0	2	5	1	1	0	0	7	4	1	0	0	0	5	1	0	0	0	0	1
H/TOT	1	0	0	0	0	1	3	0	0	0	0	3	10	2	1	0	0	13	11	2	0	0	0	13	1	0	0	0	0	1
08:00	0	0	0	0	0	0	2	0	1	0	0	3	0	2	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	0	4	0	0	0	0	0	0
08:30	0	0	0	0	0	0	2	0	0	0	0	2	1	1	1	0	0	3	13	3	1	0	0	17	0	0	0	0	0	0
08:45	0	0	0	0	0	0	1	0	0	0	0	1	6	2	1	0	0	9	7	0	0	0	0	7	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	5	0	1	0	0	6	8	5	2	0	0	15	25	4	1	0	0	30	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	6	6	1	1	0	0	8	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	0	0	1	4	1	0	0	0	5	10	3	0	0	0	13	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	5	0	0	0	0	5	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	0	0	0	0	1	4	3	0	0	0	7	10	0	1	0	0	11	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	0	0	0	0	2	17	6	2	1	0	26	31	4	2	0	0	37	0	0	0	0	0	0

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 26						MOVEMENT 27						MOVEMENT 28						MOVEMENT 29						MOVEMENT 30					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
10:00	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	0	0	3	8	1	0	0	0	9	0	0	0	0	0	0
10:15	0	0	0	0	0	0	1	1	0	0	0	2	2	0	1	0	0	3	2	2	0	0	0	4	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	5	1	0	0	0	6	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	2	0	0	0	4	5	2	2	1	0	10	18	4	0	0	0	22	0	0	0	0	0	0
11:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	7	1	0	0	0	8	1	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	1	0	0	6	0	0	0	0	0	0
11:30	0	1	0	0	0	1	0	0	0	1	0	1	5	1	1	0	0	7	3	0	0	0	0	3	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	4	1	0	0	0	5	0	0	0	0	0	0
H/TOT	1	1	0	0	0	2	0	0	0	1	0	1	8	4	2	0	0	14	19	2	1	0	0	22	1	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	6	1	0	0	0	7	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	5	1	0	0	0	6	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	7	2	0	0	0	9	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2	5	0	0	0	0	5	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	2	0	3	7	2	0	0	0	9	23	4	0	0	0	27	0	0	0	0	0	0

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 26						MOVEMENT 27						MOVEMENT 28						MOVEMENT 29						MOVEMENT 30					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	8	0	0	0	0	8	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	0	0	0	0	1	5	3	0	0	0	8	5	0	0	0	0	5	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	1	5	2	0	0	0	7	8	1	1	0	0	10	0	0	0	0	0	0
13:45	0	0	0	0	0	0	3	0	0	0	0	3	5	1	0	0	0	6	6	0	0	0	0	6	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	4	0	0	1	0	5	17	8	0	0	0	25	27	1	1	0	0	29	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	0	0	1	0	2	4	1	0	0	0	5	6	2	0	0	0	8	0	0	0	0	0	0
14:15	1	0	0	0	0	1	1	0	0	0	0	1	2	2	2	0	0	6	6	0	0	0	0	6	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	1	3	0	1	0	0	4	6	2	0	0	0	8	0	0	0	0	0	0
14:45	1	0	0	0	0	1	2	0	0	0	0	2	10	1	0	0	0	11	6	0	0	0	0	6	0	0	0	0	0	0
H/TOT	2	0	0	0	0	2	4	0	1	1	0	6	19	4	3	0	0	26	24	4	0	0	0	28	0	0	0	0	0	0
15:00	0	0	0	0	0	0	1	0	0	0	0	1	6	3	0	1	0	10	1	0	0	0	0	1	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4	0	0	0	0	4	1	0	0	0	0	1
15:30	0	0	0	0	0	0	0	2	0	0	0	2	8	0	1	0	0	9	4	2	0	0	0	6	0	0	0	0	0	0
15:45	1	0	0	0	0	1	2	0	0	0	0	2	16	1	0	0	0	17	2	1	0	0	0	3	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	3	2	0	0	0	5	33	4	1	1	0	39	11	3	0	0	0	14	1	0	0	0	0	1

ABACUS TRANSPORTATION SURVEYS

WALSHESTOWN TRAFFIC COUNTS
MANUAL CLASSIFIED JUNCTION COUNTS

MAY 2008
ATH/08/119

SITE: 01

DATE: 7th May 2008

LOCATION: R410 Naas Road/R410 Blessington Road/Unc to Two Mile House

DAY: Wednesday

TIME	MOVEMENT 26						MOVEMENT 27						MOVEMENT 28						MOVEMENT 29						MOVEMENT 30					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
16:00	0	0	0	0	0	0	0	1	0	0	0	1	11	1	0	0	0	12	7	1	0	1	0	9	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	1	0	0	0	1	8	2	0	0	0	10	7	1	0	0	0	8	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	1	0	0	0	1	18	0	1	0	0	19	11	3	1	0	0	15	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	2	12	3	0	0	0	15	6	0	0	0	0	6	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	3	0	1	0	5	49	6	1	0	0	56	31	5	1	1	0	38	2	0	0	0	0	2
17:00	0	0	0	0	0	0	1	1	0	0	0	2	22	5	1	0	0	28	10	0	0	0	0	10	3	0	0	0	0	3
17:15	0	0	0	0	0	0	1	0	0	0	0	1	10	3	2	0	0	15	8	2	0	0	0	10	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	1	18	4	0	0	0	22	8	0	0	0	0	8	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0	26	10	1	0	0	0	11	1	0	0	0	0	1
H/TOT	0	0	0	0	0	0	2	2	0	0	0	4	73	15	3	0	0	91	36	3	0	0	0	39	4	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	5	1	0	0	0	6	0	0	0	0	0	0
18:15	0	0	0	0	0	0	3	0	0	0	0	3	11	2	0	0	0	13	7	1	0	0	0	8	0	0	0	0	0	0
18:30	0	0	0	0	0	0	4	0	0	0	0	4	8	2	0	0	0	10	6	0	0	0	0	6	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	9	9	0	0	0	0	9	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	7	0	0	0	0	7	39	7	1	0	0	47	27	2	0	0	0	29	0	0	0	0	0	0
P/TOT	5	1	0	0	0	6	33	10	2	6	0	51	285	65	18	3	0	371	283	38	6	1	0	328	9	0	0	0	0	9

Appendix C – May 2009 Traffic Count Data

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						TIME	MOVEMENT 4						MOVEMENT 5						MOVEMENT 6					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
09:00	3	2	0	0	0	5	0	0	0	1	0	1	0	0	0	2	0	2	09:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		
09:15	1	0	0	0	0	1	0	0	0	3	0	3	0	0	0	1	0	1	09:15	0	0	0	0	0	0	0	0	0	3	2	1	0	0	6			
09:30	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	2	0	2	09:30	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5			
09:45	2	0	0	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3			
H/TOT	6	3	0	0	0	9	0	0	0	7	0	7	0	0	0	5	0	5	H/TOT	0	0	0	0	0	0	0	0	9	3	3	1	0	16				
10:00	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	3	10:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4				
10:15	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	0	2	2	1	0	0	5				
10:30	1	2	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	5				
10:45	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1	10:45	0	0	0	1	0	1	0	1	3	3	0	0	1	7					
H/TOT	9	3	0	0	0	12	0	0	0	1	0	1	0	0	4	0	4	H/TOT	0	0	0	1	0	1	0	1	14	5	1	0	1	21					
11:00	5	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	0	3	0	0	0	0	3				
11:15	0	1	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	11:15	0	0	0	0	0	0	0	0	2	1	0	1	0	4				
11:30	1	0	0	1	0	2	0	0	0	0	0	0	0	0	2	0	2	11:30	0	0	0	0	0	0	0	0	2	1	0	0	0	3					
11:45	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
H/TOT	8	2	0	2	0	12	0	1	0	2	0	3	0	0	2	0	2	H/TOT	0	0	0	0	0	0	0	0	7	2	0	2	0	11					
12:00	5	0	0	0	0	5	0	0	0	2	0	2	0	0	2	0	2	12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2					
12:15	3	0	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0	1	2	0	0	0	3				
12:30	3	0	0	0	0	3	0	1	0	2	0	3	0	1	0	2	0	3	12:30	0	0	0	0	0	0	0	0	3	0	1	0	0	4				
12:45	2	0	0	1	0	3	0	0	0	2	0	2	0	2	0	0	4	12:45	0	0	0	0	0	0	0	0	5	2	0	0	0	7					
H/TOT	13	0	0	1	0	14	0	1	0	8	0	9	0	3	0	6	0	9	H/TOT	0	0	0	0	0	0	0	11	4	1	0	0	16					

TIME	MOVEMENT 1						MOVEMENT 2						MOVEMENT 3						TIME	MOVEMENT 4						MOVEMENT 5						MOVEMENT 6					
	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT		CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT	CAR	LGV	OGV1	OGV2	BUS	TOT
14:00	9	0	0	2	0	11	0	0	0	2	0	2	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	3	0	0	1	0	4				
14:15	2	1	0	0	0	3	0	0	0	3	0	3	0	0	0	1	0	1	14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3				
14:30	4	2	0	0	0	6	0	0	0	1	0	1	0	0	0	2	0	2	14:30	0	0	0	0	0	0	0	0	2	1	0	0	0	3				
14:45	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
H/TOT	15	3	0	2	0	20	0	0	0	9	0	9	0	0	0	4	0	4	H/TOT	0	0	0	0	0	0	0	8	2	0	1	0	11					
15:00	2	0	0	1	0	3	0	0	0	1	0	1	0	0	2	0	2	15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	5					
15:15	4	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	2	15:15	0	0	0	0	0	0	0	0	3	2	0	0	0	5					
15:30	3	0	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0	2	1	0	1	1	5				
15:45	3	0	0	0	0	3	0	0	1	1	0	2	0	0	1	0	1	15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	2					
H/TOT	12	0	0	1	0	13	0	0	1	3	0	4	0	0	0	5	0	5	H/TOT	0	0	0	0	0	0	0	12	3	0	1	1	17					
16:00	1	2	0	1	0	4	0	0	0	0	0	0	0	1	1	0	2	16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1					
16:15	3	1	0	1	1	6	0	0	0	3	0	3	0	0	2	0	2	16:15	0	0	0	0	0	0	0	0	3	1	0	0	0	4					
16:30	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	16:30	0	0	0	0	0	0	0	0	2	0	1	1	0	4					
16:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	2				
H/TOT	7	3	0	2	1	13	0	0	0	3	0	3	0	0	1	4	0	5	H/TOT	0	0	0	0	0	0	0	8	1	1	1	0	11					
P/TOT	70	14	0	8	1	93	0	2	1	33	0	36	0	3	1	30	0	34	P/TOT	0	0	0	1	0	1	0	69	20	6	6	2	103					

Appendix D – August 2009 Traffic Speed Survey Summary

ABACUS TRANSPORTATION SURVEYS

Walshestown Traffic Counts
Automatic Traffic Counts

Summary

10-17 August 2009
Ath/09/090

Site	Location	Direction	Start Date	End Date	No. Vehicles	5 day Mean	7 day Mean	85%ile Speed	Max Speed	Min Speed	Mean Speed
01	L6042 Blackhall Road	Northbound	10/08/2009	17/08/2009	1452	190	184	65.9	91.4	14.2	54.1
01		Southbound	10/08/2009	07/08/2009	1479	193	188	62.3	67.7	52.6	51.7

Volumetric Counts:

Direction	Time	10 August 2009	11 August 2009	12 August 2009	13 August 2009	14 August 2009	15 August 2009	16 August 2009	17 August 2009
Northbound	07-19	139	157	160	169	159	119	95	158
Southbound	07-19	134	150	159	159	150	126	84	179
Northbound	06-22	157	185	189	192	179	137	122	199
Southbound	06-22	160	178	192	194	173	146	109	211
Northbound	06-00	162	193	195	202	188	141	128	207
Southbound	06-00	164	188	198	206	183	156	119	226
Northbound	00-00	162	197	197	210	193	148	135	210
Southbound	00-00	164	194	200	215	186	164	127	229

Appendix E – PICADY Outputs

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

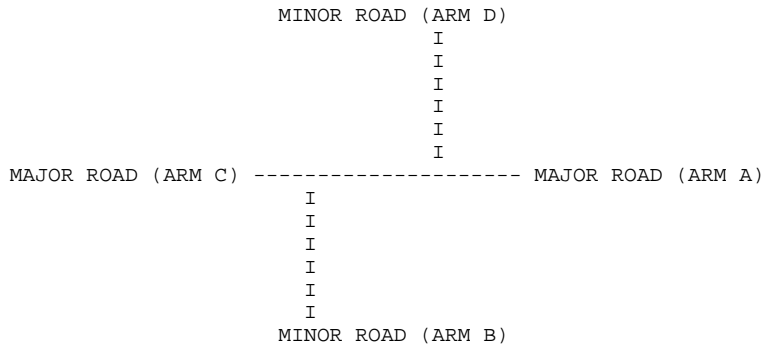
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2012_Scenario A.vpi" (drive-on-the-left) at 14:40:03 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	17.0	0.0			
			(0.0)	(11.0)	(11.0)	(11.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			9.0	0.0	0.0	0.0			
			(36.0)	(36.0)	(0.0)	(36.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			14.0	0.0	0.0	0.0			
			(20.0)	(20.0)	(0.0)	(20.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	17.0	0.0			
			(0.0)	(17.0)	(17.0)	(17.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
	08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(0.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45		ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
	08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(0.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.12	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.77	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.11	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.27								
D-A	0.00	8.54	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.10	0.033		0.00	0.03	0.5		0.25
C-ABD	0.20	8.21	0.024		0.00	0.02	0.4		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)
08.15-08.30									
B-C	0.13	6.17	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.82	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.09	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.00								
D-A	0.00	8.54	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.12	0.032		0.03	0.03	0.5		0.25
C-ABD	0.20	7.07	0.028		0.02	0.03	0.4		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)
08.30-08.45									
B-C	0.13	6.20	0.022		0.02	0.02	0.3		0.16
B-AD	0.00	6.83	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.04	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	8.48	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.10	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.66	0.026		0.03	0.03	0.4		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)
08.45-09.00									
B-C	0.13	6.12	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.77	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.11	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.20								
D-A	0.00	8.55	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.10	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.86	0.025		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	8.0	I	8.0	I	1.3	I	0.16	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	64.0	I	64.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	8.0	I	8.0	I	2.0	I	0.25	I
I	C-ABD	I	12.0	I	12.0	I	1.6	I	0.13	I
I	ALL	I	171.0	I	171.0	I	4.9	I	0.03	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
		(0.0)	(9.0)	(9.0)	(9.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			13.0	0.0	0.0	0.0	0.0		
		(25.0)	(25.0)	(0.0)	(0.0)	(25.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	10.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			11.0	0.0	0.0	0.0	0.0		
		(9.0)	(9.0)	(0.0)	(0.0)	(9.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	9.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			15.0	0.0	0.0	0.0	0.0		
		(17.0)	(17.0)	(0.0)	(0.0)	(17.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	16.0	0.0			
		(0.0)	(6.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			10.0	0.0	0.0	0.0	0.0		
		(17.0)	(17.0)	(0.0)	(0.0)	(17.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(100.0)	(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(100.0)	(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(100.0)	(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.20	7.28	0.027		0.00	0.03	0.4		0.14
B-AD	0.00	6.66	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.07	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.53								
D-A	0.00	8.40	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.06	0.066		0.00	0.07	1.0		0.18
C-ABD	0.13	6.89	0.019		0.00	0.02	0.3		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)
16.15-16.30									
B-C	0.20	7.45	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.91	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.19	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.73								
D-A	0.00	8.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.26	0.064		0.07	0.07	1.0		0.17
C-ABD	0.13	7.33	0.018		0.02	0.02	0.3		0.14

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	0.20	7.46	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.85	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.67								
D-A	0.00	8.38	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.16	0.065		0.07	0.07	1.0		0.17
C-ABD	0.13	7.47	0.018		0.02	0.02	0.3		0.14

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	0.20	7.36	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.80	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.16	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.13								
D-A	0.00	8.48	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.19	0.065		0.07	0.07	1.0		0.17
C-ABD	0.13	7.05	0.019		0.02	0.02	0.3		0.14

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* I			
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I			
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I			
I	B-C	I	12.0	I	1.7	I	0.14	I	1.7	I	0.14	I
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I		I
I	A-C	I	61.0	I	61.0	I		I		I		I
I	D-A	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-BC	I	24.0	I	24.0	I	4.1	I	4.1	I	0.17	I
I	C-ABD	I	8.0	I	8.0	I	1.1	I	1.1	I	0.14	I
I	ALL	I	174.0	I	174.0	I	6.9	I	6.9	I	0.04	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

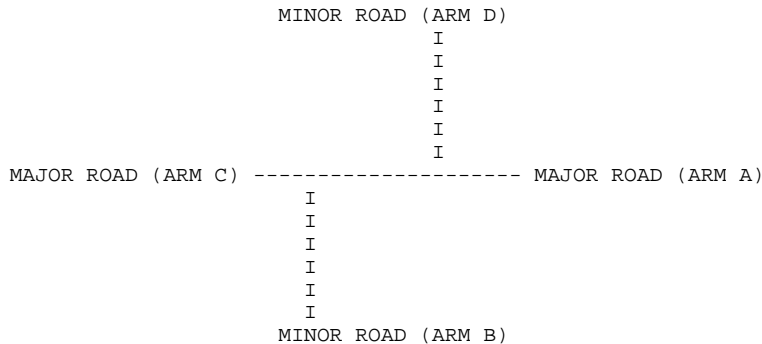
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2012_Scenario B.vpi" (drive-on-the-left) at 14:40:46 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	17.0	0.0			
			(0.0)	(11.0)	(11.0)	(11.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			9.0	0.0	0.0	0.0			
			(36.0)	(36.0)	(0.0)	(36.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			14.0	0.0	0.0	0.0			
			(20.0)	(20.0)	(0.0)	(20.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	17.0	0.0			
			(0.0)	(17.0)	(17.0)	(17.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(43.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(43.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(43.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM B	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM C	I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	I	I	I	I	I	I	I
	ARM D	I	1.000	I	0.000	I	0.000	I	0.000
		I	2.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM C	I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	I	I	I	I	I	I	I
	ARM D	I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM C	I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	I	I	I	I	I	I	I
	ARM D	I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM C	I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	I	I	I	I	I	I	I
	ARM D	I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.08	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.68	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	8.47	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.06	0.049		0.00	0.05	0.7		0.26
C-ABD	0.20	7.75	0.026		0.00	0.03	0.4		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)
08.15-08.30									
B-C	0.13	6.15	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.77	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.00								
D-A	0.00	8.49	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.11	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	6.91	0.029		0.03	0.03	0.4		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)
08.30-08.45									
B-C	0.13	6.18	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.79	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	8.43	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.09	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.48	0.027		0.03	0.03	0.4		0.14

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	0.13	6.10	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.73	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.09	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.20								
D-A	0.00	8.50	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.09	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.63	0.026		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I
I	B-C	I	8.0	I	8.0	I	1.3	I	0.16	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	65.0	I	65.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	12.0	I	12.0	I	3.0	I	0.25	I
I	C-ABD	I	12.0	I	12.0	I	1.7	I	0.14	I
I	ALL	I	181.0	I	181.0	I	6.0	I	0.03	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
		(0.0)	(9.0)	(9.0)	(9.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
		(25.0)	(25.0)	(0.0)	(25.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	10.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
		(9.0)	(9.0)	(0.0)	(0.0)	(9.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	9.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
		(17.0)	(17.0)	(0.0)	(17.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	16.0	0.0			
		(0.0)	(6.0)	(6.0)	(6.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			10.0	0.0	0.0	0.0			
		(17.0)	(17.0)	(0.0)	(17.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	3.0	100.0
			0.0	0.0	0.0	0.0	7.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	3.0	100.0
			0.0	0.0	0.0	0.0	7.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	3.0	100.0
			0.0	0.0	0.0	0.0	7.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	3.0	100.0
			0.0	0.0	0.0	0.0	7.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			2.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.20	7.23	0.028		0.00	0.03	0.4		0.14
B-AD	0.00	6.57	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.60								
D-A	0.00	8.32	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.59	0.083		0.00	0.09	1.3		0.19
C-ABD	0.13	6.62	0.020		0.00	0.02	0.3		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)
16.15-16.30									
B-C	0.20	7.42	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.87	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.16	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.73								
D-A	0.00	8.46	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.81	0.080		0.09	0.09	1.3		0.19
C-ABD	0.13	7.11	0.019		0.02	0.02	0.3		0.14

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	0.20	7.43	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.81	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.02	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.67								
D-A	0.00	8.33	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.72	0.082		0.09	0.09	1.3		0.19
C-ABD	0.13	7.30	0.018		0.02	0.02	0.3		0.14

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	0.20	7.34	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.76	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.13	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.13								
D-A	0.00	8.43	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.74	0.081		0.09	0.09	1.3		0.19
C-ABD	0.13	6.87	0.019		0.02	0.02	0.3		0.15

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I			
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I		
I	I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)		
I	B-C	I	12.0	I	1.7	I	0.14	I	1.7	I	0.14
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	A-B	I	0.0	I	0.0	I		I		I	
I	A-C	I	62.0	I	62.0	I		I		I	
I	D-A	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	D-BC	I	28.0	I	28.0	I	5.3	I	5.3	I	0.19
I	C-ABD	I	8.0	I	8.0	I	1.2	I	1.2	I	0.15
I	ALL	I	184.0	I	184.0	I	8.1	I	8.1	I	0.04

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

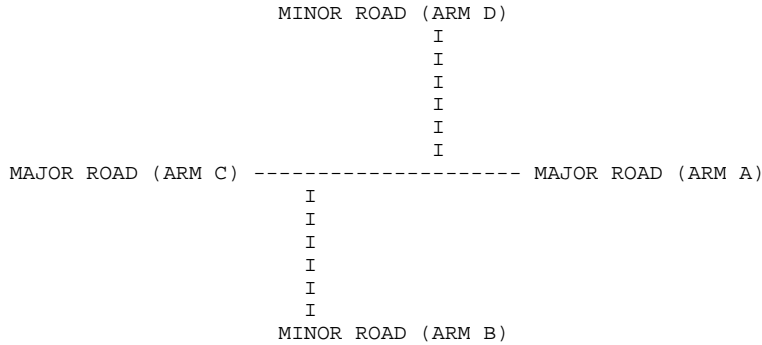
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2017_Scenario A .vpi" (drive-on-the-left) at 14:42:34 on M

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	14.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			10.0	0.0	0.0	0.0			
			(33.0)	(33.0)	(0.0)	(33.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
			(18.0)	(18.0)	(0.0)	(18.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(16.0)	(16.0)	(16.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.10	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.74	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.40								
D-A	0.00	8.53	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.08	0.033		0.00	0.03	0.5		0.25
C-ABD	0.20	8.24	0.024		0.00	0.02	0.4		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)
08.15-08.30									
B-C	0.13	6.16	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.80	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.08	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.07								
D-A	0.00	8.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.10	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.15	0.028		0.02	0.03	0.4		0.14

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	0.13	6.19	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.80	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	8.45	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.08	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.77	0.026		0.03	0.03	0.4		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)
08.45-09.00									
B-C	0.13	6.10	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.73	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	8.53	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.08	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.88	0.025		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	* DELAY *	I	* DELAY *	I
I	I	I		I		I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	8.0	I	8.0	I	1.3	I	0.16	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	70.0	I	70.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	8.0	I	8.0	I	2.0	I	0.25	I
I	C-ABD	I	12.0	I	12.0	I	1.6	I	0.13	I
I	ALL	I	182.0	I	182.0	I	4.9	I	0.03	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I 623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I STREAM A-D	STREAM C-A	STREAM C-D	STREAM B-A	STREAM B-D	I
I 623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	23.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			14.0	0.0	0.0	0.0			
			(23.0)	(23.0)	(0.0)	(23.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			17.0	0.0	0.0	0.0			
			(15.0)	(15.0)	(0.0)	(15.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	18.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(15.0)	(15.0)	(0.0)	(15.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	2.000
			0.0	0.0	0.0	0.0	0.0	6.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM C	I	I	I	I	I	I	I	I
		I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM C	I	I	I	I	I	I	I	I
		I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM C	I	I	I	I	I	I	I	I
		I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.45 - 17.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM C	I	I	I	I	I	I	I	I
		I	1.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.20	7.26	0.028		0.00	0.03	0.4		0.14
B-AD	0.00	6.61	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.04	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.67								
D-A	0.00	8.37	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.02	0.066		0.00	0.07	1.0		0.18
C-ABD	0.13	7.03	0.019		0.00	0.02	0.3		0.14

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	0.20	7.43	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.89	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.17	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	8.49	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.24	0.064		0.07	0.07	1.0		0.17
C-ABD	0.13	7.44	0.018		0.02	0.02	0.3		0.14

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	0.20	7.45	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.82	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.02	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.73								
D-A	0.00	8.35	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.13	0.065		0.07	0.07	1.0		0.17
C-ABD	0.13	7.63	0.017		0.02	0.02	0.3		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)
16.45-17.00									
B-C	0.20	7.34	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.77	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.14	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.27								
D-A	0.00	8.46	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.16	0.065		0.07	0.07	1.0		0.17
C-ABD	0.13	7.16	0.019		0.02	0.02	0.3		0.14

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I			
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I			
I	I	I	I	I	I	I	I	I	I			
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I			
I	B-C	I	12.0	I	1.7	I	0.14	I	1.7	I	0.14	I
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I		I
I	A-C	I	67.0	I	67.0	I		I		I		I
I	D-A	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-BC	I	24.0	I	24.0	I	4.1	I	4.1	I	0.17	I
I	C-ABD	I	8.0	I	8.0	I	1.1	I	1.1	I	0.14	I
I	ALL	I	186.0	I	186.0	I	6.9	I	6.9	I	0.04	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

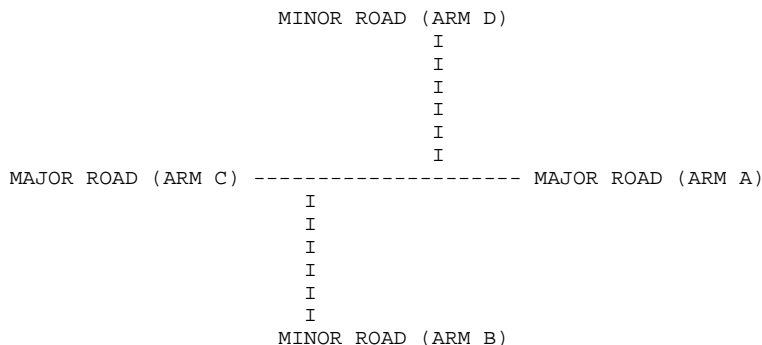
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2017_Scenario B.vpi" (drive-on-the-left) at 14:44:41 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	14.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			10.0	0.0	0.0	0.0			
			(33.0)	(33.0)	(0.0)	(33.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
			(18.0)	(18.0)	(0.0)	(18.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(16.0)	(16.0)	(16.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	7.0
			0.0	0.0	0.0	0.0	0.0	3.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	7.0
			0.0	0.0	0.0	0.0	0.0	3.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	7.0
			0.0	0.0	0.0	0.0	0.0	3.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	7.0
			0.0	0.0	0.0	0.0	0.0	3.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			2.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.06	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.65	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.04	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.47								
D-A	0.00	8.45	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.04	0.049		0.00	0.05	0.7		0.26
C-ABD	0.20	7.79	0.026		0.00	0.03	0.4		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)
08.15-08.30									
B-C	0.13	6.14	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.75	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.07								
D-A	0.00	8.47	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.09	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	6.99	0.029		0.03	0.03	0.4		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)
08.30-08.45									
B-C	0.13	6.17	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.76	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	8.98	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	8.40	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.07	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.59	0.026		0.03	0.03	0.4		0.14

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	0.13	6.08	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.69	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.07	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	8.48	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.07	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.66	0.026		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	* DELAY *	I	* DELAY *	I
I	I	I		I		I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	8.0	I	8.0	I	1.3	I	0.16	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	71.0	I	71.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	12.0	I	12.0	I	3.0	I	0.25	I
I	C-ABD	I	12.0	I	12.0	I	1.6	I	0.14	I
I	ALL	I	192.0	I	192.0	I	6.0	I	0.03	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I Intercept For I 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	I
623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	23.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			14.0	0.0	0.0	0.0			
			(23.0)	(23.0)	(0.0)	(23.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			17.0	0.0	0.0	0.0			
			(15.0)	(15.0)	(0.0)	(15.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	18.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(15.0)	(15.0)	(0.0)	(15.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
	16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45		ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
	16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			2.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

I	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)	I
I	16.00-16.15										I
I	B-C	0.20	7.21	0.028		0.00	0.03	0.4		0.14	I
I	B-AD	0.00	6.52	0.000		0.00	0.00	0.0		0.00	I
I	A-BCD	0.00	8.98	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.73									I
I	D-A	0.00	8.29	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.47	5.55	0.084		0.00	0.09	1.3		0.20	I
I	C-ABD	0.13	6.75	0.020		0.00	0.02	0.3		0.15	I

I	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)	I
I	16.15-16.30										I
I	B-C	0.20	7.41	0.027		0.03	0.03	0.4		0.14	I
I	B-AD	0.00	6.85	0.000		0.00	0.00	0.0		0.00	I
I	A-BCD	0.00	9.14	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.80									I
I	D-A	0.00	8.44	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.47	5.79	0.081		0.09	0.09	1.3		0.19	I
I	C-ABD	0.13	7.23	0.018		0.02	0.02	0.3		0.14	I

I	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)	I
I	16.30-16.45										I
I	B-C	0.20	7.42	0.027		0.03	0.03	0.4		0.14	I
I	B-AD	0.00	6.78	0.000		0.00	0.00	0.0		0.00	I
I	A-BCD	0.00	8.99	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	0.73									I
I	D-A	0.00	8.30	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.47	5.69	0.082		0.09	0.09	1.3		0.19	I
I	C-ABD	0.13	7.46	0.018		0.02	0.02	0.3		0.14	I

I	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)	I
I	16.45-17.00										I
I	B-C	0.20	7.31	0.027		0.03	0.03	0.4		0.14	I
I	B-AD	0.00	6.72	0.000		0.00	0.00	0.0		0.00	I
I	A-BCD	0.00	9.11	0.000		0.00	0.00	0.0		0.00	I
I	A-B	0.00									I
I	A-C	1.27									I
I	D-A	0.00	8.41	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.47	5.72	0.082		0.09	0.09	1.3		0.19	I
I	C-ABD	0.13	6.98	0.019		0.02	0.02	0.3		0.15	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I	
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I		I	
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I		I	
I	B-C	I	12.0	I	1.7	I	0.14	I	1.7	I	0.14
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	A-B	I	0.0	I		I		I		I	
I	A-C	I	68.0	I		I		I		I	
I	D-A	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00
I	D-BC	I	28.0	I	5.3	I	0.19	I	5.3	I	0.19
I	C-ABD	I	8.0	I	1.1	I	0.14	I	1.1	I	0.14
I	ALL	I	196.0	I	8.1	I	0.04	I	8.1	I	0.04

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

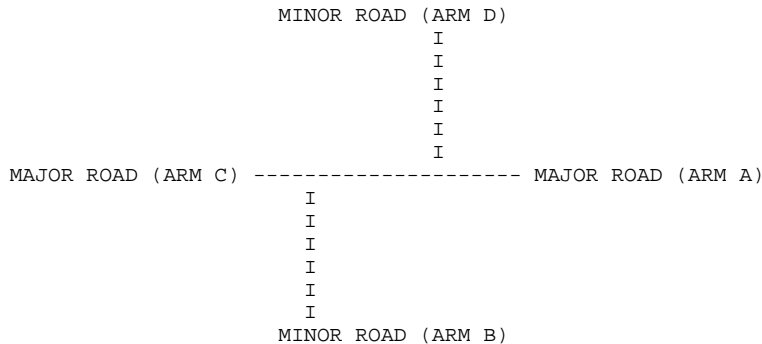
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2025_Scenario A.vpi" (drive-on-the-left) at 14:48:22 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
		(0.0)	(9.0)	(9.0)	(9.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			13.0	0.0	0.0	0.0	0.0		
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
	ARM D		0.000	0.000	0.000	0.000	0.000		
			0.0	0.0	0.0	0.0	0.0		
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	15.0	0.0			
		(0.0)	(6.0)	(6.0)	(6.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			11.0	0.0	0.0	0.0	0.0		
		(31.0)	(31.0)	(0.0)	(31.0)				
	ARM D		0.000	0.000	0.000	0.000	0.000		
			0.0	0.0	0.0	0.0	0.0		
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
		(0.0)	(8.0)	(8.0)	(8.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			17.0	0.0	0.0	0.0	0.0		
		(17.0)	(17.0)	(0.0)	(17.0)				
	ARM D		0.000	0.000	0.000	0.000	0.000		
			0.0	0.0	0.0	0.0	0.0		
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
		(0.0)	(15.0)	(15.0)	(15.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000	0.000		
			14.0	0.0	0.0	0.0	0.0		
		(7.0)	(7.0)	(0.0)	(7.0)				
	ARM D		0.000	0.000	0.000	0.000	0.000		
			0.0	0.0	0.0	0.0	0.0		
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000	
		0.0	0.0	2.0	0.0	0.0	0.0	0.0	
		(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000	
		0.0	0.0	2.0	0.0	0.0	0.0	0.0	
		(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000	
		0.0	0.0	2.0	0.0	0.0	0.0	0.0	
		(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	6.0
			0.0	0.0	0.0	0.0	0.0	2.0	0.0
			(33.0)	(33.0)	(0.0)	(0.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000	
		0.0	0.0	2.0	0.0	0.0	0.0	0.0	
		(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.09	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.72	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.08	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.47								
D-A	0.00	8.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.06	0.033		0.00	0.03	0.5		0.25
C-ABD	0.20	8.29	0.024		0.00	0.02	0.4		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)
08.15-08.30									
B-C	0.13	6.14	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.76	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.20								
D-A	0.00	8.50	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.08	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.20	0.028		0.02	0.03	0.4		0.14

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	0.13	6.18	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.78	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.00	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.93								
D-A	0.00	8.44	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.06	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.82	0.026		0.03	0.03	0.4		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)
08.45-09.00									
B-C	0.13	6.09	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.71	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.08	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.40								
D-A	0.00	8.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.13	4.07	0.033		0.03	0.03	0.5		0.25
C-ABD	0.20	7.96	0.025		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	8.0	I	8.0	I	1.3	I	1.3	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.0	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.0	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	75.0	I	75.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.0	I
I	D-BC	I	8.0	I	8.0	I	2.0	I	2.0	I
I	C-ABD	I	12.0	I	12.0	I	1.6	I	1.6	I
I	ALL	I	191.0	I	191.0	I	4.9	I	4.9	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	25.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
			(21.0)	(21.0)	(0.0)	(21.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			18.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	2.0	100.0
			0.0	0.0	0.0	0.0	6.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	2.0	100.0
			0.0	0.0	0.0	0.0	6.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	2.0	100.0
			0.0	0.0	0.0	0.0	6.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	2.0	100.0
			0.0	0.0	0.0	0.0	6.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(33.0)	(33.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.20	7.23	0.028		0.00	0.03	0.4		0.14
B-AD	0.00	6.58	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.02	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.80								
D-A	0.00	8.35	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	5.99	0.067		0.00	0.07	1.0		0.18
C-ABD	0.13	7.12	0.019		0.00	0.02	0.3		0.14

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	0.20	7.42	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.87	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.15	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	8.48	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.22	0.064		0.07	0.07	1.0		0.17
C-ABD	0.13	7.52	0.018		0.02	0.02	0.3		0.14

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	0.20	7.43	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.80	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.01	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	8.34	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.11	0.065		0.07	0.07	1.0		0.18
C-ABD	0.13	7.70	0.017		0.02	0.02	0.3		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)
16.45-17.00									
B-C	0.20	7.33	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.75	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.13	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	8.45	0.000		0.00	0.00	0.0		0.00
D-BC	0.40	6.14	0.065		0.07	0.07	1.0		0.17
C-ABD	0.13	7.26	0.018		0.02	0.02	0.3		0.14

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I			
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I			
I	I	I	I	I	I	I	I	I	I			
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I			
I	B-C	I	12.0	I	1.7	I	0.14	I	1.7	I	0.14	I
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I		I
I	A-C	I	72.0	I	72.0	I		I		I		I
I	D-A	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-BC	I	24.0	I	24.0	I	4.1	I	4.1	I	0.17	I
I	C-ABD	I	8.0	I	8.0	I	1.1	I	1.1	I	0.14	I
I	ALL	I	195.0	I	195.0	I	6.9	I	6.9	I	0.04	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

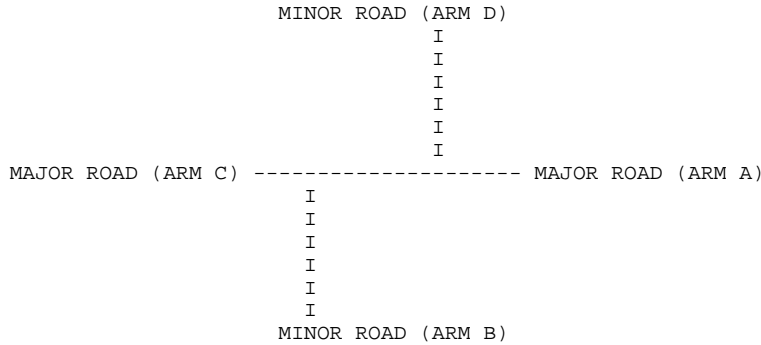
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2025_Scenario B.vpi" (drive-on-the-left) at 14:55:58 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	15.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(31.0)	(31.0)	(0.0)	(31.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			17.0	0.0	0.0	0.0			
			(17.0)	(17.0)	(0.0)	(17.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
			(0.0)	(15.0)	(15.0)	(15.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			14.0	0.0	0.0	0.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(0.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(0.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(0.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(0.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	1.000	7.0	0.000
			0.0	0.0	0.0	0.0	3.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(100.0)	(100.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			2.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.13	6.05	0.022		0.00	0.02	0.3		0.17
B-AD	0.00	6.63	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.03	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.53								
D-A	0.00	8.44	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.03	0.050		0.00	0.05	0.7		0.26
C-ABD	0.20	7.84	0.026		0.00	0.03	0.4		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)
08.15-08.30									
B-C	0.13	6.12	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.71	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.03	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.20								
D-A	0.00	8.45	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.07	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.04	0.028		0.03	0.03	0.4		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)
08.30-08.45									
B-C	0.13	6.16	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.74	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	8.97	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.93								
D-A	0.00	8.39	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.06	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.65	0.026		0.03	0.03	0.4		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)
08.45-09.00									
B-C	0.13	6.07	0.022		0.02	0.02	0.3		0.17
B-AD	0.00	6.67	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.40								
D-A	0.00	8.47	0.000		0.00	0.00	0.0		0.00
D-BC	0.20	4.06	0.049		0.05	0.05	0.8		0.26
C-ABD	0.20	7.74	0.026		0.03	0.03	0.4		0.13

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	8.0	I	8.0	I	1.3	I	0.17	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	76.0	I	76.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	12.0	I	12.0	I	3.0	I	0.25	I
I	C-ABD	I	12.0	I	12.0	I	1.6	I	0.14	I
I	ALL	I	201.0	I	201.0	I	6.0	I	0.03	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I Intercept For I 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	I
I 623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	25.0	0.0			
		(0.0)	(8.0)	(8.0)	(8.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
		(21.0)	(21.0)	(0.0)	(21.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
		(8.0)	(8.0)	(0.0)	(8.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			18.0	0.0	0.0	0.0			
		(14.0)	(14.0)	(0.0)	(14.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
		(0.0)	(5.0)	(5.0)	(5.0)				
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
		(14.0)	(14.0)	(0.0)	(14.0)				
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
	16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45		ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
	ARM D		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)
	16.45 - 17.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM C			0.000	0.000	0.000	0.000	0.000	1.000	3.0
			0.0	0.0	0.0	0.0	0.0	7.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(0.0)	(100.0)
ARM D			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(43.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			2.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(100.0)	(100.0)	(100.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(100.0)	(100.0)	(0.0)	(100.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.20	7.18	0.028		0.00	0.03	0.4		0.14
B-AD	0.00	6.49	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	8.97	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.87								
D-A	0.00	8.28	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.53	0.084		0.00	0.09	1.3		0.20
C-ABD	0.13	6.83	0.020		0.00	0.02	0.3		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)
16.15-16.30									
B-C	0.20	7.40	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.82	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.13	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	8.43	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.77	0.081		0.09	0.09	1.3		0.19
C-ABD	0.13	7.30	0.018		0.02	0.02	0.3		0.14

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	0.20	7.41	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.75	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	8.98	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	8.29	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.67	0.082		0.09	0.09	1.3		0.19
C-ABD	0.13	7.53	0.018		0.02	0.02	0.3		0.14

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	0.20	7.30	0.027		0.03	0.03	0.4		0.14
B-AD	0.00	6.70	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	8.40	0.000		0.00	0.00	0.0		0.00
D-BC	0.47	5.70	0.082		0.09	0.09	1.3		0.19
C-ABD	0.13	7.07	0.019		0.02	0.02	0.3		0.14

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I
I	B-C	I	12.0	I	12.0	I	1.7	I	0.14
I	B-AD	I	0.0	I	0.0	I	0.00	I	0.00
I	A-BCD	I	0.0	I	0.0	I	0.00	I	0.00
I	A-B	I	0.0	I	0.0	I		I	
I	A-C	I	73.0	I	73.0	I		I	
I	D-A	I	0.0	I	0.0	I	0.00	I	0.00
I	D-BC	I	28.0	I	28.0	I	5.3	I	0.19
I	C-ABD	I	8.0	I	8.0	I	1.1	I	0.14
I	ALL	I	205.0	I	205.0	I	8.1	I	0.04

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

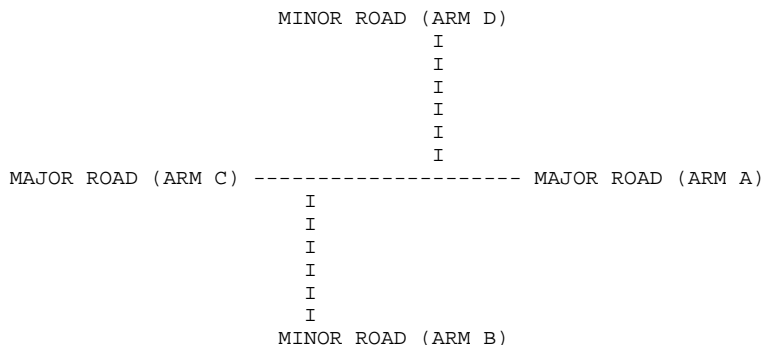
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2027_Scenario A.vpi" (drive-on-the-left) at 14:57:39 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	16.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(30.0)	(30.0)	(0.0)	(30.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			17.0	0.0	0.0	0.0			
			(16.0)	(16.0)	(0.0)	(16.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(14.0)	(14.0)	(14.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.45	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.47								
D-A	0.00	6.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.48	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.10	0.000		0.00	0.00	0.0		0.00

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	0.00	6.57	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.54	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.22	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.13								
D-A	0.00	6.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.53	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.19	0.000		0.00	0.00	0.0		0.00

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	0.00	6.62	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.16	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	6.47	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.51	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.25	0.000		0.00	0.00	0.0		0.00

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	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.45	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.40								
D-A	0.00	6.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.48	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.10	0.000		0.00	0.00	0.0		0.00

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	0.0	I	0.0	I	0.0	I	0.00	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	73.0	I	73.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-ABD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	ALL	I	135.0	I	135.0	I	0.0	I	0.00	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I Intercept For I 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	I
I 623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	26.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			16.0	0.0	0.0	0.0			
			(20.0)	(20.0)	(0.0)	(20.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			18.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.00	6.46	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.29	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.12	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.80								
D-A	0.00	6.44	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.32	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.03	0.000		0.00	0.00	0.0		0.00

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	0.00	6.64	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.67	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.26	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	6.54	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.63	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.28	0.000		0.00	0.00	0.0		0.00

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	0.00	6.65	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.73								
D-A	0.00	6.43	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.47	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.29	0.000		0.00	0.00	0.0		0.00

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	0.00	6.54	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.49	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.22	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	6.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.50	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.14	0.000		0.00	0.00	0.0		0.00

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I	I	I	I	I		
I	I	I	I	I	I	I	I	I	I	I	I	I		
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I	(MIN)	I	(MIN/VEH)	I
I	B-C	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I		I		I
I	A-C	I	70.0	I	70.0	I		I		I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-BC	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	C-ABD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	ALL	I	140.0	I	140.0	I	0.0	I	0.00	I	0.0	I	0.00	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

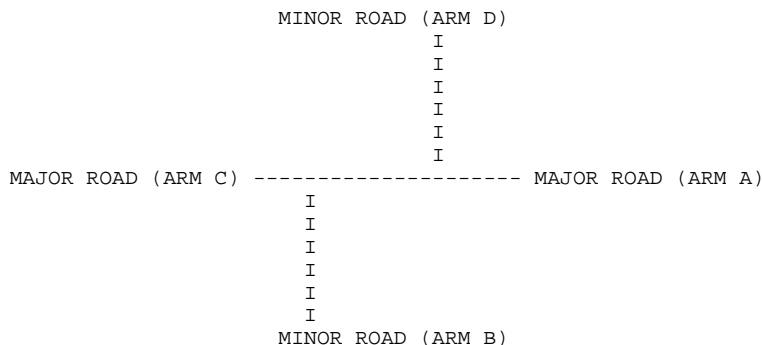
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.1\2027_Scenario B.vpi" (drive-on-the-left) at 14:58:28 on Mo

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Site Access/L6042 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L6042 South
ARM B IS Site Entrance
ARM C IS L6042 North
ARM D IS Adjacent Quarry

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 86.00 M.	I	(VA-D) 88.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 9.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 22.0 M.	I	(VD-C) 11.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	7.30 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.80 M.	I	4.30 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	6.50 M.	I	3.20 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	623.77	0.24	0.24	0.24	0.24	I

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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 Background AM Peak Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 60 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Background AM Peak Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	16.0	0.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			11.0	0.0	0.0	0.0			
			(30.0)	(30.0)	(0.0)	(30.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	13.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			17.0	0.0	0.0	0.0			
			(16.0)	(16.0)	(0.0)	(16.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(14.0)	(14.0)	(14.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			15.0	0.0	0.0	0.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
ARM D		0.000	0.000	0.000	0.000				
		0.0	0.0	0.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

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	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.45	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.47								
D-A	0.00	6.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.48	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.10	0.000		0.00	0.00	0.0		0.00

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	0.00	6.57	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.54	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.22	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.13								
D-A	0.00	6.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.53	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.19	0.000		0.00	0.00	0.0		0.00

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	0.00	6.62	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.16	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.87								
D-A	0.00	6.47	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.51	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.25	0.000		0.00	0.00	0.0		0.00

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	0.00	6.51	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.45	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.23	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.40								
D-A	0.00	6.52	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.48	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.10	0.000		0.00	0.00	0.0		0.00

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

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

 QUEUE FOR STREAM B-AD

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

QUEUE FOR STREAM A-BCD

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

QUEUE FOR STREAM D-A

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

QUEUE FOR STREAM D-BC

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

QUEUE FOR STREAM C-ABD

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

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	0.0	I	0.0	I	0.0	I	0.00	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I
I	A-C	I	73.0	I	73.0	I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I
I	D-BC	I	0.0	I	0.0	I	0.0	I	0.00	I
I	C-ABD	I	0.0	I	0.0	I	0.0	I	0.00	I
I	ALL	I	135.0	I	135.0	I	0.0	I	0.00	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

A-D Stream

I	Intercept For I 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	I
I	623.77	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 Background PM Peak Traffic Flows

TIME PERIOD BEGINS 16.00 AND ENDS 17.00

LENGTH OF TIME PERIOD - 60 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 Background PM Peak Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
16.00 - 16.15	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	26.0	0.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			16.0	0.0	0.0	0.0			
			(20.0)	(20.0)	(0.0)	(20.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			13.0	0.0	0.0	0.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			18.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	20.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM C		1.000	0.000	0.000	0.000			
			12.0	0.0	0.0	0.0			
			(14.0)	(14.0)	(0.0)	(14.0)			
	ARM D		0.000	0.000	0.000	0.000			
			0.0	0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD

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)
16.00-16.15									
B-C	0.00	6.46	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.29	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.12	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.80								
D-A	0.00	6.44	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.32	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.03	0.000		0.00	0.00	0.0		0.00

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	0.00	6.64	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.67	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.26	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.80								
D-A	0.00	6.54	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.63	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.28	0.000		0.00	0.00	0.0		0.00

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	0.00	6.65	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.57	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	0.73								
D-A	0.00	6.43	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.47	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.29	0.000		0.00	0.00	0.0		0.00

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	0.00	6.54	0.000		0.00	0.00	0.0		0.00
B-AD	0.00	8.49	0.000		0.00	0.00	0.0		0.00
A-BCD	0.00	9.22	0.000		0.00	0.00	0.0		0.00
A-B	0.00								
A-C	1.33								
D-A	0.00	6.51	0.000		0.00	0.00	0.0		0.00
D-BC	0.00	7.50	0.000		0.00	0.00	0.0		0.00
C-ABD	0.00	9.14	0.000		0.00	0.00	0.0		0.00

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I	I	I	I	I		
I	I	I	I	I	I	I	I	I	I	I	I	I		
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I	(MIN)	I	(MIN/VEH)	I
I	B-C	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	B-AD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-BCD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	A-B	I	0.0	I	0.0	I		I		I		I		I
I	A-C	I	70.0	I	70.0	I		I		I		I		I
I	D-A	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-BC	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	C-ABD	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	ALL	I	140.0	I	140.0	I	0.0	I	0.00	I	0.0	I	0.00	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

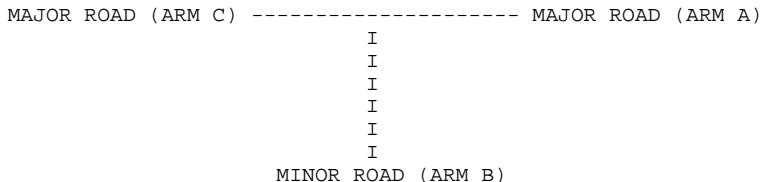
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2012_Scenario A.vpi" (drive-on-the-left) at 16:29:02 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 28.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 46.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

 .SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.288	0.712			
			0.0	17.0	42.0			
			(0.0)	(5.0)	(5.0)			
	ARM B		0.789	0.000	0.211			
			15.0	0.0	4.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.950	0.050	0.000			
			38.0	2.0	0.0			
			(15.0)	(15.0)	(0.0)			
	08.15 - 08.30	ARM A		0.000	0.238	0.762		
				0.0	10.0	32.0		
				(0.0)	(12.0)	(12.0)		
ARM B			0.722	0.000	0.278			
			13.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.978	0.022	0.000			
			44.0	1.0	0.0			
			(9.0)	(9.0)	(0.0)			
08.30 - 08.45		ARM A		0.000	0.354	0.646		
				0.0	17.0	31.0		
				(0.0)	(8.0)	(8.0)		
	ARM B		0.880	0.000	0.120			
			22.0	0.0	3.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.949	0.051	0.000			
			56.0	3.0	0.0			
			(2.0)	(2.0)	(0.0)			
	08.45 - 09.00	ARM A		0.000	0.191	0.809		
				0.0	9.0	38.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.793	0.000	0.207			
			23.0	0.0	6.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.942	0.058	0.000			
			49.0	3.0	0.0			
			(6.0)	(6.0)	(0.0)			
09.00 - 09.15		ARM A		0.000	0.283	0.717		
				0.0	15.0	38.0		
				(0.0)	(13.0)	(13.0)		
	ARM B		0.818	0.000	0.182			
			18.0	0.0	4.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.860	0.140	0.000			
			43.0	7.0	0.0			
			(6.0)	(6.0)	(0.0)			
	09.15 - 09.30	ARM A		0.000	0.366	0.634		
				0.0	15.0	26.0		
				(0.0)	(7.0)	(7.0)		
ARM B			0.808	0.000	0.192			
			21.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.828	0.172	0.000			
			24.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)			

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.186 I 0.814
I	I	I	I	0.0	I	8.0 I 35.0
I	I	I	I	(0.0)	I	(9.0)I (9.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.742	I	0.000 I 0.258
I	I	I	I	23.0	I	0.0 I 8.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.893	I	0.107 I 0.000
I	I	I	I	25.0	I	3.0 I 0.0
I	I	I	I	(11.0)	I	(11.0)I (0.0)
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.185 I 0.815
I	I	I	I	0.0	I	5.0 I 22.0
I	I	I	I	(0.0)	I	(3.0)I (3.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.905	I	0.000 I 0.095
I	I	I	I	19.0	I	0.0 I 2.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.861	I	0.139 I 0.000
I	I	I	I	31.0	I	5.0 I 0.0
I	I	I	I	(23.0)	I	(23.0)I (0.0)
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	1.000	0.000			
			0.0	3.0	0.0			
		(0.0)	(66.0)	(66.0)				
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	08.15 - 08.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
08.30 - 08.45		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	08.45 - 09.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
09.00 - 09.15		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	09.15 - 09.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)

I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
08.45 - 09.00	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
09.00 - 09.15	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			
09.15 - 09.30	ARM A	0.000	1.000	0.000	(0.0)	(33.0)	(33.0)
		0.0	6.0	0.0			
		(0.0)	(33.0)	(33.0)			
	ARM B	1.000	0.000	0.000			
		2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)			
	ARM C	0.000	0.000	0.000			
		0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)			

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 6.0	I 0.0	I
I	I	I	I (0.0)	I (33.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 6.0	I 0.0	I
I	I	I	I (0.0)	I (33.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.15 - 08.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.30 - 08.45	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.45 - 09.00	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.00 - 09.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.15 - 09.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			

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	0.41	7.80	0.053		0.03	0.06	0.8		0.14
B-A	1.92	7.24	0.265		0.33	0.36	5.2		0.19
C-AB	0.20	8.17	0.024		0.02	0.03	0.4		0.13
A-B	1.27								
A-C	2.53								

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)
09.00-09.15									
B-C	0.27	7.48	0.036		0.06	0.04	0.6		0.14
B-A	1.53	6.89	0.223		0.36	0.29	4.5		0.19
C-AB	0.47	8.01	0.058		0.03	0.06	0.9		0.13
A-B	1.67								
A-C	2.53								

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)
09.15-09.30									
B-C	0.33	7.81	0.043		0.04	0.04	0.7		0.13
B-A	1.73	7.48	0.232		0.29	0.30	4.4		0.17
C-AB	0.34	8.70	0.040		0.06	0.04	0.6		0.12
A-B	1.69								
A-C	1.78								

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)
09.30-09.45									
B-C	0.55	7.96	0.069		0.04	0.07	1.1		0.13
B-A	1.92	7.47	0.257		0.30	0.34	5.0		0.18
C-AB	0.21	7.82	0.026		0.04	0.03	0.4		0.13
A-B	1.20								
A-C	2.33								

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)
09.45-10.00									
B-C	0.13	7.21	0.018		0.07	0.02	0.3		0.14
B-A	1.60	7.07	0.226		0.34	0.30	4.6		0.18
C-AB	0.20	6.83	0.030		0.03	0.03	0.5		0.15
A-B	1.46								
A-C	3.48								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.0
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.3
09.00	0.4
09.15	0.3
09.30	0.3
09.45	0.3
10.00	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	
I	B-C	I	37.5	I 18.7	I 5.0	I 0.13	I 5.0	I 0.13	I
I	B-A	I	195.5	I 97.8	I 35.2	I 0.18	I 35.2	I 0.18	I
I	C-AB	I	27.3	I 13.7	I 3.5	I 0.13	I 3.6	I 0.13	I
I	A-B	I	183.2	I 91.6	I	I	I	I	I
I	A-C	I	294.8	I 147.4	I	I	I	I	I
I	ALL	I	1038.0	I 519.0	I 43.8	I 0.04	I 43.8	I 0.04	I

* 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)

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

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

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

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

I	Intercept	For Slope	For Opposing	Slope	For Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM A-B	STREAM A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.219	0.781			
			0.0	14.0	50.0			
		(0.0)	(8.0)	(8.0)				
	ARM B		0.762	0.000	0.238			
			16.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.818	0.182	0.000			
			18.0	4.0	0.0			
		(14.0)	(14.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	0.150	0.850		
				0.0	12.0	68.0		
			(0.0)	(3.0)	(3.0)			
ARM B			0.722	0.000	0.278			
			13.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.850	0.150	0.000			
			17.0	3.0	0.0			
		(5.0)	(5.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	0.205	0.795		
				0.0	16.0	62.0		
			(0.0)	(6.0)	(6.0)			
	ARM B		0.658	0.000	0.342			
			25.0	0.0	13.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.778	0.222	0.000			
			21.0	6.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	0.146	0.854		
				0.0	13.0	76.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.652	0.000	0.348			
			15.0	0.0	8.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.846	0.154	0.000			
			22.0	4.0	0.0			
		(11.0)	(11.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	0.200	0.800		
				0.0	22.0	88.0		
			(0.0)	(6.0)	(6.0)			
	ARM B		0.611	0.000	0.389			
			11.0	0.0	7.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.767	0.233	0.000			
			23.0	7.0	0.0			
		(3.0)	(3.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	0.187	0.813		
				0.0	14.0	61.0		
			(0.0)	(8.0)	(8.0)			
ARM B			0.750	0.000	0.250			
			24.0	0.0	8.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.969	0.031	0.000			
			31.0	1.0	0.0			
		(13.0)	(13.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 0.208	I 0.792
I	I	I	I 0.0	I 21.0	I 80.0
I	I	I	I (0.0)	I (4.0)	I (4.0)
I	I	I	I	I	I
I	I	ARM B	I 0.579	I 0.000	I 0.421
I	I	I	I 11.0	I 0.0	I 8.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.818	I 0.182	I 0.000
I	I	I	I 18.0	I 4.0	I 0.0
I	I	I	I (5.0)	I (5.0)	I (0.0)
I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 0.245	I 0.755
I	I	I	I 0.0	I 23.0	I 71.0
I	I	I	I (0.0)	I (3.0)	I (3.0)
I	I	I	I	I	I
I	I	ARM B	I 0.704	I 0.000	I 0.296
I	I	I	I 19.0	I 0.0	I 8.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.842	I 0.158	I 0.000
I	I	I	I 16.0	I 3.0	I 0.0
I	I	I	I (5.0)	I (5.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	B	C		
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 3.0	I 0.0	I 0.0	I
I	I	I	I (66.0)	I (0.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 3.0	I 0.0	I 0.0	I
I	I	I	I (66.0)	I (0.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	2.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 6.0	I 0.0	I 0.0	I
I	I	I	I (33.0)	I (0.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 6.0	I 0.0	I 0.0	I
I	I	I	I (33.0)	I (0.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

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	0.53	7.39	0.072		0.12	0.08	1.2		0.15
B-A	1.67	6.75	0.247		0.48	0.33	5.2		0.20
C-AB	0.27	7.30	0.037		0.05	0.04	0.6		0.14
A-B	1.21								
A-C	5.12								

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)
16.30-16.45									
B-C	0.47	7.04	0.066		0.08	0.07	1.1		0.15
B-A	1.40	6.24	0.224		0.33	0.29	4.5		0.21
C-AB	0.48	7.51	0.064		0.04	0.07	1.0		0.14
A-B	1.80								
A-C	5.87								

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	0.55	7.52	0.073		0.07	0.08	1.2		0.14
B-A	2.32	7.18	0.323		0.29	0.47	6.7		0.20
C-AB	0.07	7.34	0.009		0.07	0.01	0.1		0.14
A-B	1.27								
A-C	4.07								

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	0.53	7.28	0.073		0.08	0.08	1.2		0.15
B-A	1.40	6.49	0.216		0.47	0.28	4.4		0.20
C-AB	0.27	7.51	0.035		0.01	0.04	0.5		0.14
A-B	1.75								
A-C	5.39								

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	0.55	7.38	0.075		0.08	0.08	1.2		0.15
B-A	1.98	6.97	0.284		0.28	0.39	5.6		0.20
C-AB	0.21	7.60	0.028		0.04	0.03	0.4		0.14
A-B	1.92								
A-C	4.88								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

 QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.5
16.30	0.3
16.45	0.3
17.00	0.5
17.15	0.3
17.30	0.4

 QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I	I	I	* DELAY *		I	* DELAY *		I
I	I	I	-----I		I	-----I		I	-----I		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	62.5	I 31.3	I	9.0	I 0.14	I	9.0	I 0.14	I
I	B-A	I	215.5	I 107.7	I	42.2	I 0.20	I	42.2	I 0.20	I
I	C-AB	I	32.4	I 16.2	I	4.4	I 0.14	I	4.4	I 0.14	I
I	A-B	I	176.1	I 88.0	I		I	I		I	I
I	A-C	I	559.9	I 280.0	I		I	I		I	I
I	ALL	I	1214.0	I 607.0	I	55.6	I 0.05	I	55.6	I 0.05	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2012_Scenario B.vpi" (drive-on-the-left) at 16:34:17 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 28.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 46.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.288	0.712			
			0.0	17.0	42.0			
			(0.0)	(5.0)	(5.0)			
	ARM B		0.789	0.000	0.211			
			15.0	0.0	4.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.950	0.050	0.000			
			38.0	2.0	0.0			
			(15.0)	(15.0)	(0.0)			
	08.15 - 08.30	ARM A		0.000	0.238	0.762		
				0.0	10.0	32.0		
				(0.0)	(12.0)	(12.0)		
ARM B			0.722	0.000	0.278			
			13.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.978	0.022	0.000			
			44.0	1.0	0.0			
			(9.0)	(9.0)	(0.0)			
08.30 - 08.45		ARM A		0.000	0.354	0.646		
				0.0	17.0	31.0		
				(0.0)	(8.0)	(8.0)		
	ARM B		0.880	0.000	0.120			
			22.0	0.0	3.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.949	0.051	0.000			
			56.0	3.0	0.0			
			(2.0)	(2.0)	(0.0)			
	08.45 - 09.00	ARM A		0.000	0.191	0.809		
				0.0	9.0	38.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.793	0.000	0.207			
			23.0	0.0	6.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.942	0.058	0.000			
			49.0	3.0	0.0			
			(6.0)	(6.0)	(0.0)			
09.00 - 09.15		ARM A		0.000	0.283	0.717		
				0.0	15.0	38.0		
				(0.0)	(13.0)	(13.0)		
	ARM B		0.818	0.000	0.182			
			18.0	0.0	4.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.860	0.140	0.000			
			43.0	7.0	0.0			
			(6.0)	(6.0)	(0.0)			
	09.15 - 09.30	ARM A		0.000	0.366	0.634		
				0.0	15.0	26.0		
				(0.0)	(7.0)	(7.0)		
ARM B			0.808	0.000	0.192			
			21.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.828	0.172	0.000			
			24.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)			

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.186 I 0.814
I	I	I	I	0.0	I	8.0 I 35.0
I	I	I	I	(0.0)	I	(9.0)I (9.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.742	I	0.000 I 0.258
I	I	I	I	23.0	I	0.0 I 8.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.893	I	0.107 I 0.000
I	I	I	I	25.0	I	3.0 I 0.0
I	I	I	I	(11.0)	I	(11.0)I (0.0)
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.185 I 0.815
I	I	I	I	0.0	I	5.0 I 22.0
I	I	I	I	(0.0)	I	(3.0)I (3.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.905	I	0.000 I 0.095
I	I	I	I	19.0	I	0.0 I 2.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.861	I	0.139 I 0.000
I	I	I	I	31.0	I	5.0 I 0.0
I	I	I	I	(23.0)	I	(23.0)I (0.0)
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	7.0	0.0		
			(0.0)	(43.0)	(43.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	09.45 - 10.00	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		2.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		2.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.15 - 09.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

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	0.41	7.56	0.055		0.03	0.06	0.8		0.14
B-A	1.99	7.08	0.281		0.36	0.38	5.7		0.20
C-AB	0.20	8.14	0.025		0.02	0.03	0.4		0.13
A-B	1.33								
A-C	2.53								

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)
09.00-09.15									
B-C	0.27	7.03	0.038		0.06	0.04	0.6		0.15
B-A	1.67	6.56	0.254		0.38	0.35	5.3		0.20
C-AB	0.47	7.95	0.059		0.03	0.06	0.9		0.13
A-B	1.80								
A-C	2.53								

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)
09.15-09.30									
B-C	0.33	7.58	0.044		0.04	0.05	0.7		0.14
B-A	1.80	7.30	0.246		0.35	0.33	5.0		0.18
C-AB	0.34	8.67	0.040		0.06	0.04	0.6		0.12
A-B	1.76								
A-C	1.78								

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)
09.30-09.45									
B-C	0.55	7.72	0.071		0.05	0.08	1.1		0.14
B-A	1.98	7.31	0.271		0.33	0.37	5.4		0.19
C-AB	0.21	7.80	0.027		0.04	0.03	0.4		0.13
A-B	1.27								
A-C	2.33								

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)
09.45-10.00									
B-C	0.13	6.98	0.019		0.08	0.02	0.3		0.15
B-A	1.67	6.89	0.242		0.37	0.32	5.0		0.19
C-AB	0.20	6.81	0.030		0.03	0.03	0.5		0.15
A-B	1.52								
A-C	3.48								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.0
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.2
08.45	0.4
09.00	0.4
09.15	0.3
09.30	0.3
09.45	0.4
10.00	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND		* QUEUEING * * DELAY *		* INCLUSIVE QUEUEING * * DELAY *	
I I	I (VEH)	I (VEH/H)	I (MIN)	I (MIN/VEH)	I (MIN)	I (MIN/VEH)
I B-C I	37.5 I	18.7 I	5.2 I	0.14 I	5.2 I	0.14 I
I B-A I	205.5 I	102.8 I	39.3 I	0.19 I	39.3 I	0.19 I
I C-AB I	27.3 I	13.7 I	3.6 I	0.13 I	3.6 I	0.13 I
I A-B I	193.2 I	96.6 I	I	I	I	I
I A-C I	294.8 I	147.4 I	I	I	I	I
I ALL I	1058.0 I	529.0 I	48.1 I	0.05 I	48.1 I	0.05 I

* 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)

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

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

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

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

I Intercept For	Slope For	Opposing	Slope For	Opposing
I STREAM C-B	STREAM A-C	A-C	STREAM A-B	A-B
I 573.96	0.22		0.22	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.219	0.781			
			0.0	14.0	50.0			
			(0.0)	(8.0)	(8.0)			
	ARM B		0.762	0.000	0.238			
			16.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.818	0.182	0.000			
			18.0	4.0	0.0			
			(14.0)	(14.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.150	0.850		
				0.0	12.0	68.0		
				(0.0)	(3.0)	(3.0)		
ARM B			0.722	0.000	0.278			
			13.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.850	0.150	0.000			
			17.0	3.0	0.0			
			(5.0)	(5.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.205	0.795		
				0.0	16.0	62.0		
				(0.0)	(6.0)	(6.0)		
	ARM B		0.658	0.000	0.342			
			25.0	0.0	13.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.778	0.222	0.000			
			21.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.146	0.854		
				0.0	13.0	76.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.652	0.000	0.348			
			15.0	0.0	8.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.846	0.154	0.000			
			22.0	4.0	0.0			
			(11.0)	(11.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.207	0.793		
				0.0	23.0	88.0		
				(0.0)	(6.0)	(6.0)		
	ARM B		0.611	0.000	0.389			
			11.0	0.0	7.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.767	0.233	0.000			
			23.0	7.0	0.0			
			(3.0)	(3.0)	(0.0)			
	16.45 - 17.00	ARM A		0.000	0.187	0.813		
				0.0	14.0	61.0		
				(0.0)	(8.0)	(8.0)		
ARM B			0.750	0.000	0.250			
			24.0	0.0	8.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.969	0.031	0.000			
			31.0	1.0	0.0			
			(13.0)	(13.0)	(0.0)			


```

-----
I          I          I          I          I          I
I 17.00 - 17.15 I          I          I          I          I
I          I ARM A I 0.000 I 0.208 I 0.792 I
I          I          I          I          I          I
I          I          I 0.0 I 21.0 I 80.0 I
I          I          I ( 0.0)I ( 4.0)I ( 4.0)I
I          I          I          I          I          I
I          I ARM B I 0.579 I 0.000 I 0.421 I
I          I          I          I          I          I
I          I          I 11.0 I 0.0 I 8.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I 0.818 I 0.182 I 0.000 I
I          I          I          I          I          I
I          I          I 18.0 I 4.0 I 0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
-----
I 17.15 - 17.30 I          I          I          I          I
I          I ARM A I 0.000 I 0.245 I 0.755 I
I          I          I          I          I          I
I          I          I 0.0 I 23.0 I 71.0 I
I          I          I ( 0.0)I ( 3.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM B I 0.704 I 0.000 I 0.296 I
I          I          I          I          I          I
I          I          I 19.0 I 0.0 I 8.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I 0.842 I 0.158 I 0.000 I
I          I          I          I          I          I
I          I          I 16.0 I 3.0 I 0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	2.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	3.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

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	0.53	7.15	0.075		0.13	0.08	1.3		0.15
B-A	1.73	6.59	0.263		0.52	0.36	5.7		0.21
C-AB	0.27	7.28	0.037		0.05	0.04	0.6		0.14
A-B	1.28								
A-C	5.12								

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)
16.30-16.45									
B-C	0.47	6.60	0.071		0.08	0.08	1.2		0.16
B-A	1.53	5.96	0.257		0.36	0.35	5.3		0.23
C-AB	0.48	7.45	0.065		0.04	0.07	1.0		0.14
A-B	1.99								
A-C	5.81								

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	0.55	7.32	0.075		0.08	0.08	1.2		0.15
B-A	2.38	7.03	0.339		0.35	0.50	7.2		0.21
C-AB	0.07	7.32	0.009		0.07	0.01	0.1		0.14
A-B	1.33								
A-C	4.07								

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	0.53	7.04	0.076		0.08	0.08	1.2		0.15
B-A	1.47	6.34	0.231		0.50	0.31	4.8		0.21
C-AB	0.27	7.49	0.036		0.01	0.04	0.5		0.14
A-B	1.81								
A-C	5.39								

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	0.55	7.14	0.077		0.08	0.08	1.2		0.15
B-A	2.05	6.81	0.300		0.31	0.42	6.1		0.21
C-AB	0.21	7.57	0.028		0.04	0.03	0.4		0.14
A-B	1.98								
A-C	4.88								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.4
16.00	0.3
16.15	0.5 *
16.30	0.4
16.45	0.4
17.00	0.5 *
17.15	0.3
17.30	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	62.9	I 31.4	I	9.4	I 0.15	I	9.4	I 0.15	I
I	B-A	I	226.1	I 113.1	I	46.7	I 0.21	I	46.7	I 0.21	I
I	C-AB	I	32.4	I 16.2	I	4.4	I 0.14	I	4.4	I 0.14	I
I	A-B	I	186.9	I 93.4	I		I	I		I	I
I	A-C	I	559.1	I 279.6	I		I	I		I	I
I	ALL	I	1235.0	I 617.5	I	60.6	I 0.05	I	60.6	I 0.05	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2017_Scenario A.vpi" (drive-on-the-left) at 16:41:04 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.60 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	28.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	46.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	-	I
I	- LANE 2 WIDTH	I (WB-A)	-	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I DERIVED:	3 PCU	I

 .SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.297	0.703			
			0.0	19.0	45.0			
		(0.0)	(5.0)	(5.0)				
	ARM B		0.800	0.000	0.200			
			16.0	0.0	4.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.952	0.048	0.000			
			40.0	2.0	0.0			
		(14.0)	(14.0)	(0.0)				
	08.15 - 08.30	ARM A		0.000	0.244	0.756		
				0.0	11.0	34.0		
			(0.0)	(11.0)	(11.0)			
ARM B			0.737	0.000	0.263			
			14.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.979	0.021	0.000			
			47.0	1.0	0.0			
		(9.0)	(9.0)	(0.0)				
08.30 - 08.45		ARM A		0.000	0.365	0.635		
				0.0	19.0	33.0		
			(0.0)	(8.0)	(8.0)			
	ARM B		0.889	0.000	0.111			
			24.0	0.0	3.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.952	0.048	0.000			
			60.0	3.0	0.0			
		(2.0)	(2.0)	(0.0)				
	08.45 - 09.00	ARM A		0.000	0.200	0.800		
				0.0	10.0	40.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.806	0.000	0.194			
			25.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.945	0.055	0.000			
			52.0	3.0	0.0			
		(6.0)	(6.0)	(0.0)				
09.00 - 09.15		ARM A		0.000	0.286	0.714		
				0.0	16.0	40.0		
			(0.0)	(13.0)	(13.0)			
	ARM B		0.833	0.000	0.167			
			20.0	0.0	4.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.852	0.148	0.000			
			46.0	8.0	0.0			
		(6.0)	(6.0)	(0.0)				
	09.15 - 09.30	ARM A		0.000	0.364	0.636		
				0.0	16.0	28.0		
			(0.0)	(7.0)	(7.0)			
ARM B			0.821	0.000	0.179			
			23.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.839	0.161	0.000			
			26.0	5.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.196 I 0.804
I	I	I	I	0.0	I	9.0 I 37.0
I	I	I	I	(0.0)	I	(9.0)I (9.0)I
I	I	I	I	I	I	I
I	I	ARM B	I	0.735	I	0.000 I 0.265
I	I	I	I	25.0	I	0.0 I 9.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)I
I	I	I	I	I	I	I
I	I	ARM C	I	0.900	I	0.100 I 0.000
I	I	I	I	27.0	I	3.0 I 0.0
I	I	I	I	(10.0)	I	(10.0)I (0.0)I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.172 I 0.828
I	I	I	I	0.0	I	5.0 I 24.0
I	I	I	I	(0.0)	I	(3.0)I (3.0)I
I	I	I	I	I	I	I
I	I	ARM B	I	0.913	I	0.000 I 0.087
I	I	I	I	21.0	I	0.0 I 2.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)I
I	I	I	I	I	I	I
I	I	ARM C	I	0.868	I	0.132 I 0.000
I	I	I	I	33.0	I	5.0 I 0.0
I	I	I	I	(21.0)	I	(21.0)I (0.0)I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	6.0	0.0		
			(0.0)	(33.0)	(33.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 6.0	I 0.0	I
I	I	I	I (0.0)	I (33.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 6.0	I 0.0	I
I	I	I	I (0.0)	I (33.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.15 - 08.30	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.30 - 08.45	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.45 - 09.00	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.00 - 09.15	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.15 - 09.30	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			

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	0.41	7.76	0.053		0.03	0.06	0.8		0.14
B-A	2.05	7.22	0.284		0.36	0.39	5.8		0.19
C-AB	0.20	8.13	0.025		0.02	0.03	0.4		0.13
A-B	1.33								
A-C	2.67								

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)
09.00-09.15									
B-C	0.27	7.45	0.036		0.06	0.04	0.6		0.14
B-A	1.67	6.88	0.242		0.39	0.32	5.0		0.19
C-AB	0.52	7.94	0.066		0.03	0.07	1.0		0.13
A-B	1.75								
A-C	2.71								

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)
09.15-09.30									
B-C	0.33	7.81	0.043		0.04	0.04	0.7		0.13
B-A	1.87	7.50	0.249		0.32	0.33	4.9		0.18
C-AB	0.34	8.65	0.040		0.07	0.04	0.6		0.12
A-B	1.76								
A-C	1.91								

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)
09.30-09.45									
B-C	0.60	7.96	0.075		0.04	0.08	1.2		0.14
B-A	2.00	7.45	0.269		0.33	0.36	5.3		0.18
C-AB	0.21	7.85	0.026		0.04	0.03	0.4		0.13
A-B	1.27								
A-C	2.47								

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)
09.45-10.00									
B-C	0.13	7.18	0.019		0.08	0.02	0.3		0.14
B-A	1.73	7.06	0.245		0.36	0.33	5.0		0.19
C-AB	0.21	6.88	0.031		0.03	0.03	0.5		0.15
A-B	1.46								
A-C	3.81								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.0
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.2
08.45	0.4
09.00	0.4
09.15	0.3
09.30	0.3
09.45	0.4
10.00	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND I	I * QUEUEING * I	I * INCLUSIVE QUEUEING * I
I I	I I	I * DELAY * I	I * DELAY * I
I I	I I	I I	I I
I I	I (VEH) (VEH/H) I	I (MIN) (MIN/VEH) I	I (MIN) (MIN/VEH) I
I B-C I	38.7 I 19.3 I	5.2 I 0.13 I	5.2 I 0.13 I
I B-A I	210.3 I 105.2 I	38.7 I 0.18 I	38.7 I 0.18 I
I C-AB I	28.4 I 14.2 I	3.7 I 0.13 I	3.7 I 0.13 I
I A-B I	191.9 I 95.9 I	I I	I I
I A-C I	314.1 I 157.1 I	I I	I I
I ALL I	1105.0 I 552.5 I	47.6 I 0.04 I	47.7 I 0.04 I

* 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)

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

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

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

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

I Intercept For Slope For Opposing	Slope For Opposing I
I STREAM C-B STREAM A-C	STREAM A-B I
I 573.96 0.22	0.22 I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.221	0.779			
			0.0	15.0	53.0			
			(0.0)	(7.0)	(7.0)			
	ARM B		0.773	0.000	0.227			
			17.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.826	0.174	0.000			
			19.0	4.0	0.0			
			(13.0)	(13.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.151	0.849		
				0.0	13.0	73.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.737	0.000	0.263			
			14.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.864	0.136	0.000			
			19.0	3.0	0.0			
			(5.0)	(5.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.202	0.798		
				0.0	17.0	67.0		
				(0.0)	(6.0)	(6.0)		
	ARM B		0.659	0.000	0.341			
			27.0	0.0	14.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.793	0.207	0.000			
			23.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.146	0.854		
				0.0	14.0	82.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.640	0.000	0.360			
			16.0	0.0	9.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.857	0.143	0.000			
			24.0	4.0	0.0			
			(11.0)	(11.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.203	0.797		
				0.0	24.0	94.0		
				(0.0)	(5.0)	(5.0)		
	ARM B		0.600	0.000	0.400			
			12.0	0.0	8.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.781	0.219	0.000			
			25.0	7.0	0.0			
			(3.0)	(3.0)	(0.0)			
	16.45 - 17.00	ARM A		0.000	0.188	0.813		
				0.0	15.0	65.0		
				(0.0)	(8.0)	(8.0)		
ARM B			0.743	0.000	0.257			
			26.0	0.0	9.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.971	0.029	0.000			
			33.0	1.0	0.0			
			(12.0)	(12.0)	(0.0)			

I	I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.211 I 0.789
I	I	I	I	0.0	I	23.0 I 86.0
I	I	I	I	(0.0)	I	(4.0)I (4.0)I
I	I	I	I	I	I	I
I	I	ARM B	I	0.571	I	0.000 I 0.429
I	I	I	I	12.0	I	0.0 I 9.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)I
I	I	I	I	I	I	I
I	I	ARM C	I	0.833	I	0.167 I 0.000
I	I	I	I	20.0	I	4.0 I 0.0
I	I	I	I	(4.0)	I	(4.0)I (0.0)I
I	I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.248 I 0.752
I	I	I	I	0.0	I	25.0 I 76.0
I	I	I	I	(0.0)	I	(3.0)I (3.0)I
I	I	I	I	I	I	I
I	I	ARM B	I	0.700	I	0.000 I 0.300
I	I	I	I	21.0	I	0.0 I 9.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)I
I	I	I	I	I	I	I
I	I	ARM C	I	0.850	I	0.150 I 0.000
I	I	I	I	17.0	I	3.0 I 0.0
I	I	I	I	(5.0)	I	(5.0)I (0.0)I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	2.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			3.0	0.0	0.0			
		(66.0)	(0.0)	(66.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	2.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 6.0	I 0.0	I 0.0	I
I	I	I	I (33.0)	I (0.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 6.0	I 0.0	I 0.0	I
I	I	I	I (33.0)	I (0.0)	I (33.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	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)	I
I	16.15-16.30										I
I	B-C	0.60	7.38	0.081		0.14	0.09	1.4		0.15	I
I	B-A	1.73	6.66	0.260		0.52	0.36	5.6		0.20	I
I	C-AB	0.27	7.22	0.037		0.05	0.04	0.6		0.14	I
I	A-B	1.27									I
I	A-C	5.47									I

I	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)	I
I	16.30-16.45										I
I	B-C	0.53	7.04	0.076		0.09	0.08	1.3		0.15	I
I	B-A	1.47	6.16	0.238		0.36	0.32	4.9		0.21	I
I	C-AB	0.48	7.41	0.065		0.04	0.07	1.0		0.14	I
I	A-B	1.93									I
I	A-C	6.27									I

I	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)	I
I	16.45-17.00										I
I	B-C	0.60	7.47	0.080		0.08	0.09	1.3		0.15	I
I	B-A	2.40	7.22	0.333		0.32	0.49	7.0		0.21	I
I	C-AB	0.05	7.34	0.006		0.07	0.01	0.1		0.14	I
I	A-B	1.35									I
I	A-C	4.39									I

I	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)	I
I	17.00-17.15										I
I	B-C	0.60	7.28	0.082		0.09	0.09	1.3		0.15	I
I	B-A	1.47	6.42	0.229		0.49	0.30	4.7		0.20	I
I	C-AB	0.27	7.48	0.036		0.01	0.04	0.5		0.14	I
I	A-B	1.87									I
I	A-C	5.73									I

I	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)	I
I	17.15-17.30										I
I	B-C	0.58	7.35	0.079		0.09	0.09	1.3		0.15	I
I	B-A	2.02	6.92	0.292		0.30	0.40	5.9		0.20	I
I	C-AB	0.21	7.54	0.028		0.04	0.03	0.4		0.14	I
I	A-B	2.00									I
I	A-C	5.07									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.5 *
16.30	0.4
16.45	0.3
17.00	0.5
17.15	0.3
17.30	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I	(VEH)	(VEH/H)	I	* DELAY *	(MIN/VEH)	I	* DELAY *	(MIN/VEH)	I
I		I			I	(MIN)		I			I
I	B-C	I	68.2	I 34.1	I	10.0	I 0.15	I	10.0	I 0.15	I
I	B-A	I	225.8	I 112.9	I	45.4	I 0.20	I	45.4	I 0.20	I
I	C-AB	I	32.2	I 16.1	I	4.4	I 0.14	I	4.4	I 0.14	I
I	A-B	I	186.4	I 93.2	I		I	I		I	I
I	A-C	I	597.6	I 298.8	I		I	I		I	I
I	ALL	I	1282.0	I 641.0	I	59.8	I 0.05	I	59.8	I 0.05	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

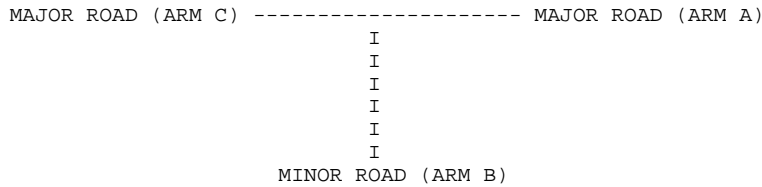
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2017_Scenario B.vpi" (drive-on-the-left) at 16:49:45 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.60 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	28.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	46.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	-	I
I	- LANE 2 WIDTH	I (WB-A)	-	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I DERIVED:	3 PCU	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.297	0.703			
			0.0	19.0	45.0			
		(0.0)	(5.0)	(5.0)				
	ARM B		0.800	0.000	0.200			
			16.0	0.0	4.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.952	0.048	0.000			
			40.0	2.0	0.0			
		(14.0)	(14.0)	(0.0)				
	08.15 - 08.30	ARM A		0.000	0.244	0.756		
				0.0	11.0	34.0		
			(0.0)	(11.0)	(11.0)			
ARM B			0.737	0.000	0.263			
			14.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.979	0.021	0.000			
			47.0	1.0	0.0			
		(9.0)	(9.0)	(0.0)				
08.30 - 08.45		ARM A		0.000	0.365	0.635		
				0.0	19.0	33.0		
			(0.0)	(8.0)	(8.0)			
	ARM B		0.889	0.000	0.111			
			24.0	0.0	3.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.952	0.048	0.000			
			60.0	3.0	0.0			
		(2.0)	(2.0)	(0.0)				
	08.45 - 09.00	ARM A		0.000	0.200	0.800		
				0.0	10.0	40.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.806	0.000	0.194			
			25.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.945	0.055	0.000			
			52.0	3.0	0.0			
		(6.0)	(6.0)	(0.0)				
09.00 - 09.15		ARM A		0.000	0.286	0.714		
				0.0	16.0	40.0		
			(0.0)	(13.0)	(13.0)			
	ARM B		0.833	0.000	0.167			
			20.0	0.0	4.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.868	0.132	0.000			
			46.0	7.0	0.0			
		(6.0)	(6.0)	(0.0)				
	09.15 - 09.30	ARM A		0.000	0.364	0.636		
				0.0	16.0	28.0		
			(0.0)	(7.0)	(7.0)			
ARM B			0.821	0.000	0.179			
			23.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.839	0.161	0.000			
			26.0	5.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 0.196	I 0.804	I
I	I	I	I 0.0	I 9.0	I 37.0	I
I	I	I	I (0.0)	I (9.0)	I (9.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 0.735	I 0.000	I 0.265	I
I	I	I	I 25.0	I 0.0	I 9.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.900	I 0.100	I 0.000	I
I	I	I	I 27.0	I 3.0	I 0.0	I
I	I	I	I (10.0)	I (10.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 0.172	I 0.828	I
I	I	I	I 0.0	I 5.0	I 24.0	I
I	I	I	I (0.0)	I (3.0)	I (3.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 0.913	I 0.000	I 0.087	I
I	I	I	I 21.0	I 0.0	I 2.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.868	I 0.132	I 0.000	I
I	I	I	I 33.0	I 5.0	I 0.0	I
I	I	I	I (21.0)	I (21.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 3.0	I 0.0	I
I	I	I	I (0.0)	I (66.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 2.0	I 0.0	I 0.0	I
I	I	I	I (100.0)	I (0.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

I		TURNING PROPORTIONS						I					
I		TURNING COUNTS						I					
I		(PERCENTAGE OF H.V.S)						I					
I		-----						I					
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I		-----						I					
I	08.00 - 08.15	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.15 - 08.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.30 - 08.45	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.45 - 09.00	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	09.00 - 09.15	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	09.15 - 09.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I

I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	09.45 - 10.00	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		2.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		2.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.15 - 09.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

I	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)	I
I	08.45-09.00										I
I	B-C	0.41	7.52	0.055		0.03	0.06	0.8		0.14	I
I	B-A	2.12	7.07	0.300		0.39	0.42	6.2		0.20	I
I	C-AB	0.20	8.10	0.025		0.02	0.03	0.4		0.13	I
I	A-B	1.40									I
I	A-C	2.67									I

I	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)	I
I	09.00-09.15										I
I	B-C	0.27	7.02	0.038		0.06	0.04	0.6		0.15	I
I	B-A	1.80	6.57	0.274		0.42	0.38	5.9		0.21	I
I	C-AB	0.47	7.89	0.059		0.03	0.06	0.9		0.13	I
I	A-B	1.89									I
I	A-C	2.71									I

I	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)	I
I	09.15-09.30										I
I	B-C	0.33	7.56	0.044		0.04	0.05	0.7		0.14	I
I	B-A	1.93	7.32	0.264		0.38	0.36	5.5		0.19	I
I	C-AB	0.34	8.62	0.040		0.06	0.04	0.6		0.12	I
I	A-B	1.82									I
I	A-C	1.91									I

I	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)	I
I	09.30-09.45										I
I	B-C	0.60	7.75	0.077		0.05	0.08	1.2		0.14	I
I	B-A	2.07	7.30	0.283		0.36	0.39	5.7		0.19	I
I	C-AB	0.21	7.82	0.026		0.04	0.03	0.4		0.13	I
I	A-B	1.33									I
I	A-C	2.47									I

I	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)	I
I	09.45-10.00										I
I	B-C	0.13	6.96	0.019		0.08	0.02	0.3		0.15	I
I	B-A	1.80	6.88	0.261		0.39	0.36	5.5		0.20	I
I	C-AB	0.21	6.86	0.031		0.03	0.03	0.5		0.15	I
I	A-B	1.53									I
I	A-C	3.81									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.0
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.4
09.00	0.4
09.15	0.4
09.30	0.4
09.45	0.4
10.00	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND		* QUEUEING * * DELAY *		* INCLUSIVE QUEUEING * * DELAY *	
I I	I (VEH)	I (VEH/H)	I (MIN)	I (MIN/VEH)	I (MIN)	I (MIN/VEH)
I B-C I	38.7 I	19.3 I	5.4 I	0.14 I	5.4 I	0.14 I
I B-A I	220.3 I	110.2 I	43.1 I	0.20 I	43.1 I	0.20 I
I C-AB I	27.5 I	13.8 I	3.6 I	0.13 I	3.6 I	0.13 I
I A-B I	201.9 I	100.9 I	I	I	I	I
I A-C I	314.1 I	157.1 I	I	I	I	I
I ALL I	1125.0 I	562.5 I	52.1 I	0.05 I	52.1 I	0.05 I

* 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)

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

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

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

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

I Intercept For	Slope For	Opposing	Slope For	Opposing
I STREAM C-B	STREAM A-C	A-C	STREAM A-B	A-B
I 573.96	0.22		0.22	

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.221	0.779			
			0.0	15.0	53.0			
			(0.0)	(7.0)	(7.0)			
	ARM B		0.773	0.000	0.227			
			17.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.833	0.167	0.000			
			20.0	4.0	0.0			
			(13.0)	(13.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.151	0.849		
				0.0	13.0	73.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.737	0.000	0.263			
			14.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.864	0.136	0.000			
			19.0	3.0	0.0			
			(5.0)	(5.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.202	0.798		
				0.0	17.0	67.0		
				(0.0)	(6.0)	(6.0)		
	ARM B		0.659	0.000	0.341			
			27.0	0.0	14.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.793	0.207	0.000			
			23.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.146	0.854		
				0.0	14.0	82.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.640	0.000	0.360			
			16.0	0.0	9.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.857	0.143	0.000			
			24.0	4.0	0.0			
			(11.0)	(11.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.203	0.797		
				0.0	24.0	94.0		
				(0.0)	(5.0)	(5.0)		
	ARM B		0.600	0.000	0.400			
			12.0	0.0	8.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.758	0.242	0.000			
			25.0	8.0	0.0			
			(3.0)	(3.0)	(0.0)			
	16.45 - 17.00	ARM A		0.000	0.188	0.813		
				0.0	15.0	65.0		
				(0.0)	(8.0)	(8.0)		
ARM B			0.743	0.000	0.257			
			26.0	0.0	9.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.971	0.029	0.000			
			33.0	1.0	0.0			
			(12.0)	(12.0)	(0.0)			

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 0.211	I 0.789
I	I	I	I 0.0	I 23.0	I 86.0
I	I	I	I (0.0)	I (4.0)	I (4.0)
I	I	I	I	I	I
I	I	ARM B	I 0.571	I 0.000	I 0.429
I	I	I	I 12.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.833	I 0.167	I 0.000
I	I	I	I 20.0	I 4.0	I 0.0
I	I	I	I (4.0)	I (4.0)	I (0.0)
I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 0.248	I 0.752
I	I	I	I 0.0	I 25.0	I 76.0
I	I	I	I (0.0)	I (3.0)	I (3.0)
I	I	I	I	I	I
I	I	ARM B	I 0.700	I 0.000	I 0.300
I	I	I	I 21.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.850	I 0.150	I 0.000
I	I	I	I 17.0	I 3.0	I 0.0
I	I	I	I (5.0)	I (5.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	B	C		
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 3.0	I 0.0	I 0.0	I
I	I	I	I (66.0)	I (0.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000	I
I	I	I	I 0.0	I 2.0	I 0.0	I
I	I	I	I (0.0)	I (100.0)	I (100.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000	I
I	I	I	I 3.0	I 0.0	I 0.0	I
I	I	I	I (66.0)	I (0.0)	I (66.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000	I
I	I	I	I 0.0	I 0.0	I 0.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	3.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

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	0.60	7.14	0.084		0.14	0.09	1.4		0.15
B-A	1.80	6.52	0.276		0.56	0.39	6.1		0.21
C-AB	0.27	7.20	0.037		0.05	0.04	0.6		0.14
A-B	1.33								
A-C	5.47								

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	0.53	6.60	0.081		0.09	0.09	1.3		0.16
B-A	1.60	5.88	0.272		0.39	0.38	5.7		0.23
C-AB	0.53	7.35	0.073		0.04	0.08	1.2		0.15
A-B	2.07								
A-C	6.27								

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	0.60	7.26	0.083		0.09	0.09	1.3		0.15
B-A	2.47	6.95	0.355		0.38	0.54	7.8		0.22
C-AB	0.07	7.30	0.009		0.08	0.01	0.1		0.14
A-B	1.41								
A-C	4.39								

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	0.60	7.04	0.085		0.09	0.09	1.4		0.16
B-A	1.53	6.27	0.245		0.54	0.33	5.2		0.21
C-AB	0.27	7.46	0.036		0.01	0.04	0.5		0.14
A-B	1.93								
A-C	5.73								

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	0.58	7.14	0.081		0.09	0.09	1.3		0.15
B-A	2.09	6.77	0.308		0.33	0.44	6.3		0.21
C-AB	0.21	7.52	0.028		0.04	0.03	0.4		0.14
A-B	2.07								
A-C	5.07								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.1
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.4
16.00	0.4
16.15	0.6 *
16.30	0.4
16.45	0.4
17.00	0.5 *
17.15	0.3
17.30	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I	(VEH)	(VEH/H)	I	* DELAY *	(MIN/VEH)	I	* DELAY *	(MIN/VEH)	I
I		I			I	(MIN)		I	(MIN)		I
I	B-C	I	68.2	I 34.1	I	10.4	I 0.15	I	10.4	I 0.15	I
I	B-A	I	235.8	I 117.9	I	50.2	I 0.21	I	50.2	I 0.21	I
I	C-AB	I	33.2	I 16.6	I	4.6	I 0.14	I	4.6	I 0.14	I
I	A-B	I	196.4	I 98.2	I		I	I		I	I
I	A-C	I	597.6	I 298.8	I		I	I		I	I
I	ALL	I	1313.0	I 656.5	I	65.2	I 0.05	I	65.2	I 0.05	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

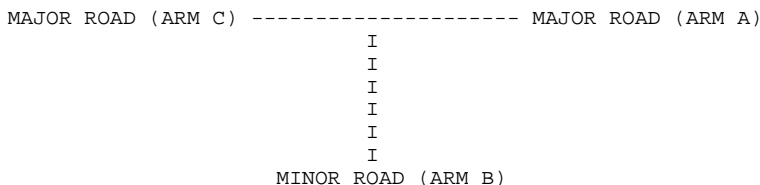
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2025_Scenario A.vpi" (drive-on-the-left) at 17:03:18 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 28.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 46.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.294	0.706			
			0.0	20.0	48.0			
			(0.0)	(4.0)	(4.0)			
	ARM B		0.783	0.000	0.217			
			18.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.957	0.043	0.000			
			44.0	2.0	0.0			
			(13.0)	(13.0)	(0.0)			
	08.15 - 08.30	ARM A		0.000	0.245	0.755		
				0.0	12.0	37.0		
				(0.0)	(11.0)	(11.0)		
ARM B			0.714	0.000	0.286			
			15.0	0.0	6.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.981	0.019	0.000			
			51.0	1.0	0.0			
			(8.0)	(8.0)	(0.0)			
08.30 - 08.45		ARM A		0.000	0.364	0.636		
				0.0	20.0	35.0		
				(0.0)	(7.0)	(7.0)		
	ARM B		0.897	0.000	0.103			
			26.0	0.0	3.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.956	0.044	0.000			
			65.0	3.0	0.0			
			(1.0)	(1.0)	(0.0)			
	08.45 - 09.00	ARM A		0.000	0.200	0.800		
				0.0	11.0	44.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.794	0.000	0.206			
			27.0	0.0	7.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.950	0.050	0.000			
			57.0	3.0	0.0			
			(5.0)	(5.0)	(0.0)			
09.00 - 09.15		ARM A		0.000	0.290	0.710		
				0.0	18.0	44.0		
				(0.0)	(12.0)	(12.0)		
	ARM B		0.808	0.000	0.192			
			21.0	0.0	5.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.862	0.138	0.000			
			50.0	8.0	0.0			
			(5.0)	(5.0)	(0.0)			
	09.15 - 09.30	ARM A		0.000	0.367	0.633		
				0.0	18.0	31.0		
				(0.0)	(6.0)	(6.0)		
ARM B			0.806	0.000	0.194			
			25.0	0.0	6.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.824	0.176	0.000			
			28.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)			

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I 0.000	I 0.184	I 0.816	I
I	I	I	I 0.0	I 9.0	I 40.0	I
I	I	I	I (0.0)	I (8.0)	I (8.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 0.750	I 0.000	I 0.250	I
I	I	I	I 27.0	I 0.0	I 9.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.909	I 0.091	I 0.000	I
I	I	I	I 30.0	I 3.0	I 0.0	I
I	I	I	I (9.0)	I (9.0)	I (0.0)	I
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I 0.000	I 0.188	I 0.813	I
I	I	I	I 0.0	I 6.0	I 26.0	I
I	I	I	I (0.0)	I (3.0)	I (3.0)	I
I	I	I	I	I	I	I
I	I	ARM B	I 0.917	I 0.000	I 0.083	I
I	I	I	I 22.0	I 0.0	I 2.0	I
I	I	I	I (0.0)	I (0.0)	I (0.0)	I
I	I	I	I	I	I	I
I	I	ARM C	I 0.854	I 0.146	I 0.000	I
I	I	I	I 35.0	I 6.0	I 0.0	I
I	I	I	I (20.0)	I (20.0)	I (0.0)	I
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.15 - 08.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.30 - 08.45	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
08.45 - 09.00	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.00 - 09.15	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
09.15 - 09.30	ARM A		0.000	1.000	0.000		
			0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	6.0
I	I	I	I	(0.0)	I	(33.0)
I	I	I	I	I	I	(33.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	6.0
I	I	I	I	(0.0)	I	(33.0)
I	I	I	I	I	I	(33.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.15 - 08.30	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.30 - 08.45	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
08.45 - 09.00	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.00 - 09.15	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			
09.15 - 09.30	ARM A	0.000	1.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM B	1.000	0.000	0.000	(100.0)	(100.0)	
		0.0	0.0	0.0			
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0			

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	0.47	7.75	0.060		0.03	0.06	0.9		0.14
B-A	2.13	7.16	0.298		0.42	0.42	6.3		0.20
C-AB	0.20	8.15	0.025		0.02	0.03	0.4		0.13
A-B	1.39								
A-C	2.88								

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)
09.00-09.15									
B-C	0.33	7.49	0.044		0.06	0.05	0.7		0.14
B-A	1.73	6.83	0.254		0.42	0.35	5.3		0.20
C-AB	0.53	7.97	0.067		0.03	0.07	1.1		0.13
A-B	1.85								
A-C	2.89								

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)
09.15-09.30									
B-C	0.40	7.85	0.051		0.05	0.05	0.8		0.13
B-A	2.00	7.50	0.267		0.35	0.36	5.3		0.18
C-AB	0.40	8.61	0.046		0.07	0.05	0.7		0.12
A-B	1.84								
A-C	2.02								

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)
09.30-09.45									
B-C	0.62	7.90	0.078		0.05	0.08	1.2		0.14
B-A	2.18	7.44	0.293		0.36	0.41	6.0		0.19
C-AB	0.20	7.87	0.025		0.05	0.03	0.4		0.13
A-B	1.28								
A-C	2.72								

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)
09.45-10.00									
B-C	0.14	7.16	0.019		0.08	0.02	0.3		0.14
B-A	1.86	7.05	0.264		0.41	0.36	5.6		0.19
C-AB	0.25	6.88	0.037		0.03	0.04	0.6		0.15
A-B	1.59								
A-C	4.01								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.1
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.1
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.2
08.45	0.4
09.00	0.4
09.15	0.3
09.30	0.4
09.45	0.4
10.00	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	43.2	I	21.6	I	5.9	I	0.14	I
I	B-A	I	222.8	I	111.4	I	42.2	I	0.19	I
I	C-AB	I	29.8	I	14.9	I	3.9	I	0.13	I
I	A-B	I	201.6	I	100.8	I		I		I
I	A-C	I	338.4	I	169.2	I		I		I
I	ALL	I	1184.0	I	592.0	I	51.9	I	0.04	I

* 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)

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

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

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

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

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		573.96		0.22		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.227	0.773			
			0.0	17.0	58.0			
		(0.0)	(7.0)	(7.0)				
	ARM B		0.760	0.000	0.240			
			19.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.808	0.192	0.000			
			21.0	5.0	0.0			
		(12.0)	(12.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	0.151	0.849		
				0.0	14.0	79.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.714	0.000	0.286			
			15.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.833	0.167	0.000			
			20.0	4.0	0.0			
		(4.0)	(4.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	0.209	0.791		
				0.0	19.0	72.0		
			(0.0)	(6.0)	(6.0)			
	ARM B		0.667	0.000	0.333			
			30.0	0.0	15.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.781	0.219	0.000			
			25.0	7.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	0.144	0.856		
				0.0	15.0	89.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.667	0.000	0.333			
			18.0	0.0	9.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.839	0.161	0.000			
			26.0	5.0	0.0			
		(10.0)	(10.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	0.203	0.797		
				0.0	26.0	102.0		
			(0.0)	(5.0)	(5.0)			
	ARM B		0.619	0.000	0.381			
			13.0	0.0	8.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.771	0.229	0.000			
			27.0	8.0	0.0			
		(3.0)	(3.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	0.193	0.807		
				0.0	17.0	71.0		
			(0.0)	(7.0)	(7.0)			
ARM B			0.757	0.000	0.243			
			28.0	0.0	9.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.972	0.028	0.000			
			35.0	1.0	0.0			
		(11.0)	(11.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 0.212	I 0.788
I	I	I	I 0.0	I 25.0	I 93.0
I	I	I	I (0.0)	I (5.0)	I (5.0)
I	I	I	I	I	I
I	I	ARM B	I 0.591	I 0.000	I 0.409
I	I	I	I 13.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.808	I 0.192	I 0.000
I	I	I	I 21.0	I 5.0	I 0.0
I	I	I	I (4.0)	I (4.0)	I (0.0)
I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 0.245	I 0.755
I	I	I	I 0.0	I 27.0	I 83.0
I	I	I	I (0.0)	I (3.0)	I (3.0)
I	I	I	I	I	I
I	I	ARM B	I 0.710	I 0.000	I 0.290
I	I	I	I 22.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.826	I 0.174	I 0.000
I	I	I	I 19.0	I 4.0	I 0.0
I	I	I	I (5.0)	I (5.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	B	C		
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	2.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			6.0	0.0	0.0			
		(33.0)	(0.0)	(33.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 6.0	I 0.0	I 0.0
I	I	I	I (33.0)	I (0.0)	I (33.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 6.0	I 0.0	I 0.0
I	I	I	I (33.0)	I (0.0)	I (33.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			0.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

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	0.60	7.25	0.083		0.15	0.09	1.4		0.15
B-A	1.87	6.57	0.284		0.60	0.40	6.3		0.21
C-AB	0.33	7.18	0.046		0.06	0.05	0.7		0.15
A-B	1.33								
A-C	5.93								

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	0.53	6.90	0.077		0.09	0.08	1.3		0.16
B-A	1.53	6.04	0.254		0.40	0.35	5.3		0.22
C-AB	0.53	7.26	0.073		0.05	0.08	1.2		0.15
A-B	2.07								
A-C	6.80								

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	0.62	7.36	0.084		0.08	0.09	1.3		0.15
B-A	2.58	7.04	0.367		0.35	0.57	8.1		0.22
C-AB	0.07	7.31	0.009		0.08	0.01	0.1		0.14
A-B	1.45								
A-C	4.68								

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	0.60	7.13	0.084		0.09	0.09	1.4		0.15
B-A	1.53	6.30	0.244		0.57	0.33	5.2		0.21
C-AB	0.33	7.34	0.045		0.01	0.05	0.7		0.14
A-B	2.00								
A-C	6.20								

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	0.62	7.24	0.086		0.09	0.09	1.4		0.15
B-A	2.18	6.83	0.319		0.33	0.46	6.6		0.21
C-AB	0.26	7.42	0.034		0.05	0.04	0.5		0.14
A-B	2.13								
A-C	5.53								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.2
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.4
16.00	0.3
16.15	0.6 *
16.30	0.4
16.45	0.3
17.00	0.6 *
17.15	0.3
17.30	0.5

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	71.5	I 35.8	I	10.6	I 0.15	I	10.7	I 0.15	I
I	B-A	I	239.5	I 119.7	I	50.5	I 0.21	I	50.5	I 0.21	I
I	C-AB	I	38.9	I 19.4	I	5.5	I 0.14	I	5.5	I 0.14	I
I	A-B	I	199.6	I 99.8	I		I	I		I	I
I	A-C	I	645.4	I 322.7	I		I	I		I	I
I	ALL	I	1389.0	I 694.5	I	66.6	I 0.05	I	66.6	I 0.05	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

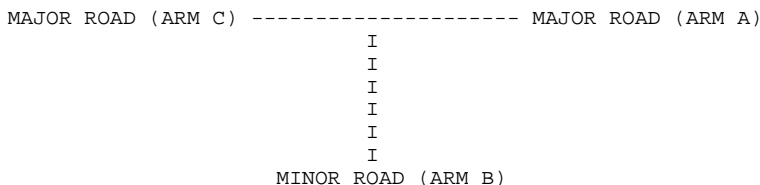
Run with file:- "W:\2008\08024\PICADY\Draft 4\Junction No.2\2025_Scenario B.vpi" (drive-on-the-left) at 17:08:55 on We

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : L6042/L2023 Junction

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS L2023 North
ARM B IS L6042
ARM C IS L2023 South

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

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	6.60 M.	I
I	CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	2.20 M.	I
I	- VISIBILITY	I (VC-B)	0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	28.0 M.	I
I	- VISIBILITY TO RIGHT	I (VB-A)	46.0 M.	I
I	- LANE 1 WIDTH	I (WB-C)	-	I
I	- LANE 2 WIDTH	I (WB-A)	-	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I DERIVED:	3 PCU	I

 .SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.294	0.706			
			0.0	20.0	48.0			
		(0.0)	(4.0)	(4.0)				
	ARM B		0.783	0.000	0.217			
			18.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.957	0.043	0.000			
			44.0	2.0	0.0			
		(13.0)	(13.0)	(0.0)				
	08.15 - 08.30	ARM A		0.000	0.245	0.755		
				0.0	12.0	37.0		
			(0.0)	(11.0)	(11.0)			
ARM B			0.714	0.000	0.286			
			15.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.981	0.019	0.000			
			51.0	1.0	0.0			
		(8.0)	(8.0)	(0.0)				
08.30 - 08.45		ARM A		0.000	0.364	0.636		
				0.0	20.0	35.0		
			(0.0)	(7.0)	(7.0)			
	ARM B		0.897	0.000	0.103			
			26.0	0.0	3.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.956	0.044	0.000			
			65.0	3.0	0.0			
		(1.0)	(1.0)	(0.0)				
	08.45 - 09.00	ARM A		0.000	0.200	0.800		
				0.0	11.0	44.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.794	0.000	0.206			
			27.0	0.0	7.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.950	0.050	0.000			
			57.0	3.0	0.0			
		(5.0)	(5.0)	(0.0)				
09.00 - 09.15		ARM A		0.000	0.290	0.710		
				0.0	18.0	44.0		
			(0.0)	(12.0)	(12.0)			
	ARM B		0.808	0.000	0.192			
			21.0	0.0	5.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.862	0.138	0.000			
			50.0	8.0	0.0			
		(5.0)	(5.0)	(0.0)				
	09.15 - 09.30	ARM A		0.000	0.367	0.633		
				0.0	18.0	31.0		
			(0.0)	(6.0)	(6.0)			
ARM B			0.806	0.000	0.194			
			25.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.824	0.176	0.000			
			28.0	6.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.184 I 0.816
I	I	I	I	0.0	I	9.0 I 40.0
I	I	I	I	(0.0)	I	(8.0)I (8.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.750	I	0.000 I 0.250
I	I	I	I	27.0	I	0.0 I 9.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.909	I	0.091 I 0.000
I	I	I	I	30.0	I	3.0 I 0.0
I	I	I	I	(9.0)	I	(9.0)I (0.0)
I	I	I	I	I	I	I
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	0.188 I 0.813
I	I	I	I	0.0	I	6.0 I 26.0
I	I	I	I	(0.0)	I	(3.0)I (3.0)
I	I	I	I	I	I	I
I	I	ARM B	I	0.917	I	0.000 I 0.083
I	I	I	I	22.0	I	0.0 I 2.0
I	I	I	I	(0.0)	I	(0.0)I (0.0)
I	I	I	I	I	I	I
I	I	ARM C	I	0.854	I	0.146 I 0.000
I	I	I	I	35.0	I	6.0 I 0.0
I	I	I	I	(20.0)	I	(20.0)I (0.0)
I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	1.000	0.000			
			0.0	3.0	0.0			
		(0.0)	(66.0)	(66.0)				
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	08.15 - 08.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
08.30 - 08.45		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	08.45 - 09.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
09.00 - 09.15		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
	ARM B		1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	09.15 - 09.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(66.0)	(66.0)			
ARM B			1.000	0.000	0.000			
			2.0	0.0	0.0			
		(100.0)	(0.0)	(100.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)
I	09.45 - 10.00	I	I	I	I	I
I	I	ARM A	I	0.000	I	1.000
I	I	I	I	0.0	I	3.0
I	I	I	I	(0.0)	I	(66.0)
I	I	I	I	I	I	(66.0)
I	I	ARM B	I	1.000	I	0.000
I	I	I	I	2.0	I	0.0
I	I	I	I	(100.0)	I	(0.0)
I	I	I	I	I	I	(100.0)
I	I	ARM C	I	0.000	I	0.000
I	I	I	I	0.0	I	0.0
I	I	I	I	(0.0)	I	(0.0)
I	I	I	I	I	I	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

I		TURNING PROPORTIONS						I					
I		TURNING COUNTS						I					
I		(PERCENTAGE OF H.V.S)						I					
I		-----						I					
I	TIME	I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I		-----						I					
I	08.00 - 08.15	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.15 - 08.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.30 - 08.45	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	08.45 - 09.00	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	09.00 - 09.15	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I
I	09.15 - 09.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I		I		0.0	I	7.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	43.0)	I	(	43.0)	I
I		I		I			I		I		I		I
I		I	ARM	B	I	1.000	I	0.000	I	0.000	I	0.000	I
I		I		I		3.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	100.0)	I	(	0.0)	I	(	100.0)	I
I		I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I		I		0.0	I	0.0	I	0.0	I	0.0	I
I		I		I	(	0.0)	I	(	0.0)	I	(	0.0)	I
I		I		I			I		I		I		I

I	I	I	I	I	I
I	09.30 - 09.45	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	09.45 - 10.00	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 7.0	I 0.0
I	I	I	I (0.0)	I (43.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (100.0)	I (0.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
08.00 - 08.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		2.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		0.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		0.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		0.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	2.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		2.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
09.15 - 09.30	ARM A	0.000	1.000	0.000	(0.0)	(100.0)	(100.0)
		0.0	0.0	0.0	(0.0)	(100.0)	(100.0)
	ARM B	1.000	0.000	0.000	(100.0)	(0.0)	(100.0)
		0.0	0.0	0.0	(100.0)	(0.0)	(100.0)
	ARM C	0.000	0.000	0.000	(0.0)	(0.0)	(0.0)
		0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

I	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)	I
I	08.45-09.00										I
I	B-C	0.47	7.55	0.062		0.03	0.07	0.9		0.14	I
I	B-A	2.20	7.01	0.314		0.45	0.45	6.8		0.21	I
I	C-AB	0.20	8.12	0.025		0.02	0.03	0.4		0.13	I
I	A-B	1.45									I
I	A-C	2.88									I

I	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)	I
I	09.00-09.15										I
I	B-C	0.33	7.06	0.047		0.07	0.05	0.8		0.15	I
I	B-A	1.87	6.52	0.286		0.45	0.41	6.3		0.22	I
I	C-AB	0.53	7.91	0.067		0.03	0.07	1.1		0.14	I
I	A-B	1.98									I
I	A-C	2.89									I

I	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)	I
I	09.15-09.30										I
I	B-C	0.40	7.61	0.053		0.05	0.06	0.8		0.14	I
I	B-A	2.07	7.34	0.282		0.41	0.40	6.0		0.19	I
I	C-AB	0.40	8.58	0.047		0.07	0.05	0.7		0.12	I
I	A-B	1.91									I
I	A-C	2.02									I

I	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)	I
I	09.30-09.45										I
I	B-C	0.62	7.70	0.080		0.06	0.09	1.3		0.14	I
I	B-A	2.25	7.30	0.308		0.40	0.44	6.4		0.20	I
I	C-AB	0.20	7.85	0.025		0.05	0.03	0.4		0.13	I
I	A-B	1.35									I
I	A-C	2.72									I

I	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)	I
I	09.45-10.00										I
I	B-C	0.14	6.94	0.020		0.09	0.02	0.3		0.15	I
I	B-A	1.93	6.88	0.280		0.44	0.40	6.1		0.20	I
I	C-AB	0.25	6.85	0.037		0.03	0.04	0.6		0.15	I
I	A-B	1.66									I
I	A-C	4.01									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.1
08.45	0.0
09.00	0.1
09.15	0.1
09.30	0.1
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.4
09.00	0.5
09.15	0.4
09.30	0.4
09.45	0.4
10.00	0.4

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	TOTAL DEMAND		* QUEUEING * * DELAY *		* INCLUSIVE QUEUEING * * DELAY *	
I I	I (VEH)	I (VEH/H)	I (MIN)	I (MIN/VEH)	I (MIN)	I (MIN/VEH)
I B-C I	43.2 I	21.6 I	6.1 I	0.14 I	6.1 I	0.14 I
I B-A I	232.8 I	116.4 I	46.8 I	0.20 I	46.8 I	0.20 I
I C-AB I	29.8 I	14.9 I	3.9 I	0.13 I	3.9 I	0.13 I
I A-B I	211.6 I	105.8 I	I	I	I	I
I A-C I	338.4 I	169.2 I	I	I	I	I
I ALL I	1204.0 I	602.0 I	56.8 I	0.05 I	56.8 I	0.05 I

* 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)

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

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

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

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

I Intercept For	Slope For	Opposing	Slope For	Opposing
I STREAM C-B	STREAM A-C	A-C	STREAM A-B	A-B
I 573.96	0.22	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I ARM I FLOW SCALE(%) I

I A I 100 I
I B I 100 I
I C I 100 I

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.227	0.773			
			0.0	17.0	58.0			
		(0.0)	(7.0)	(7.0)				
	ARM B		0.760	0.000	0.240			
			19.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.808	0.192	0.000			
			21.0	5.0	0.0			
		(12.0)	(12.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	0.151	0.849		
				0.0	14.0	79.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.714	0.000	0.286			
			15.0	0.0	6.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.870	0.130	0.000			
			20.0	3.0	0.0			
		(4.0)	(4.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	0.209	0.791		
				0.0	19.0	72.0		
			(0.0)	(6.0)	(6.0)			
	ARM B		0.667	0.000	0.333			
			30.0	0.0	15.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.781	0.219	0.000			
			25.0	7.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	0.144	0.856		
				0.0	15.0	89.0		
			(0.0)	(2.0)	(2.0)			
ARM B			0.667	0.000	0.333			
			18.0	0.0	9.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.839	0.161	0.000			
			26.0	5.0	0.0			
		(10.0)	(10.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	0.203	0.797		
				0.0	26.0	102.0		
			(0.0)	(5.0)	(5.0)			
	ARM B		0.619	0.000	0.381			
			13.0	0.0	8.0			
		(0.0)	(0.0)	(0.0)				
	ARM C		0.771	0.229	0.000			
			27.0	8.0	0.0			
		(3.0)	(3.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	0.193	0.807		
				0.0	17.0	71.0		
			(0.0)	(7.0)	(7.0)			
ARM B			0.757	0.000	0.243			
			28.0	0.0	9.0			
		(0.0)	(0.0)	(0.0)				
ARM C			0.972	0.028	0.000			
			35.0	1.0	0.0			
		(11.0)	(11.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 0.212	I 0.788
I	I	I	I 0.0	I 25.0	I 93.0
I	I	I	I (0.0)	I (5.0)	I (5.0)
I	I	I	I	I	I
I	I	ARM B	I 0.591	I 0.000	I 0.409
I	I	I	I 13.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.808	I 0.192	I 0.000
I	I	I	I 21.0	I 5.0	I 0.0
I	I	I	I (4.0)	I (4.0)	I (0.0)
I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 0.245	I 0.755
I	I	I	I 0.0	I 27.0	I 83.0
I	I	I	I (0.0)	I (3.0)	I (3.0)
I	I	I	I	I	I
I	I	ARM B	I 0.710	I 0.000	I 0.290
I	I	I	I 22.0	I 0.0	I 9.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	I	ARM C	I 0.864	I 0.136	I 0.000
I	I	I	I 19.0	I 3.0	I 0.0
I	I	I	I (5.0)	I (5.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	B	C		
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			3.0	0.0	0.0		
			(66.0)	(0.0)	(66.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I
I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 2.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 3.0	I 0.0	I 0.0
I	I	I	I (66.0)	I (0.0)	I (66.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	1.000	0.000			
			0.0	3.0	0.0			
		(0.0)	(100.0)	(100.0)				
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	15.45 - 16.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.00 - 16.15		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.15 - 16.30	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
16.30 - 16.45		ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
	ARM B		1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				
	16.45 - 17.00	ARM A		0.000	1.000	0.000		
				0.0	3.0	0.0		
			(0.0)	(100.0)	(100.0)			
ARM B			1.000	0.000	0.000			
			7.0	0.0	0.0			
		(43.0)	(0.0)	(43.0)				
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
		(0.0)	(0.0)	(0.0)				

I	I	I	I	I	I
I	17.00 - 17.15	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I
I	I	ARM A	I 0.000	I 1.000	I 0.000
I	I	I	I 0.0	I 3.0	I 0.0
I	I	I	I (0.0)	I (100.0)	I (100.0)
I	I	I	I	I	I
I	I	ARM B	I 1.000	I 0.000	I 0.000
I	I	I	I 7.0	I 0.0	I 0.0
I	I	I	I (43.0)	I (0.0)	I (43.0)
I	I	I	I	I	I
I	I	ARM C	I 0.000	I 0.000	I 0.000
I	I	I	I 0.0	I 0.0	I 0.0
I	I	I	I (0.0)	I (0.0)	I (0.0)
I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS					
		TURNING COUNTS					
		(PERCENTAGE OF H.V.S)					
TIME	FROM/TO	ARM	A	ARM	B	ARM	C
15.30 - 15.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
15.45 - 16.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.00 - 16.15	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.15 - 16.30	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.30 - 16.45	ARM A		0.000	1.000	0.000		
			0.0	2.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			2.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		
16.45 - 17.00	ARM A		0.000	1.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(100.0)	(100.0)		
	ARM B		1.000	0.000	0.000		
			0.0	0.0	0.0		
			(100.0)	(0.0)	(100.0)		
	ARM C		0.000	0.000	0.000		
			0.0	0.0	0.0		
			(0.0)	(0.0)	(0.0)		

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	0.60	7.00	0.086		0.16	0.09	1.5		0.16
B-A	1.93	6.43	0.301		0.65	0.44	6.9		0.22
C-AB	0.33	7.15	0.047		0.06	0.05	0.7		0.15
A-B	1.40								
A-C	5.93								

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	0.53	6.47	0.082		0.09	0.09	1.4		0.17
B-A	1.67	5.77	0.289		0.44	0.41	6.3		0.24
C-AB	0.53	7.20	0.074		0.05	0.08	1.2		0.15
A-B	2.20								
A-C	6.80								

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	0.62	7.17	0.086		0.09	0.09	1.4		0.15
B-A	2.65	6.90	0.384		0.41	0.61	8.7		0.23
C-AB	0.07	7.29	0.009		0.08	0.01	0.1		0.14
A-B	1.52								
A-C	4.68								

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	0.60	6.90	0.087		0.09	0.09	1.4		0.16
B-A	1.60	6.15	0.260		0.61	0.36	5.6		0.22
C-AB	0.33	7.31	0.046		0.01	0.05	0.7		0.14
A-B	2.07								
A-C	6.20								

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	0.62	7.04	0.088		0.09	0.10	1.4		0.16
B-A	2.25	6.70	0.335		0.36	0.49	7.1		0.22
C-AB	0.20	7.39	0.027		0.05	0.03	0.4		0.14
A-B	2.20								
A-C	5.53								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.2
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.4
16.00	0.4
16.15	0.6 *
16.30	0.4
16.45	0.4
17.00	0.6 *
17.15	0.4
17.30	0.5

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I		
I		I	(VEH)	(VEH/H)	I	* DELAY *	(MIN)	(MIN/VEH)	I	* DELAY *	(MIN)	(MIN/VEH)	I
I	B-C	I	71.5	I 35.8	I	11.1	I 0.15	I	11.1	I 0.15	I		
I	B-A	I	249.5	I 124.7	I	55.5	I 0.22	I	55.5	I 0.22	I		
I	C-AB	I	37.2	I 18.6	I	5.2	I 0.14	I	5.2	I 0.14	I		
I	A-B	I	209.6	I 104.8	I		I	I		I	I		
I	A-C	I	645.4	I 322.7	I		I	I		I	I		
I	ALL	I	1409.0	I 704.5	I	71.8	I 0.05	I	71.8	I 0.05	I		

* 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*****

===== end of file =====

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.60 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 0.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 28.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 46.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	9.40 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	4.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I

.SLOPES AND INTERCEPT

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

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

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

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

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

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2027 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 AM Peak Background Traffic

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
08.00 - 08.15	ARM A		0.000	0.296	0.704			
			0.0	21.0	50.0			
			(0.0)	(4.0)	(4.0)			
	ARM B		0.783	0.000	0.217			
			18.0	0.0	5.0			
			(18.0)	(0.0)	(18.0)			
	ARM C		0.957	0.043	0.000			
			45.0	2.0	0.0			
			(13.0)	(13.0)	(0.0)			
	08.15 - 08.30	ARM A		0.000	0.245	0.755		
				0.0	12.0	37.0		
				(0.0)	(10.0)	(10.0)		
ARM B			0.727	0.000	0.273			
			16.0	0.0	6.0			
			(5.0)	(0.0)	(5.0)			
ARM C			0.981	0.019	0.000			
			52.0	1.0	0.0			
			(8.0)	(8.0)	(0.0)			
08.30 - 08.45		ARM A		0.000	0.368	0.632		
				0.0	21.0	36.0		
				(0.0)	(7.0)	(7.0)		
	ARM B		0.900	0.000	0.100			
			27.0	0.0	3.0			
			(7.0)	(0.0)	(7.0)			
	ARM C		0.943	0.057	0.000			
			66.0	4.0	0.0			
			(1.0)	(1.0)	(0.0)			
	08.45 - 09.00	ARM A		0.000	0.196	0.804		
				0.0	11.0	45.0		
				(0.0)	(2.0)	(2.0)		
ARM B			0.800	0.000	0.200			
			28.0	0.0	7.0			
			(12.0)	(0.0)	(12.0)			
ARM C			0.951	0.049	0.000			
			58.0	3.0	0.0			
			(5.0)	(5.0)	(0.0)			
09.00 - 09.15		ARM A		0.000	0.286	0.714		
				0.0	18.0	45.0		
				(0.0)	(12.0)	(12.0)		
	ARM B		0.815	0.000	0.185			
			22.0	0.0	5.0			
			(8.0)	(0.0)	(8.0)			
	ARM C		0.864	0.136	0.000			
			51.0	8.0	0.0			
			(5.0)	(5.0)	(0.0)			
	09.15 - 09.30	ARM A		0.000	0.367	0.633		
				0.0	18.0	31.0		
				(0.0)	(6.0)	(6.0)		
ARM B			0.806	0.000	0.194			
			25.0	0.0	6.0			
			(10.0)	(0.0)	(10.0)			
ARM C			0.829	0.171	0.000			
			29.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)			

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	0.47	8.02	0.058		0.02	0.06	0.9		0.13
B-A	1.87	7.26	0.257		0.30	0.34	5.0		0.19
C-AB	0.20	8.33	0.024		0.03	0.03	0.4		0.12
A-B	0.73								
A-C	3.00								

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)
09.00-09.15									
B-C	0.33	8.31	0.040		0.06	0.04	0.6		0.13
B-A	1.47	7.38	0.199		0.34	0.25	3.9		0.17
C-AB	0.53	8.14	0.066		0.03	0.07	1.0		0.13
A-B	1.20								
A-C	3.00								

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)
09.15-09.30									
B-C	0.40	8.38	0.048		0.04	0.05	0.7		0.13
B-A	1.67	7.81	0.213		0.25	0.27	4.0		0.16
C-AB	0.40	8.80	0.045		0.07	0.05	0.7		0.12
A-B	1.22								
A-C	2.11								

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)
09.30-09.45									
B-C	0.65	8.30	0.078		0.05	0.08	1.2		0.13
B-A	1.82	7.54	0.241		0.27	0.31	4.6		0.17
C-AB	0.21	8.07	0.026		0.05	0.03	0.4		0.13
A-B	0.65								
A-C	2.68								

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)
09.45-10.00									
B-C	0.13	7.41	0.018		0.08	0.02	0.3		0.14
B-A	1.53	7.16	0.214		0.31	0.28	4.2		0.18
C-AB	0.26	7.03	0.037		0.03	0.04	0.6		0.15
A-B	0.92								
A-C	4.15								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.1
09.15	0.0
09.30	0.0
09.45	0.1
10.00	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.3
09.00	0.3
09.15	0.3
09.30	0.3
09.45	0.3
10.00	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.1
09.30	0.0
09.45	0.0
10.00	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	43.7	I	21.9	I	5.5	I	0.13	I
I	B-A	I	186.3	I	93.1	I	31.5	I	0.17	I
I	C-AB	I	31.0	I	15.5	I	4.0	I	0.13	I
I	A-B	I	124.9	I	62.5	I		I		I
I	A-C	I	347.1	I	173.5	I		I		I
I	ALL	I	1089.0	I	544.5	I	41.0	I	0.04	I

* 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)

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

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

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

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

I	Intercept	For Slope	For Opposing	Slope	For Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	573.96		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

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

Demand set: 2027 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 PM Peak Background Traffic Flows

		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
15.30 - 15.45	ARM A		0.000	0.224	0.776			
			0.0	17.0	59.0			
			(0.0)	(7.0)	(7.0)			
	ARM B		0.760	0.000	0.240			
			19.0	0.0	6.0			
			(8.0)	(0.0)	(8.0)			
	ARM C		0.815	0.185	0.000			
			22.0	5.0	0.0			
			(12.0)	(12.0)	(0.0)			
15.45 - 16.00	ARM A		0.000	0.156	0.844			
			0.0	15.0	81.0			
			(0.0)	(2.0)	(2.0)			
	ARM B		0.727	0.000	0.273			
			16.0	0.0	6.0			
			(10.0)	(0.0)	(10.0)			
	ARM C		0.875	0.125	0.000			
			21.0	3.0	0.0			
			(4.0)	(4.0)	(0.0)			
16.00 - 16.15	ARM A		0.000	0.204	0.796			
			0.0	19.0	74.0			
			(0.0)	(6.0)	(6.0)			
	ARM B		0.652	0.000	0.348			
			30.0	0.0	16.0			
			(11.0)	(0.0)	(11.0)			
	ARM C		0.781	0.219	0.000			
			25.0	7.0	0.0			
			(0.0)	(0.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.150	0.850			
			0.0	16.0	91.0			
			(0.0)	(2.0)	(2.0)			
	ARM B		0.643	0.000	0.357			
			18.0	0.0	10.0			
			(10.0)	(0.0)	(10.0)			
	ARM C		0.844	0.156	0.000			
			27.0	5.0	0.0			
			(9.0)	(9.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.206	0.794			
			0.0	27.0	104.0			
			(0.0)	(5.0)	(5.0)			
	ARM B		0.619	0.000	0.381			
			13.0	0.0	8.0			
			(5.0)	(0.0)	(5.0)			
	ARM C		0.778	0.222	0.000			
			28.0	8.0	0.0			
			(3.0)	(3.0)	(0.0)			
16.45 - 17.00	ARM A		0.000	0.189	0.811			
			0.0	17.0	73.0			
			(0.0)	(7.0)	(7.0)			
	ARM B		0.744	0.000	0.256			
			29.0	0.0	10.0			
			(11.0)	(0.0)	(11.0)			
	ARM C		0.973	0.027	0.000			
			36.0	1.0	0.0			
			(11.0)	(11.0)	(0.0)			

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	0.67	8.05	0.083		0.15	0.09	1.4		0.14
B-A	1.20	6.64	0.181		0.41	0.22	3.5		0.18
C-AB	0.32	7.35	0.044		0.06	0.05	0.7		0.14
A-B	1.06								
A-C	6.01								

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	0.56	8.25	0.068		0.09	0.07	1.1		0.13
B-A	0.91	6.48	0.140		0.22	0.17	2.6		0.18
C-AB	0.53	7.36	0.072		0.05	0.08	1.2		0.15
A-B	1.80								
A-C	6.93								

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	0.67	7.71	0.086		0.07	0.09	1.4		0.14
B-A	1.93	6.97	0.277		0.17	0.38	5.4		0.20
C-AB	0.07	7.42	0.009		0.08	0.01	0.1		0.14
A-B	1.12								
A-C	4.81								

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	0.67	8.59	0.078		0.09	0.08	1.3		0.13
B-A	0.87	6.68	0.130		0.38	0.15	2.4		0.17
C-AB	0.33	7.47	0.045		0.01	0.05	0.7		0.14
A-B	1.67								
A-C	6.40								

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	0.67	7.83	0.085		0.08	0.09	1.4		0.14
B-A	1.53	6.87	0.223		0.15	0.28	4.1		0.19
C-AB	0.21	7.53	0.028		0.05	0.03	0.4		0.14
A-B	1.85								
A-C	5.62								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.1
16.00	0.1
16.15	0.2
16.30	0.1
16.45	0.1
17.00	0.1
17.15	0.1
17.30	0.1

 QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.2
16.00	0.2
16.15	0.4
16.30	0.2
16.45	0.2
17.00	0.4
17.15	0.2
17.30	0.3

 QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.1
16.30	0.0
16.45	0.1
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING * * DELAY *		I	* INCLUSIVE QUEUEING * * DELAY *		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	76.4	38.2	I	10.3	0.13	I	10.3	0.13	I
I	B-A	I	161.6	80.8	I	29.4	0.18	I	29.5	0.18	I
I	C-AB	I	37.2	18.6	I	5.1	0.14	I	5.1	0.14	I
I	A-B	I	163.4	81.7	I			I			I
I	A-C	I	660.6	330.3	I			I			I
I	ALL	I	1300.0	650.0	I	44.9	0.03	I	44.9	0.03	I

 * 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

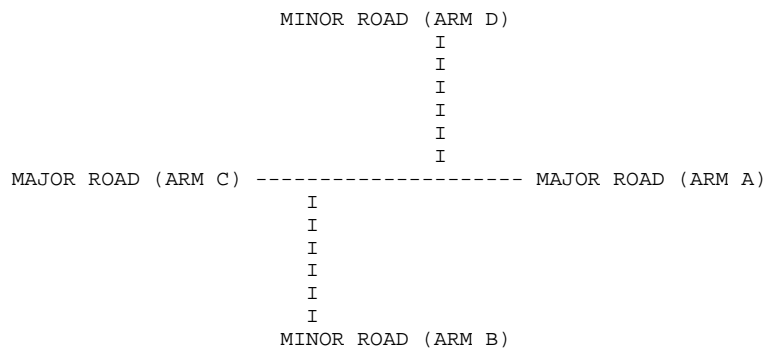
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2012_Scenario A_Assignment No.1.vpi"
(drive-on-the-left) at 14:49:54 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.818	0.182	0.000			
			0.0	9.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.108	0.000	0.297	0.595			
			4.0	0.0	11.0	22.0			
			(13.0)	(0.0)	(13.0)	(13.0)			
	ARM C		0.169	0.585	0.000	0.246			
			11.0	38.0	0.0	16.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
ARM D		0.000	0.583	0.417	0.000				
		0.0	7.0	5.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.267	0.667	0.067			
			0.0	4.0	10.0	1.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.023	0.000	0.326	0.651			
			1.0	0.0	14.0	28.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.170	0.585	0.000	0.245			
			9.0	31.0	0.0	13.0			
			(13.0)	(13.0)	(0.0)	(13.0)			
ARM D		0.000	0.429	0.571	0.000				
		0.0	3.0	4.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.250	0.750	0.000			
			0.0	8.0	24.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.036	0.000	0.473	0.491			
			2.0	0.0	26.0	27.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.205	0.590	0.000	0.205			
			8.0	23.0	0.0	8.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
ARM D		0.034	0.310	0.655	0.000				
		1.0	9.0	19.0	0.0				
		(6.0)	(6.0)	(6.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.167	0.833	0.000			
			0.0	2.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.042	0.000	0.396	0.563			
			2.0	0.0	19.0	27.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.192	0.500	0.000	0.308			
			10.0	26.0	0.0	16.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
ARM D		0.071	0.571	0.357	0.000				
		2.0	16.0	10.0	0.0				
		(3.0)	(3.0)	(3.0)	(0.0)				
09.00 - 09.15	ARM A		0.000	0.400	0.550	0.050			
			0.0	8.0	11.0	1.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.071	0.000	0.452	0.476			
			3.0	0.0	19.0	20.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.288	0.508	0.000	0.203			


```

I          I          I  17.0 I  30.0 I   0.0 I  12.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.136 I  0.455 I  0.409 I  0.000 I
I          I          I   3.0 I  10.0 I   9.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.235 I  0.706 I  0.059 I
I          I          I   0.0 I   4.0 I  12.0 I   1.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I  0.042 I  0.000 I  0.167 I  0.792 I
I          I          I   1.0 I   0.0 I   4.0 I  19.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I  0.176 I  0.588 I  0.000 I  0.235 I
I          I          I   9.0 I  30.0 I   0.0 I  12.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.050 I  0.300 I  0.650 I  0.000 I
I          I          I   1.0 I   6.0 I  13.0 I   0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I ( 0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.160 I  0.000 I  0.520 I  0.320 I
I          I          I   4.0 I   0.0 I  13.0 I   8.0 I
I          I          I ( 6.0)I ( 0.0)I ( 6.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM C I  0.069 I  0.828 I  0.000 I  0.103 I
I          I          I   2.0 I  24.0 I   0.0 I   3.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D I  0.095 I  0.667 I  0.238 I  0.000 I
I          I          I   2.0 I  14.0 I   5.0 I   0.0 I
I          I          I ( 9.0)I ( 9.0)I ( 9.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   8.0 I   0.0 I
I          I          I ( 0.0)I ( 25.0)I ( 25.0)I ( 25.0)I
I          I          I          I          I          I
I          I ARM B I  0.133 I  0.000 I  0.533 I  0.333 I
I          I          I   4.0 I   0.0 I  16.0 I  10.0 I
I          I          I ( 9.0)I ( 0.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM C I  0.136 I  0.773 I  0.000 I  0.091 I
I          I          I   3.0 I  17.0 I   0.0 I   2.0 I
I          I          I ( 9.0)I ( 9.0)I ( 0.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.429 I  0.571 I  0.000 I
I          I          I   0.0 I   9.0 I  12.0 I   0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM B		0.333	0.000	0.667	0.000	0.000	0.000	
			1.0	0.0	2.0	0.0	0.0	0.0	
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	
			0.0	0.0	2.0	0.0	0.0	0.0	
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	
			0.0	0.0	2.0	0.0	0.0	0.0	
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	
			0.0	0.0	2.0	0.0	0.0	0.0	
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
09.00 - 09.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM B		0.333	0.000	0.667	0.000	0.000	0.000	
			1.0	0.0	2.0	0.0	0.0	0.0	
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	6.0	I	0.0	I	0.0	

```

I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)

I	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)	I
I	08.15-08.30										I
I	B-C	1.59	8.33	0.191		0.21	0.23	3.4		0.15	I
I	B-AD	2.61	6.67	0.391		0.68	0.65	9.9		0.25	I
I	A-BCD	0.07	8.74	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.15	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.67	7.55	0.088		0.16	0.10	1.5		0.15	I
I	C-ABD	2.77	8.14	0.340		0.62	0.56	8.3		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	2.89	8.61	0.335		0.23	0.50	7.1		0.17	I
I	B-AD	2.85	6.41	0.444		0.65	0.78	11.2		0.28	I
I	A-BCD	0.00	8.84	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.09	6.97	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.38	6.99	0.340		0.10	0.51	7.1		0.21	I
I	C-ABD	2.24	7.65	0.293		0.56	0.44	6.6		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.31	8.48	0.273		0.50	0.38	5.9		0.16	I
I	B-AD	3.02	6.85	0.441		0.78	0.78	11.7		0.26	I
I	A-BCD	0.00	8.63	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.24	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.92	7.32	0.262		0.51	0.36	5.6		0.19	I
I	C-ABD	2.43	8.57	0.284		0.44	0.43	6.3		0.16	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.34	8.77	0.267		0.38	0.37	5.6		0.16	I
I	B-AD	2.53	6.43	0.393		0.78	0.66	10.3		0.26	I
I	A-BCD	0.07	8.12	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.73	0.035		0.02	0.04	0.5		0.15	I
I	D-BC	1.50	6.61	0.227		0.36	0.30	4.6		0.20	I
I	C-ABD	2.70	8.16	0.331		0.43	0.52	7.9		0.18	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.90	8.26	0.109		0.37	0.12	1.9		0.14	I
I	B-AD	2.83	7.19	0.394		0.66	0.66	9.9		0.23	I
I	A-BCD	0.07	9.36	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.66	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.33	7.54	0.176		0.30	0.22	3.4		0.16	I
I	C-ABD	2.67	8.26	0.323		0.52	0.51	7.6		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.10	9.53	0.220		0.12	0.28	4.1		0.13	I
I	B-AD	1.63	6.60	0.247		0.66	0.33	5.3		0.20	I
I	A-BCD	0.07	8.91	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.22	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.33	7.21	0.184		0.22	0.22	3.3		0.17	I
I	C-ABD	2.27	8.13	0.279		0.51	0.40	6.0		0.17	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.25	9.22	0.244		0.28	0.32	4.7		0.14	I
I	B-AD	1.68	6.45	0.261		0.33	0.35	5.2		0.21	I
I	A-BCD	0.00	8.89	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.19	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.47	7.47	0.196		0.22	0.24	3.6		0.17	I
I	C-ABD	1.80	7.83	0.230		0.40	0.31	4.6		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.5
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.7	*
08.45	0.8	*
09.00	0.8	*
09.15	0.7	*
09.30	0.7	*
09.45	0.3	
10.00	0.3	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.5	*
09.00	0.4	
09.15	0.3	
09.30	0.2	
09.45	0.2	
10.00	0.2	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.4	
09.00	0.4	
09.15	0.5	*
09.30	0.5	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	236.5	I	118.2	I	35.7	I	0.15	I
I	B-AD	I	296.5	I	148.3	I	72.9	I	0.25	I
I	A-BCD	I	4.0	I	2.0	I	0.5	I	0.11	I
I	D-A	I	10.2	I	5.1	I	1.4	I	0.14	I
I	D-BC	I	174.8	I	87.4	I	31.5	I	0.18	I
I	C-ABD	I	301.8	I	150.9	I	56.2	I	0.19	I
I	ALL	I	1299.0	I	649.5	I	198.3	I	0.15	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.467	I	0.533	I	0.000
		I	0.0	I	7.0	I	8.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.056	I	0.000	I	0.500	I	0.444
		I	1.0	I	0.0	I	9.0	I	8.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.047	I	0.814	I	0.000	I	0.140
		I	2.0	I	35.0	I	0.0	I	6.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.750	I	0.250	I	0.000
		I	0.0	I	18.0	I	6.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	4.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.059	I	0.000	I	0.529	I	0.412
		I	1.0	I	0.0	I	9.0	I	7.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.058	I	0.769	I	0.000	I	0.173
		I	3.0	I	40.0	I	0.0	I	9.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.024	I	0.878	I	0.098	I	0.000
		I	1.0	I	36.0	I	4.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.200	I	0.667	I	0.133
		I	0.0	I	3.0	I	10.0	I	2.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.524	I	0.476
		I	0.0	I	0.0	I	11.0	I	10.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.048	I	0.778	I	0.000	I	0.175
		I	3.0	I	49.0	I	0.0	I	11.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.657	I	0.343	I	0.000
		I	0.0	I	23.0	I	12.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.294	I	0.647	I	0.059
		I	0.0	I	5.0	I	11.0	I	1.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.136	I	0.000	I	0.364	I	0.500
		I	3.0	I	0.0	I	8.0	I	11.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.138	I	0.663	I	0.000	I	0.200
		I	11.0	I	53.0	I	0.0	I	16.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.051	I	0.692	I	0.256	I	0.000
		I	2.0	I	27.0	I	10.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	19.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.565	I	0.435
		I	0.0	I	0.0	I	13.0	I	10.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.078	I	0.789	I	0.000	I	0.133

```

I          I          I    7.0 I    71.0 I    0.0 I    12.0 I
I          I          I ( 6.0)I ( 6.0)I ( 0.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM D    I    0.020 I    0.680 I    0.300 I    0.000 I
I          I          I    1.0 I    34.0 I    15.0 I    0.0 I
I          I          I ( 6.0)I ( 6.0)I ( 6.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.300 I    0.700 I    0.000 I
I          I          I    0.0 I    3.0 I    7.0 I    0.0 I
I          I          I ( 0.0)I ( 10.0)I ( 10.0)I ( 10.0)I
I          I          I          I          I          I
I          I ARM B    I    0.067 I    0.000 I    0.367 I    0.567 I
I          I          I    2.0 I    0.0 I    11.0 I    17.0 I
I          I          I ( 7.0)I ( 0.0)I ( 7.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM C    I    0.077 I    0.750 I    0.000 I    0.173 I
I          I          I    4.0 I    39.0 I    0.0 I    9.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D    I    0.029 I    0.765 I    0.206 I    0.000 I
I          I          I    1.0 I    26.0 I    7.0 I    0.0 I
I          I          I ( 2.0)I ( 2.0)I ( 2.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.192 I    0.731 I    0.077 I
I          I          I    0.0 I    5.0 I    19.0 I    2.0 I
I          I          I ( 0.0)I ( 4.0)I ( 4.0)I ( 4.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    0.667 I    0.333 I
I          I          I    0.0 I    0.0 I    12.0 I    6.0 I
I          I          I ( 3.0)I ( 0.0)I ( 3.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM C    I    0.097 I    0.774 I    0.000 I    0.129 I
I          I          I    6.0 I    48.0 I    0.0 I    8.0 I
I          I          I ( 3.0)I ( 3.0)I ( 0.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM D    I    0.018 I    0.754 I    0.228 I    0.000 I
I          I          I    1.0 I    43.0 I    13.0 I    0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.333 I    0.667 I    0.000 I
I          I          I    0.0 I    6.0 I    12.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.063 I    0.000 I    0.313 I    0.625 I
I          I          I    1.0 I    0.0 I    5.0 I    10.0 I
I          I          I ( 3.0)I ( 0.0)I ( 3.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM C    I    0.032 I    0.871 I    0.000 I    0.097 I
I          I          I    2.0 I    54.0 I    0.0 I    6.0 I
I          I          I ( 2.0)I ( 2.0)I ( 0.0)I ( 2.0)I
I          I          I          I          I          I
I          I ARM D    I    0.049 I    0.707 I    0.244 I    0.000 I
I          I          I    2.0 I    29.0 I    10.0 I    0.0 I
I          I          I ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	6.0	I	0.0
	ARM C	I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

I	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)	I
I	15.45-16.00										I
I	B-C	1.83	9.70	0.189		0.25	0.23	3.6		0.13	I
I	B-AD	1.04	6.01	0.172		0.27	0.21	3.3		0.20	I
I	A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.56	0.009		0.00	0.01	0.1		0.13	I
I	D-BC	2.86	7.98	0.358		0.31	0.55	7.9		0.19	I
I	C-ABD	3.00	8.28	0.362		0.48	0.58	8.7		0.19	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.48	9.70	0.256		0.23	0.34	5.0		0.14	I
I	B-AD	1.65	5.97	0.277		0.21	0.37	5.4		0.23	I
I	A-BCD	0.13	8.69	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.58	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.47	7.56	0.326		0.55	0.49	7.6		0.20	I
I	C-ABD	3.65	8.17	0.447		0.58	0.83	12.4		0.22	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.66	8.53	0.195		0.34	0.24	3.8		0.15	I
I	B-AD	1.74	5.65	0.308		0.37	0.44	6.3		0.26	I
I	A-BCD	0.07	9.51	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.33	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.66	7.55	0.352		0.49	0.53	7.9		0.20	I
I	C-ABD	3.91	8.23	0.475		0.83	0.97	14.8		0.23	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.16	9.08	0.238		0.24	0.31	4.5		0.14	I
I	B-AD	1.24	4.88	0.254		0.44	0.35	5.4		0.28	I
I	A-BCD	0.00	9.81	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.82	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.53	7.29	0.484		0.53	0.91	12.8		0.26	I
I	C-ABD	5.07	7.95	0.637		0.97	1.82	26.7		0.34	I

I	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)	I
I	16.45-17.00										I
I	B-C	1.96	8.57	0.229		0.31	0.30	4.5		0.15	I
I	B-AD	2.37	6.45	0.368		0.35	0.57	8.1		0.24	I
I	A-BCD	0.00	9.60	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.29	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.59	7.58	0.341		0.91	0.53	8.3		0.20	I
I	C-ABD	2.93	7.98	0.368		1.82	0.62	9.5		0.20	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.08	9.65	0.216		0.30	0.28	4.2		0.13	I
I	B-AD	0.78	5.33	0.147		0.57	0.18	2.8		0.22	I
I	A-BCD	0.13	9.66	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.81	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.06	7.37	0.551		0.53	1.18	16.3		0.29	I
I	C-ABD	3.58	7.85	0.456		0.62	0.86	12.9		0.23	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.41	8.69	0.162		0.28	0.20	3.0		0.14	I
I	B-AD	1.79	6.18	0.290		0.18	0.40	5.7		0.23	I
I	A-BCD	0.00	9.51	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.18	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.85	7.50	0.380		1.18	0.63	10.0		0.22	I
I	C-ABD	3.99	8.29	0.481		0.86	0.93	14.2		0.23	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.3
16.30	0.2
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.4
16.45	0.3
17.00	0.6 *
17.15	0.2
17.30	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.5	*
16.15	0.5	
16.30	0.5	*
16.45	0.9	*
17.00	0.5	*
17.15	1.2	*
17.30	0.6	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	
16.00	0.6	*
16.15	0.8	*
16.30	1.0	*
16.45	1.8	**
17.00	0.6	*
17.15	0.9	*
17.30	0.9	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I				
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I				
I	I	I	I	I	(MIN)	I	(MIN)	I		I				
I	I	(VEH)	(VEH/H)	I	(MIN)	I	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I			
I	B-C	I	232.1	I	116.0	I	32.3	I	0.14	I	32.3	I	0.14	I
I	B-AD	I	178.9	I	89.5	I	40.9	I	0.23	I	40.9	I	0.23	I
I	A-BCD	I	5.0	I	2.5	I	0.5	I	0.11	I	0.5	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I	1.2	I	0.14	I
I	D-BC	I	342.2	I	171.1	I	75.1	I	0.22	I	75.2	I	0.22	I
I	C-ABD	I	432.1	I	216.0	I	106.2	I	0.25	I	106.2	I	0.25	I
I	ALL	I	1436.0	I	718.0	I	256.2	I	0.18	I	256.3	I	0.18	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

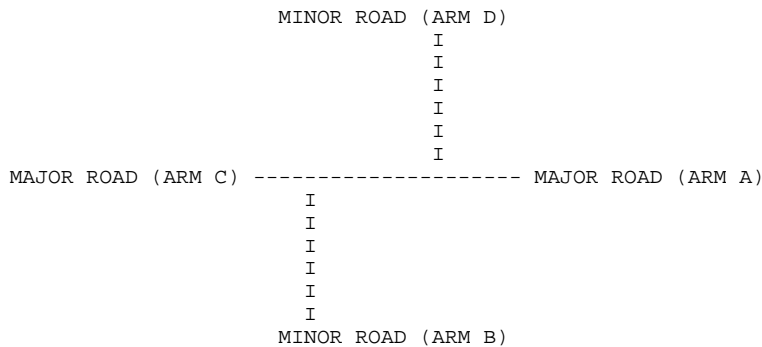
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2012_Scenario A_Assignment No.2.vpi"
(drive-on-the-left) at 14:50:30 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For I 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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.818	0.182	0.000			
			0.0	9.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.108	0.000	0.297	0.595			
			4.0	0.0	11.0	22.0			
			(13.0)	(0.0)	(13.0)	(13.0)			
	ARM C		0.169	0.585	0.000	0.246			
			11.0	38.0	0.0	16.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.583	0.417	0.000			
		0.0	7.0	5.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.267	0.667	0.067			
			0.0	4.0	10.0	1.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.023	0.000	0.326	0.651			
			1.0	0.0	14.0	28.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.170	0.585	0.000	0.245			
			9.0	31.0	0.0	13.0			
			(13.0)	(13.0)	(0.0)	(13.0)			
	ARM D		0.000	0.429	0.571	0.000			
		0.0	3.0	4.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.250	0.750	0.000			
			0.0	8.0	24.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.036	0.000	0.473	0.491			
			2.0	0.0	26.0	27.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.205	0.590	0.000	0.205			
			8.0	23.0	0.0	8.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.034	0.310	0.655	0.000			
		1.0	9.0	19.0	0.0				
		(6.0)	(6.0)	(6.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.167	0.833	0.000			
			0.0	2.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.042	0.000	0.396	0.563			
			2.0	0.0	19.0	27.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.192	0.500	0.000	0.308			
			10.0	26.0	0.0	16.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.071	0.571	0.357	0.000			
		2.0	16.0	10.0	0.0				
		(3.0)	(3.0)	(3.0)	(0.0)				
09.00 - 09.15	ARM A		0.000	0.400	0.550	0.050			
			0.0	8.0	11.0	1.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.071	0.000	0.452	0.476			
			3.0	0.0	19.0	20.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.288	0.508	0.000	0.203			

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	2.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(66.0)	I	(66.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	2.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(66.0)	I	(66.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	2.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(66.0)	I	(66.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	6.0	I	0.0	I	0.0	

```

I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.15 - 09.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.30 - 09.45 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.45 - 10.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.40	7.90	0.178		0.00	0.21	3.1		0.15	I
I	B-AD	2.53	6.34	0.399		0.00	0.64	9.0		0.26	I
I	A-BCD	0.00	8.45	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.99	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.07	7.52	0.142		0.00	0.16	2.3		0.15	I
I	C-ABD	3.24	8.81	0.368		0.00	0.61	9.0		0.18	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.59	8.33	0.191		0.21	0.23	3.4		0.15	I
I	B-AD	2.61	6.69	0.390		0.64	0.64	9.7		0.25	I
I	A-BCD	0.07	8.75	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.15	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.67	7.56	0.088		0.16	0.10	1.5		0.15	I
I	C-ABD	2.73	8.14	0.336		0.61	0.55	8.1		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	2.89	8.65	0.334		0.23	0.49	7.1		0.17	I
I	B-AD	2.85	6.46	0.441		0.64	0.77	11.1		0.28	I
I	A-BCD	0.00	8.85	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.99	0.012		0.00	0.01	0.2		0.14	I
I	D-BC	2.32	7.01	0.331		0.10	0.48	6.8		0.21	I
I	C-ABD	2.20	7.66	0.287		0.55	0.43	6.4		0.18	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.31	8.50	0.272		0.49	0.38	5.9		0.16	I
I	B-AD	3.02	6.88	0.439		0.77	0.77	11.5		0.26	I
I	A-BCD	0.00	8.63	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.26	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.86	7.32	0.254		0.48	0.35	5.4		0.18	I
I	C-ABD	2.40	8.57	0.280		0.43	0.42	6.2		0.16	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.38	8.85	0.269		0.38	0.37	5.6		0.15	I
I	B-AD	2.48	6.42	0.387		0.77	0.65	10.0		0.26	I
I	A-BCD	0.07	8.45	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.74	0.035		0.02	0.04	0.5		0.15	I
I	D-BC	1.50	6.64	0.226		0.35	0.30	4.6		0.19	I
I	C-ABD	2.70	8.19	0.330		0.42	0.52	7.8		0.18	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.89	8.28	0.107		0.37	0.12	1.9		0.14	I
I	B-AD	2.78	7.18	0.387		0.65	0.64	9.6		0.23	I
I	A-BCD	0.07	9.38	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.67	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.33	7.54	0.176		0.30	0.22	3.4		0.16	I
I	C-ABD	2.67	8.26	0.323		0.52	0.51	7.6		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.10	9.53	0.220		0.12	0.28	4.1		0.13	I
I	B-AD	1.63	6.60	0.247		0.64	0.33	5.3		0.20	I
I	A-BCD	0.07	8.91	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.22	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.33	7.21	0.184		0.22	0.22	3.3		0.17	I
I	C-ABD	2.27	8.13	0.279		0.51	0.40	6.0		0.17	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.25	9.22	0.244		0.28	0.32	4.7		0.14	I
I	B-AD	1.68	6.45	0.261		0.33	0.35	5.2		0.21	I
I	A-BCD	0.00	8.89	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.19	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.47	7.47	0.196		0.22	0.24	3.6		0.17	I
I	C-ABD	1.80	7.83	0.230		0.40	0.31	4.6		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.5
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.8	*
09.00	0.8	*
09.15	0.6	*
09.30	0.6	*
09.45	0.3	
10.00	0.3	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.1
08.45	0.5
09.00	0.3
09.15	0.3
09.30	0.2
09.45	0.2
10.00	0.2

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.5	*
08.45	0.4	
09.00	0.4	
09.15	0.5	*
09.30	0.5	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	DEMAND	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-C	I	237.3	I	118.7	I	35.7	I	0.15
I	B-AD	I	293.7	I	146.8	I	71.3	I	0.24
I	A-BCD	I	4.0	I	2.0	I	0.5	I	0.11
I	D-A	I	10.1	I	5.0	I	1.4	I	0.14
I	D-BC	I	172.9	I	86.5	I	30.9	I	0.18
I	C-ABD	I	300.1	I	150.0	I	55.6	I	0.19
I	ALL	I	1289.0	I	644.5	I	195.4	I	0.15

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
I 602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.467	I	0.533	I	0.000
		I	0.0	I	7.0	I	8.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.056	I	0.000	I	0.500	I	0.444
		I	1.0	I	0.0	I	9.0	I	8.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.047	I	0.814	I	0.000	I	0.140
		I	2.0	I	35.0	I	0.0	I	6.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.750	I	0.250	I	0.000
		I	0.0	I	18.0	I	6.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	4.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.059	I	0.000	I	0.529	I	0.412
		I	1.0	I	0.0	I	9.0	I	7.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.058	I	0.769	I	0.000	I	0.173
		I	3.0	I	40.0	I	0.0	I	9.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.024	I	0.878	I	0.098	I	0.000
		I	1.0	I	36.0	I	4.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.200	I	0.667	I	0.133
		I	0.0	I	3.0	I	10.0	I	2.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.524	I	0.476
		I	0.0	I	0.0	I	11.0	I	10.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.048	I	0.778	I	0.000	I	0.175
		I	3.0	I	49.0	I	0.0	I	11.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.657	I	0.343	I	0.000
		I	0.0	I	23.0	I	12.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.294	I	0.647	I	0.059
		I	0.0	I	5.0	I	11.0	I	1.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.136	I	0.000	I	0.364	I	0.500
		I	3.0	I	0.0	I	8.0	I	11.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.138	I	0.663	I	0.000	I	0.200
		I	11.0	I	53.0	I	0.0	I	16.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.051	I	0.692	I	0.256	I	0.000
		I	2.0	I	27.0	I	10.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	19.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.565	I	0.435
		I	0.0	I	0.0	I	13.0	I	10.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.078	I	0.789	I	0.000	I	0.133

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT


```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT


```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	1.93	9.29	0.208		0.00	0.26	3.7		0.14	I
I	B-AD	1.27	6.04	0.210		0.00	0.26	3.7		0.21	I
I	A-BCD	0.00	9.11	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.11	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.80	7.55	0.238		0.00	0.31	4.4		0.17	I
I	C-ABD	2.67	8.30	0.321		0.00	0.47	7.0		0.18	I

I	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)	I
I	15.45-16.00										I
I	B-C	1.83	9.70	0.189		0.26	0.23	3.6		0.13	I
I	B-AD	1.04	6.01	0.172		0.26	0.21	3.3		0.20	I
I	A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.56	0.009		0.00	0.01	0.1		0.13	I
I	D-BC	2.86	7.98	0.358		0.31	0.55	7.9		0.19	I
I	C-ABD	3.00	8.28	0.362		0.47	0.58	8.7		0.19	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.48	9.70	0.256		0.23	0.34	5.0		0.14	I
I	B-AD	1.65	5.97	0.277		0.21	0.37	5.4		0.23	I
I	A-BCD	0.13	8.69	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.58	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.47	7.56	0.326		0.55	0.49	7.6		0.20	I
I	C-ABD	3.65	8.17	0.447		0.58	0.83	12.4		0.22	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.66	8.53	0.195		0.34	0.24	3.8		0.15	I
I	B-AD	1.74	5.65	0.308		0.37	0.44	6.3		0.26	I
I	A-BCD	0.07	9.51	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.33	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.66	7.55	0.352		0.49	0.53	7.9		0.20	I
I	C-ABD	3.91	8.23	0.475		0.83	0.97	14.8		0.23	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.21	9.16	0.241		0.24	0.31	4.6		0.14	I
I	B-AD	1.19	4.87	0.244		0.44	0.33	5.2		0.27	I
I	A-BCD	0.00	9.82	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.83	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.53	7.32	0.482		0.53	0.90	12.7		0.26	I
I	C-ABD	5.07	7.98	0.635		0.97	1.80	26.5		0.33	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.01	8.64	0.233		0.31	0.31	4.6		0.15	I
I	B-AD	2.32	6.41	0.362		0.33	0.55	7.9		0.24	I
I	A-BCD	0.00	9.61	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.30	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.59	7.59	0.341		0.90	0.53	8.3		0.20	I
I	C-ABD	2.93	7.98	0.368		1.80	0.62	9.5		0.20	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.13	9.70	0.220		0.31	0.28	4.3		0.13	I
I	B-AD	0.73	5.31	0.138		0.55	0.16	2.6		0.22	I
I	A-BCD	0.13	9.67	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.82	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.06	7.38	0.550		0.53	1.17	16.3		0.29	I
I	C-ABD	3.58	7.85	0.456		0.62	0.86	12.9		0.23	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.46	8.78	0.166		0.28	0.20	3.1		0.14	I
I	B-AD	1.74	6.13	0.284		0.16	0.39	5.5		0.23	I
I	A-BCD	0.00	9.52	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.19	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.85	7.52	0.380		1.17	0.63	9.9		0.22	I
I	C-ABD	3.99	8.29	0.481		0.86	0.93	14.2		0.23	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.3
16.30	0.2
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.4
16.45	0.3
17.00	0.6 *
17.15	0.2
17.30	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.5	*
16.15	0.5	
16.30	0.5	*
16.45	0.9	*
17.00	0.5	*
17.15	1.2	*
17.30	0.6	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	
16.00	0.6	*
16.15	0.8	*
16.30	1.0	*
16.45	1.8	**
17.00	0.6	*
17.15	0.9	*
17.30	0.9	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I
I	I	I	I	I	I	I	I	I	I	I
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	235.8	I	117.9	I	32.7	I	0.14	I
I	B-AD	I	175.2	I	87.6	I	39.9	I	0.23	I
I	A-BCD	I	5.0	I	2.5	I	0.5	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	342.2	I	171.1	I	74.9	I	0.22	I
I	C-ABD	I	432.1	I	216.0	I	105.9	I	0.25	I
I	ALL	I	1434.0	I	717.0	I	255.2	I	0.18	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

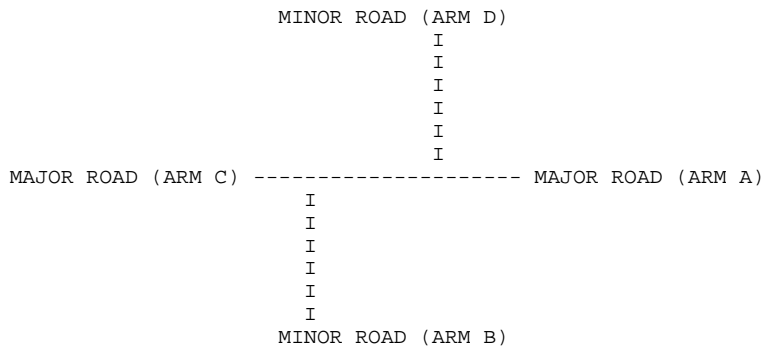
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2012_Scenario B_Assignment No.2.vpi"
(drive-on-the-left) at 14:53:43 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.818	0.182	0.000			
			0.0	9.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.108	0.000	0.297	0.595			
			4.0	0.0	11.0	22.0			
			(13.0)	(0.0)	(13.0)	(13.0)			
	ARM C		0.169	0.585	0.000	0.246			
			11.0	38.0	0.0	16.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.583	0.417	0.000			
			0.0	7.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.267	0.667	0.067			
			0.0	4.0	10.0	1.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.023	0.000	0.326	0.651			
			1.0	0.0	14.0	28.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.170	0.585	0.000	0.245			
			9.0	31.0	0.0	13.0			
			(13.0)	(13.0)	(0.0)	(13.0)			
	ARM D		0.000	0.429	0.571	0.000			
			0.0	3.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.250	0.750	0.000			
			0.0	8.0	24.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.036	0.000	0.473	0.491			
			2.0	0.0	26.0	27.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.205	0.590	0.000	0.205			
			8.0	23.0	0.0	8.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.034	0.310	0.655	0.000			
			1.0	9.0	19.0	0.0			
			(6.0)	(6.0)	(6.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.167	0.833	0.000			
			0.0	2.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.042	0.000	0.396	0.563			
			2.0	0.0	19.0	27.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.192	0.500	0.000	0.308			
			10.0	26.0	0.0	16.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.071	0.571	0.357	0.000			
			2.0	16.0	10.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.400	0.550	0.050			
			0.0	8.0	11.0	1.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.071	0.000	0.452	0.476			
			3.0	0.0	19.0	20.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.288	0.508	0.000	0.203			

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)


```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.15 - 09.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.30 - 09.45 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.45 - 10.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.47	7.81	0.188		0.00	0.23	3.3		0.16	I
I	B-AD	2.53	6.22	0.407		0.00	0.67	9.2		0.26	I
I	A-BCD	0.00	8.44	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.99	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.07	7.52	0.142		0.00	0.16	2.4		0.15	I
I	C-ABD	3.31	8.71	0.379		0.00	0.65	9.5		0.18	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.66	8.23	0.202		0.23	0.25	3.7		0.15	I
I	B-AD	2.61	6.55	0.398		0.67	0.66	10.0		0.25	I
I	A-BCD	0.07	8.74	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.15	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.67	7.55	0.088		0.16	0.10	1.5		0.15	I
I	C-ABD	2.80	8.05	0.348		0.65	0.58	8.6		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	2.95	8.55	0.345		0.25	0.52	7.4		0.18	I
I	B-AD	2.85	6.33	0.450		0.66	0.79	11.5		0.29	I
I	A-BCD	0.00	8.84	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.99	0.012		0.00	0.01	0.2		0.14	I
I	D-BC	2.32	7.00	0.331		0.10	0.48	6.9		0.21	I
I	C-ABD	2.27	7.55	0.300		0.58	0.46	6.8		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.38	8.41	0.283		0.52	0.40	6.2		0.17	I
I	B-AD	3.02	6.74	0.448		0.79	0.80	12.0		0.27	I
I	A-BCD	0.00	8.62	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.25	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.86	7.31	0.254		0.48	0.35	5.4		0.18	I
I	C-ABD	2.47	8.46	0.292		0.46	0.44	6.6		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.45	8.76	0.280		0.40	0.39	5.9		0.16	I
I	B-AD	2.48	6.29	0.395		0.80	0.67	10.4		0.26	I
I	A-BCD	0.07	8.44	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.73	0.035		0.02	0.04	0.5		0.15	I
I	D-BC	1.50	6.63	0.226		0.35	0.30	4.6		0.20	I
I	C-ABD	2.77	8.10	0.342		0.44	0.55	8.3		0.19	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.96	8.14	0.117		0.39	0.13	2.1		0.14	I
I	B-AD	2.78	7.02	0.396		0.67	0.66	10.0		0.24	I
I	A-BCD	0.07	9.36	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.66	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.33	7.53	0.177		0.30	0.22	3.4		0.16	I
I	C-ABD	2.73	8.16	0.335		0.55	0.54	8.0		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.17	9.43	0.230		0.13	0.30	4.3		0.14	I
I	B-AD	1.63	6.45	0.253		0.66	0.34	5.4		0.21	I
I	A-BCD	0.07	8.90	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.21	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.33	7.21	0.184		0.22	0.22	3.3		0.17	I
I	C-ABD	2.33	7.99	0.292		0.54	0.42	6.4		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.32	9.12	0.254		0.30	0.34	5.0		0.15	I
I	B-AD	1.68	6.31	0.266		0.34	0.36	5.3		0.22	I
I	A-BCD	0.00	8.88	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.18	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.47	7.46	0.196		0.22	0.24	3.6		0.17	I
I	C-ABD	1.87	7.68	0.243		0.42	0.33	4.9		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.5 *
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.8 *
09.00	0.8 *
09.15	0.7 *
09.30	0.7 *
09.45	0.3
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.1
08.45	0.5
09.00	0.3
09.15	0.3
09.30	0.2
09.45	0.2
10.00	0.2

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.5	
09.00	0.4	
09.15	0.6	*
09.30	0.5	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	245.3	I	122.7	I	37.9	I	0.15	I
I	B-AD	I	293.7	I	146.8	I	73.8	I	0.25	I
I	A-BCD	I	4.0	I	2.0	I	0.5	I	0.11	I
I	D-A	I	10.1	I	5.0	I	1.4	I	0.14	I
I	D-BC	I	172.9	I	86.5	I	30.9	I	0.18	I
I	C-ABD	I	308.1	I	154.0	I	59.1	I	0.19	I
I	ALL	I	1305.0	I	652.5	I	203.5	I	0.16	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-D	STREAM	D-B	I
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 I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.467	0.533	0.000			
			0.0	7.0	8.0	0.0			
			(0.0)	(26.0)	(26.0)	(26.0)			
	ARM B		0.056	0.000	0.500	0.444			
			1.0	0.0	9.0	8.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.047	0.814	0.000	0.140			
			2.0	35.0	0.0	6.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.750	0.250	0.000			
			0.0	18.0	6.0	0.0			
			(4.0)	(4.0)	(4.0)	(0.0)			
15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.059	0.000	0.529	0.412			
			1.0	0.0	9.0	7.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.058	0.769	0.000	0.173			
			3.0	40.0	0.0	9.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
	ARM D		0.024	0.878	0.098	0.000			
			1.0	36.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15	ARM A		0.000	0.200	0.667	0.133			
			0.0	3.0	10.0	2.0			
			(0.0)	(13.0)	(13.0)	(13.0)			
	ARM B		0.000	0.000	0.524	0.476			
			0.0	0.0	11.0	10.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.048	0.778	0.000	0.175			
			3.0	49.0	0.0	11.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.657	0.343	0.000			
			0.0	23.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.294	0.647	0.059			
			0.0	5.0	11.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.136	0.000	0.364	0.500			
			3.0	0.0	8.0	11.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.138	0.663	0.000	0.200			
			11.0	53.0	0.0	16.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.051	0.692	0.256	0.000			
			2.0	27.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	19.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.565	0.435			
			0.0	0.0	13.0	10.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.078	0.789	0.000	0.133			

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
	ARM C	I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 16.45 - 17.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.00 - 17.15 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.15 - 17.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
15.45 - 16.00	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.00 - 16.15	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.15 - 16.30	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.30 - 16.45	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)

```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.00	9.15	0.219		0.00	0.28	4.0		0.14	I
I	B-AD	1.27	5.91	0.214		0.00	0.27	3.8		0.21	I
I	A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.11	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.80	7.55	0.238		0.00	0.31	4.4		0.17	I
I	C-ABD	2.73	8.17	0.334		0.00	0.50	7.4		0.18	I

I	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)	I
I	15.45-16.00										I
I	B-C	1.90	9.55	0.199		0.28	0.25	3.8		0.13	I
I	B-AD	1.04	5.85	0.177		0.27	0.22	3.4		0.21	I
I	A-BCD	0.00	9.09	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.56	0.009		0.00	0.01	0.1		0.13	I
I	D-BC	2.86	7.98	0.359		0.31	0.55	7.9		0.19	I
I	C-ABD	3.07	8.17	0.375		0.50	0.61	9.2		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.55	9.57	0.266		0.25	0.36	5.2		0.14	I
I	B-AD	1.65	5.84	0.283		0.22	0.39	5.5		0.24	I
I	A-BCD	0.13	8.68	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.58	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.47	7.56	0.326		0.55	0.49	7.6		0.20	I
I	C-ABD	3.72	8.08	0.460		0.61	0.87	13.1		0.23	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.73	8.43	0.205		0.36	0.26	4.0		0.15	I
I	B-AD	1.74	5.50	0.316		0.39	0.45	6.6		0.27	I
I	A-BCD	0.07	9.50	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.33	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.66	7.54	0.352		0.49	0.53	7.9		0.20	I
I	C-ABD	3.98	8.15	0.488		0.87	1.02	15.6		0.24	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.28	9.03	0.252		0.26	0.33	4.9		0.15	I
I	B-AD	1.19	4.75	0.250		0.45	0.34	5.3		0.28	I
I	A-BCD	0.00	9.82	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.83	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.53	7.31	0.482		0.53	0.90	12.8		0.26	I
I	C-ABD	5.13	7.92	0.649		1.02	1.91	28.0		0.35	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.08	8.54	0.243		0.33	0.32	4.9		0.15	I
I	B-AD	2.32	6.27	0.370		0.34	0.57	8.2		0.25	I
I	A-BCD	0.00	9.60	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.30	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.59	7.59	0.341		0.90	0.53	8.3		0.20	I
I	C-ABD	3.00	7.88	0.381		1.91	0.66	10.1		0.21	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.20	9.53	0.231		0.32	0.30	4.6		0.14	I
I	B-AD	0.73	5.18	0.142		0.57	0.17	2.7		0.23	I
I	A-BCD	0.13	9.67	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.82	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.06	7.38	0.550		0.53	1.17	16.3		0.29	I
I	C-ABD	3.65	7.76	0.470		0.66	0.91	13.7		0.24	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.52	8.66	0.176		0.30	0.22	3.3		0.14	I
I	B-AD	1.74	5.96	0.292		0.17	0.40	5.7		0.24	I
I	A-BCD	0.00	9.51	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.18	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.85	7.51	0.380		1.17	0.63	9.9		0.22	I
I	C-ABD	4.06	8.19	0.495		0.91	0.99	15.0		0.24	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.5
16.45	0.3
17.00	0.6 *
17.15	0.2
17.30	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.5	*
16.15	0.5	
16.30	0.5	*
16.45	0.9	*
17.00	0.5	*
17.15	1.2	*
17.30	0.6	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	*
16.00	0.6	*
16.15	0.9	*
16.30	1.0	*
16.45	1.9	**
17.00	0.7	*
17.15	0.9	*
17.30	1.0	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	243.8	I	121.9	I	34.8	I	0.14	I
I	B-AD	I	175.2	I	87.6	I	41.2	I	0.24	I
I	A-BCD	I	5.0	I	2.5	I	0.5	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	342.2	I	171.1	I	75.0	I	0.22	I
I	C-ABD	I	440.1	I	220.0	I	112.1	I	0.25	I
I	ALL	I	1450.0	I	725.0	I	264.8	I	0.18	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

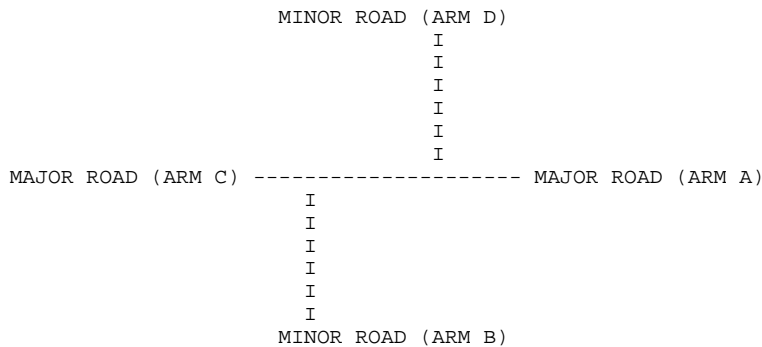
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2012_Scenario B_Assignment No.2.vpi"
(drive-on-the-left) at 14:51:27 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 31/08/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For I 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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.818	0.182	0.000			
			0.0	9.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.108	0.000	0.297	0.595			
			4.0	0.0	11.0	22.0			
			(13.0)	(0.0)	(13.0)	(13.0)			
	ARM C		0.169	0.585	0.000	0.246			
			11.0	38.0	0.0	16.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.583	0.417	0.000			
			0.0	7.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.267	0.667	0.067			
			0.0	4.0	10.0	1.0			
			(0.0)	(7.0)	(7.0)	(7.0)			
	ARM B		0.023	0.000	0.326	0.651			
			1.0	0.0	14.0	28.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.170	0.585	0.000	0.245			
			9.0	31.0	0.0	13.0			
			(13.0)	(13.0)	(0.0)	(13.0)			
	ARM D		0.000	0.429	0.571	0.000			
			0.0	3.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.250	0.750	0.000			
			0.0	8.0	24.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.036	0.000	0.473	0.491			
			2.0	0.0	26.0	27.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.205	0.590	0.000	0.205			
			8.0	23.0	0.0	8.0			
			(8.0)	(8.0)	(0.0)	(8.0)			
	ARM D		0.034	0.310	0.655	0.000			
			1.0	9.0	19.0	0.0			
			(6.0)	(6.0)	(6.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.167	0.833	0.000			
			0.0	2.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.042	0.000	0.396	0.563			
			2.0	0.0	19.0	27.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.192	0.500	0.000	0.308			
			10.0	26.0	0.0	16.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.071	0.571	0.357	0.000			
			2.0	16.0	10.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.400	0.550	0.050			
			0.0	8.0	11.0	1.0			
			(0.0)	(10.0)	(10.0)	(10.0)			
	ARM B		0.071	0.000	0.452	0.476			
			3.0	0.0	19.0	20.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.288	0.508	0.000	0.203			

```

I          I          I  17.0 I  30.0 I   0.0 I  12.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.136 I  0.455 I  0.409 I  0.000 I
I          I          I   3.0 I  10.0 I   9.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.235 I  0.706 I  0.059 I
I          I          I   0.0 I   4.0 I  12.0 I   1.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I  0.042 I  0.000 I  0.167 I  0.792 I
I          I          I   1.0 I   0.0 I   4.0 I  19.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I  0.176 I  0.588 I  0.000 I  0.235 I
I          I          I   9.0 I  30.0 I   0.0 I  12.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.050 I  0.300 I  0.650 I  0.000 I
I          I          I   1.0 I   6.0 I  13.0 I   0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I ( 0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.160 I  0.000 I  0.520 I  0.320 I
I          I          I   4.0 I   0.0 I  13.0 I   8.0 I
I          I          I ( 6.0)I ( 0.0)I ( 6.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM C I  0.069 I  0.828 I  0.000 I  0.103 I
I          I          I   2.0 I  24.0 I   0.0 I   3.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D I  0.095 I  0.667 I  0.238 I  0.000 I
I          I          I   2.0 I  14.0 I   5.0 I   0.0 I
I          I          I ( 9.0)I ( 9.0)I ( 9.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   8.0 I   0.0 I
I          I          I ( 0.0)I ( 25.0)I ( 25.0)I ( 25.0)I
I          I          I          I          I          I
I          I ARM B I  0.133 I  0.000 I  0.533 I  0.333 I
I          I          I   4.0 I   0.0 I  16.0 I  10.0 I
I          I          I ( 9.0)I ( 0.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM C I  0.136 I  0.773 I  0.000 I  0.091 I
I          I          I   3.0 I  17.0 I   0.0 I   2.0 I
I          I          I ( 9.0)I ( 9.0)I ( 0.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.429 I  0.571 I  0.000 I
I          I          I   0.0 I   9.0 I  12.0 I   0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.47	7.81	0.188		0.00	0.23	3.3		0.16	I
I	B-AD	2.53	6.22	0.407		0.00	0.67	9.2		0.26	I
I	A-BCD	0.00	8.44	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.99	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.07	7.52	0.142		0.00	0.16	2.4		0.15	I
I	C-ABD	3.31	8.71	0.379		0.00	0.65	9.5		0.18	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.66	8.23	0.202		0.23	0.25	3.7		0.15	I
I	B-AD	2.61	6.55	0.398		0.67	0.66	10.0		0.25	I
I	A-BCD	0.07	8.74	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.15	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.67	7.55	0.088		0.16	0.10	1.5		0.15	I
I	C-ABD	2.80	8.05	0.348		0.65	0.58	8.6		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	2.95	8.55	0.345		0.25	0.52	7.4		0.18	I
I	B-AD	2.85	6.33	0.450		0.66	0.79	11.5		0.29	I
I	A-BCD	0.00	8.84	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.99	0.012		0.00	0.01	0.2		0.14	I
I	D-BC	2.32	7.00	0.331		0.10	0.48	6.9		0.21	I
I	C-ABD	2.27	7.55	0.300		0.58	0.46	6.8		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.38	8.41	0.283		0.52	0.40	6.2		0.17	I
I	B-AD	3.02	6.74	0.448		0.79	0.80	12.0		0.27	I
I	A-BCD	0.00	8.62	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.25	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.86	7.31	0.254		0.48	0.35	5.4		0.18	I
I	C-ABD	2.47	8.46	0.292		0.46	0.44	6.6		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.45	8.76	0.280		0.40	0.39	5.9		0.16	I
I	B-AD	2.48	6.29	0.395		0.80	0.67	10.4		0.26	I
I	A-BCD	0.07	8.44	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.73	0.035		0.02	0.04	0.5		0.15	I
I	D-BC	1.50	6.63	0.226		0.35	0.30	4.6		0.20	I
I	C-ABD	2.77	8.10	0.342		0.44	0.55	8.3		0.19	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.96	8.14	0.117		0.39	0.13	2.1		0.14	I
I	B-AD	2.78	7.02	0.396		0.67	0.66	10.0		0.24	I
I	A-BCD	0.07	9.36	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.66	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.33	7.53	0.177		0.30	0.22	3.4		0.16	I
I	C-ABD	2.73	8.16	0.335		0.55	0.54	8.0		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.17	9.43	0.230		0.13	0.30	4.3		0.14	I
I	B-AD	1.63	6.45	0.253		0.66	0.34	5.4		0.21	I
I	A-BCD	0.07	8.90	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.21	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.33	7.21	0.184		0.22	0.22	3.3		0.17	I
I	C-ABD	2.33	7.99	0.292		0.54	0.42	6.4		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.32	9.12	0.254		0.30	0.34	5.0		0.15	I
I	B-AD	1.68	6.31	0.266		0.34	0.36	5.3		0.22	I
I	A-BCD	0.00	8.88	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.18	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.47	7.46	0.196		0.22	0.24	3.6		0.17	I
I	C-ABD	1.87	7.68	0.243		0.42	0.33	4.9		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.5 *
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.8 *
09.00	0.8 *
09.15	0.7 *
09.30	0.7 *
09.45	0.3
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.1
08.45	0.5
09.00	0.3
09.15	0.3
09.30	0.2
09.45	0.2
10.00	0.2

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.6	*
08.30	0.6	*
08.45	0.5	
09.00	0.4	
09.15	0.6	*
09.30	0.5	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)						
I	B-C	I	245.3	I	122.7	I	37.9	I	0.15	I	37.9	I	0.15	I
I	B-AD	I	293.7	I	146.8	I	73.8	I	0.25	I	73.8	I	0.25	I
I	A-BCD	I	4.0	I	2.0	I	0.5	I	0.11	I	0.5	I	0.11	I
I	D-A	I	10.1	I	5.0	I	1.4	I	0.14	I	1.4	I	0.14	I
I	D-BC	I	172.9	I	86.5	I	30.9	I	0.18	I	30.9	I	0.18	I
I	C-ABD	I	308.1	I	154.0	I	59.1	I	0.19	I	59.1	I	0.19	I
I	ALL	I	1305.0	I	652.5	I	203.5	I	0.16	I	203.6	I	0.16	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2012 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2012 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.467	0.533	0.000			
			0.0	7.0	8.0	0.0			
			(0.0)	(26.0)	(26.0)	(26.0)			
	ARM B		0.056	0.000	0.500	0.444			
			1.0	0.0	9.0	8.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.047	0.814	0.000	0.140			
			2.0	35.0	0.0	6.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.750	0.250	0.000			
			0.0	18.0	6.0	0.0			
			(4.0)	(4.0)	(4.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.059	0.000	0.529	0.412			
			1.0	0.0	9.0	7.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
ARM C			0.058	0.769	0.000	0.173			
			3.0	40.0	0.0	9.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
ARM D			0.024	0.878	0.098	0.000			
			1.0	36.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.200	0.667	0.133		
			0.0	3.0	10.0	2.0			
			(0.0)	(13.0)	(13.0)	(13.0)			
	ARM B		0.000	0.000	0.524	0.476			
			0.0	0.0	11.0	10.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.048	0.778	0.000	0.175			
			3.0	49.0	0.0	11.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.657	0.343	0.000			
			0.0	23.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.294	0.647	0.059		
			0.0	5.0	11.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.136	0.000	0.364	0.500			
			3.0	0.0	8.0	11.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
ARM C			0.138	0.663	0.000	0.200			
			11.0	53.0	0.0	16.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
ARM D			0.051	0.692	0.256	0.000			
			2.0	27.0	10.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	19.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.565	0.435			
			0.0	0.0	13.0	10.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.078	0.789	0.000	0.133			

```

I      I      I      7.0 I      71.0 I      0.0 I      12.0 I
I      I      I      ( 6.0)I ( 6.0)I ( 0.0)I ( 6.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.020 I      0.680 I      0.300 I      0.000 I
I      I      I      1.0 I      34.0 I      15.0 I      0.0 I
I      I      I      ( 6.0)I ( 6.0)I ( 6.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.300 I      0.700 I      0.000 I
I      I      I      0.0 I      3.0 I      7.0 I      0.0 I
I      I      I      ( 0.0)I ( 10.0)I ( 10.0)I ( 10.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.067 I      0.000 I      0.367 I      0.567 I
I      I      I      2.0 I      0.0 I      11.0 I      17.0 I
I      I      I      ( 7.0)I ( 0.0)I ( 7.0)I ( 7.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.077 I      0.750 I      0.000 I      0.173 I
I      I      I      4.0 I      39.0 I      0.0 I      9.0 I
I      I      I      ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.029 I      0.765 I      0.206 I      0.000 I
I      I      I      1.0 I      26.0 I      7.0 I      0.0 I
I      I      I      ( 2.0)I ( 2.0)I ( 2.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.192 I      0.731 I      0.077 I
I      I      I      0.0 I      5.0 I      19.0 I      2.0 I
I      I      I      ( 0.0)I ( 4.0)I ( 4.0)I ( 4.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      0.667 I      0.333 I
I      I      I      0.0 I      0.0 I      12.0 I      6.0 I
I      I      I      ( 3.0)I ( 0.0)I ( 3.0)I ( 3.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.097 I      0.774 I      0.000 I      0.129 I
I      I      I      6.0 I      48.0 I      0.0 I      8.0 I
I      I      I      ( 3.0)I ( 3.0)I ( 0.0)I ( 3.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.018 I      0.754 I      0.228 I      0.000 I
I      I      I      1.0 I      43.0 I      13.0 I      0.0 I
I      I      I      ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.333 I      0.667 I      0.000 I
I      I      I      0.0 I      6.0 I      12.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.063 I      0.000 I      0.313 I      0.625 I
I      I      I      1.0 I      0.0 I      5.0 I      10.0 I
I      I      I      ( 3.0)I ( 0.0)I ( 3.0)I ( 3.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.032 I      0.871 I      0.000 I      0.097 I
I      I      I      2.0 I      54.0 I      0.0 I      6.0 I
I      I      I      ( 2.0)I ( 2.0)I ( 0.0)I ( 2.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.049 I      0.707 I      0.244 I      0.000 I
I      I      I      2.0 I      29.0 I      10.0 I      0.0 I
I      I      I      ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
	ARM C	I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0


```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
ARM C			0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15		ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
ARM B			0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
ARM C			0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
ARM D			0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45		ARM A		0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.00	9.15	0.219		0.00	0.28	4.0		0.14	I
I	B-AD	1.27	5.91	0.214		0.00	0.27	3.8		0.21	I
I	A-BCD	0.00	9.10	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.11	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.80	7.55	0.238		0.00	0.31	4.4		0.17	I
I	C-ABD	2.73	8.17	0.334		0.00	0.50	7.4		0.18	I

I	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)	I
I	15.45-16.00										I
I	B-C	1.90	9.55	0.199		0.28	0.25	3.8		0.13	I
I	B-AD	1.04	5.85	0.177		0.27	0.22	3.4		0.21	I
I	A-BCD	0.00	9.09	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.56	0.009		0.00	0.01	0.1		0.13	I
I	D-BC	2.86	7.98	0.359		0.31	0.55	7.9		0.19	I
I	C-ABD	3.07	8.17	0.375		0.50	0.61	9.2		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.55	9.57	0.266		0.25	0.36	5.2		0.14	I
I	B-AD	1.65	5.84	0.283		0.22	0.39	5.5		0.24	I
I	A-BCD	0.13	8.68	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.58	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.47	7.56	0.326		0.55	0.49	7.6		0.20	I
I	C-ABD	3.72	8.08	0.460		0.61	0.87	13.1		0.23	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.73	8.43	0.205		0.36	0.26	4.0		0.15	I
I	B-AD	1.74	5.50	0.316		0.39	0.45	6.6		0.27	I
I	A-BCD	0.07	9.50	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.33	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.66	7.54	0.352		0.49	0.53	7.9		0.20	I
I	C-ABD	3.98	8.15	0.488		0.87	1.02	15.6		0.24	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.28	9.03	0.252		0.26	0.33	4.9		0.15	I
I	B-AD	1.19	4.75	0.250		0.45	0.34	5.3		0.28	I
I	A-BCD	0.00	9.82	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.83	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.53	7.31	0.482		0.53	0.90	12.8		0.26	I
I	C-ABD	5.13	7.92	0.649		1.02	1.91	28.0		0.35	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.08	8.54	0.243		0.33	0.32	4.9		0.15	I
I	B-AD	2.32	6.27	0.370		0.34	0.57	8.2		0.25	I
I	A-BCD	0.00	9.60	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.30	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.59	7.59	0.341		0.90	0.53	8.3		0.20	I
I	C-ABD	3.00	7.88	0.381		1.91	0.66	10.1		0.21	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.20	9.53	0.231		0.32	0.30	4.6		0.14	I
I	B-AD	0.73	5.18	0.142		0.57	0.17	2.7		0.23	I
I	A-BCD	0.13	9.67	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.82	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.06	7.38	0.550		0.53	1.17	16.3		0.29	I
I	C-ABD	3.65	7.76	0.470		0.66	0.91	13.7		0.24	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.52	8.66	0.176		0.30	0.22	3.3		0.14	I
I	B-AD	1.74	5.96	0.292		0.17	0.40	5.7		0.24	I
I	A-BCD	0.00	9.51	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.18	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.85	7.51	0.380		1.17	0.63	9.9		0.22	I
I	C-ABD	4.06	8.19	0.495		0.91	0.99	15.0		0.24	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.5
16.45	0.3
17.00	0.6 *
17.15	0.2
17.30	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.5	*
16.15	0.5	
16.30	0.5	*
16.45	0.9	*
17.00	0.5	*
17.15	1.2	*
17.30	0.6	*

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	*
16.00	0.6	*
16.15	0.9	*
16.30	1.0	*
16.45	1.9	**
17.00	0.7	*
17.15	0.9	*
17.30	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)		
I	B-C	I	243.8	I	121.9	I	34.8	I	0.14	I
I	B-AD	I	175.2	I	87.6	I	41.2	I	0.24	I
I	A-BCD	I	5.0	I	2.5	I	0.5	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	342.2	I	171.1	I	75.0	I	0.22	I
I	C-ABD	I	440.1	I	220.0	I	112.1	I	0.25	I
I	ALL	I	1450.0	I	725.0	I	264.8	I	0.18	I

* 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*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

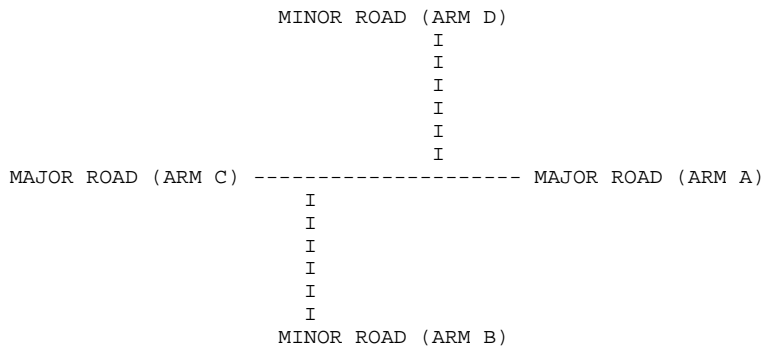
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2017_Scenario A_Assignment No.1.vpi"
(drive-on-the-left) at 15:00:39 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.833	0.167	0.000			
			0.0	10.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.100	0.000	0.300	0.600			
			4.0	0.0	12.0	24.0			
			(12.0)	(0.0)	(12.0)	(12.0)			
	ARM C		0.171	0.586	0.000	0.243			
			12.0	41.0	0.0	17.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.615	0.385	0.000			
			0.0	8.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.250	0.688	0.063			
			0.0	4.0	11.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.021	0.000	0.319	0.660			
			1.0	0.0	15.0	31.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.172	0.586	0.000	0.241			
			10.0	34.0	0.0	14.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
	ARM D		0.000	0.429	0.571	0.000			
			0.0	3.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.257	0.743	0.000			
			0.0	9.0	26.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.034	0.000	0.475	0.492			
			2.0	0.0	28.0	29.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.209	0.581	0.000	0.209			
			9.0	25.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.031	0.313	0.656	0.000			
			1.0	10.0	21.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.154	0.846	0.000			
			0.0	2.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.038	0.000	0.404	0.558			
			2.0	0.0	21.0	29.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.196	0.500	0.000	0.304			
			11.0	28.0	0.0	17.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.067	0.567	0.367	0.000			
			2.0	17.0	11.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.409	0.545	0.045			
			0.0	9.0	12.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.068	0.000	0.455	0.477			
			3.0	0.0	20.0	21.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.292	0.508	0.000	0.200			

```

I          I          I  19.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.125 I  0.458 I  0.417 I  0.000 I
I          I          I   3.0 I  11.0 I  10.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.222 I  0.722 I  0.056 I
I          I          I   0.0 I   4.0 I  13.0 I   1.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I  0.038 I  0.000 I  0.154 I  0.808 I
I          I          I   1.0 I   0.0 I   4.0 I  21.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I  0.179 I  0.589 I  0.000 I  0.232 I
I          I          I  10.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D I  0.045 I  0.318 I  0.636 I  0.000 I
I          I          I   1.0 I   7.0 I  14.0 I   0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I ( 0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.148 I  0.000 I  0.519 I  0.333 I
I          I          I   4.0 I   0.0 I  14.0 I   9.0 I
I          I          I ( 6.0)I ( 0.0)I ( 6.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM C I  0.065 I  0.839 I  0.000 I  0.097 I
I          I          I   2.0 I  26.0 I   0.0 I   3.0 I
I          I          I ( 6.0)I ( 6.0)I ( 0.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM D I  0.091 I  0.682 I  0.227 I  0.000 I
I          I          I   2.0 I  15.0 I   5.0 I   0.0 I
I          I          I ( 9.0)I ( 9.0)I ( 9.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   9.0 I   0.0 I
I          I          I ( 0.0)I ( 23.0)I ( 23.0)I ( 23.0)I
I          I          I          I          I          I
I          I ARM B I  0.125 I  0.000 I  0.531 I  0.344 I
I          I          I   4.0 I   0.0 I  17.0 I  11.0 I
I          I          I ( 9.0)I ( 0.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM C I  0.125 I  0.792 I  0.000 I  0.083 I
I          I          I   3.0 I  19.0 I   0.0 I   2.0 I
I          I          I ( 9.0)I ( 9.0)I ( 0.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.435 I  0.565 I  0.000 I
I          I          I   0.0 I  10.0 I  13.0 I   0.0 I
I          I          I ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.333	0.000	0.667	0.000	0.000	0.000	0.000
			1.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
09.00 - 09.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.333	0.000	0.667	0.000	0.000	0.000	0.000
			1.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

```

I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)


```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.15 - 09.30 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.30 - 09.45 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 09.45 - 10.00 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.47	7.78	0.189		0.00	0.23	3.3		0.16	I
I	B-AD	2.80	6.33	0.442		0.00	0.77	10.6		0.28	I
I	A-BCD	0.00	8.36	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.93	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.13	7.44	0.152		0.00	0.18	2.6		0.16	I
I	C-ABD	3.44	8.78	0.392		0.00	0.68	10.0		0.18	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.65	8.17	0.202		0.23	0.25	3.7		0.15	I
I	B-AD	2.81	6.62	0.425		0.77	0.75	11.4		0.26	I
I	A-BCD	0.07	8.75	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.10	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.73	7.51	0.098		0.18	0.11	1.7		0.15	I
I	C-ABD	2.93	8.20	0.358		0.68	0.61	9.0		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.09	8.43	0.366		0.25	0.57	8.1		0.19	I
I	B-AD	3.05	6.32	0.482		0.75	0.90	13.0		0.30	I
I	A-BCD	0.00	8.85	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.97	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.52	7.01	0.359		0.11	0.55	7.7		0.22	I
I	C-ABD	2.33	7.68	0.304		0.61	0.47	7.0		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.51	8.34	0.302		0.57	0.44	6.8		0.17	I
I	B-AD	3.22	6.74	0.478		0.90	0.91	13.6		0.28	I
I	A-BCD	0.00	8.63	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.17	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.05	7.27	0.283		0.55	0.40	6.2		0.19	I
I	C-ABD	2.57	8.56	0.300		0.47	0.46	6.9		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.50	8.63	0.290		0.44	0.41	6.3		0.16	I
I	B-AD	2.70	6.33	0.426		0.91	0.76	11.9		0.28	I
I	A-BCD	0.07	8.15	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.23	6.65	0.035		0.02	0.04	0.5		0.16	I
I	D-BC	1.63	6.55	0.249		0.40	0.34	5.2		0.20	I
I	C-ABD	2.83	8.13	0.349		0.46	0.57	8.6		0.19	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.90	8.02	0.112		0.41	0.13	2.0		0.14	I
I	B-AD	3.10	6.99	0.444		0.76	0.78	11.7		0.26	I
I	A-BCD	0.07	9.26	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.58	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.46	7.47	0.196		0.34	0.25	3.8		0.17	I
I	C-ABD	2.87	8.30	0.345		0.57	0.57	8.4		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.27	9.47	0.240		0.13	0.31	4.5		0.14	I
I	B-AD	1.80	6.57	0.274		0.78	0.38	6.1		0.21	I
I	A-BCD	0.08	8.86	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.15	7.17	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.45	7.18	0.203		0.25	0.25	3.8		0.17	I
I	C-ABD	2.46	8.20	0.300		0.57	0.44	6.6		0.17	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.42	9.15	0.265		0.31	0.36	5.2		0.15	I
I	B-AD	1.84	6.40	0.288		0.38	0.40	5.9		0.22	I
I	A-BCD	0.00	8.85	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.60	7.51	0.213		0.25	0.27	4.0		0.17	I
I	C-ABD	1.93	7.85	0.246		0.44	0.34	5.0		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.3	
08.45	0.6	*
09.00	0.4	
09.15	0.4	
09.30	0.1	
09.45	0.3	
10.00	0.4	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.8	*
08.45	0.9	*
09.00	0.9	*
09.15	0.8	*
09.30	0.8	*
09.45	0.4	
10.00	0.4	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.5	*
09.00	0.4	
09.15	0.3	
09.30	0.2	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.6	*
08.45	0.5	
09.00	0.5	
09.15	0.6	*
09.30	0.6	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	252.2	I	126.1	I	39.9	I	39.9	I
I	B-AD	I	319.8	I	159.9	I	84.0	I	84.0	I
I	A-BCD	I	4.2	I	2.1	I	0.5	I	0.5	I
I	D-A	I	10.1	I	5.1	I	1.4	I	1.4	I
I	D-BC	I	188.9	I	94.4	I	35.0	I	35.0	I
I	C-ABD	I	320.4	I	160.2	I	61.6	I	61.6	I
I	ALL	I	1393.0	I	696.5	I	222.4	I	222.4	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(25.0)	(25.0)	(25.0)			
	ARM B		0.050	0.000	0.500	0.450			
			1.0	0.0	10.0	9.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.043	0.809	0.000	0.149			
			2.0	38.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.741	0.259	0.000			
			0.0	20.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.053	0.000	0.526	0.421			
			1.0	0.0	10.0	8.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
ARM C			0.053	0.772	0.000	0.175			
			3.0	44.0	0.0	10.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
ARM D			0.023	0.886	0.091	0.000			
			1.0	39.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.188	0.688	0.125		
			0.0	3.0	11.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.522	0.478			
			0.0	0.0	12.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.044	0.779	0.000	0.176			
			3.0	53.0	0.0	12.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.658	0.342	0.000			
			0.0	25.0	13.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.278	0.667	0.056		
			0.0	5.0	12.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.125	0.000	0.375	0.500			
			3.0	0.0	9.0	12.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
ARM C			0.138	0.667	0.000	0.195			
			12.0	58.0	0.0	17.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
ARM D			0.048	0.690	0.262	0.000			
			2.0	29.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	21.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.560	0.440			
			0.0	0.0	14.0	11.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.073	0.792	0.000	0.135			

```

I          I          I    7.0 I    76.0 I    0.0 I    13.0 I
I          I          I ( 5.0)I ( 5.0)I ( 0.0)I ( 5.0)I
I          I          I          I          I          I
I          I ARM D    I    0.019 I    0.685 I    0.296 I    0.000 I
I          I          I    1.0 I    37.0 I    16.0 I    0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.273 I    0.727 I    0.000 I
I          I          I    0.0 I    3.0 I    8.0 I    0.0 I
I          I          I ( 0.0)I ( 9.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM B    I    0.061 I    0.000 I    0.364 I    0.576 I
I          I          I    2.0 I    0.0 I    12.0 I    19.0 I
I          I          I ( 7.0)I ( 0.0)I ( 7.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM C    I    0.070 I    0.754 I    0.000 I    0.175 I
I          I          I    4.0 I    43.0 I    0.0 I    10.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D    I    0.028 I    0.778 I    0.194 I    0.000 I
I          I          I    1.0 I    28.0 I    7.0 I    0.0 I
I          I          I ( 2.0)I ( 2.0)I ( 2.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.179 I    0.750 I    0.071 I
I          I          I    0.0 I    5.0 I    21.0 I    2.0 I
I          I          I ( 0.0)I ( 4.0)I ( 4.0)I ( 4.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    0.650 I    0.350 I
I          I          I    0.0 I    0.0 I    13.0 I    7.0 I
I          I          I ( 3.0)I ( 0.0)I ( 3.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM C    I    0.103 I    0.765 I    0.000 I    0.132 I
I          I          I    7.0 I    52.0 I    0.0 I    9.0 I
I          I          I ( 3.0)I ( 3.0)I ( 0.0)I ( 3.0)I
I          I          I          I          I          I
I          I ARM D    I    0.016 I    0.758 I    0.226 I    0.000 I
I          I          I    1.0 I    47.0 I    14.0 I    0.0 I
I          I          I ( 5.0)I ( 5.0)I ( 5.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.350 I    0.650 I    0.000 I
I          I          I    0.0 I    7.0 I    13.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.059 I    0.000 I    0.294 I    0.647 I
I          I          I    1.0 I    0.0 I    5.0 I    11.0 I
I          I          I ( 2.0)I ( 0.0)I ( 2.0)I ( 2.0)I
I          I          I          I          I          I
I          I ARM C    I    0.029 I    0.868 I    0.000 I    0.103 I
I          I          I    2.0 I    59.0 I    0.0 I    7.0 I
I          I          I ( 2.0)I ( 2.0)I ( 0.0)I ( 2.0)I
I          I          I          I          I          I
I          I ARM D    I    0.044 I    0.711 I    0.244 I    0.000 I
I          I          I    2.0 I    32.0 I    11.0 I    0.0 I
I          I          I ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT


```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	6.0	I	0.0
	ARM C	I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0

I		I	0.0	I	2.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	16.45 - 17.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	6.0	I
I		I			I	(33.0)	I	(0.0)	I	(33.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	2.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	17.00 - 17.15	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	6.0	I
I		I			I	(33.0)	I	(0.0)	I	(33.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	2.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	17.15 - 17.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	6.0	I
I		I			I	(33.0)	I	(0.0)	I	(33.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	2.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.250	I	0.000	I	0.750	I	0.000
		I	1.0	I	0.0	I	3.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
15.45 - 16.00	ARM A	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.250	I	0.000	I	0.750	I	0.000
		I	1.0	I	0.0	I	3.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.00 - 16.15	ARM A	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.250	I	0.000	I	0.750	I	0.000
		I	1.0	I	0.0	I	3.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.15 - 16.30	ARM A	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.250	I	0.000	I	0.750	I	0.000
		I	1.0	I	0.0	I	3.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.30 - 16.45	ARM A	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.250	I	0.000	I	0.750	I	0.000
		I	1.0	I	0.0	I	3.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I
I      I ARM A I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I ARM B I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I
I      I ARM A I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I ARM B I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I
I      I ARM A I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I ARM B I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	1.97	9.14	0.215		0.00	0.27	3.9		0.14	I
I	B-AD	1.43	6.00	0.239		0.00	0.31	4.4		0.22	I
I	A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.06	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.93	7.57	0.256		0.00	0.34	4.8		0.18	I
I	C-ABD	2.87	8.29	0.346		0.00	0.53	7.8		0.18	I

I	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)	I
I	15.45-16.00										I
I	B-C	1.91	9.63	0.199		0.27	0.25	3.8		0.13	I
I	B-AD	1.15	5.95	0.194		0.31	0.24	3.8		0.21	I
I	A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.47	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.13	7.97	0.393		0.34	0.63	9.0		0.21	I
I	C-ABD	3.27	8.28	0.395		0.53	0.66	10.0		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.63	9.57	0.275		0.25	0.37	5.4		0.14	I
I	B-AD	1.83	5.87	0.313		0.24	0.44	6.3		0.25	I
I	A-BCD	0.13	8.71	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.50	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.67	7.53	0.354		0.63	0.56	8.6		0.21	I
I	C-ABD	3.92	8.15	0.481		0.66	0.95	14.3		0.23	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.77	8.45	0.210		0.37	0.27	4.2		0.15	I
I	B-AD	1.89	5.55	0.341		0.44	0.51	7.4		0.27	I
I	A-BCD	0.07	9.44	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.15	7.23	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.92	7.49	0.390		0.56	0.63	9.2		0.22	I
I	C-ABD	4.20	8.17	0.514		0.95	1.15	17.4		0.25	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.28	8.90	0.256		0.27	0.34	5.0		0.15	I
I	B-AD	1.39	4.71	0.294		0.51	0.43	6.6		0.30	I
I	A-BCD	0.00	9.75	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.78	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.86	7.31	0.528		0.63	1.08	15.1		0.28	I
I	C-ABD	5.51	7.95	0.692		1.15	2.32	33.6		0.39	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.10	8.42	0.250		0.34	0.34	5.1		0.16	I
I	B-AD	2.56	6.32	0.405		0.43	0.66	9.4		0.26	I
I	A-BCD	0.00	9.54	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.20	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.85	7.55	0.378		1.08	0.62	9.8		0.22	I
I	C-ABD	3.20	8.02	0.399		2.32	0.71	11.1		0.22	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.21	9.57	0.231		0.34	0.30	4.6		0.14	I
I	B-AD	0.86	5.23	0.164		0.66	0.20	3.2		0.23	I
I	A-BCD	0.13	9.61	0.014		0.00	0.01	0.2		0.11	I
I	D-A	0.07	6.70	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.39	7.33	0.600		0.62	1.42	19.5		0.33	I
I	C-ABD	3.80	7.78	0.488		0.71	0.98	14.8		0.25	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.45	8.61	0.169		0.30	0.21	3.2		0.14	I
I	B-AD	1.95	6.12	0.318		0.20	0.46	6.5		0.24	I
I	A-BCD	0.00	9.46	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.09	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	3.12	7.47	0.418		1.42	0.74	11.7		0.23	I
I	C-ABD	4.27	8.24	0.518		0.98	1.08	16.5		0.25	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.2	
16.15	0.4	
16.30	0.5	*
16.45	0.4	
17.00	0.7	*
17.15	0.2	
17.30	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.6	*
16.15	0.6	*
16.30	0.6	*
16.45	1.1	*
17.00	0.6	*
17.15	1.4	*
17.30	0.7	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	*
16.00	0.7	*
16.15	1.0	*
16.30	1.1	*
16.45	2.3	**
17.00	0.7	*
17.15	1.0	*
17.30	1.1	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	245.0	I	122.5	I	35.2	I	0.14	I
I	B-AD	I	196.0	I	98.0	I	47.6	I	0.24	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.9	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	373.1	I	186.6	I	87.8	I	0.24	I
I	C-ABD	I	465.4	I	232.7	I	125.5	I	0.27	I
I	ALL	I	1551.0	I	775.5	I	297.8	I	0.19	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

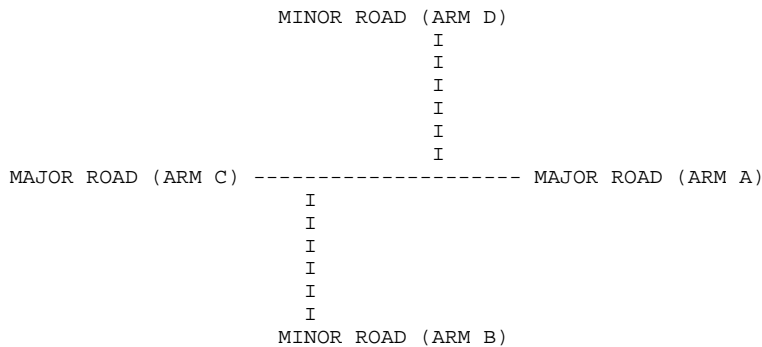
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2017_Scenario A_Assignment No.2.vpi"
(drive-on-the-left) at 15:16:23 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.833	0.167	0.000			
			0.0	10.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.100	0.000	0.300	0.600			
			4.0	0.0	12.0	24.0			
			(12.0)	(0.0)	(12.0)	(12.0)			
	ARM C		0.171	0.586	0.000	0.243			
			12.0	41.0	0.0	17.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
ARM D		0.000	0.615	0.385	0.000				
		0.0	8.0	5.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.15 - 08.30	ARM A		0.000	0.250	0.688	0.063			
			0.0	4.0	11.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.021	0.000	0.319	0.660			
			1.0	0.0	15.0	31.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.172	0.586	0.000	0.241			
			10.0	34.0	0.0	14.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
ARM D		0.000	0.429	0.571	0.000				
		0.0	3.0	4.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
08.30 - 08.45	ARM A		0.000	0.257	0.743	0.000			
			0.0	9.0	26.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.034	0.000	0.475	0.492			
			2.0	0.0	28.0	29.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.209	0.581	0.000	0.209			
			9.0	25.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
ARM D		0.031	0.313	0.656	0.000				
		1.0	10.0	21.0	0.0				
		(5.0)	(5.0)	(5.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.154	0.846	0.000			
			0.0	2.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.039	0.000	0.392	0.569			
			2.0	0.0	20.0	29.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.196	0.500	0.000	0.304			
			11.0	28.0	0.0	17.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
ARM D		0.067	0.567	0.367	0.000				
		2.0	17.0	11.0	0.0				
		(3.0)	(3.0)	(3.0)	(0.0)				
09.00 - 09.15	ARM A		0.000	0.409	0.545	0.045			
			0.0	9.0	12.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.065	0.000	0.457	0.478			
			3.0	0.0	21.0	22.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.292	0.508	0.000	0.200			

```

I          I          I  19.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.125 I  0.458 I  0.417 I  0.000 I
I          I          I   3.0 I  11.0 I  10.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.222 I  0.722 I  0.056 I
I          I          I   0.0 I   4.0 I  13.0 I   1.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I  0.038 I  0.000 I  0.154 I  0.808 I
I          I          I   1.0 I   0.0 I   4.0 I  21.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I  0.179 I  0.589 I  0.000 I  0.232 I
I          I          I  10.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D I  0.045 I  0.318 I  0.636 I  0.000 I
I          I          I   1.0 I   7.0 I  14.0 I   0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I ( 0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.148 I  0.000 I  0.519 I  0.333 I
I          I          I   4.0 I   0.0 I  14.0 I   9.0 I
I          I          I ( 6.0)I ( 0.0)I ( 6.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM C I  0.065 I  0.839 I  0.000 I  0.097 I
I          I          I   2.0 I  26.0 I   0.0 I   3.0 I
I          I          I ( 6.0)I ( 6.0)I ( 0.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM D I  0.091 I  0.682 I  0.227 I  0.000 I
I          I          I   2.0 I  15.0 I   5.0 I   0.0 I
I          I          I ( 9.0)I ( 9.0)I ( 9.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   9.0 I   0.0 I
I          I          I ( 0.0)I ( 23.0)I ( 23.0)I ( 23.0)I
I          I          I          I          I          I
I          I ARM B I  0.125 I  0.000 I  0.531 I  0.344 I
I          I          I   4.0 I   0.0 I  17.0 I  11.0 I
I          I          I ( 9.0)I ( 0.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM C I  0.125 I  0.792 I  0.000 I  0.083 I
I          I          I   3.0 I  19.0 I   0.0 I   2.0 I
I          I          I ( 9.0)I ( 9.0)I ( 0.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.435 I  0.565 I  0.000 I
I          I          I   0.0 I  10.0 I  13.0 I   0.0 I
I          I          I ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	2.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I (66.0)	I	I (66.0)	I	I (0.0)	I	I (66.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	2.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (66.0)	I	I (66.0)	I	I (0.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	2.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (66.0)	I	I (66.0)	I	I (0.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	2.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	6.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	6.0	I	0.0	I	0.0	

```

I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	

I		I		I	0.0	I	0.0	I	0.0	I	0.0	I	
I		I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I	
I		I		I		I		I		I		I	
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I

I	09.30 - 09.45	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I

I	09.45 - 10.00	I		I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.51	7.85	0.193		0.00	0.24	3.4		0.16	I
I	B-AD	2.75	6.33	0.435		0.00	0.75	10.3		0.27	I
I	A-BCD	0.00	8.37	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.94	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.13	7.47	0.152		0.00	0.18	2.5		0.16	I
I	C-ABD	3.44	8.81	0.390		0.00	0.68	10.0		0.18	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.65	8.18	0.202		0.24	0.25	3.7		0.15	I
I	B-AD	2.81	6.62	0.425		0.75	0.74	11.2		0.26	I
I	A-BCD	0.07	8.75	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.10	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.73	7.51	0.098		0.18	0.11	1.7		0.15	I
I	C-ABD	2.93	8.20	0.358		0.68	0.61	9.0		0.19	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.09	8.43	0.366		0.25	0.57	8.1		0.19	I
I	B-AD	3.05	6.32	0.482		0.74	0.90	13.0		0.30	I
I	A-BCD	0.00	8.85	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.97	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.52	7.01	0.359		0.11	0.55	7.7		0.22	I
I	C-ABD	2.33	7.68	0.304		0.61	0.47	7.0		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.45	8.26	0.297		0.57	0.43	6.6		0.17	I
I	B-AD	3.28	6.77	0.485		0.90	0.92	13.7		0.29	I
I	A-BCD	0.00	8.61	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.16	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.05	7.26	0.283		0.55	0.40	6.2		0.19	I
I	C-ABD	2.57	8.56	0.300		0.47	0.46	6.9		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.56	8.72	0.293		0.43	0.42	6.3		0.16	I
I	B-AD	2.64	6.31	0.419		0.92	0.74	11.6		0.27	I
I	A-BCD	0.07	8.46	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.23	6.66	0.035		0.02	0.04	0.5		0.16	I
I	D-BC	1.63	6.58	0.248		0.40	0.34	5.2		0.20	I
I	C-ABD	2.83	8.16	0.347		0.46	0.57	8.6		0.19	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.90	8.02	0.112		0.42	0.13	2.0		0.14	I
I	B-AD	3.10	6.99	0.444		0.74	0.78	11.5		0.26	I
I	A-BCD	0.07	9.26	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.58	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.46	7.47	0.196		0.34	0.25	3.8		0.17	I
I	C-ABD	2.87	8.30	0.345		0.57	0.57	8.4		0.18	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.27	9.47	0.240		0.13	0.31	4.5		0.14	I
I	B-AD	1.80	6.57	0.274		0.78	0.38	6.1		0.21	I
I	A-BCD	0.08	8.86	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.15	7.17	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.45	7.18	0.203		0.25	0.25	3.7		0.17	I
I	C-ABD	2.46	8.20	0.300		0.57	0.44	6.6		0.17	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.42	9.15	0.265		0.31	0.36	5.2		0.15	I
I	B-AD	1.84	6.40	0.288		0.38	0.40	5.9		0.22	I
I	A-BCD	0.00	8.85	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.60	7.51	0.213		0.25	0.27	4.0		0.17	I
I	C-ABD	1.93	7.85	0.246		0.44	0.34	5.0		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.3
08.45	0.6 *
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.4

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.9 *
09.00	0.9 *
09.15	0.7 *
09.30	0.8 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.5	*
09.00	0.4	
09.15	0.3	
09.30	0.2	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.7	*
08.30	0.6	*
08.45	0.5	
09.00	0.5	
09.15	0.6	*
09.30	0.6	*
09.45	0.4	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	* DELAY *	I	* DELAY *	I
I	I	I		I		I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	252.7	I	126.4	I	39.9	I	0.16	I
I	B-AD	I	319.3	I	159.6	I	83.3	I	0.26	I
I	A-BCD	I	4.2	I	2.1	I	0.5	I	0.11	I
I	D-A	I	10.1	I	5.1	I	1.4	I	0.14	I
I	D-BC	I	188.9	I	94.4	I	34.9	I	0.18	I
I	C-ABD	I	320.4	I	160.2	I	61.5	I	0.19	I
I	ALL	I	1391.0	I	695.5	I	221.5	I	0.16	I
I		I		I		I		I		I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(25.0)	(25.0)	(25.0)			
	ARM B		0.050	0.000	0.500	0.450			
			1.0	0.0	10.0	9.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.043	0.809	0.000	0.149			
			2.0	38.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.741	0.259	0.000			
			0.0	20.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.053	0.000	0.526	0.421			
			1.0	0.0	10.0	8.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.053	0.772	0.000	0.175			
			3.0	44.0	0.0	10.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
	ARM D		0.023	0.886	0.091	0.000			
			1.0	39.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15	ARM A		0.000	0.188	0.688	0.125			
			0.0	3.0	11.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.522	0.478			
			0.0	0.0	12.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.044	0.779	0.000	0.176			
			3.0	53.0	0.0	12.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.658	0.342	0.000			
			0.0	25.0	13.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
16.15 - 16.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.125	0.000	0.375	0.500			
			3.0	0.0	9.0	12.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
	ARM C		0.138	0.667	0.000	0.195			
			12.0	58.0	0.0	17.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.048	0.690	0.262	0.000			
			2.0	29.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.560	0.440			
			0.0	0.0	14.0	11.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.082	0.784	0.000	0.134			

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
	ARM C	I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0

I		I	0.0	I	2.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I	ARM	D	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	16.45 - 17.00			I		I		I		I	
I		ARM	A	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	
I		ARM	B	I	0.000	I	0.000	I	1.000	I	0.000
I				I	0.0	I	0.0	I	3.0	I	0.0
I				I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
I				I		I		I		I	
I		ARM	C	I	0.000	I	1.000	I	0.000	I	0.000
I				I	0.0	I	2.0	I	0.0	I	0.0
I				I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
I				I		I		I		I	
I		ARM	D	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	

I	17.00 - 17.15			I		I		I		I	
I		ARM	A	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	
I		ARM	B	I	0.000	I	0.000	I	1.000	I	0.000
I				I	0.0	I	0.0	I	3.0	I	0.0
I				I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
I				I		I		I		I	
I		ARM	C	I	0.000	I	1.000	I	0.000	I	0.000
I				I	0.0	I	2.0	I	0.0	I	0.0
I				I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
I				I		I		I		I	
I		ARM	D	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	

I	17.15 - 17.30			I		I		I		I	
I		ARM	A	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	
I		ARM	B	I	0.000	I	0.000	I	1.000	I	0.000
I				I	0.0	I	0.0	I	3.0	I	0.0
I				I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
I				I		I		I		I	
I		ARM	C	I	0.000	I	1.000	I	0.000	I	0.000
I				I	0.0	I	2.0	I	0.0	I	0.0
I				I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
I				I		I		I		I	
I		ARM	D	I	0.000	I	0.000	I	0.000	I	0.000
I				I	0.0	I	0.0	I	0.0	I	0.0
I				I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I				I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	6.0	I	0.0
	ARM C	I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	6.0	I	0.0
		I	I (33.0)	I	I (0.0)	I	I (33.0)	I	I (33.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0


```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I

```

```

I      16.45 - 17.00 I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I

```

```

I      17.00 - 17.15 I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I

```

```

I      17.15 - 17.30 I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      6.0 I      0.0 I
I      I      I      ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

```

I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.250 I      0.000 I      0.750 I      0.000 I
I      I      I      1.0 I      0.0 I      3.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      3.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.02	9.22	0.219		0.00	0.28	4.0		0.14	I
I	B-AD	1.38	5.99	0.231		0.00	0.29	4.2		0.22	I
I	A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.07	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.93	7.60	0.254		0.00	0.34	4.8		0.18	I
I	C-ABD	2.87	8.32	0.344		0.00	0.53	7.8		0.18	I

I	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)	I
I	15.45-16.00										I
I	B-C	1.91	9.64	0.198		0.28	0.25	3.8		0.13	I
I	B-AD	1.15	5.96	0.194		0.29	0.24	3.8		0.21	I
I	A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.49	0.010		0.00	0.01	0.1		0.13	I
I	D-BC	3.06	7.97	0.384		0.34	0.61	8.7		0.20	I
I	C-ABD	3.27	8.29	0.394		0.53	0.66	10.0		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.63	9.57	0.275		0.25	0.37	5.4		0.14	I
I	B-AD	1.83	5.87	0.313		0.24	0.44	6.3		0.25	I
I	A-BCD	0.13	8.71	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.50	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.67	7.53	0.354		0.61	0.56	8.6		0.21	I
I	C-ABD	3.92	8.15	0.481		0.66	0.95	14.3		0.23	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.77	8.45	0.210		0.37	0.27	4.2		0.15	I
I	B-AD	1.89	5.55	0.341		0.44	0.51	7.4		0.27	I
I	A-BCD	0.07	9.44	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.15	7.23	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.92	7.49	0.390		0.56	0.63	9.2		0.22	I
I	C-ABD	4.20	8.17	0.514		0.95	1.15	17.4		0.25	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.33	9.00	0.259		0.27	0.35	5.0		0.15	I
I	B-AD	1.34	4.74	0.282		0.51	0.40	6.3		0.30	I
I	A-BCD	0.00	9.75	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.78	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.86	7.33	0.527		0.63	1.07	15.0		0.28	I
I	C-ABD	5.40	7.98	0.677		1.15	2.18	31.7		0.37	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.10	8.41	0.250		0.35	0.34	5.1		0.16	I
I	B-AD	2.56	6.32	0.405		0.40	0.66	9.4		0.26	I
I	A-BCD	0.00	9.54	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.20	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.85	7.55	0.378		1.07	0.62	9.8		0.22	I
I	C-ABD	3.20	8.02	0.399		2.18	0.71	11.0		0.22	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.21	9.57	0.231		0.34	0.30	4.6		0.14	I
I	B-AD	0.86	5.23	0.164		0.66	0.20	3.2		0.23	I
I	A-BCD	0.13	9.61	0.014		0.00	0.01	0.2		0.11	I
I	D-A	0.07	6.70	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.39	7.33	0.600		0.62	1.42	19.5		0.33	I
I	C-ABD	3.80	7.78	0.488		0.71	0.98	14.8		0.25	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.45	8.61	0.169		0.30	0.21	3.2		0.14	I
I	B-AD	1.95	6.12	0.318		0.20	0.46	6.5		0.24	I
I	A-BCD	0.00	9.46	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.09	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	3.12	7.47	0.418		1.42	0.74	11.7		0.23	I
I	C-ABD	4.27	8.24	0.518		0.98	1.08	16.5		0.25	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.3
16.45	0.3
17.00	0.3
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.2	
16.15	0.4	
16.30	0.5	*
16.45	0.4	
17.00	0.7	*
17.15	0.2	
17.30	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.6	*
16.15	0.6	*
16.30	0.6	*
16.45	1.1	*
17.00	0.6	*
17.15	1.4	*
17.30	0.7	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	*
16.00	0.7	*
16.15	1.0	*
16.30	1.1	*
16.45	2.2	**
17.00	0.7	*
17.15	1.0	*
17.30	1.1	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	I	I	* DELAY *	I	* DELAY *	I	
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-C	I	246.5	I	123.3	I	35.4	I	0.14
I	B-AD	I	194.5	I	97.2	I	47.0	I	0.24
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14
I	D-BC	I	372.2	I	186.1	I	87.3	I	0.23
I	C-ABD	I	463.8	I	231.9	I	123.5	I	0.27
I	ALL	I	1547.0	I	773.5	I	295.0	I	0.19

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

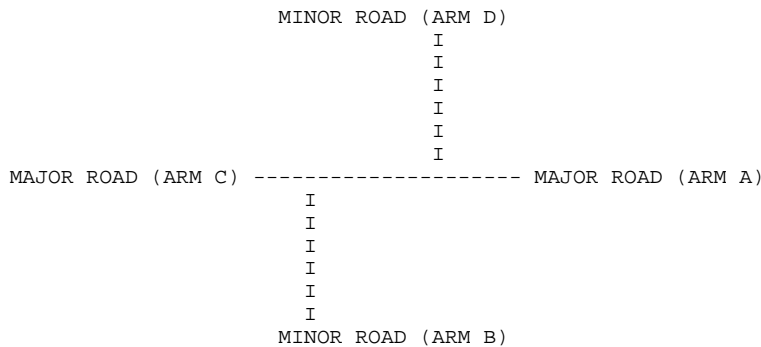
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2017_Scenario B_Assignment No.1.vpi"
(drive-on-the-left) at 15:09:01 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.833	0.167	0.000			
			0.0	10.0	2.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.100	0.000	0.300	0.600			
			4.0	0.0	12.0	24.0			
			(12.0)	(0.0)	(12.0)	(12.0)			
	ARM C		0.171	0.586	0.000	0.243			
			12.0	41.0	0.0	17.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.615	0.385	0.000			
			0.0	8.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.250	0.688	0.063			
			0.0	4.0	11.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.021	0.000	0.319	0.660			
			1.0	0.0	15.0	31.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.172	0.586	0.000	0.241			
			10.0	34.0	0.0	14.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
	ARM D		0.000	0.429	0.571	0.000			
			0.0	3.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.257	0.743	0.000			
			0.0	9.0	26.0	0.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.034	0.000	0.475	0.492			
			2.0	0.0	28.0	29.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.209	0.581	0.000	0.209			
			9.0	25.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.031	0.313	0.656	0.000			
			1.0	10.0	21.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.154	0.846	0.000			
			0.0	2.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.038	0.000	0.404	0.558			
			2.0	0.0	21.0	29.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.196	0.500	0.000	0.304			
			11.0	28.0	0.0	17.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.067	0.567	0.367	0.000			
			2.0	17.0	11.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.409	0.545	0.045			
			0.0	9.0	12.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.065	0.000	0.457	0.478			
			3.0	0.0	21.0	22.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.292	0.508	0.000	0.200			

```

I          I          I  19.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 8.0)I ( 8.0)I ( 0.0)I ( 8.0)I
I          I          I          I          I          I
I          I ARM D I  0.125 I  0.458 I  0.417 I  0.000 I
I          I          I   3.0 I  11.0 I  10.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.222 I  0.722 I  0.056 I
I          I          I   0.0 I   4.0 I  13.0 I   1.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I  0.038 I  0.000 I  0.154 I  0.808 I
I          I          I   1.0 I   0.0 I   4.0 I  21.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM C I  0.179 I  0.589 I  0.000 I  0.232 I
I          I          I  10.0 I  33.0 I   0.0 I  13.0 I
I          I          I ( 7.0)I ( 7.0)I ( 0.0)I ( 7.0)I
I          I          I          I          I          I
I          I ARM D I  0.045 I  0.318 I  0.636 I  0.000 I
I          I          I   1.0 I   7.0 I  14.0 I   0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I ( 0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.148 I  0.000 I  0.519 I  0.333 I
I          I          I   4.0 I   0.0 I  14.0 I   9.0 I
I          I          I ( 6.0)I ( 0.0)I ( 6.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM C I  0.065 I  0.839 I  0.000 I  0.097 I
I          I          I   2.0 I  26.0 I   0.0 I   3.0 I
I          I          I ( 6.0)I ( 6.0)I ( 0.0)I ( 6.0)I
I          I          I          I          I          I
I          I ARM D I  0.091 I  0.682 I  0.227 I  0.000 I
I          I          I   2.0 I  15.0 I   5.0 I   0.0 I
I          I          I ( 9.0)I ( 9.0)I ( 9.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   9.0 I   0.0 I
I          I          I ( 0.0)I ( 23.0)I ( 23.0)I ( 23.0)I
I          I          I          I          I          I
I          I ARM B I  0.125 I  0.000 I  0.531 I  0.344 I
I          I          I   4.0 I   0.0 I  17.0 I  11.0 I
I          I          I ( 9.0)I ( 0.0)I ( 9.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM C I  0.125 I  0.792 I  0.000 I  0.083 I
I          I          I   3.0 I  19.0 I   0.0 I   2.0 I
I          I          I ( 9.0)I ( 9.0)I ( 0.0)I ( 9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.435 I  0.565 I  0.000 I
I          I          I   0.0 I  10.0 I  13.0 I   0.0 I
I          I          I ( 4.0)I ( 4.0)I ( 4.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM B		0.333	0.000	0.667	0.000			
			1.0	0.0	2.0	0.0			
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
	ARM B		0.000	0.000	1.000	0.000			
			0.0	0.0	2.0	0.0			
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	3.0	0.0	0.0	0.0	0.0	
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
09.00 - 09.15	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	
			0.0	0.0	0.0	0.0	0.0	0.0	
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM B		0.333	0.000	0.667	0.000			
			1.0	0.0	2.0	0.0			
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(0.0)	(43.0)	(43.0)	(43.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

I		I	0.0	I	2.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.60	7.60	0.211		0.00	0.26	3.8		0.17	I
I	B-AD	2.80	6.09	0.459		0.00	0.82	11.3		0.29	I
I	A-BCD	0.00	8.33	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.92	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.13	7.42	0.153		0.00	0.18	2.6		0.16	I
I	C-ABD	3.57	8.60	0.415		0.00	0.76	11.1		0.20	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.72	8.07	0.213		0.26	0.27	4.0		0.16	I
I	B-AD	2.81	6.48	0.434		0.82	0.78	11.9		0.27	I
I	A-BCD	0.07	8.76	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.10	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.73	7.50	0.098		0.18	0.11	1.7		0.15	I
I	C-ABD	3.00	8.12	0.370		0.76	0.64	9.6		0.20	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.15	8.34	0.378		0.27	0.60	8.5		0.19	I
I	B-AD	3.05	6.19	0.492		0.78	0.94	13.5		0.32	I
I	A-BCD	0.00	8.87	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.97	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.52	7.00	0.360		0.11	0.55	7.7		0.22	I
I	C-ABD	2.40	7.57	0.317		0.64	0.50	7.5		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.58	8.24	0.313		0.60	0.46	7.2		0.18	I
I	B-AD	3.22	6.61	0.487		0.94	0.94	14.1		0.29	I
I	A-BCD	0.00	8.64	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.16	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.05	7.26	0.283		0.55	0.40	6.2		0.19	I
I	C-ABD	2.63	8.45	0.312		0.50	0.49	7.3		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.64	8.46	0.313		0.46	0.46	6.9		0.17	I
I	B-AD	2.69	6.07	0.443		0.94	0.82	12.7		0.30	I
I	A-BCD	0.07	8.13	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.23	6.64	0.035		0.02	0.04	0.5		0.16	I
I	D-BC	1.63	6.54	0.250		0.40	0.34	5.2		0.20	I
I	C-ABD	2.97	7.97	0.372		0.49	0.64	9.6		0.20	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.96	7.88	0.122		0.46	0.14	2.2		0.15	I
I	B-AD	3.10	6.84	0.454		0.82	0.82	12.3		0.27	I
I	A-BCD	0.07	9.24	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.58	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.46	7.46	0.196		0.34	0.25	3.8		0.17	I
I	C-ABD	2.93	8.21	0.357		0.64	0.60	9.0		0.19	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.34	9.37	0.249		0.14	0.33	4.7		0.14	I
I	B-AD	1.80	6.42	0.280		0.82	0.40	6.3		0.22	I
I	A-BCD	0.08	8.95	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.15	7.16	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.45	7.18	0.203		0.25	0.25	3.8		0.17	I
I	C-ABD	2.52	8.06	0.313		0.60	0.47	7.0		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.49	9.05	0.275		0.33	0.37	5.5		0.15	I
I	B-AD	1.84	6.28	0.294		0.40	0.41	6.1		0.23	I
I	A-BCD	0.00	8.93	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.60	7.51	0.213		0.25	0.27	4.0		0.17	I
I	C-ABD	2.00	7.70	0.260		0.47	0.36	5.4		0.18	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.6 *
09.00	0.5
09.15	0.5
09.30	0.1
09.45	0.3
10.00	0.4

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.8 *
08.30	0.8 *
08.45	0.9 *
09.00	0.9 *
09.15	0.8 *
09.30	0.8 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.5	*
09.00	0.4	
09.15	0.3	
09.30	0.2	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.6	*
08.45	0.5	
09.00	0.5	
09.15	0.6	*
09.30	0.6	*
09.45	0.5	
10.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	262.3	I	131.2	I	42.8	I	42.8	I
I	B-AD	I	319.7	I	159.8	I	88.2	I	88.2	I
I	A-BCD	I	4.2	I	2.1	I	0.5	I	0.5	I
I	D-A	I	10.1	I	5.1	I	1.4	I	1.4	I
I	D-BC	I	188.9	I	94.4	I	35.0	I	35.0	I
I	C-ABD	I	330.4	I	165.2	I	66.4	I	66.4	I
I	ALL	I	1413.0	I	706.5	I	234.3	I	234.4	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(25.0)	(25.0)	(25.0)			
	ARM B		0.050	0.000	0.500	0.450			
			1.0	0.0	10.0	9.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.043	0.826	0.000	0.130			
			2.0	38.0	0.0	6.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.741	0.259	0.000			
			0.0	20.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.053	0.000	0.526	0.421			
			1.0	0.0	10.0	8.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
ARM C			0.053	0.772	0.000	0.175			
			3.0	44.0	0.0	10.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
ARM D			0.023	0.886	0.091	0.000			
			1.0	39.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.188	0.688	0.125		
			0.0	3.0	11.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.522	0.478			
			0.0	0.0	12.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.044	0.779	0.000	0.176			
			3.0	53.0	0.0	12.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.658	0.342	0.000			
			0.0	25.0	13.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.278	0.667	0.056		
			0.0	5.0	12.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.125	0.000	0.375	0.500			
			3.0	0.0	9.0	12.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
ARM C			0.138	0.667	0.000	0.195			
			12.0	58.0	0.0	17.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
ARM D			0.048	0.690	0.262	0.000			
			2.0	29.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	21.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.560	0.440			
			0.0	0.0	14.0	11.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.082	0.784	0.000	0.134			

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D	
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I	
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
	ARM B	I	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	0.250	I	0.000	I	0.750	I	0.000	
		I	1.0	I	0.0	I	3.0	I	0.0	
	ARM C	I	I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	2.0	I	0.0	I	0.0	
	ARM D	I	I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I	
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
	ARM B	I	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	0.000	I	0.000	I	1.000	I	0.000	
		I	0.0	I	0.0	I	3.0	I	0.0	
	ARM C	I	I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	2.0	I	0.0	I	0.0	
	ARM D	I	I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I	
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
	ARM B	I	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	0.000	I	0.000	I	1.000	I	0.000	
		I	0.0	I	0.0	I	3.0	I	0.0	
	ARM C	I	I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	2.0	I	0.0	I	0.0	
	ARM D	I	I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I	
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
	ARM B	I	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
		I	0.000	I	0.000	I	1.000	I	0.000	
		I	0.0	I	0.0	I	3.0	I	0.0	
	ARM C	I	I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	2.0	I	0.0	I	0.0	
	ARM D	I	I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
		I	0.000	I	0.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I	
		I	0.000	I	1.000	I	0.000	I	0.000	
		I	0.0	I	0.0	I	0.0	I	0.0	
	ARM B	I	I	(0.0)	I	(100.0)	I	(100.0)	I	(100.0)
		I	0.250	I	0.000	I	0.750	I	0.000	
		I	1.0	I	0.0	I	3.0	I	0.0	
	ARM C	I	I	(66.0)	I	(0.0)	I	(66.0)	I	(66.0)
		I	0.000	I	1.000	I	0.000	I	0.000	

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT


```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.12	8.94	0.237		0.00	0.31	4.4		0.15	I
I	B-AD	1.42	5.72	0.248		0.00	0.32	4.6		0.23	I
I	A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.06	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.93	7.57	0.255		0.00	0.34	4.8		0.18	I
I	C-ABD	3.06	8.06	0.379		0.00	0.61	9.0		0.20	I

I	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)	I
I	15.45-16.00										I
I	B-C	2.00	9.51	0.210		0.31	0.27	4.1		0.13	I
I	B-AD	1.14	5.79	0.196		0.32	0.25	3.9		0.22	I
I	A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.47	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.13	7.97	0.393		0.34	0.63	9.0		0.21	I
I	C-ABD	3.33	8.17	0.408		0.61	0.70	10.6		0.21	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.72	9.46	0.287		0.27	0.40	5.8		0.15	I
I	B-AD	1.82	5.73	0.317		0.25	0.45	6.5		0.25	I
I	A-BCD	0.13	8.71	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.50	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.67	7.53	0.354		0.63	0.56	8.6		0.21	I
I	C-ABD	3.99	8.06	0.494		0.70	1.00	15.1		0.24	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.86	8.37	0.222		0.40	0.29	4.5		0.15	I
I	B-AD	1.88	5.40	0.347		0.45	0.52	7.6		0.28	I
I	A-BCD	0.07	9.44	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.15	7.23	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.92	7.49	0.390		0.56	0.63	9.2		0.22	I
I	C-ABD	4.27	8.10	0.527		1.00	1.21	18.4		0.26	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.43	8.70	0.279		0.29	0.38	5.6		0.16	I
I	B-AD	1.37	4.52	0.303		0.52	0.45	6.9		0.32	I
I	A-BCD	0.00	9.73	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.76	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.86	7.30	0.529		0.63	1.08	15.2		0.29	I
I	C-ABD	5.53	7.83	0.707		1.21	2.49	35.9		0.41	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.19	8.35	0.262		0.38	0.36	5.5		0.16	I
I	B-AD	2.55	6.17	0.413		0.45	0.68	9.7		0.27	I
I	A-BCD	0.00	9.53	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.20	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.85	7.55	0.378		1.08	0.62	9.8		0.22	I
I	C-ABD	3.27	7.93	0.412		2.49	0.75	11.8		0.23	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.29	9.43	0.243		0.36	0.32	5.0		0.14	I
I	B-AD	0.84	5.08	0.165		0.68	0.20	3.3		0.24	I
I	A-BCD	0.13	9.61	0.014		0.00	0.01	0.2		0.11	I
I	D-A	0.07	6.70	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.39	7.33	0.600		0.62	1.42	19.5		0.33	I
I	C-ABD	3.87	7.70	0.502		0.75	1.04	15.6		0.26	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.54	8.52	0.180		0.32	0.22	3.4		0.14	I
I	B-AD	1.93	5.94	0.325		0.20	0.47	6.7		0.25	I
I	A-BCD	0.00	9.45	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.09	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	3.12	7.47	0.418		1.42	0.74	11.7		0.23	I
I	C-ABD	4.33	8.14	0.532		1.04	1.15	17.5		0.26	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.2	
16.15	0.5	
16.30	0.5	*
16.45	0.4	
17.00	0.7	*
17.15	0.2	
17.30	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.6	*
16.15	0.6	*
16.30	0.6	*
16.45	1.1	*
17.00	0.6	*
17.15	1.4	*
17.30	0.7	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.6	*
16.00	0.7	*
16.15	1.0	*
16.30	1.2	*
16.45	2.5	**
17.00	0.8	*
17.15	1.0	*
17.30	1.1	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	257.0	I	128.5	I	38.2	I	0.15	I
I	B-AD	I	194.0	I	97.0	I	49.0	I	0.25	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.9	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	373.1	I	186.6	I	87.8	I	0.24	I
I	C-ABD	I	474.6	I	237.3	I	133.8	I	0.28	I
I	ALL	I	1570.0	I	785.0	I	310.6	I	0.20	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

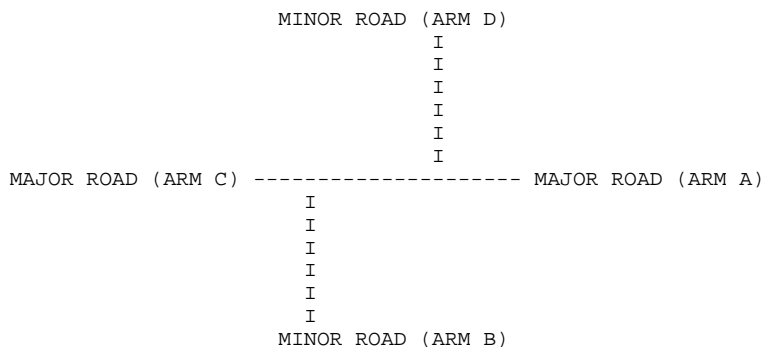
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2017_Scenario B_Assignment No.2.vpi"
(drive-on-the-left) at 15:27:06 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.833	I	0.167	I	0.000
		I	0.0	I	10.0	I	2.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.100	I	0.000	I	0.300	I	0.600
		I	4.0	I	0.0	I	12.0	I	24.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.171	I	0.586	I	0.000	I	0.243
		I	12.0	I	41.0	I	0.0	I	17.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.615	I	0.385	I	0.000
		I	0.0	I	8.0	I	5.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.250	I	0.688	I	0.063
		I	0.0	I	4.0	I	11.0	I	1.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.021	I	0.000	I	0.319	I	0.660
		I	1.0	I	0.0	I	15.0	I	31.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.172	I	0.586	I	0.000	I	0.241
		I	10.0	I	34.0	I	0.0	I	14.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.429	I	0.571	I	0.000
		I	0.0	I	3.0	I	4.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.257	I	0.743	I	0.000
		I	0.0	I	9.0	I	26.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.034	I	0.000	I	0.475	I	0.492
		I	2.0	I	0.0	I	28.0	I	29.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.209	I	0.581	I	0.000	I	0.209
		I	9.0	I	25.0	I	0.0	I	9.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.031	I	0.313	I	0.656	I	0.000
		I	1.0	I	10.0	I	21.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.154	I	0.846	I	0.000
		I	0.0	I	2.0	I	11.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.038	I	0.000	I	0.404	I	0.558
		I	2.0	I	0.0	I	21.0	I	29.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.196	I	0.500	I	0.000	I	0.304
		I	11.0	I	28.0	I	0.0	I	17.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.067	I	0.567	I	0.367	I	0.000
		I	2.0	I	17.0	I	11.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	
		I	0.000	I	0.409	I	0.545	I	0.045
		I	0.0	I	9.0	I	12.0	I	1.0
	ARM B	I	I	I	I	I	I	I	
		I	0.065	I	0.000	I	0.457	I	0.478
		I	3.0	I	0.0	I	21.0	I	22.0
ARM C	I	I	I	I	I	I	I		
	I	0.292	I	0.508	I	0.000	I	0.200	

```

I          I          I  19.0 I  33.0 I   0.0 I  13.0 I
I          I          I (  8.0)I (  8.0)I (  0.0)I (  8.0)I
I          I          I          I          I          I
I          I ARM D I  0.125 I  0.458 I  0.417 I  0.000 I
I          I          I   3.0 I  11.0 I  10.0 I   0.0 I
I          I          I ( 11.0)I ( 11.0)I ( 11.0)I (  0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I  0.000 I  0.222 I  0.722 I  0.056 I
I          I          I   0.0 I   4.0 I  13.0 I   1.0 I
I          I          I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
I          I          I          I          I          I
I          I ARM B I  0.038 I  0.000 I  0.154 I  0.808 I
I          I          I   1.0 I   0.0 I   4.0 I  21.0 I
I          I          I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
I          I          I          I          I          I
I          I ARM C I  0.179 I  0.589 I  0.000 I  0.232 I
I          I          I  10.0 I  33.0 I   0.0 I  13.0 I
I          I          I (  7.0)I (  7.0)I (  0.0)I (  7.0)I
I          I          I          I          I          I
I          I ARM D I  0.045 I  0.318 I  0.636 I  0.000 I
I          I          I   1.0 I   7.0 I  14.0 I   0.0 I
I          I          I (  0.0)I (  0.0)I (  0.0)I (  0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I  0.000 I  0.375 I  0.500 I  0.125 I
I          I          I   0.0 I   3.0 I   4.0 I   1.0 I
I          I          I (  0.0)I ( 12.0)I ( 12.0)I ( 12.0)I
I          I          I          I          I          I
I          I ARM B I  0.148 I  0.000 I  0.519 I  0.333 I
I          I          I   4.0 I   0.0 I  14.0 I   9.0 I
I          I          I (  6.0)I (  0.0)I (  6.0)I (  6.0)I
I          I          I          I          I          I
I          I ARM C I  0.065 I  0.839 I  0.000 I  0.097 I
I          I          I   2.0 I  26.0 I   0.0 I   3.0 I
I          I          I (  6.0)I (  6.0)I (  0.0)I (  6.0)I
I          I          I          I          I          I
I          I ARM D I  0.091 I  0.682 I  0.227 I  0.000 I
I          I          I   2.0 I  15.0 I   5.0 I   0.0 I
I          I          I (  9.0)I (  9.0)I (  9.0)I (  0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I  0.000 I  0.000 I  1.000 I  0.000 I
I          I          I   0.0 I   0.0 I   9.0 I   0.0 I
I          I          I (  0.0)I ( 23.0)I ( 23.0)I ( 23.0)I
I          I          I          I          I          I
I          I ARM B I  0.125 I  0.000 I  0.531 I  0.344 I
I          I          I   4.0 I   0.0 I  17.0 I  11.0 I
I          I          I (  9.0)I (  0.0)I (  9.0)I (  9.0)I
I          I          I          I          I          I
I          I ARM C I  0.125 I  0.792 I  0.000 I  0.083 I
I          I          I   3.0 I  19.0 I   0.0 I   2.0 I
I          I          I (  9.0)I (  9.0)I (  0.0)I (  9.0)I
I          I          I          I          I          I
I          I ARM D I  0.000 I  0.435 I  0.565 I  0.000 I
I          I          I   0.0 I  10.0 I  13.0 I   0.0 I
I          I          I (  4.0)I (  4.0)I (  4.0)I (  0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
		(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
		(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
		(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I      09.15 - 09.30 I      I      I      I      I      I      I
I      I      I      ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I      09.30 - 09.45 I      I      I      I      I      I      I
I      I      I      ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I      09.45 - 10.00 I      I      I      I      I      I      I
I      I      I      ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      I      ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.65	7.67	0.215		0.00	0.27	3.9		0.17	I
I	B-AD	2.75	6.09	0.452		0.00	0.80	11.0		0.29	I
I	A-BCD	0.00	8.35	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.93	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.13	7.46	0.152		0.00	0.18	2.5		0.16	I
I	C-ABD	3.57	8.63	0.414		0.00	0.75	11.0		0.19	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.72	8.07	0.213		0.27	0.27	4.0		0.16	I
I	B-AD	2.81	6.48	0.434		0.80	0.78	11.8		0.27	I
I	A-BCD	0.07	8.73	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.10	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.73	7.50	0.098		0.18	0.11	1.7		0.15	I
I	C-ABD	3.00	8.11	0.370		0.75	0.64	9.6		0.20	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.15	8.33	0.378		0.27	0.60	8.5		0.19	I
I	B-AD	3.05	6.19	0.492		0.78	0.94	13.5		0.32	I
I	A-BCD	0.00	8.84	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.97	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.52	7.00	0.360		0.11	0.55	7.8		0.22	I
I	C-ABD	2.40	7.57	0.317		0.64	0.50	7.5		0.19	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.58	8.24	0.313		0.60	0.46	7.2		0.18	I
I	B-AD	3.22	6.61	0.487		0.94	0.94	14.1		0.29	I
I	A-BCD	0.00	8.61	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.16	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.05	7.26	0.283		0.55	0.40	6.2		0.19	I
I	C-ABD	2.63	8.45	0.312		0.50	0.49	7.3		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.69	8.54	0.315		0.46	0.46	6.9		0.17	I
I	B-AD	2.64	6.06	0.436		0.94	0.80	12.4		0.29	I
I	A-BCD	0.07	8.43	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.23	6.65	0.035		0.02	0.04	0.5		0.16	I
I	D-BC	1.63	6.57	0.249		0.40	0.34	5.2		0.20	I
I	C-ABD	2.97	7.99	0.371		0.49	0.63	9.5		0.20	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.96	7.88	0.122		0.46	0.14	2.2		0.15	I
I	B-AD	3.10	6.84	0.454		0.80	0.82	12.1		0.27	I
I	A-BCD	0.07	9.25	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.58	0.009		0.04	0.01	0.1		0.13	I
I	D-BC	1.46	7.46	0.196		0.34	0.25	3.8		0.17	I
I	C-ABD	2.93	8.21	0.357		0.63	0.60	8.9		0.19	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.34	9.37	0.249		0.14	0.33	4.7		0.14	I
I	B-AD	1.80	6.42	0.280		0.82	0.40	6.3		0.22	I
I	A-BCD	0.08	8.85	0.008		0.01	0.01	0.1		0.11	I
I	D-A	0.15	7.16	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.45	7.18	0.203		0.25	0.25	3.8		0.17	I
I	C-ABD	2.52	8.06	0.313		0.60	0.47	7.0		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.49	9.05	0.275		0.33	0.37	5.5		0.15	I
I	B-AD	1.84	6.28	0.294		0.40	0.41	6.1		0.23	I
I	A-BCD	0.00	8.84	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.60	7.51	0.213		0.25	0.27	4.0		0.17	I
I	C-ABD	2.00	7.70	0.260		0.47	0.36	5.4		0.18	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.6 *
09.00	0.5
09.15	0.5
09.30	0.1
09.45	0.3
10.00	0.4

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.8 *
08.30	0.8 *
08.45	0.9 *
09.00	0.9 *
09.15	0.8 *
09.30	0.8 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.5	*
09.00	0.4	
09.15	0.3	
09.30	0.2	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.6	*
08.45	0.5	
09.00	0.5	
09.15	0.6	*
09.30	0.6	*
09.45	0.5	
10.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	263.7	I	131.8	I	43.0	I	0.16	I
I	B-AD	I	318.3	I	159.2	I	87.3	I	0.27	I
I	A-BCD	I	4.2	I	2.1	I	0.5	I	0.11	I
I	D-A	I	10.1	I	5.1	I	1.4	I	0.14	I
I	D-BC	I	188.9	I	94.4	I	35.0	I	0.19	I
I	C-ABD	I	330.4	I	165.2	I	66.3	I	0.20	I
I	ALL	I	1411.0	I	705.5	I	233.4	I	0.17	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
I 602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2017 PM Peak Existing Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2017 PM Peak Existing Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(25.0)	(25.0)	(25.0)			
	ARM B		0.050	0.000	0.500	0.450			
			1.0	0.0	10.0	9.0			
			(10.0)	(0.0)	(10.0)	(10.0)			
	ARM C		0.043	0.809	0.000	0.149			
			2.0	38.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
ARM D		0.000	0.741	0.259	0.000				
		0.0	20.0	7.0	0.0				
		(3.0)	(3.0)	(3.0)	(0.0)				
15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	4.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.053	0.000	0.526	0.421			
			1.0	0.0	10.0	8.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.053	0.772	0.000	0.175			
			3.0	44.0	0.0	10.0			
			(4.0)	(4.0)	(0.0)	(4.0)			
ARM D		0.023	0.886	0.091	0.000				
		1.0	39.0	4.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.00 - 16.15	ARM A		0.000	0.188	0.688	0.125			
			0.0	3.0	11.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.522	0.478			
			0.0	0.0	12.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.044	0.779	0.000	0.176			
			3.0	53.0	0.0	12.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
ARM D		0.000	0.658	0.342	0.000				
		0.0	25.0	13.0	0.0				
		(3.0)	(3.0)	(3.0)	(0.0)				
16.15 - 16.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.125	0.000	0.375	0.500			
			3.0	0.0	9.0	12.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
	ARM C		0.138	0.667	0.000	0.195			
			12.0	58.0	0.0	17.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
ARM D		0.048	0.690	0.262	0.000				
		2.0	29.0	11.0	0.0				
		(0.0)	(0.0)	(0.0)	(0.0)				
16.30 - 16.45	ARM A		0.000	0.000	1.000	0.000			
			0.0	0.0	21.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.560	0.440			
			0.0	0.0	14.0	11.0			
			(7.0)	(0.0)	(7.0)	(7.0)			
	ARM C		0.082	0.784	0.000	0.134			

I		I	8.0	I	76.0	I	0.0	I	13.0	I
I		I	(5.0)	I	(5.0)	I	(0.0)	I	(5.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.019	I	0.685	I	0.296	I	0.000	I
I		I	1.0	I	37.0	I	16.0	I	0.0	I
I		I	(5.0)	I	(5.0)	I	(5.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

I	16.45 - 17.00	I	I	I	I	I	I	I	I	I
I		I	0.000	I	0.273	I	0.727	I	0.000	I
I		I	0.0	I	3.0	I	8.0	I	0.0	I
I		I	(0.0)	I	(9.0)	I	(9.0)	I	(9.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.061	I	0.000	I	0.364	I	0.576	I
I		I	2.0	I	0.0	I	12.0	I	19.0	I
I		I	(7.0)	I	(0.0)	I	(7.0)	I	(7.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.070	I	0.754	I	0.000	I	0.175	I
I		I	4.0	I	43.0	I	0.0	I	10.0	I
I		I	(7.0)	I	(7.0)	I	(0.0)	I	(7.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.027	I	0.757	I	0.216	I	0.000	I
I		I	1.0	I	28.0	I	8.0	I	0.0	I
I		I	(2.0)	I	(2.0)	I	(2.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

I	17.00 - 17.15	I	I	I	I	I	I	I	I	I
I		I	0.000	I	0.179	I	0.750	I	0.071	I
I		I	0.0	I	5.0	I	21.0	I	2.0	I
I		I	(0.0)	I	(4.0)	I	(4.0)	I	(4.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.000	I	0.000	I	0.650	I	0.350	I
I		I	0.0	I	0.0	I	13.0	I	7.0	I
I		I	(3.0)	I	(0.0)	I	(3.0)	I	(3.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.103	I	0.765	I	0.000	I	0.132	I
I		I	7.0	I	52.0	I	0.0	I	9.0	I
I		I	(3.0)	I	(3.0)	I	(0.0)	I	(3.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.016	I	0.758	I	0.226	I	0.000	I
I		I	1.0	I	47.0	I	14.0	I	0.0	I
I		I	(5.0)	I	(5.0)	I	(5.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

I	17.15 - 17.30	I	I	I	I	I	I	I	I	I
I		I	0.000	I	0.350	I	0.650	I	0.000	I
I		I	0.0	I	7.0	I	13.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.059	I	0.000	I	0.294	I	0.647	I
I		I	1.0	I	0.0	I	5.0	I	11.0	I
I		I	(2.0)	I	(0.0)	I	(2.0)	I	(2.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.029	I	0.868	I	0.000	I	0.103	I
I		I	2.0	I	59.0	I	0.0	I	7.0	I
I		I	(2.0)	I	(2.0)	I	(0.0)	I	(2.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.044	I	0.711	I	0.244	I	0.000	I
I		I	2.0	I	32.0	I	11.0	I	0.0	I
I		I	(4.0)	I	(4.0)	I	(4.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
	ARM C	I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
	ARM D	I	I	I	I	I	I	I	I
		I	0.0	I	2.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (66.0)	I	I (0.0)	I	I (66.0)	I	I (66.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      3.0 I      0.0 I
I      I      I      ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      3.0 I      0.0 I
I      I      I      ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

```

I      17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      3.0 I      0.0 I
I      I      I      ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0


```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.17	8.99	0.241		0.00	0.31	4.5		0.15	I
I	B-AD	1.37	5.74	0.238		0.00	0.31	4.3		0.23	I
I	A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.07	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.93	7.59	0.255		0.00	0.34	4.8		0.18	I
I	C-ABD	3.00	8.08	0.371		0.00	0.59	8.7		0.19	I

I	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)	I
I	15.45-16.00										I
I	B-C	2.00	9.51	0.210		0.31	0.27	4.1		0.13	I
I	B-AD	1.14	5.79	0.196		0.31	0.25	3.8		0.22	I
I	A-BCD	0.00	9.05	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.47	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.13	7.97	0.393		0.34	0.63	9.0		0.21	I
I	C-ABD	3.33	8.17	0.408		0.59	0.70	10.6		0.21	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.72	9.46	0.287		0.27	0.40	5.8		0.15	I
I	B-AD	1.82	5.73	0.317		0.25	0.45	6.5		0.25	I
I	A-BCD	0.13	8.71	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.50	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.67	7.53	0.354		0.63	0.56	8.6		0.21	I
I	C-ABD	3.99	8.06	0.494		0.70	1.00	15.1		0.24	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.86	8.37	0.222		0.40	0.29	4.5		0.15	I
I	B-AD	1.88	5.40	0.347		0.45	0.52	7.6		0.28	I
I	A-BCD	0.07	9.44	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.15	7.23	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	2.92	7.49	0.390		0.56	0.63	9.2		0.22	I
I	C-ABD	4.27	8.10	0.527		1.00	1.21	18.4		0.26	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.48	8.78	0.282		0.29	0.39	5.6		0.16	I
I	B-AD	1.32	4.52	0.292		0.52	0.42	6.6		0.31	I
I	A-BCD	0.00	9.74	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.78	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	3.86	7.33	0.527		0.63	1.07	15.1		0.28	I
I	C-ABD	5.53	7.85	0.705		1.21	2.46	35.5		0.41	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.19	8.34	0.262		0.39	0.36	5.5		0.16	I
I	B-AD	2.55	6.16	0.413		0.42	0.68	9.7		0.27	I
I	A-BCD	0.00	9.53	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.20	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	2.85	7.55	0.378		1.07	0.62	9.8		0.22	I
I	C-ABD	3.27	7.92	0.412		2.46	0.75	11.8		0.23	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.29	9.43	0.243		0.36	0.32	5.0		0.14	I
I	B-AD	0.84	5.08	0.165		0.68	0.20	3.3		0.24	I
I	A-BCD	0.13	9.61	0.014		0.00	0.01	0.2		0.11	I
I	D-A	0.07	6.70	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.39	7.33	0.600		0.62	1.42	19.5		0.33	I
I	C-ABD	3.87	7.70	0.502		0.75	1.04	15.6		0.26	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.54	8.52	0.180		0.32	0.22	3.4		0.14	I
I	B-AD	1.93	5.94	0.325		0.20	0.47	6.7		0.25	I
I	A-BCD	0.00	9.45	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.09	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	3.12	7.47	0.418		1.42	0.74	11.7		0.23	I
I	C-ABD	4.33	8.14	0.532		1.04	1.15	17.5		0.26	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.5
16.30	0.5 *
16.45	0.4
17.00	0.7 *
17.15	0.2
17.30	0.5

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.6	*
16.15	0.6	*
16.30	0.6	*
16.45	1.1	*
17.00	0.6	*
17.15	1.4	*
17.30	0.7	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.6	*
16.00	0.7	*
16.15	1.0	*
16.30	1.2	*
16.45	2.5	**
17.00	0.8	*
17.15	1.0	*
17.30	1.1	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	258.5	I	129.3	I	38.4	I	0.15	I
I	B-AD	I	192.5	I	96.2	I	48.4	I	0.25	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	373.2	I	186.6	I	87.7	I	0.23	I
I	C-ABD	I	473.8	I	236.9	I	133.1	I	0.28	I
I	ALL	I	1568.0	I	784.0	I	309.4	I	0.20	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

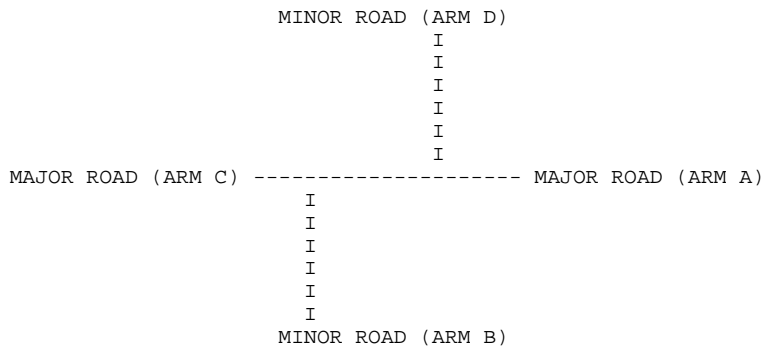
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2025_Scenario A_Assignment No.1.vpi"
(drive-on-the-left) at 17:41:03 on Wednesday, 2 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For I 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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.846	0.154	0.000			
			0.0	11.0	2.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.114	0.000	0.295	0.591			
			5.0	0.0	13.0	26.0			
			(11.0)	(0.0)	(11.0)	(11.0)			
	ARM C		0.169	0.584	0.000	0.247			
			13.0	45.0	0.0	19.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.571	0.429	0.000			
			0.0	8.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.020	0.000	0.333	0.647			
			1.0	0.0	17.0	33.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.175	0.587	0.000	0.238			
			11.0	37.0	0.0	15.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
	ARM D		0.000	0.444	0.556	0.000			
			0.0	4.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.243	0.757	0.000			
			0.0	9.0	28.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.031	0.000	0.477	0.492			
			2.0	0.0	31.0	32.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.200	0.600	0.000	0.200			
			9.0	27.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.029	0.324	0.647	0.000			
			1.0	11.0	22.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.143	0.857	0.000			
			0.0	2.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.036	0.000	0.400	0.564			
			2.0	0.0	22.0	31.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.183	0.517	0.000	0.300			
			11.0	31.0	0.0	18.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.061	0.576	0.364	0.000			
			2.0	19.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.391	0.565	0.043			
			0.0	9.0	13.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.063	0.000	0.458	0.479			
			3.0	0.0	22.0	23.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.290	0.507	0.000	0.203			

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.333	I	0.000	I	0.667	I	0.000
		I	1.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.333	I	0.000	I	0.667	I	0.000
		I	1.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)

```

I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    6.0 I    0.0 I    0.0 I
I          I          I ( 33.0)I ( 33.0)I ( 0.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(0.0)	(100.0)	(100.0)	(100.0)

I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

I	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)	I
I	08.00-08.15										I
I	B-C	1.55	7.64	0.203		0.00	0.25	3.6		0.16	I
I	B-AD	3.05	6.28	0.485		0.00	0.91	12.4		0.30	I
I	A-BCD	0.00	8.26	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.85	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.27	7.37	0.172		0.00	0.20	2.9		0.16	I
I	C-ABD	3.67	8.77	0.418		0.00	0.77	11.3		0.19	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.82	8.14	0.224		0.25	0.28	4.2		0.16	I
I	B-AD	2.98	6.54	0.455		0.91	0.86	13.1		0.28	I
I	A-BCD	0.07	8.68	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.06	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.80	7.45	0.107		0.20	0.12	1.9		0.15	I
I	C-ABD	3.13	8.19	0.383		0.77	0.68	10.2		0.20	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.35	8.12	0.413		0.28	0.69	9.8		0.21	I
I	B-AD	3.31	6.13	0.540		0.86	1.12	16.0		0.35	I
I	A-BCD	0.00	8.78	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.87	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.78	6.95	0.400		0.12	0.65	9.1		0.24	I
I	C-ABD	2.51	7.61	0.329		0.68	0.53	7.9		0.20	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.65	8.07	0.329		0.69	0.50	7.8		0.19	I
I	B-AD	3.48	6.64	0.524		1.12	1.12	16.8		0.32	I
I	A-BCD	0.00	8.55	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.10	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.19	7.23	0.303		0.65	0.44	6.9		0.20	I
I	C-ABD	2.77	8.54	0.324		0.53	0.52	7.7		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.70	8.43	0.321		0.50	0.48	7.3		0.17	I
I	B-AD	2.90	6.18	0.469		1.12	0.91	14.3		0.31	I
I	A-BCD	0.07	8.08	0.009		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.62	0.036		0.02	0.04	0.5		0.16	I
I	D-BC	1.83	6.54	0.279		0.44	0.39	6.1		0.21	I
I	C-ABD	3.03	8.15	0.372		0.52	0.64	9.7		0.20	I

I	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)	I
I	09.15-09.30										I
I	B-C	1.04	7.96	0.130		0.48	0.15	2.4		0.15	I
I	B-AD	3.23	7.00	0.461		0.91	0.88	13.3		0.27	I
I	A-BCD	0.07	9.19	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.52	0.010		0.04	0.01	0.2		0.13	I
I	D-BC	1.59	7.43	0.215		0.39	0.28	4.3		0.17	I
I	C-ABD	3.00	8.29	0.362		0.64	0.62	9.2		0.19	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.40	9.49	0.253		0.15	0.33	4.8		0.14	I
I	B-AD	1.93	6.59	0.293		0.88	0.42	6.7		0.22	I
I	A-BCD	0.06	8.91	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.18	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.59	7.22	0.221		0.28	0.28	4.2		0.18	I
I	C-ABD	2.59	8.20	0.316		0.62	0.48	7.1		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.59	9.15	0.283		0.33	0.39	5.7		0.15	I
I	B-AD	2.01	6.45	0.312		0.42	0.45	6.6		0.23	I
I	A-BCD	0.00	8.87	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.13	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.73	7.47	0.232		0.28	0.30	4.4		0.17	I
I	C-ABD	2.00	7.91	0.253		0.48	0.35	5.2		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.7 *
09.00	0.5
09.15	0.5
09.30	0.2
09.45	0.3
10.00	0.4

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.9 *
08.30	0.9 *
08.45	1.1 *
09.00	1.1 *
09.15	0.9 *
09.30	0.9 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.6	*
09.00	0.4	
09.15	0.4	
09.30	0.3	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.7	*
08.45	0.5	*
09.00	0.5	*
09.15	0.6	*
09.30	0.6	*
09.45	0.5	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	271.6	I	135.8	I	45.5	I	45.5	I
I	B-AD	I	343.4	I	171.7	I	99.2	I	99.2	I
I	A-BCD	I	3.9	I	2.0	I	0.5	I	0.5	I
I	D-A	I	10.1	I	5.1	I	1.4	I	1.4	I
I	D-BC	I	206.9	I	103.4	I	39.8	I	39.9	I
I	C-ABD	I	340.5	I	170.2	I	68.3	I	68.4	I
I	ALL	I	1496.0	I	748.0	I	254.8	I	254.8	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
I 602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.471	I	0.529	I	0.000
		I	0.0	I	8.0	I	9.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.048	I	0.000	I	0.524	I	0.429
		I	1.0	I	0.0	I	11.0	I	9.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.040	I	0.820	I	0.000	I	0.140
		I	2.0	I	41.0	I	0.0	I	7.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.750	I	0.250	I	0.000
		I	0.0	I	21.0	I	7.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	5.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.050	I	0.000	I	0.550	I	0.400
		I	1.0	I	0.0	I	11.0	I	8.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.065	I	0.758	I	0.000	I	0.177
		I	4.0	I	47.0	I	0.0	I	11.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.020	I	0.878	I	0.102	I	0.000
		I	1.0	I	43.0	I	5.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.222	I	0.667	I	0.111
		I	0.0	I	4.0	I	12.0	I	2.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.520	I	0.480
		I	0.0	I	0.0	I	13.0	I	12.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.041	I	0.784	I	0.000	I	0.176
		I	3.0	I	58.0	I	0.0	I	13.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.659	I	0.341	I	0.000
		I	0.0	I	27.0	I	14.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.300	I	0.650	I	0.050
		I	0.0	I	6.0	I	13.0	I	1.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.120	I	0.000	I	0.360	I	0.520
		I	3.0	I	0.0	I	9.0	I	13.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.444	I	0.430	I	0.000	I	0.127
		I	63.0	I	61.0	I	0.0	I	18.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.043	I	0.696	I	0.261	I	0.000
		I	2.0	I	32.0	I	12.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	22.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.577	I	0.423
		I	0.0	I	0.0	I	15.0	I	11.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.078	I	0.784	I	0.000	I	0.137

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000


```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
15.45 - 16.00	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.00 - 16.15	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.15 - 16.30	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.30 - 16.45	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.19	9.23	0.237		0.00	0.31	4.4		0.14	I
I	B-AD	1.48	5.91	0.250		0.00	0.33	4.6		0.22	I
I	A-BCD	0.00	9.04	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.00	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	2.13	7.54	0.283		0.00	0.39	5.5		0.18	I
I	C-ABD	3.12	8.27	0.377		0.00	0.61	9.0		0.19	I

I	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)	I
I	15.45-16.00										I
I	B-C	2.10	9.73	0.215		0.31	0.28	4.2		0.13	I
I	B-AD	1.17	5.89	0.199		0.33	0.25	3.9		0.21	I
I	A-BCD	0.00	9.03	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.39	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.40	7.94	0.428		0.39	0.73	10.4		0.22	I
I	C-ABD	3.42	8.31	0.411		0.61	0.72	10.8		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.78	9.45	0.294		0.28	0.41	6.0		0.15	I
I	B-AD	1.95	5.72	0.341		0.25	0.50	7.1		0.26	I
I	A-BCD	0.13	8.67	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.42	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.93	7.57	0.388		0.73	0.65	9.9		0.22	I
I	C-ABD	4.20	8.09	0.519		0.72	1.11	16.6		0.25	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.82	8.33	0.218		0.41	0.28	4.4		0.15	I
I	B-AD	2.05	5.76	0.356		0.50	0.54	8.0		0.27	I
I	A-BCD	0.07	8.98	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	6.74	0.021		0.00	0.02	0.3		0.15	I
I	D-BC	3.19	7.02	0.454		0.65	0.81	11.6		0.26	I
I	C-ABD	2.97	8.18	0.363		1.11	0.67	10.3		0.19	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.46	8.94	0.275		0.28	0.37	5.5		0.15	I
I	B-AD	1.40	4.62	0.304		0.54	0.45	7.0		0.31	I
I	A-BCD	0.00	9.72	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.67	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	4.19	7.29	0.576		0.81	1.30	18.1		0.32	I
I	C-ABD	5.67	7.87	0.720		0.67	2.64	37.0		0.41	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.28	8.39	0.271		0.37	0.37	5.6		0.16	I
I	B-AD	2.72	6.26	0.435		0.45	0.75	10.6		0.28	I
I	A-BCD	0.00	9.47	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.12	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	3.06	7.51	0.407		1.30	0.70	11.2		0.23	I
I	C-ABD	3.35	7.99	0.419		2.64	0.78	12.2		0.23	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.40	9.56	0.251		0.37	0.34	5.2		0.14	I
I	B-AD	0.87	5.07	0.171		0.75	0.21	3.4		0.24	I
I	A-BCD	0.14	9.70	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.68	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.73	7.37	0.641		0.70	1.68	22.7		0.36	I
I	C-ABD	4.13	7.71	0.536		0.78	1.19	17.8		0.28	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.67	8.66	0.192		0.34	0.24	3.7		0.14	I
I	B-AD	2.00	5.92	0.338		0.21	0.50	7.0		0.25	I
I	A-BCD	0.00	9.54	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.01	0.021		0.01	0.02	0.3		0.15	I
I	D-BC	3.39	7.46	0.454		1.68	0.85	13.7		0.25	I
I	C-ABD	4.60	8.26	0.557		1.19	1.27	19.4		0.27	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.3	
16.15	0.5	*
16.30	0.5	*
16.45	0.4	
17.00	0.7	*
17.15	0.2	
17.30	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.7	*
16.15	0.6	*
16.30	0.8	*
16.45	1.3	*
17.00	0.7	*
17.15	1.7	**
17.30	0.9	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.6	*
16.00	0.7	*
16.15	1.1	*
16.30	0.7	*
16.45	2.6	***
17.00	0.8	*
17.15	1.2	*
17.30	1.3	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	(VEH)	I	(MIN)	I	(MIN)	I	(MIN/VEH)	I
I		I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I		I
I	B-C	I	265.4	I	132.7	I	39.0	I	0.15	I
I	B-AD	I	204.6	I	102.3	I	51.6	I	0.25	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.3	I	0.14	I
I	D-BC	I	405.2	I	202.6	I	103.2	I	0.25	I
I	C-ABD	I	471.8	I	235.9	I	133.1	I	0.28	I
I	ALL	I	1660.0	I	830.0	I	328.7	I	0.20	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

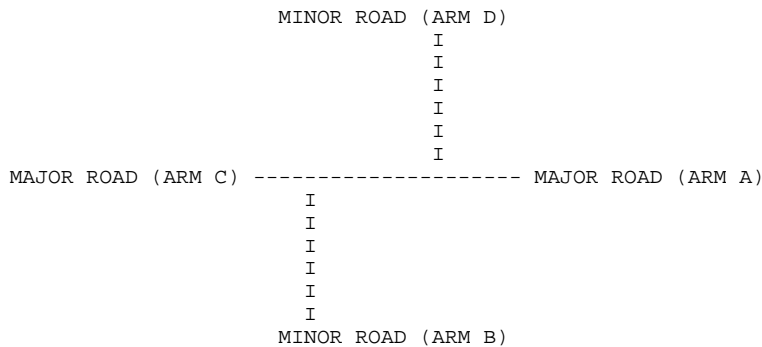
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2025_Scenario A_Assignment No.2.vpi"
(drive-on-the-left) at 18:01:09 on Wednesday, 2 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.846	0.154	0.000			
			0.0	11.0	2.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.114	0.000	0.295	0.591			
			5.0	0.0	13.0	26.0			
			(11.0)	(0.0)	(11.0)	(11.0)			
	ARM C		0.169	0.584	0.000	0.247			
			13.0	45.0	0.0	19.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.571	0.429	0.000			
			0.0	8.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.020	0.000	0.333	0.647			
			1.0	0.0	17.0	33.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.175	0.587	0.000	0.238			
			11.0	37.0	0.0	15.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
	ARM D		0.000	0.444	0.556	0.000			
			0.0	4.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.243	0.757	0.000			
			0.0	9.0	28.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.031	0.000	0.477	0.492			
			2.0	0.0	31.0	32.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.200	0.600	0.000	0.200			
			9.0	27.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.029	0.324	0.647	0.000			
			1.0	11.0	22.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.143	0.857	0.000			
			0.0	2.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.036	0.000	0.393	0.571			
			2.0	0.0	22.0	32.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.194	0.500	0.000	0.306			
			12.0	31.0	0.0	19.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.061	0.576	0.364	0.000			
			2.0	19.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.391	0.565	0.043			
			0.0	9.0	13.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.061	0.000	0.449	0.490			
			3.0	0.0	22.0	24.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
ARM C		0.290	0.507	0.000	0.203				

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	3.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	3.0	I	0.0	I	0.0	

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	6.0	0.0	0.0	0.0	0.0	0.0
			(33.0)	(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)

I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

1

I	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)	I
I	08.00-08.15										I
I	B-C	1.59	7.71	0.207		0.00	0.26	3.7		0.16	I
I	B-AD	3.01	6.28	0.479		0.00	0.88	12.1		0.30	I
I	A-BCD	0.00	8.27	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.86	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.27	7.40	0.171		0.00	0.20	2.9		0.16	I
I	C-ABD	3.67	8.80	0.417		0.00	0.77	11.2		0.19	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.82	8.14	0.224		0.26	0.28	4.2		0.16	I
I	B-AD	2.98	6.54	0.455		0.88	0.85	13.0		0.28	I
I	A-BCD	0.07	8.68	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.06	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.80	7.45	0.107		0.20	0.12	1.9		0.15	I
I	C-ABD	3.13	8.19	0.383		0.77	0.68	10.2		0.20	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.35	8.12	0.413		0.28	0.69	9.8		0.21	I
I	B-AD	3.31	6.13	0.540		0.85	1.12	16.0		0.35	I
I	A-BCD	0.00	8.78	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.87	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.78	6.95	0.400		0.12	0.65	9.1		0.24	I
I	C-ABD	2.51	7.61	0.329		0.68	0.53	7.9		0.20	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.61	8.03	0.325		0.69	0.49	7.7		0.19	I
I	B-AD	3.52	6.67	0.528		1.12	1.12	16.9		0.32	I
I	A-BCD	0.00	8.52	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.09	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.19	7.21	0.304		0.65	0.44	7.0		0.20	I
I	C-ABD	2.70	8.54	0.316		0.53	0.50	7.5		0.17	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.70	8.44	0.320		0.49	0.48	7.2		0.17	I
I	B-AD	2.90	6.20	0.468		1.12	0.91	14.3		0.31	I
I	A-BCD	0.07	8.35	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.63	0.036		0.02	0.04	0.5		0.16	I
I	D-BC	1.83	6.57	0.278		0.44	0.39	6.0		0.21	I
I	C-ABD	3.03	8.18	0.371		0.50	0.64	9.6		0.19	I

I	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)	I
I	09.15-09.30										I
I	B-C	1.04	7.97	0.130		0.48	0.15	2.4		0.15	I
I	B-AD	3.23	7.00	0.461		0.91	0.88	13.3		0.27	I
I	A-BCD	0.07	9.19	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.52	0.010		0.04	0.01	0.2		0.13	I
I	D-BC	1.59	7.43	0.215		0.39	0.28	4.3		0.17	I
I	C-ABD	3.00	8.29	0.362		0.64	0.62	9.2		0.19	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.40	9.49	0.253		0.15	0.33	4.8		0.14	I
I	B-AD	1.93	6.60	0.293		0.88	0.42	6.7		0.22	I
I	A-BCD	0.06	8.90	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.17	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.59	7.22	0.221		0.28	0.28	4.2		0.18	I
I	C-ABD	2.53	8.20	0.309		0.62	0.46	6.9		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.59	9.15	0.283		0.33	0.39	5.7		0.15	I
I	B-AD	2.01	6.45	0.312		0.42	0.45	6.6		0.23	I
I	A-BCD	0.00	8.87	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.13	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.73	7.47	0.232		0.28	0.30	4.4		0.17	I
I	C-ABD	2.00	7.91	0.253		0.46	0.35	5.2		0.17	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.3
08.30	0.3
08.45	0.7 *
09.00	0.5
09.15	0.5
09.30	0.2
09.45	0.3
10.00	0.4

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.9 *
08.30	0.9 *
08.45	1.1 *
09.00	1.1 *
09.15	0.9 *
09.30	0.9 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.6	*
09.00	0.4	
09.15	0.4	
09.30	0.3	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.7	*
08.45	0.5	*
09.00	0.5	*
09.15	0.6	*
09.30	0.6	*
09.45	0.5	
10.00	0.3	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	
I	I	I	(VEH)	(VEH/H)	I	* DELAY *	I	* DELAY *	I	
I	I	I			I	(MIN)	I	(MIN)	I	
I	I	I			I	(MIN/VEH)	I	(MIN/VEH)	I	
I	B-C	I	271.5	I 135.8	I	45.4	I 0.17	I 45.4	I 0.17	I
I	B-AD	I	343.5	I 171.7	I	98.8	I 0.29	I 98.8	I 0.29	I
I	A-BCD	I	3.9	I 2.0	I	0.5	I 0.11	I 0.5	I 0.11	I
I	D-A	I	10.1	I 5.1	I	1.4	I 0.14	I 1.4	I 0.14	I
I	D-BC	I	206.9	I 103.4	I	39.8	I 0.19	I 39.8	I 0.19	I
I	C-ABD	I	338.6	I 169.3	I	67.7	I 0.20	I 67.7	I 0.20	I
I	ALL	I	1494.0	I 747.0	I	253.7	I 0.17	I 253.7	I 0.17	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
I 602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
I 602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(23.0)	(23.0)	(23.0)			
	ARM B		0.048	0.000	0.524	0.429			
			1.0	0.0	11.0	9.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
	ARM C		0.040	0.820	0.000	0.140			
			2.0	41.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.750	0.250	0.000			
			0.0	21.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.050	0.000	0.550	0.400			
			1.0	0.0	11.0	8.0			
			(5.0)	(0.0)	(5.0)	(5.0)			
ARM C			0.065	0.758	0.000	0.177			
			4.0	47.0	0.0	11.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
ARM D			0.020	0.878	0.102	0.000			
			1.0	43.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.222	0.667	0.111		
			0.0	4.0	12.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.542	0.458			
			0.0	0.0	13.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.041	0.784	0.000	0.176			
			3.0	58.0	0.0	13.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.659	0.341	0.000			
			0.0	27.0	14.0	0.0			
			(2.0)	(2.0)	(2.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.300	0.650	0.050		
			0.0	6.0	13.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.120	0.000	0.360	0.520			
			3.0	0.0	9.0	13.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
ARM C			0.137	0.663	0.000	0.200			
			13.0	63.0	0.0	19.0			
			(5.0)	(5.0)	(0.0)	(5.0)			
ARM D			0.043	0.696	0.261	0.000			
			2.0	32.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	22.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.577	0.423			
			0.0	0.0	15.0	11.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.078	0.784	0.000	0.137			

I		I	8.0	I	80.0	I	0.0	I	14.0	I
I		I	(5.0)	I	(5.0)	I	(0.0)	I	(5.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	0.017	I	0.678	I	0.305	I	0.000	I
I		I	1.0	I	40.0	I	18.0	I	0.0	I
I		I	(5.0)	I	(5.0)	I	(5.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

I	16.45 - 17.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.333	I	0.667	I	0.000
I		I		I	0.0	I	4.0	I	8.0	I	0.0
I		I		I	(0.0)	I	(9.0)	I	(9.0)	I	(9.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.057	I	0.000	I	0.371	I	0.571
I		I		I	2.0	I	0.0	I	13.0	I	20.0
I		I		I	(6.0)	I	(0.0)	I	(6.0)	I	(6.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.081	I	0.742	I	0.000	I	0.177
I		I		I	5.0	I	46.0	I	0.0	I	11.0
I		I		I	(7.0)	I	(7.0)	I	(0.0)	I	(7.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.025	I	0.775	I	0.200	I	0.000
I		I		I	1.0	I	31.0	I	8.0	I	0.0
I		I		I	(2.0)	I	(2.0)	I	(2.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

I	17.00 - 17.15	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.200	I	0.733	I	0.067
I		I		I	0.0	I	6.0	I	22.0	I	2.0
I		I		I	(0.0)	I	(3.0)	I	(3.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.000	I	0.000	I	0.667	I	0.333
I		I		I	0.0	I	0.0	I	14.0	I	7.0
I		I		I	(3.0)	I	(0.0)	I	(3.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.096	I	0.781	I	0.000	I	0.123
I		I		I	7.0	I	57.0	I	0.0	I	9.0
I		I		I	(3.0)	I	(3.0)	I	(0.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.015	I	0.761	I	0.224	I	0.000
I		I		I	1.0	I	51.0	I	15.0	I	0.0
I		I		I	(4.0)	I	(4.0)	I	(4.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

I	17.15 - 17.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.333	I	0.667	I	0.000
I		I		I	0.0	I	7.0	I	14.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.053	I	0.000	I	0.316	I	0.632
I		I		I	1.0	I	0.0	I	6.0	I	12.0
I		I		I	(2.0)	I	(0.0)	I	(2.0)	I	(2.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.027	I	0.877	I	0.000	I	0.096
I		I		I	2.0	I	64.0	I	0.0	I	7.0
I		I		I	(1.0)	I	(1.0)	I	(0.0)	I	(1.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.042	I	0.708	I	0.250	I	0.000
I		I		I	2.0	I	34.0	I	12.0	I	0.0
I		I		I	(4.0)	I	(4.0)	I	(4.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	6.0	0.0	0.0	0.0	0.0
			(33.0)	(0.0)	(33.0)	(33.0)	(33.0)	(33.0)	(33.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    6.0 I    0.0 I
I          I          I ( 33.0)I ( 0.0)I ( 33.0)I ( 33.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0

I	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)	I
I	15.45-16.00										I
I	B-C	2.10	9.73	0.215		0.31	0.28	4.2		0.13	I
I	B-AD	1.17	5.89	0.199		0.31	0.25	3.9		0.21	I
I	A-BCD	0.00	9.03	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.39	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.40	7.94	0.428		0.39	0.73	10.4		0.22	I
I	C-ABD	3.42	8.31	0.411		0.61	0.72	10.8		0.20	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.87	9.55	0.301		0.28	0.42	6.1		0.15	I
I	B-AD	1.86	5.69	0.327		0.25	0.48	6.7		0.26	I
I	A-BCD	0.13	8.69	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.43	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.93	7.58	0.387		0.73	0.64	9.9		0.22	I
I	C-ABD	4.20	8.09	0.519		0.72	1.11	16.6		0.25	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.82	8.26	0.220		0.42	0.29	4.4		0.16	I
I	B-AD	2.05	5.43	0.377		0.48	0.59	8.5		0.29	I
I	A-BCD	0.07	9.35	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.12	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	3.19	7.44	0.428		0.64	0.73	10.7		0.23	I
I	C-ABD	4.53	8.20	0.553		1.11	1.36	20.6		0.27	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.51	9.03	0.278		0.29	0.38	5.5		0.15	I
I	B-AD	1.35	4.61	0.294		0.59	0.43	6.7		0.31	I
I	A-BCD	0.00	9.73	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.68	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	4.19	7.32	0.573		0.73	1.28	17.9		0.31	I
I	C-ABD	5.67	7.90	0.717		1.36	2.62	37.8		0.42	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.28	8.39	0.271		0.38	0.38	5.7		0.16	I
I	B-AD	2.72	6.26	0.435		0.43	0.75	10.5		0.28	I
I	A-BCD	0.00	9.47	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.12	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	3.06	7.51	0.407		1.28	0.70	11.2		0.23	I
I	C-ABD	3.35	7.99	0.419		2.62	0.78	12.2		0.23	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.40	9.56	0.251		0.38	0.34	5.2		0.14	I
I	B-AD	0.87	5.07	0.171		0.75	0.21	3.4		0.24	I
I	A-BCD	0.14	9.70	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.68	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.73	7.37	0.641		0.70	1.68	22.7		0.36	I
I	C-ABD	4.13	7.71	0.536		0.78	1.19	17.8		0.28	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.61	8.58	0.188		0.34	0.23	3.6		0.14	I
I	B-AD	2.05	5.96	0.344		0.21	0.51	7.2		0.25	I
I	A-BCD	0.00	9.53	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.01	0.021		0.01	0.02	0.3		0.15	I
I	D-BC	3.39	7.46	0.454		1.68	0.85	13.7		0.25	I
I	C-ABD	4.60	8.26	0.557		1.19	1.27	19.4		0.27	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.3
17.30	0.2

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.3	
16.15	0.5	
16.30	0.6	*
16.45	0.4	
17.00	0.7	*
17.15	0.2	
17.30	0.5	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.7	*
16.15	0.6	*
16.30	0.7	*
16.45	1.3	*
17.00	0.7	*
17.15	1.7	**
17.30	0.9	*

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.6	*
16.00	0.7	*
16.15	1.1	*
16.30	1.4	*
16.45	2.6	***
17.00	0.8	*
17.15	1.2	*
17.30	1.3	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I
I	I	I	I	I	(MIN)	I	(MIN)	I		I
I	I	(VEH)	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I		I
I	B-C	I	267.4	I	133.7	I	39.3	I	0.15	I
I	B-AD	I	202.6	I	101.3	I	51.5	I	0.25	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.2	I	0.14	I
I	D-BC	I	405.2	I	202.6	I	101.9	I	0.25	I
I	C-ABD	I	495.3	I	247.7	I	144.2	I	0.29	I
I	ALL	I	1661.0	I	830.5	I	338.8	I	0.20	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

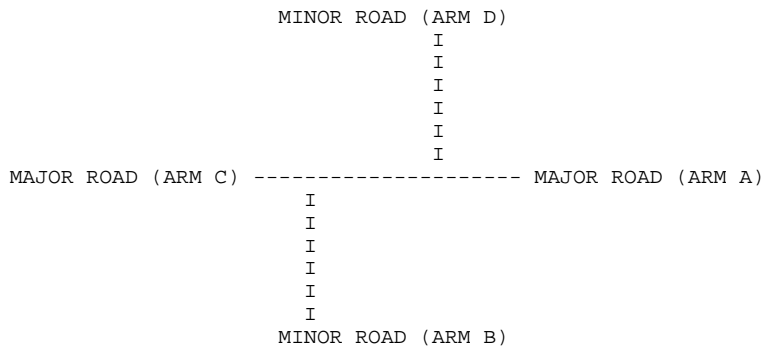
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2025_Scenario B_Assignment No.1.vpi"
(drive-on-the-left) at 17:24:04 on Wednesday, 2 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM C-A	STREAM C-D	STREAM C-D	STREAM B-A	STREAM B-A	STREAM B-D	STREAM B-D	STREAM B-D	I
I	602.92	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.846	0.154	0.000			
			0.0	11.0	2.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.114	0.000	0.295	0.591			
			5.0	0.0	13.0	26.0			
			(11.0)	(0.0)	(11.0)	(11.0)			
	ARM C		0.169	0.584	0.000	0.247			
			13.0	45.0	0.0	19.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.571	0.429	0.000			
			0.0	8.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.020	0.000	0.333	0.647			
			1.0	0.0	17.0	33.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.175	0.587	0.000	0.238			
			11.0	37.0	0.0	15.0			
			(12.0)	(12.0)	(0.0)	(12.0)			
	ARM D		0.000	0.375	0.625	0.000			
			0.0	3.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.243	0.757	0.000			
			0.0	9.0	28.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.031	0.000	0.477	0.492			
			2.0	0.0	31.0	32.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.200	0.600	0.000	0.200			
			9.0	27.0	0.0	9.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.029	0.324	0.647	0.000			
			1.0	11.0	22.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.143	0.857	0.000			
			0.0	2.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.036	0.000	0.393	0.571			
			2.0	0.0	22.0	32.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.194	0.500	0.000	0.306			
			12.0	31.0	0.0	19.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.061	0.576	0.364	0.000			
			2.0	19.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.391	0.565	0.043			
			0.0	9.0	13.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.061	0.000	0.449	0.490			
			3.0	0.0	22.0	24.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.290	0.507	0.000	0.203			

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	
I		I	ARM B	I	0.000	I	0.000	I	1.000	I	0.000
I		I		I	0.0	I	0.0	I	2.0	I	0.0
I		I		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
I		I		I		I		I		I	
I		I	ARM C	I	0.000	I	1.000	I	0.000	I	0.000
I		I		I	0.0	I	3.0	I	0.0	I	0.0
I		I		I	(66.0)	I	(66.0)	I	(0.0)	I	(66.0)
I		I		I		I		I		I	
I		I	ARM D	I	0.000	I	0.000	I	0.000	I	0.000
I		I		I	0.0	I	0.0	I	0.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I		I	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	7.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I (43.0)	I	I (43.0)	I	I (0.0)	I	I (43.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	7.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I (43.0)	I	I (43.0)	I	I (0.0)	I	I (43.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
	ARM B	I	0.0	I	0.0	I	0.0	I	0.0
		I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
	ARM C	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	3.0	I	0.0
		I	I (100.0)	I	I (0.0)	I	I (100.0)	I	I (100.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	

I		I	0.0	I	2.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	09.15 - 09.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.30 - 09.45	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	09.45 - 10.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(0.0)	I	(100.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD

1

I	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)	I
I	08.00-08.15										I
I	B-C	1.68	7.45	0.226		0.00	0.29	4.1		0.17	I
I	B-AD	3.05	6.05	0.504		0.00	0.97	13.3		0.32	I
I	A-BCD	0.00	8.24	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	6.84	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	1.27	7.35	0.172		0.00	0.21	2.9		0.16	I
I	C-ABD	3.80	8.60	0.442		0.00	0.85	12.5		0.20	I

I	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)	I
I	08.15-08.30										I
I	B-C	1.89	8.02	0.236		0.29	0.30	4.5		0.16	I
I	B-AD	2.98	6.40	0.465		0.97	0.89	13.7		0.29	I
I	A-BCD	0.07	8.66	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.05	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.80	7.44	0.108		0.21	0.12	1.9		0.15	I
I	C-ABD	3.20	8.10	0.395		0.85	0.72	10.8		0.21	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.42	8.02	0.427		0.30	0.73	10.3		0.21	I
I	B-AD	3.31	6.01	0.552		0.89	1.17	16.7		0.37	I
I	A-BCD	0.00	8.77	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.87	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.78	6.95	0.400		0.12	0.65	9.1		0.24	I
I	C-ABD	2.57	7.51	0.343		0.72	0.56	8.4		0.20	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.68	7.92	0.338		0.73	0.52	8.1		0.19	I
I	B-AD	3.52	6.55	0.538		1.17	1.17	17.6		0.33	I
I	A-BCD	0.00	8.50	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.08	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.19	7.20	0.304		0.65	0.45	7.0		0.20	I
I	C-ABD	2.77	8.44	0.328		0.56	0.53	7.9		0.18	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.79	8.17	0.341		0.52	0.52	7.8		0.19	I
I	B-AD	2.95	5.96	0.494		1.17	1.01	15.8		0.33	I
I	A-BCD	0.07	8.04	0.009		0.00	0.01	0.1		0.13	I
I	D-A	0.24	6.60	0.036		0.02	0.04	0.5		0.16	I
I	D-BC	1.83	6.53	0.280		0.45	0.40	6.1		0.21	I
I	C-ABD	3.17	8.00	0.396		0.53	0.71	10.7		0.21	I

I	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)	I
I	09.15-09.30										I
I	B-C	1.10	7.82	0.141		0.52	0.17	2.6		0.15	I
I	B-AD	3.23	6.84	0.472		1.01	0.92	14.1		0.28	I
I	A-BCD	0.07	9.18	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.52	0.010		0.04	0.01	0.2		0.13	I
I	D-BC	1.59	7.43	0.215		0.40	0.28	4.3		0.17	I
I	C-ABD	3.11	8.20	0.379		0.71	0.67	9.9		0.20	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.47	9.39	0.263		0.17	0.35	5.1		0.14	I
I	B-AD	1.93	6.44	0.300		0.92	0.44	6.9		0.22	I
I	A-BCD	0.06	8.91	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.17	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.59	7.22	0.221		0.28	0.28	4.2		0.18	I
I	C-ABD	2.66	8.07	0.329		0.67	0.51	7.6		0.19	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.65	9.06	0.293		0.35	0.41	6.0		0.16	I
I	B-AD	2.01	6.30	0.320		0.44	0.46	6.8		0.23	I
I	A-BCD	0.00	8.88	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.73	7.48	0.232		0.28	0.30	4.4		0.17	I
I	C-ABD	2.12	7.76	0.273		0.51	0.39	5.8		0.18	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.3	
08.45	0.7	*
09.00	0.5	*
09.15	0.5	*
09.30	0.2	
09.45	0.4	
10.00	0.4	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	1.0	*
08.30	0.9	*
08.45	1.2	*
09.00	1.2	*
09.15	1.0	*
09.30	0.9	*
09.45	0.4	
10.00	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	
09.30	0.0	
09.45	0.0	
10.00	0.0	

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.7	*
09.00	0.4	
09.15	0.4	
09.30	0.3	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.9	*
08.30	0.7	*
08.45	0.6	*
09.00	0.5	*
09.15	0.7	*
09.30	0.7	*
09.45	0.5	*
10.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	280.2	I	140.1	I	48.5	I	0.17	I
I	B-AD	I	344.8	I	172.4	I	104.9	I	0.30	I
I	A-BCD	I	3.9	I	2.0	I	0.5	I	0.12	I
I	D-A	I	10.1	I	5.1	I	1.5	I	0.14	I
I	D-BC	I	206.9	I	103.4	I	39.9	I	0.19	I
I	C-ABD	I	350.8	I	175.4	I	73.7	I	0.21	I
I	ALL	I	1516.0	I	758.0	I	269.0	I	0.18	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-D	STREAM	D-B	I
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 I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.471	0.529	0.000			
			0.0	8.0	9.0	0.0			
			(0.0)	(23.0)	(23.0)	(23.0)			
	ARM B		0.048	0.000	0.524	0.429			
			1.0	0.0	11.0	9.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
	ARM C		0.040	0.820	0.000	0.140			
			2.0	41.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.750	0.250	0.000			
			0.0	21.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.050	0.000	0.550	0.400			
			1.0	0.0	11.0	8.0			
			(5.0)	(0.0)	(5.0)	(5.0)			
ARM C			0.065	0.758	0.000	0.177			
			4.0	47.0	0.0	11.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
ARM D			0.020	0.878	0.102	0.000			
			1.0	43.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.222	0.667	0.111		
			0.0	4.0	12.0	2.0			
			(0.0)	(12.0)	(12.0)	(12.0)			
	ARM B		0.000	0.000	0.542	0.458			
			0.0	0.0	13.0	11.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.042	0.778	0.000	0.181			
			3.0	56.0	0.0	13.0			
			(6.0)	(6.0)	(0.0)	(6.0)			
	ARM D		0.000	0.650	0.350	0.000			
			0.0	26.0	14.0	0.0			
			(2.0)	(2.0)	(2.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.300	0.650	0.050		
			0.0	6.0	13.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.120	0.000	0.360	0.520			
			3.0	0.0	9.0	13.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
ARM C			0.140	0.656	0.000	0.204			
			13.0	61.0	0.0	19.0			
			(5.0)	(5.0)	(0.0)	(5.0)			
ARM D			0.044	0.711	0.244	0.000			
			2.0	32.0	11.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	22.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.577	0.423			
			0.0	0.0	15.0	11.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.076	0.790	0.000	0.133			

I		I	8.0	I	83.0	I	0.0	I	14.0	I
I		I	(5.0)	I	(5.0)	I	(0.0)	I	(5.0)	I
I		I	I	I	I	I	I	I	I	I
I		I	I	I	I	I	I	I	I	I
I		I	0.017	I	0.690	I	0.293	I	0.000	I
I		I	1.0	I	40.0	I	17.0	I	0.0	I
I		I	(5.0)	I	(5.0)	I	(5.0)	I	(0.0)	I
I		I	I	I	I	I	I	I	I	I

I	16.45 - 17.00	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.273	I	0.727	I	0.000
I		I		I	0.0	I	3.0	I	8.0	I	0.0
I		I		I	(0.0)	I	(9.0)	I	(9.0)	I	(9.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.057	I	0.000	I	0.400	I	0.543
I		I		I	2.0	I	0.0	I	14.0	I	19.0
I		I		I	(6.0)	I	(0.0)	I	(6.0)	I	(6.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.082	I	0.754	I	0.000	I	0.164
I		I		I	5.0	I	46.0	I	0.0	I	10.0
I		I		I	(7.0)	I	(7.0)	I	(0.0)	I	(7.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.025	I	0.775	I	0.200	I	0.000
I		I		I	1.0	I	31.0	I	8.0	I	0.0
I		I		I	(2.0)	I	(2.0)	I	(2.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

I	17.00 - 17.15	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.200	I	0.733	I	0.067
I		I		I	0.0	I	6.0	I	22.0	I	2.0
I		I		I	(0.0)	I	(3.0)	I	(3.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.000	I	0.000	I	0.667	I	0.333
I		I		I	0.0	I	0.0	I	14.0	I	7.0
I		I		I	(3.0)	I	(0.0)	I	(3.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.096	I	0.781	I	0.000	I	0.123
I		I		I	7.0	I	57.0	I	0.0	I	9.0
I		I		I	(3.0)	I	(3.0)	I	(0.0)	I	(3.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.015	I	0.761	I	0.224	I	0.000
I		I		I	1.0	I	51.0	I	15.0	I	0.0
I		I		I	(4.0)	I	(4.0)	I	(4.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

I	17.15 - 17.30	I		I		I		I		I	
I		I	ARM A	I	0.000	I	0.333	I	0.667	I	0.000
I		I		I	0.0	I	7.0	I	14.0	I	0.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM B	I	0.056	I	0.000	I	0.333	I	0.611
I		I		I	1.0	I	0.0	I	6.0	I	11.0
I		I		I	(2.0)	I	(0.0)	I	(2.0)	I	(2.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM C	I	0.027	I	0.877	I	0.000	I	0.096
I		I		I	2.0	I	64.0	I	0.0	I	7.0
I		I		I	(1.0)	I	(1.0)	I	(0.0)	I	(1.0)
I		I		I	I	I	I	I	I	I	I
I		I	ARM D	I	0.042	I	0.708	I	0.250	I	0.000
I		I		I	2.0	I	34.0	I	12.0	I	0.0
I		I		I	(4.0)	I	(4.0)	I	(4.0)	I	(0.0)
I		I		I	I	I	I	I	I	I	I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM B		0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000

```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I (0.0)	I	I (0.0)	I	I (0.0)	I	I (0.0)
		I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
	ARM C	I	I	I	I	I	I	I	I
		I	0.0	I	3.0	I	0.0	I	0.0
		I	I (100.0)	I	I (100.0)	I	I (0.0)	I	I (100.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    7.0 I    0.0 I
I          I          I ( 43.0)I ( 0.0)I ( 43.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I ARM A I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I ARM B I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM C I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I ARM D I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.32	9.01	0.258		0.00	0.34	4.9		0.15	I
I	B-AD	1.48	5.66	0.261		0.00	0.35	4.9		0.24	I
I	A-BCD	0.00	9.03	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.00	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	2.13	7.54	0.283		0.00	0.39	5.5		0.18	I
I	C-ABD	3.25	8.05	0.404		0.00	0.68	10.0		0.20	I

I	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)	I
I	15.45-16.00										I
I	B-C	2.16	9.58	0.226		0.34	0.29	4.5		0.13	I
I	B-AD	1.17	5.75	0.204		0.35	0.26	4.0		0.22	I
I	A-BCD	0.00	9.02	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.38	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.40	7.93	0.428		0.39	0.73	10.4		0.22	I
I	C-ABD	3.48	8.21	0.424		0.68	0.76	11.5		0.21	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.94	9.43	0.311		0.29	0.45	6.5		0.15	I
I	B-AD	1.86	5.57	0.335		0.26	0.49	6.9		0.27	I
I	A-BCD	0.13	8.68	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.42	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.93	7.57	0.388		0.73	0.65	9.9		0.22	I
I	C-ABD	4.24	8.01	0.529		0.76	1.16	17.3		0.26	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.89	8.17	0.231		0.45	0.30	4.7		0.16	I
I	B-AD	2.05	5.31	0.386		0.49	0.61	8.8		0.31	I
I	A-BCD	0.07	9.33	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.15	7.10	0.021		0.00	0.02	0.3		0.14	I
I	D-BC	3.19	7.43	0.429		0.65	0.73	10.7		0.23	I
I	C-ABD	4.55	8.13	0.560		1.16	1.41	21.3		0.28	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.60	8.71	0.298		0.30	0.42	6.1		0.16	I
I	B-AD	1.40	4.39	0.320		0.61	0.48	7.6		0.34	I
I	A-BCD	0.00	9.71	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.67	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	4.19	7.28	0.576		0.73	1.29	18.0		0.32	I
I	C-ABD	5.84	7.76	0.753		1.41	3.08	43.7		0.48	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.47	8.44	0.292		0.42	0.42	6.2		0.17	I
I	B-AD	2.60	6.02	0.432		0.48	0.74	10.4		0.29	I
I	A-BCD	0.00	9.50	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.13	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	3.06	7.52	0.406		1.29	0.70	11.1		0.23	I
I	C-ABD	3.47	7.90	0.439		3.08	0.85	13.4		0.24	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.42	9.40	0.258		0.42	0.35	5.4		0.14	I
I	B-AD	0.84	4.93	0.171		0.74	0.21	3.4		0.25	I
I	A-BCD	0.14	9.70	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.68	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.73	7.37	0.641		0.70	1.68	22.7		0.36	I
I	C-ABD	4.20	7.63	0.551		0.85	1.26	18.9		0.29	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.73	8.55	0.203		0.35	0.26	4.0		0.15	I
I	B-AD	2.00	5.76	0.347		0.21	0.52	7.3		0.26	I
I	A-BCD	0.00	9.53	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.01	0.021		0.01	0.02	0.3		0.15	I
I	D-BC	3.39	7.46	0.454		1.68	0.85	13.7		0.25	I
I	C-ABD	4.67	8.17	0.571		1.26	1.34	20.5		0.28	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.4
17.30	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.3
16.15	0.5
16.30	0.6 *
16.45	0.5
17.00	0.7 *
17.15	0.2
17.30	0.5 *

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.7	*
16.15	0.6	*
16.30	0.7	*
16.45	1.3	*
17.00	0.7	*
17.15	1.7	**
17.30	0.9	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.7	*
16.00	0.8	*
16.15	1.2	*
16.30	1.4	*
16.45	3.1	***
17.00	0.8	*
17.15	1.3	*
17.30	1.3	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)		
I	B-C	I	277.9	I	138.9	I	42.3	I	0.15	I
I	B-AD	I	201.1	I	100.6	I	53.4	I	0.27	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.3	I	0.14	I
I	D-BC	I	405.2	I	202.6	I	102.1	I	0.25	I
I	C-ABD	I	505.6	I	252.8	I	156.7	I	0.31	I
I	ALL	I	1682.0	I	841.0	I	356.3	I	0.21	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

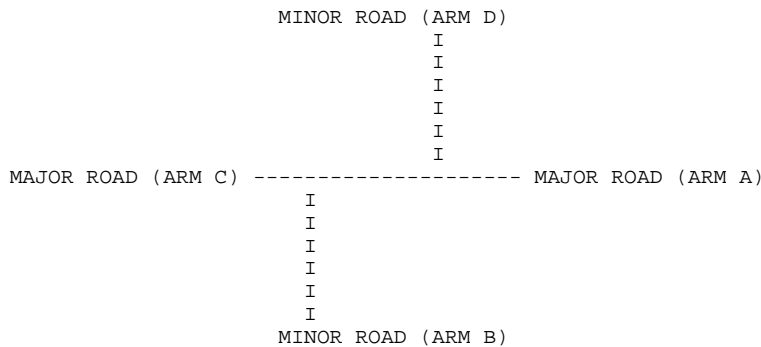
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2025_Scenario B_Assignment No.2.vpi"
(drive-on-the-left) at 17:51:18 on Wednesday, 2 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For I 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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.846	0.154	0.000			
			0.0	11.0	2.0	0.0			
		(0.0)	(8.0)	(8.0)	(8.0)				
	ARM B		0.114	0.000	0.295	0.591			
			5.0	0.0	13.0	26.0			
		(11.0)	(0.0)	(11.0)	(11.0)				
	ARM C		0.169	0.584	0.000	0.247			
			13.0	45.0	0.0	19.0			
		(3.0)	(3.0)	(0.0)	(3.0)				
	ARM D		0.000	0.571	0.429	0.000			
			0.0	8.0	6.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
		(0.0)	(6.0)	(6.0)	(6.0)				
	ARM B		0.020	0.000	0.340	0.640			
			1.0	0.0	17.0	32.0			
		(6.0)	(0.0)	(6.0)	(6.0)				
	ARM C		0.175	0.587	0.000	0.238			
			11.0	37.0	0.0	15.0			
		(12.0)	(12.0)	(0.0)	(12.0)				
	ARM D		0.000	0.444	0.556	0.000			
			0.0	4.0	5.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.243	0.757	0.000			
			0.0	9.0	28.0	0.0			
		(0.0)	(8.0)	(8.0)	(8.0)				
	ARM B		0.031	0.000	0.477	0.492			
			2.0	0.0	31.0	32.0			
		(1.0)	(0.0)	(1.0)	(1.0)				
	ARM C		0.200	0.600	0.000	0.200			
			9.0	27.0	0.0	9.0			
		(7.0)	(7.0)	(0.0)	(7.0)				
	ARM D		0.029	0.324	0.647	0.000			
			1.0	11.0	22.0	0.0			
		(5.0)	(5.0)	(5.0)	(0.0)				
08.45 - 09.00	ARM A		0.000	0.143	0.857	0.000			
			0.0	2.0	12.0	0.0			
		(0.0)	(0.0)	(0.0)	(0.0)				
	ARM B		0.036	0.000	0.393	0.571			
			2.0	0.0	22.0	32.0			
		(4.0)	(0.0)	(4.0)	(4.0)				
	ARM C		0.194	0.500	0.000	0.306			
			12.0	31.0	0.0	19.0			
		(2.0)	(2.0)	(0.0)	(2.0)				
	ARM D		0.061	0.576	0.364	0.000			
			2.0	19.0	12.0	0.0			
		(3.0)	(3.0)	(3.0)	(0.0)				
09.00 - 09.15	ARM A		0.000	0.391	0.565	0.043			
			0.0	9.0	13.0	1.0			
		(0.0)	(9.0)	(9.0)	(9.0)				
	ARM B		0.063	0.000	0.458	0.479			
			3.0	0.0	22.0	23.0			
		(4.0)	(0.0)	(4.0)	(4.0)				
	ARM C		0.290	0.507	0.000	0.203			

Demand set: Site Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	2.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(66.0)	(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)

```

I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    2.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    3.0 I    0.0 I    0.0 I
I          I          I ( 66.0)I ( 66.0)I ( 0.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.15 - 08.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.30 - 08.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
08.45 - 09.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
09.00 - 09.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	7.0	0.0	0.0	0.0	0.0	0.0
			(43.0)	(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)

```

I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.15 - 09.30 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.30 - 09.45 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

```

I 09.45 - 10.00 I          I          I          I          I          I
I          I ARM A I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I (100.0)I ( 0.0)I (100.0)I (100.0)I
I          I          I          I          I          I
I          I ARM C I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    7.0 I    0.0 I    0.0 I
I          I          I ( 43.0)I ( 43.0)I ( 0.0)I ( 43.0)I
I          I          I          I          I          I
I          I ARM D I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.15 - 08.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.30 - 08.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
08.45 - 09.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM D	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
09.00 - 09.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
ARM C	I	I	I	I	I	I	I	I	
	I	0.000	I	1.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	

I	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)	I
I	08.15-08.30										I
I	B-C	1.92	8.06	0.238		0.29	0.31	4.6		0.16	I
I	B-AD	2.95	6.40	0.461		0.95	0.88	13.4		0.29	I
I	A-BCD	0.07	8.67	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.05	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.80	7.44	0.107		0.20	0.12	1.9		0.15	I
I	C-ABD	3.20	8.10	0.395		0.85	0.72	10.8		0.21	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.42	8.02	0.427		0.31	0.73	10.3		0.22	I
I	B-AD	3.31	6.01	0.552		0.88	1.17	16.6		0.37	I
I	A-BCD	0.00	8.77	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.87	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.78	6.95	0.400		0.12	0.65	9.1		0.24	I
I	C-ABD	2.57	7.51	0.343		0.72	0.56	8.4		0.20	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.68	7.92	0.338		0.73	0.52	8.1		0.19	I
I	B-AD	3.52	6.55	0.538		1.17	1.17	17.6		0.33	I
I	A-BCD	0.00	8.50	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.14	7.08	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	2.19	7.20	0.304		0.65	0.45	7.0		0.20	I
I	C-ABD	2.77	8.44	0.328		0.56	0.53	7.9		0.18	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.88	8.32	0.346		0.52	0.52	7.8		0.18	I
I	B-AD	2.85	5.93	0.481		1.17	0.96	15.1		0.33	I
I	A-BCD	0.07	8.33	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.24	6.62	0.036		0.02	0.04	0.5		0.16	I
I	D-BC	1.83	6.56	0.279		0.45	0.39	6.0		0.21	I
I	C-ABD	3.17	8.02	0.395		0.53	0.71	10.6		0.21	I

I	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)	I
I	09.15-09.30										I
I	B-C	1.10	7.82	0.141		0.52	0.17	2.6		0.15	I
I	B-AD	3.23	6.85	0.471		0.96	0.91	13.9		0.28	I
I	A-BCD	0.07	9.18	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.51	0.010		0.04	0.01	0.2		0.13	I
I	D-BC	1.59	7.42	0.215		0.39	0.28	4.3		0.17	I
I	C-ABD	3.07	8.20	0.374		0.71	0.66	9.7		0.20	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.47	9.39	0.263		0.17	0.35	5.1		0.14	I
I	B-AD	1.93	6.46	0.299		0.91	0.44	6.9		0.22	I
I	A-BCD	0.06	8.89	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.17	0.019		0.01	0.02	0.3		0.14	I
I	D-BC	1.59	7.21	0.221		0.28	0.28	4.2		0.18	I
I	C-ABD	2.60	8.07	0.322		0.66	0.49	7.4		0.18	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.65	9.06	0.293		0.35	0.41	6.0		0.16	I
I	B-AD	2.01	6.30	0.320		0.44	0.46	6.8		0.23	I
I	A-BCD	0.00	8.88	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.14	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.73	7.48	0.232		0.28	0.30	4.4		0.17	I
I	C-ABD	2.12	7.76	0.273		0.49	0.39	5.8		0.18	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.3	
08.30	0.3	
08.45	0.7	*
09.00	0.5	*
09.15	0.5	*
09.30	0.2	
09.45	0.4	
10.00	0.4	

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.9	*
08.30	0.9	*
08.45	1.2	*
09.00	1.2	*
09.15	1.0	*
09.30	0.9	*
09.45	0.4	
10.00	0.5	

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	
09.30	0.0	
09.45	0.0	
10.00	0.0	

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.2	
08.30	0.1	
08.45	0.7	*
09.00	0.4	
09.15	0.4	
09.30	0.3	
09.45	0.3	
10.00	0.3	

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.15	0.8	*
08.30	0.7	*
08.45	0.6	*
09.00	0.5	*
09.15	0.7	*
09.30	0.7	*
09.45	0.5	
10.00	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	(VEH)	I	(VEH/H)	I	* DELAY *	I	* DELAY *	I
I	I	I		I		I	(MIN)	I	(MIN)	I
I	I	I		I		I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	282.7	I	141.4	I	48.7	I	0.17	I
I	B-AD	I	342.3	I	171.1	I	103.3	I	0.30	I
I	A-BCD	I	3.9	I	2.0	I	0.5	I	0.12	I
I	D-A	I	10.1	I	5.1	I	1.5	I	0.14	I
I	D-BC	I	206.9	I	103.4	I	39.9	I	0.19	I
I	C-ABD	I	349.4	I	174.7	I	73.1	I	0.21	I
I	ALL	I	1514.0	I	757.0	I	267.0	I	0.18	I

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I Intercept For I 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	I
602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I Intercept For I 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	I
602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2025 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Site Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: Behans Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: CPI Development Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2025 PM Peak Background Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	0.000	I	0.471	I	0.529	I	0.000
		I	0.0	I	8.0	I	9.0	I	0.0
		I	(0.0)	I	(23.0)	I	(23.0)	I	(23.0)
	ARM B	I	0.048	I	0.000	I	0.524	I	0.429
		I	1.0	I	0.0	I	11.0	I	9.0
		I	(9.0)	I	(0.0)	I	(9.0)	I	(9.0)
	ARM C	I	0.040	I	0.820	I	0.000	I	0.140
		I	2.0	I	41.0	I	0.0	I	7.0
		I	(2.0)	I	(2.0)	I	(0.0)	I	(2.0)
	ARM D	I	0.000	I	0.750	I	0.250	I	0.000
		I	0.0	I	21.0	I	7.0	I	0.0
		I	(3.0)	I	(3.0)	I	(3.0)	I	(0.0)
15.45 - 16.00	ARM A	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	5.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.050	I	0.000	I	0.550	I	0.400
		I	1.0	I	0.0	I	11.0	I	8.0
		I	(5.0)	I	(0.0)	I	(5.0)	I	(5.0)
	ARM C	I	0.065	I	0.758	I	0.000	I	0.177
		I	4.0	I	47.0	I	0.0	I	11.0
		I	(3.0)	I	(3.0)	I	(0.0)	I	(3.0)
	ARM D	I	0.020	I	0.878	I	0.102	I	0.000
		I	1.0	I	43.0	I	5.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.00 - 16.15	ARM A	I	0.000	I	0.222	I	0.667	I	0.111
		I	0.0	I	4.0	I	12.0	I	2.0
		I	(0.0)	I	(12.0)	I	(12.0)	I	(12.0)
	ARM B	I	0.000	I	0.000	I	0.520	I	0.480
		I	0.0	I	0.0	I	13.0	I	12.0
		I	(2.0)	I	(0.0)	I	(2.0)	I	(2.0)
	ARM C	I	0.041	I	0.784	I	0.000	I	0.176
		I	3.0	I	58.0	I	0.0	I	13.0
		I	(6.0)	I	(6.0)	I	(0.0)	I	(6.0)
	ARM D	I	0.000	I	0.659	I	0.341	I	0.000
		I	0.0	I	27.0	I	14.0	I	0.0
		I	(2.0)	I	(2.0)	I	(2.0)	I	(0.0)
16.15 - 16.30	ARM A	I	0.000	I	0.300	I	0.650	I	0.050
		I	0.0	I	6.0	I	13.0	I	1.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	0.120	I	0.000	I	0.360	I	0.520
		I	3.0	I	0.0	I	9.0	I	13.0
		I	(9.0)	I	(0.0)	I	(9.0)	I	(9.0)
	ARM C	I	0.137	I	0.663	I	0.000	I	0.200
		I	13.0	I	63.0	I	0.0	I	19.0
		I	(5.0)	I	(5.0)	I	(0.0)	I	(5.0)
	ARM D	I	0.043	I	0.696	I	0.261	I	0.000
		I	2.0	I	32.0	I	12.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
16.30 - 16.45	ARM A	I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	22.0	I	0.0
		I	(0.0)	I	(5.0)	I	(5.0)	I	(5.0)
	ARM B	I	0.000	I	0.000	I	0.577	I	0.423
		I	0.0	I	0.0	I	15.0	I	11.0
		I	(6.0)	I	(0.0)	I	(6.0)	I	(6.0)
	ARM C	I	0.078	I	0.784	I	0.000	I	0.137

Demand set: Site Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	3.0	0.0	0.0	0.0	0.0
			(66.0)	(0.0)	(66.0)	(66.0)	(66.0)	(66.0)	(66.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	2.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)


```

I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 16.45 - 17.00 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.00 - 17.15 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

```

I 17.15 - 17.30 I          I          I          I          I
I          I ARM A    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I ARM B    I    0.000 I    0.000 I    1.000 I    0.000 I
I          I          I    0.0 I    0.0 I    3.0 I    0.0 I
I          I          I ( 66.0)I ( 0.0)I ( 66.0)I ( 66.0)I
I          I          I          I          I          I
I          I ARM C    I    0.000 I    1.000 I    0.000 I    0.000 I
I          I          I    0.0 I    2.0 I    0.0 I    0.0 I
I          I          I (100.0)I (100.0)I ( 0.0)I (100.0)I
I          I          I          I          I          I
I          I ARM D    I    0.000 I    0.000 I    0.000 I    0.000 I
I          I          I    0.0 I    0.0 I    0.0 I    0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: Behans Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
15.45 - 16.00	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.00 - 16.15	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.15 - 16.30	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
16.30 - 16.45	ARM A		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.000	0.000	1.000	0.000	0.000	0.000	0.000
			0.0	0.0	7.0	0.0	0.0	0.0	0.0
			(43.0)	(0.0)	(43.0)	(43.0)	(43.0)	(43.0)	(43.0)
	ARM C		0.000	1.000	0.000	0.000	0.000	0.000	0.000
			0.0	3.0	0.0	0.0	0.0	0.0	0.0
			(100.0)	(100.0)	(0.0)	(100.0)	(100.0)	(100.0)	(100.0)

I		I	0.0	I	3.0	I	0.0	I	0.0	I
I		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)	I
I		I		I		I		I		I
I		I		I		I		I		I
I		I	0.000	I	0.000	I	0.000	I	0.000	I
I		I	0.0	I	0.0	I	0.0	I	0.0	I
I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I

I	16.45 - 17.00	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	7.0	I
I		I			I	(43.0)	I	(0.0)	I	(43.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	17.00 - 17.15	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	7.0	I
I		I			I	(43.0)	I	(0.0)	I	(43.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

I	17.15 - 17.30	I		I		I		I		I	
I		I	ARM	A	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	B	I	0.000	I	0.000	I	1.000	I
I		I			I	0.0	I	0.0	I	7.0	I
I		I			I	(43.0)	I	(0.0)	I	(43.0)	I
I		I			I		I		I		I
I		I	ARM	C	I	0.000	I	1.000	I	0.000	I
I		I			I	0.0	I	3.0	I	0.0	I
I		I			I	(100.0)	I	(100.0)	I	(0.0)	I
I		I			I		I		I		I
I		I	ARM	D	I	0.000	I	0.000	I	0.000	I
I		I			I	0.0	I	0.0	I	0.0	I
I		I			I	(0.0)	I	(0.0)	I	(0.0)	I
I		I			I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENT

Demand set: CPI Development Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	2.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
15.45 - 16.00	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.00 - 16.15	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.15 - 16.30	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(100.0)	I	(100.0)	I	(0.0)	I	(100.0)
ARM D	I	I	I	I	I	I	I	I	
	I	0.000	I	0.000	I	0.000	I	0.000	
	I	0.0	I	0.0	I	0.0	I	0.0	
	I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	
16.30 - 16.45	ARM A	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	0.000	I	0.000
		I	0.0	I	0.0	I	0.0	I	0.0
		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)
	ARM B	I	I	I	I	I	I	I	I
		I	0.000	I	0.000	I	1.000	I	0.000
		I	0.0	I	0.0	I	2.0	I	0.0
		I	(100.0)	I	(0.0)	I	(100.0)	I	(100.0)
	ARM C	I	I	I	I	I	I	I	I
		I	0.000	I	1.000	I	0.000	I	0.000

```

I      I      I      0.0 I      2.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 16.45 - 17.00 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.00 - 17.15 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

```

I 17.15 - 17.30 I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      1.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I ( 0.0)I (100.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      1.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      (100.0)I (100.0)I ( 0.0)I (100.0)I
I      I      I      I      I      I      I      I
I      I      I      0.000 I      0.000 I      0.000 I      0.000 I
I      I      I      0.0 I      0.0 I      0.0 I      0.0 I
I      I      I      ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I      I      I      I      I      I      I      I
    
```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 2

I	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)	I
I	15.30-15.45										I
I	B-C	2.37	9.05	0.262		0.00	0.35	5.0		0.15	I
I	B-AD	1.43	5.67	0.252		0.00	0.33	4.6		0.23	I
I	A-BCD	0.00	9.04	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.00	7.01	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	2.13	7.57	0.282		0.00	0.39	5.5		0.18	I
I	C-ABD	3.25	8.07	0.403		0.00	0.68	10.0		0.20	I

I	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)	I
I	15.45-16.00										I
I	B-C	2.16	9.58	0.226		0.35	0.29	4.5		0.14	I
I	B-AD	1.17	5.75	0.204		0.33	0.26	4.0		0.22	I
I	A-BCD	0.00	9.02	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.38	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.40	7.93	0.428		0.39	0.73	10.4		0.22	I
I	C-ABD	3.48	8.21	0.424		0.68	0.76	11.5		0.21	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.85	9.33	0.305		0.29	0.43	6.3		0.15	I
I	B-AD	1.95	5.60	0.349		0.26	0.52	7.4		0.27	I
I	A-BCD	0.13	8.67	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.42	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	2.93	7.56	0.388		0.73	0.65	10.0		0.22	I
I	C-ABD	4.27	8.01	0.532		0.76	1.17	17.5		0.26	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.89	8.16	0.231		0.43	0.30	4.7		0.16	I
I	B-AD	2.05	5.29	0.387		0.52	0.61	8.9		0.31	I
I	A-BCD	0.07	9.34	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.11	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	3.19	7.43	0.429		0.65	0.73	10.7		0.23	I
I	C-ABD	4.60	8.13	0.566		1.17	1.44	21.8		0.28	I

I	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)	I
I	16.30-16.45										I
I	B-C	2.65	8.80	0.301		0.30	0.42	6.2		0.16	I
I	B-AD	1.35	4.39	0.308		0.61	0.46	7.2		0.33	I
I	A-BCD	0.00	9.72	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.68	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	4.19	7.31	0.574		0.73	1.29	17.9		0.31	I
I	C-ABD	5.80	7.78	0.745		1.44	2.98	42.5		0.47	I

I	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)	I
I	16.45-17.00										I
I	B-C	2.47	8.45	0.292		0.42	0.42	6.3		0.17	I
I	B-AD	2.60	6.04	0.431		0.46	0.73	10.4		0.29	I
I	A-BCD	0.00	9.49	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.12	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	3.06	7.52	0.406		1.29	0.70	11.2		0.23	I
I	C-ABD	3.42	7.90	0.432		2.98	0.83	13.1		0.24	I

I	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)	I
I	17.00-17.15										I
I	B-C	2.47	9.40	0.262		0.42	0.36	5.5		0.14	I
I	B-AD	0.87	4.94	0.175		0.73	0.22	3.5		0.25	I
I	A-BCD	0.14	9.70	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.68	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.73	7.37	0.641		0.70	1.68	22.7		0.36	I
I	C-ABD	4.20	7.63	0.551		0.83	1.26	18.8		0.29	I

I	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)	I
I	17.15-17.30										I
I	B-C	1.68	8.46	0.199		0.36	0.25	3.9		0.15	I
I	B-AD	2.05	5.80	0.354		0.22	0.53	7.5		0.26	I
I	A-BCD	0.00	9.52	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.00	0.021		0.01	0.02	0.3		0.15	I
I	D-BC	3.39	7.46	0.454		1.68	0.86	13.7		0.25	I
I	C-ABD	4.67	8.17	0.571		1.26	1.34	20.5		0.28	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.4
16.00	0.3
16.15	0.4
16.30	0.3
16.45	0.4
17.00	0.4
17.15	0.4
17.30	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.3	
16.00	0.3	
16.15	0.5	*
16.30	0.6	*
16.45	0.5	
17.00	0.7	*
17.15	0.2	
17.30	0.5	*

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.7	*
16.15	0.6	*
16.30	0.7	*
16.45	1.3	*
17.00	0.7	*
17.15	1.7	**
17.30	0.9	*

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.7	*
16.00	0.8	*
16.15	1.2	*
16.30	1.4	*
16.45	3.0	***
17.00	0.8	*
17.15	1.3	*
17.30	1.3	*

 QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I	I	I	I	I	* DELAY *	I	* DELAY *	I		I
I	I	I	I	I	(MIN)	I	(MIN)	I		I
I	I	(VEH)	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I		I
I	B-C	I	277.9	I	139.0	I	42.4	I	0.15	I
I	B-AD	I	202.1	I	101.0	I	53.6	I	0.27	I
I	A-BCD	I	5.1	I	2.5	I	0.6	I	0.11	I
I	D-A	I	8.8	I	4.4	I	1.3	I	0.14	I
I	D-BC	I	405.2	I	202.6	I	102.0	I	0.25	I
I	C-ABD	I	505.3	I	252.7	I	155.7	I	0.31	I
I	ALL	I	1681.0	I	840.5	I	355.5	I	0.21	I

* 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*****

===== end of file =====

TRL LIMITED

(C) COPYRIGHT 2006

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

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE BUREAU
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: Software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

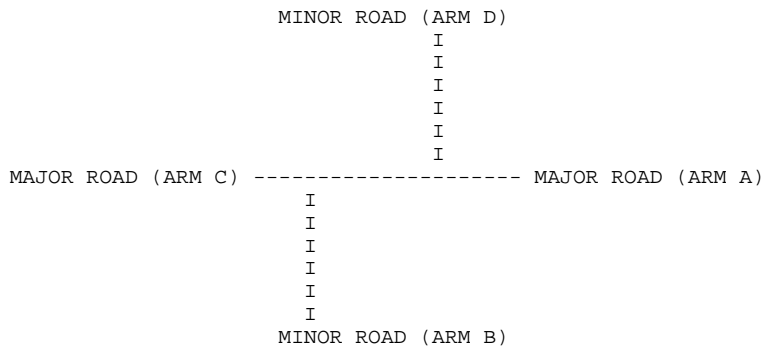
Run with file:-
"W:\2008\08024\PICADY\Draft 4\Junction No.3\2027_Scenario A_Assignment No.1.vpi"
(drive-on-the-left) at 15:36:03 on Thursday, 3 September 2009

RUN INFORMATION

RUN TITLE : Walshestown Pit Restoration
LOCATION : Walshestown, Co. Kildare
DATE : 01/09/09
CLIENT : Golder Associates Ireland
ENUMERATOR : DGF
JOB NUMBER : 08024
STATUS : Draft 4
DESCRIPTION : Junction 03 - AM & PM Peaks

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS R410 South
ARM B IS L2023
ARM C IS R410 North
ARM D IS L2019

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

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.00 M.	I	(W) 6.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 50.00 M.	I	(VA-D) 100.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I	YES	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 36.0 M.	I	(VD-A) 5.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 34.0 M.	I	(VD-C) 12.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I	(WD-A) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I	(WD-C) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I	6.10 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	8.80 M.	I	3.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	6.80 M.	I	2.50 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	5.00 M.	I	2.40 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.80 M.	I	2.50 M.	I
I	- LENGTH OF FLARED SECTION	I	DERIVED: 3 PCU	I	DERIVED: 0 PCU	I

.SLOPES AND INTERCEPT

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

B-C Stream

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I						I

I	STREAM C-B	STREAM A-C	STREAM A-B	STREAM D-C	STREAM D-B	I
I	602.92	0.23	0.23	0.23	0.23	I

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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 AM Peak Background Traffic

TIME PERIOD BEGINS 08.00 AND ENDS 10.00

LENGTH OF TIME PERIOD - 120 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 AM Peak Background Traffic

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
08.00 - 08.15	ARM A		0.000	0.846	0.154	0.000			
			0.0	11.0	2.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.111	0.000	0.289	0.600			
			5.0	0.0	13.0	27.0			
			(11.0)	(0.0)	(11.0)	(11.0)			
	ARM C		0.167	0.590	0.000	0.244			
			13.0	46.0	0.0	19.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
	ARM D		0.000	0.571	0.429	0.000			
			0.0	8.0	6.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.15 - 08.30	ARM A		0.000	0.278	0.667	0.056			
			0.0	5.0	12.0	1.0			
			(0.0)	(6.0)	(6.0)	(6.0)			
	ARM B		0.019	0.000	0.327	0.654			
			1.0	0.0	17.0	34.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.172	0.578	0.000	0.250			
			11.0	37.0	0.0	16.0			
			(11.0)	(11.0)	(0.0)	(11.0)			
	ARM D		0.000	0.444	0.556	0.000			
			0.0	4.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
08.30 - 08.45	ARM A		0.000	0.256	0.744	0.000			
			0.0	10.0	29.0	0.0			
			(0.0)	(8.0)	(8.0)	(8.0)			
	ARM B		0.030	0.000	0.470	0.500			
			2.0	0.0	31.0	33.0			
			(1.0)	(0.0)	(1.0)	(1.0)			
	ARM C		0.208	0.583	0.000	0.208			
			10.0	28.0	0.0	10.0			
			(7.0)	(7.0)	(0.0)	(7.0)			
	ARM D		0.029	0.314	0.657	0.000			
			1.0	11.0	23.0	0.0			
			(5.0)	(5.0)	(5.0)	(0.0)			
08.45 - 09.00	ARM A		0.000	0.143	0.857	0.000			
			0.0	2.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
	ARM B		0.034	0.000	0.397	0.569			
			2.0	0.0	23.0	33.0			
			(3.0)	(0.0)	(3.0)	(3.0)			
	ARM C		0.194	0.500	0.000	0.306			
			12.0	31.0	0.0	19.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.061	0.576	0.364	0.000			
			2.0	19.0	12.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
09.00 - 09.15	ARM A		0.000	0.417	0.542	0.042			
			0.0	10.0	13.0	1.0			
			(0.0)	(9.0)	(9.0)	(9.0)			
	ARM B		0.078	0.000	0.451	0.471			
			4.0	0.0	23.0	24.0			
			(4.0)	(0.0)	(4.0)	(4.0)			
	ARM C		0.292	0.500	0.000	0.208			

I	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)	I
I	08.15-08.30										I
I	B-C	1.50	8.68	0.173		0.18	0.21	3.1		0.14	I
I	B-AD	3.10	7.41	0.418		0.75	0.73	11.0		0.23	I
I	A-BCD	0.07	8.70	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.00	7.07	0.000		0.00	0.00	0.0		0.00	I
I	D-BC	0.80	7.47	0.107		0.20	0.12	1.9		0.15	I
I	C-ABD	2.47	8.64	0.286		0.50	0.43	6.4		0.16	I

I	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)	I
I	08.30-08.45										I
I	B-C	3.04	8.72	0.348		0.21	0.53	7.5		0.17	I
I	B-AD	3.43	6.98	0.491		0.73	0.93	13.4		0.28	I
I	A-BCD	0.00	8.80	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.08	6.86	0.012		0.00	0.01	0.2		0.15	I
I	D-BC	2.85	6.95	0.410		0.12	0.68	9.5		0.24	I
I	C-ABD	1.83	8.12	0.225		0.43	0.31	4.6		0.16	I

I	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)	I
I	08.45-09.00										I
I	B-C	2.35	8.66	0.272		0.53	0.38	5.9		0.16	I
I	B-AD	3.58	7.44	0.481		0.93	0.93	14.0		0.26	I
I	A-BCD	0.00	8.57	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.15	7.09	0.021		0.01	0.02	0.3		0.14	I
I	D-BC	2.25	7.23	0.312		0.68	0.46	7.2		0.20	I
I	C-ABD	2.10	9.08	0.231		0.31	0.31	4.7		0.14	I

I	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)	I
I	09.00-09.15										I
I	B-C	2.44	8.99	0.271		0.38	0.37	5.6		0.15	I
I	B-AD	2.96	7.00	0.423		0.93	0.75	11.7		0.25	I
I	A-BCD	0.07	8.39	0.008		0.00	0.01	0.1		0.12	I
I	D-A	0.31	6.65	0.046		0.02	0.05	0.7		0.16	I
I	D-BC	1.76	6.58	0.268		0.46	0.37	5.8		0.21	I
I	C-ABD	2.37	8.60	0.275		0.31	0.40	6.0		0.16	I

I	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)	I
I	09.15-09.30										I
I	B-C	0.69	8.81	0.078		0.37	0.09	1.4		0.12	I
I	B-AD	3.31	7.79	0.425		0.75	0.75	11.2		0.22	I
I	A-BCD	0.07	9.25	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.07	7.53	0.009		0.05	0.01	0.1		0.13	I
I	D-BC	1.60	7.44	0.215		0.37	0.28	4.3		0.17	I
I	C-ABD	2.40	8.75	0.274		0.40	0.40	6.0		0.16	I

I	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)	I
I	09.30-09.45										I
I	B-C	2.13	10.03	0.213		0.09	0.27	3.9		0.13	I
I	B-AD	2.00	7.50	0.267		0.75	0.37	5.8		0.18	I
I	A-BCD	0.07	8.93	0.007		0.01	0.01	0.1		0.11	I
I	D-A	0.14	7.17	0.020		0.01	0.02	0.3		0.14	I
I	D-BC	1.66	7.23	0.229		0.28	0.29	4.3		0.18	I
I	C-ABD	1.93	8.93	0.216		0.40	0.28	4.2		0.14	I

I	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)	I
I	09.45-10.00										I
I	B-C	2.29	9.60	0.238		0.27	0.31	4.5		0.14	I
I	B-AD	2.05	7.24	0.282		0.37	0.39	5.7		0.19	I
I	A-BCD	0.00	8.91	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.00	7.13	0.000		0.02	0.00	0.0		0.00	I
I	D-BC	1.80	7.48	0.241		0.29	0.31	4.6		0.18	I
I	C-ABD	1.40	8.72	0.161		0.28	0.19	2.9		0.14	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.2
08.45	0.5 *
09.00	0.4
09.15	0.4
09.30	0.1
09.45	0.3
10.00	0.3

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.7 *
08.30	0.7 *
08.45	0.9 *
09.00	0.9 *
09.15	0.8 *
09.30	0.7 *
09.45	0.4
10.00	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0
09.30	0.0
09.45	0.0
10.00	0.0

 QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.2
08.30	0.1
08.45	0.7 *
09.00	0.5
09.15	0.4
09.30	0.3
09.45	0.3
10.00	0.3

 QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.5 *
08.30	0.4
08.45	0.3
09.00	0.3
09.15	0.4
09.30	0.4
09.45	0.3
10.00	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I	I
I	I	I	DEMAND	I	* DELAY *	I	* DELAY *	I	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I	I
I	B-C	I	235.4	I	117.7	I	34.4	I	0.15
I	B-AD	I	352.6	I	176.3	I	83.4	I	0.24
I	A-BCD	I	4.0	I	2.0	I	0.5	I	0.11
I	D-A	I	11.2	I	5.6	I	1.6	I	0.14
I	D-BC	I	209.8	I	104.9	I	40.5	I	0.19
I	C-ABD	I	262.2	I	131.1	I	42.4	I	0.16
I	ALL	I	1404.0	I	702.0	I	202.8	I	0.14

* 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

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

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

B-AD Stream

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

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

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

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

D-A Stream

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

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

D-BC Stream

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

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

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

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

C-B Stream

I	Intercept For I 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	I
I	602.92	0.23	0.23	0.23	0.23	I

A-D Stream

I	Intercept For I 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	I
I	602.92	0.24	0.24	0.24	0.24	I

TRAFFIC DEMAND DATA

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

Demand set: 2027 PM Peak Background Traffic Flows

TIME PERIOD BEGINS 15.30 AND ENDS 17.30

LENGTH OF TIME PERIOD - 120 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2027 PM Peak Background Traffic Flows

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D
15.30 - 15.45	ARM A		0.000	0.444	0.556	0.000			
			0.0	8.0	10.0	0.0			
			(0.0)	(23.0)	(23.0)	(23.0)			
	ARM B		0.045	0.000	0.500	0.455			
			1.0	0.0	11.0	10.0			
			(9.0)	(0.0)	(9.0)	(9.0)			
	ARM C		0.039	0.824	0.000	0.137			
			2.0	42.0	0.0	7.0			
			(2.0)	(2.0)	(0.0)	(2.0)			
	ARM D		0.000	0.759	0.241	0.000			
			0.0	22.0	7.0	0.0			
			(3.0)	(3.0)	(3.0)	(0.0)			
	15.45 - 16.00	ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.050	0.000	0.550	0.400			
			1.0	0.0	11.0	8.0			
			(5.0)	(0.0)	(5.0)	(5.0)			
ARM C			0.063	0.762	0.000	0.175			
			4.0	48.0	0.0	11.0			
			(3.0)	(3.0)	(0.0)	(3.0)			
ARM D			0.020	0.880	0.100	0.000			
			1.0	44.0	5.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.00 - 16.15		ARM A		0.000	0.222	0.667	0.111		
			0.0	4.0	12.0	2.0			
			(0.0)	(11.0)	(11.0)	(11.0)			
	ARM B		0.000	0.000	0.520	0.480			
			0.0	0.0	13.0	12.0			
			(2.0)	(0.0)	(2.0)	(2.0)			
	ARM C		0.053	0.776	0.000	0.171			
			4.0	59.0	0.0	13.0			
			(5.0)	(5.0)	(0.0)	(5.0)			
	ARM D		0.000	0.651	0.349	0.000			
			0.0	28.0	15.0	0.0			
			(2.0)	(2.0)	(2.0)	(0.0)			
	16.15 - 16.30	ARM A		0.000	0.300	0.650	0.050		
			0.0	6.0	13.0	1.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
ARM B			0.148	0.000	0.370	0.481			
			4.0	0.0	10.0	13.0			
			(8.0)	(0.0)	(8.0)	(8.0)			
ARM C			0.135	0.667	0.000	0.198			
			13.0	64.0	0.0	19.0			
			(5.0)	(5.0)	(0.0)	(5.0)			
ARM D			0.043	0.702	0.255	0.000			
			2.0	33.0	12.0	0.0			
			(0.0)	(0.0)	(0.0)	(0.0)			
16.30 - 16.45		ARM A		0.000	0.000	1.000	0.000		
			0.0	0.0	23.0	0.0			
			(0.0)	(5.0)	(5.0)	(5.0)			
	ARM B		0.000	0.000	0.571	0.429			
			0.0	0.0	16.0	12.0			
			(6.0)	(0.0)	(6.0)	(6.0)			
	ARM C		0.074	0.787	0.000	0.139			

I	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)	I
I	15.45-16.00										I
I	B-C	1.47	10.35	0.142		0.19	0.17	2.5		0.11	I
I	B-AD	1.20	6.76	0.177		0.29	0.22	3.4		0.18	I
I	A-BCD	0.00	9.06	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.07	7.38	0.010		0.00	0.01	0.1		0.14	I
I	D-BC	3.46	7.95	0.435		0.40	0.75	10.7		0.22	I
I	C-ABD	3.20	8.89	0.360		0.47	0.57	8.7		0.18	I

I	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)	I
I	16.00-16.15										I
I	B-C	2.18	9.86	0.221		0.17	0.28	4.1		0.13	I
I	B-AD	2.02	6.50	0.310		0.22	0.44	6.3		0.22	I
I	A-BCD	0.13	8.77	0.015		0.00	0.02	0.2		0.12	I
I	D-A	0.00	7.40	0.000		0.01	0.00	0.0		0.00	I
I	D-BC	3.00	7.57	0.396		0.75	0.67	10.3		0.22	I
I	C-ABD	3.93	8.62	0.456		0.57	0.87	13.0		0.21	I

I	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)	I
I	16.15-16.30										I
I	B-C	1.23	8.66	0.143		0.28	0.17	2.6		0.14	I
I	B-AD	2.10	6.20	0.338		0.44	0.50	7.3		0.24	I
I	A-BCD	0.07	9.40	0.007		0.02	0.01	0.1		0.11	I
I	D-A	0.14	7.11	0.020		0.00	0.02	0.3		0.14	I
I	D-BC	3.26	7.44	0.438		0.67	0.76	11.1		0.24	I
I	C-ABD	4.31	8.54	0.505		0.87	1.11	16.8		0.24	I

I	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)	I
I	16.30-16.45										I
I	B-C	1.90	9.47	0.201		0.17	0.25	3.6		0.13	I
I	B-AD	1.43	5.13	0.279		0.50	0.40	6.2		0.27	I
I	A-BCD	0.00	9.74	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.07	6.67	0.011		0.02	0.01	0.2		0.15	I
I	D-BC	4.26	7.31	0.583		0.76	1.33	18.5		0.32	I
I	C-ABD	5.67	8.21	0.691		1.11	2.33	33.7		0.38	I

I	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)	I
I	16.45-17.00										I
I	B-C	1.59	8.68	0.183		0.25	0.23	3.5		0.14	I
I	B-AD	2.81	7.01	0.401		0.40	0.65	9.3		0.24	I
I	A-BCD	0.00	9.50	0.000		0.00	0.00	0.0		0.00	I
I	D-A	0.08	7.11	0.011		0.01	0.01	0.2		0.14	I
I	D-BC	3.12	7.53	0.414		1.33	0.73	11.6		0.23	I
I	C-ABD	3.13	8.49	0.369		2.33	0.62	9.7		0.19	I

I	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)	I
I	17.00-17.15										I
I	B-C	1.82	10.35	0.176		0.23	0.21	3.3		0.12	I
I	B-AD	0.85	5.77	0.147		0.65	0.17	2.8		0.21	I
I	A-BCD	0.13	9.73	0.014		0.00	0.01	0.2		0.10	I
I	D-A	0.07	6.66	0.011		0.01	0.01	0.2		0.15	I
I	D-BC	4.86	7.39	0.658		0.73	1.80	24.2		0.38	I
I	C-ABD	3.87	8.14	0.475		0.62	0.93	14.0		0.23	I

I	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)	I
I	17.15-17.30										I
I	B-C	0.97	9.06	0.107		0.21	0.12	1.9		0.12	I
I	B-AD	2.10	6.88	0.305		0.17	0.43	6.1		0.21	I
I	A-BCD	0.00	9.57	0.000		0.01	0.00	0.0		0.00	I
I	D-A	0.15	7.00	0.021		0.01	0.02	0.3		0.15	I
I	D-BC	3.45	7.47	0.462		1.80	0.89	14.3		0.26	I
I	C-ABD	4.39	8.75	0.502		0.93	1.02	15.5		0.23	I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.2
16.00	0.2
16.15	0.3
16.30	0.2
16.45	0.2
17.00	0.2
17.15	0.2
17.30	0.1

QUEUE FOR STREAM B-AD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.3
16.00	0.2
16.15	0.4
16.30	0.5 *
16.45	0.4
17.00	0.7 *
17.15	0.2
17.30	0.4

QUEUE FOR STREAM A-BCD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

QUEUE FOR STREAM D-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.45	0.0
16.00	0.0
16.15	0.0
16.30	0.0
16.45	0.0
17.00	0.0
17.15	0.0
17.30	0.0

QUEUE FOR STREAM D-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.4	
16.00	0.8	*
16.15	0.7	*
16.30	0.8	*
16.45	1.3	*
17.00	0.7	*
17.15	1.8	**
17.30	0.9	*

QUEUE FOR STREAM C-ABD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
15.45	0.5	
16.00	0.6	*
16.15	0.9	*
16.30	1.1	*
16.45	2.3	**
17.00	0.6	*
17.15	0.9	*
17.30	1.0	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I STREAM I	I TOTAL DEMAND I	I * QUEUEING * I	I * INCLUSIVE QUEUEING * I
I I	I I	I * DELAY * I	I * DELAY * I
I I	I I	I I	I I
I I	I (VEH) (VEH/H) I	I (MIN) (MIN/VEH) I	I (MIN) (MIN/VEH) I
I B-C I	I 190.5 I 95.2 I	I 24.2 I 0.13 I	I 24.2 I 0.13 I
I B-AD I	I 210.5 I 105.3 I	I 45.5 I 0.22 I	I 45.5 I 0.22 I
I A-BCD I	I 5.1 I 2.5 I	I 0.6 I 0.11 I	I 0.6 I 0.11 I
I D-A I	I 8.8 I 4.4 I	I 1.3 I 0.14 I	I 1.3 I 0.14 I
I D-BC I	I 414.2 I 207.1 I	I 106.3 I 0.26 I	I 106.3 I 0.26 I
I C-ABD I	I 470.4 I 235.2 I	I 118.2 I 0.25 I	I 118.3 I 0.25 I
I ALL I	I 1583.0 I 791.5 I	I 296.0 I 0.19 I	I 296.1 I 0.19 I

* 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*****

==== end of file =====