

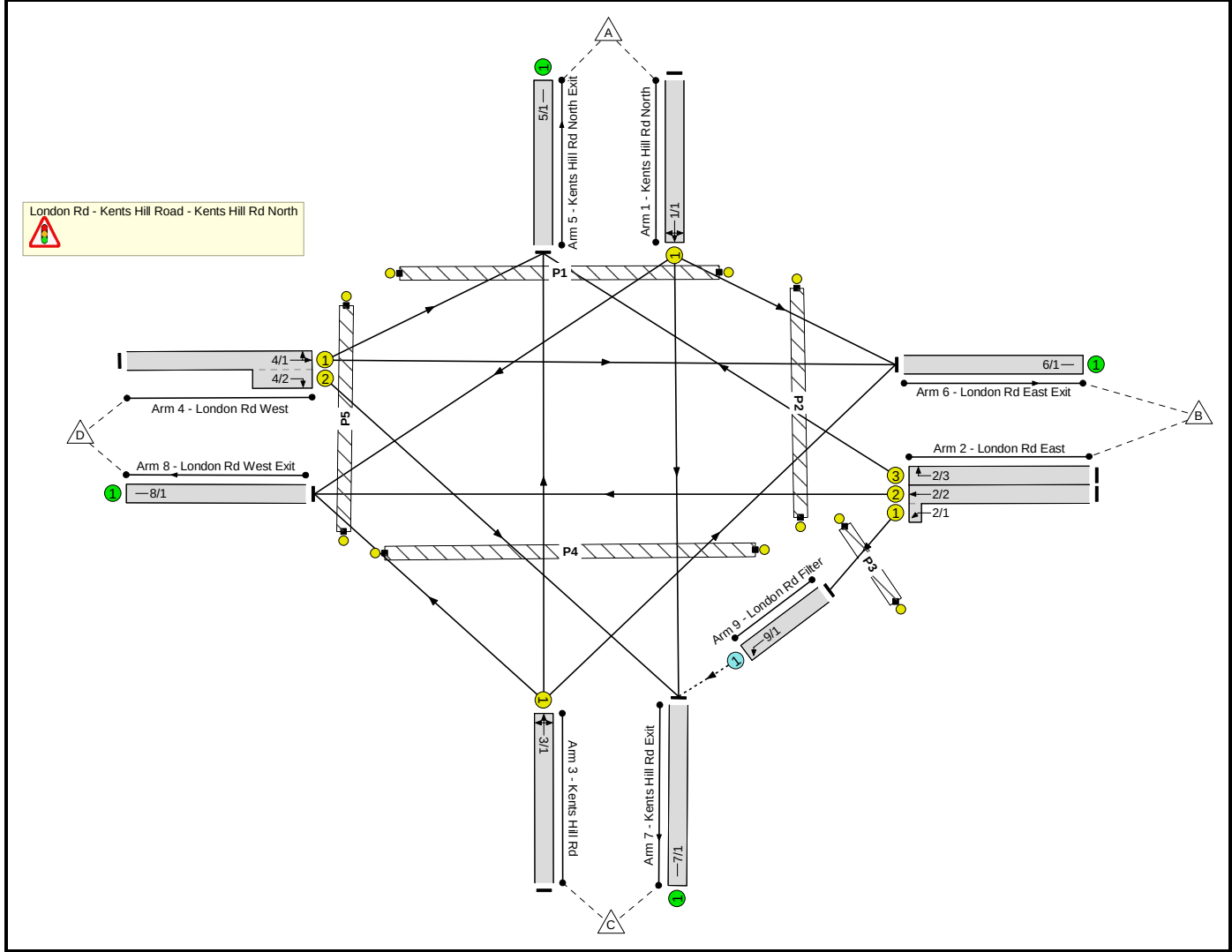
Full Input Data And Results

Full Input Data And Results

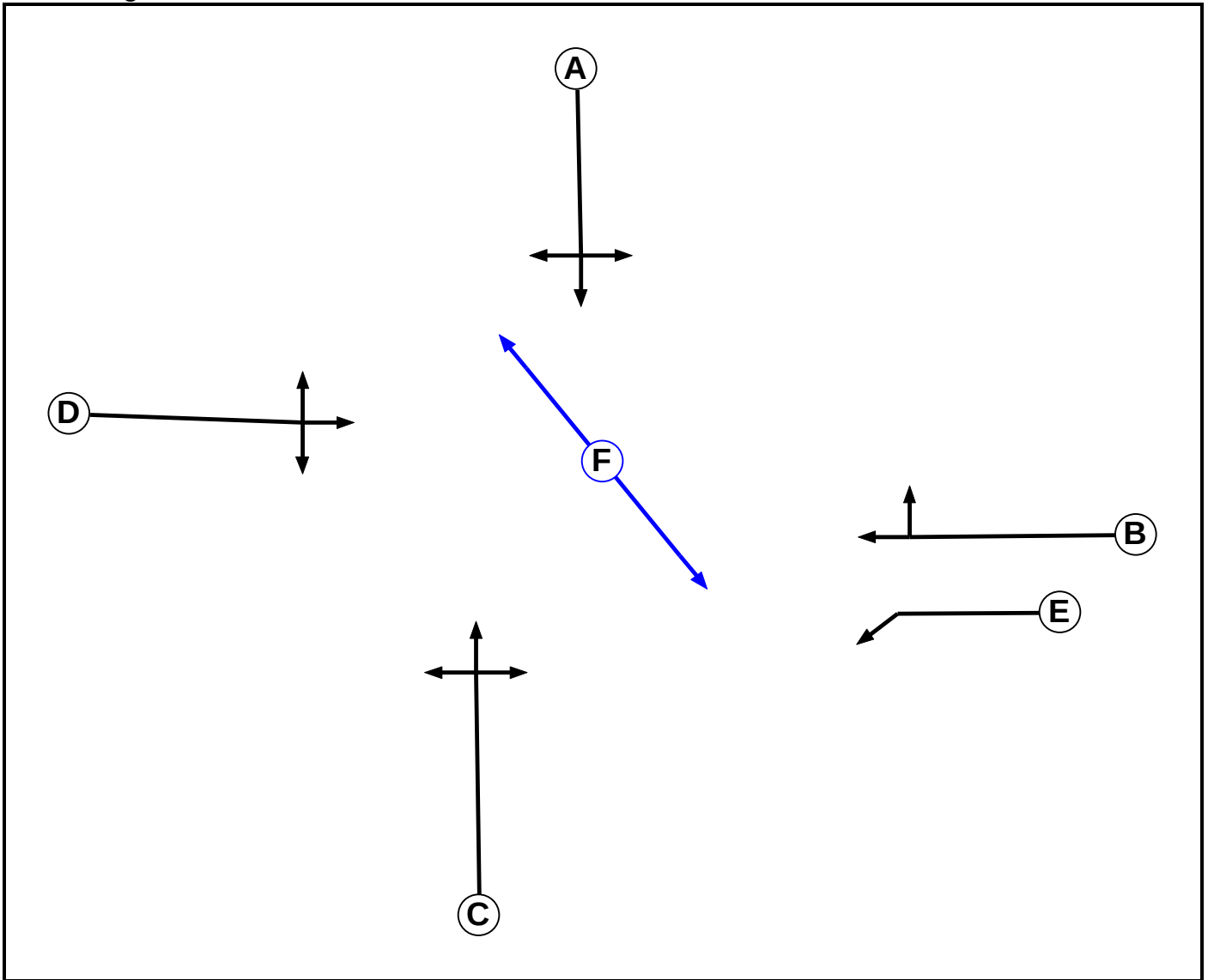
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	London Rd - Kents Hill Rd - Kents Hill Rd North.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		7	7

Full Input Data And Results

Phase Intergreens Matrix

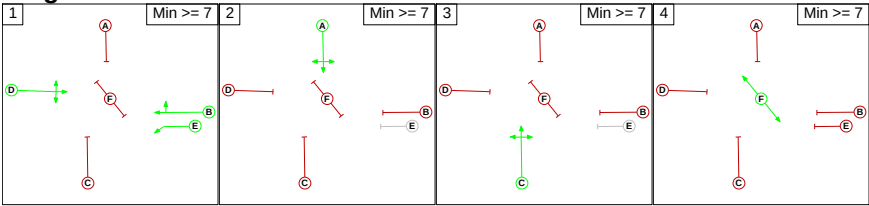
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	6	6	-	9
	B	6		6	-	-	8
	C	6	6		6	-	8
	D	6	-	6		-	8
	E	-	-	-	-		6
	F	7	10	7	10	6	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	B D E
1	2	A
1	3	C
1	4	F

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage				
		1	2	3	4
	1		6	6	8
	2	7		6	9
	3	6	6		8
	4	10	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: London Rd - Kents Hill Road - Kents Hill Rd North											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
9/1 (London Rd Filter)	7/1 (Left)	1439	0	1/1	1.09	To 7/1 (Ahead)	-	-	-	-	-
				4/2	1.09	All					

Lane Input Data

Junction: London Rd - Kents Hill Road - Kents Hill Rd North												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Kents Hill Rd North)	U	A	2	3	63.5	Geom	-	2.90	0.00	Y	Arm 6 Left	5.00
											Arm 7 Ahead	Inf
											Arm 8 Right	5.60
2/1 (London Rd East)	U	E	2	3	0.5	Geom	-	3.51	0.00	Y	Arm 9 Ahead	19.00
2/2 (London Rd East)	U	B	2	3	156.5	Geom	-	3.00	0.00	Y	Arm 8 Ahead	Inf
2/3 (London Rd East)	U	B	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 5 Right	7.30
3/1 (Kents Hill Rd)	U	C	2	3	56.2	Geom	-	3.40	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	6.26
											Arm 8 Left	6.69
4/1 (London Rd West)	U	D	2	3	156.5	Geom	-	3.10	0.00	Y	Arm 5 Left	3.50
4/2 (London Rd West)	U	D	2	3	4.8	Geom	-	3.05	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	6.78
5/1 (Kents Hill Rd North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (London Rd East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Kents Hill Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (London Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (London Rd Filter)	O		2	3	2.6	Geom	-	4.70	0.00	Y	Arm 7 Left	20.60

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	08:00	09:00	01:00	
2: '2024 Base PM'	17:00	18:00	01:00	
3: '2034 Ref AM'	08:00	09:00	01:00	
4: '2034 Ref PM'	17:00	18:00	01:00	
5: '2034 Ref AM with LP'	08:00	09:00	01:00	
6: '2034 Ref PM with LP'	17:00	18:00	01:00	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	3	35	83	121
	B	4	0	82	699	785
	C	34	58	0	29	121
	D	119	533	51	0	703
	Tot.	157	594	168	811	1730

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	121
2/1 (short)	82
2/2 (with short)	781(In) 699(Out)
2/3	4
3/1	121
4/1 (with short)	703(In) 652(Out)
4/2 (short)	51
5/1	157
6/1	594
7/1	168
8/1	811
9/1	82

Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	2.5 %	1599	1599
				Arm 7 Ahead	Inf	28.9 %		
				Arm 8 Right	5.60	68.6 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	28.1 %	1673	1673
				Arm 6 Right	6.26	47.9 %		
				Arm 8 Left	6.69	24.0 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	18.3 %	1785	1785
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	81.7 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	5	22	128	155
	B	5	0	60	415	480
	C	30	82	0	61	173
	D	98	657	64	0	819
	Tot.	133	744	146	604	1627

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	155
2/1 (short)	60
2/2 (with short)	475(In) 415(Out)
2/3	5
3/1	173
4/1 (with short)	819(In) 755(Out)
4/2 (short)	64
5/1	133
6/1	744
7/1	146
8/1	604
9/1	60

Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	3.2 %	1548	1548
				Arm 7 Ahead	Inf	14.2 %		
				Arm 8 Right	5.60	82.6 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	17.3 %	1639	1639
				Arm 6 Right	6.26	47.4 %		
				Arm 8 Left	6.69	35.3 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	13.0 %	1824	1824
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	87.0 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 3: '2034 Ref AM' (FG3: '2034 Ref AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	3	106	144	253
	B	4	0	76	747	827
	C	55	60	0	79	194
	D	121	647	52	0	820
	Tot.	180	710	234	970	2094

Traffic Lane Flows

Lane	Scenario 3: 2034 Ref AM
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	253
2/1 (short)	76
2/2 (with short)	823(In) 747(Out)
2/3	4
3/1	194
4/1 (with short)	820(In) 768(Out)
4/2 (short)	52
5/1	180
6/1	710
7/1	234
8/1	970
9/1	76

Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	1.2 %	1648	1648
				Arm 7 Ahead	Inf	41.9 %		
				Arm 8 Right	5.60	56.9 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	28.4 %	1678	1678
				Arm 6 Right	6.26	30.9 %		
				Arm 8 Left	6.69	40.7 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	15.8 %	1803	1803
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	84.2 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 4: '2034 Ref PM' (FG4: '2034 Ref PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	5	30	128	163
	B	5	0	60	493	558
	C	32	70	0	99	201
	D	97	735	32	0	864
	Tot.	134	810	122	720	1786

Traffic Lane Flows

Lane	Scenario 4: 2034 Ref PM
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	163
2/1 (short)	60
2/2 (with short)	553(In) 493(Out)
2/3	5
3/1	201
4/1 (with short)	864(In) 832(Out)
4/2 (short)	32
5/1	134
6/1	810
7/1	122
8/1	720
9/1	60

Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	3.1 %	1562	1562
				Arm 7 Ahead	Inf	18.4 %		
				Arm 8 Right	5.60	78.5 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	15.9 %	1638	1638
				Arm 6 Right	6.26	34.8 %		
				Arm 8 Left	6.69	49.3 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	11.7 %	1833	1833
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	88.3 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 5: '2034 Ref AM with LP' (FG5: '2034 Ref AM with LP', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	3	112	167	282
	B	4	0	66	815	885
	C	57	55	0	88	200
	D	131	638	53	0	822
	Tot.	192	696	231	1070	2189

Traffic Lane Flows

Lane	Scenario 5: 2034 Ref AM with LP
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	282
2/1 (short)	66
2/2 (with short)	881(In) 815(Out)
2/3	4
3/1	200
4/1 (with short)	822(In) 769(Out)
4/2 (short)	53
5/1	192
6/1	696
7/1	231
8/1	1070
9/1	66

Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	1.1 %	1640	1640
				Arm 7 Ahead	Inf	39.7 %		
				Arm 8 Right	5.60	59.2 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	28.5 %	1679	1679
				Arm 6 Right	6.26	27.5 %		
				Arm 8 Left	6.69	44.0 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	17.0 %	1794	1794
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	83.0 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 6: '2034 Ref PM with LP' (FG6: '2034 Ref PM with LP', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	5	33	152	190
	B	4	0	47	475	526
	C	27	70	0	62	159
	D	94	642	30	0	766
	Tot.	125	717	110	689	1641

Traffic Lane Flows

Lane	Scenario 6: 2034 Ref PM with LP
Junction: London Rd - Kents Hill Road - Kents Hill Rd North	
1/1	190
2/1 (short)	47
2/2 (with short)	522(In) 475(Out)
2/3	4
3/1	159
4/1 (with short)	766(In) 736(Out)
4/2 (short)	30
5/1	125
6/1	717
7/1	110
8/1	689
9/1	47

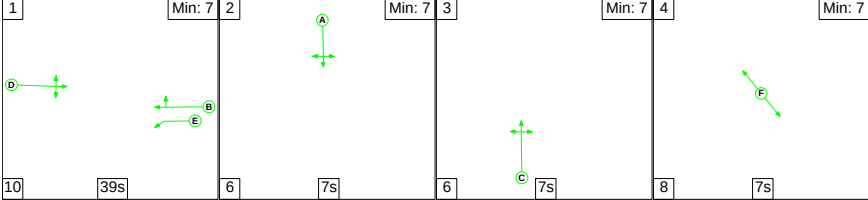
Lane Saturation Flows

Junction: London Rd - Kents Hill Road - Kents Hill Rd North								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Kents Hill Rd North)	2.90	0.00	Y	Arm 6 Left	5.00	2.6 %	1559	1559
				Arm 7 Ahead	Inf	17.4 %		
				Arm 8 Right	5.60	80.0 %		
2/1 (London Rd East)	3.51	0.00	Y	Arm 9 Ahead	19.00	100.0 %	1822	1822
2/2 (London Rd East)	3.00	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1915	1915
2/3 (London Rd East)	3.05	0.00	Y	Arm 5 Right	7.30	100.0 %	1593	1593
3/1 (Kents Hill Rd)	3.40	0.00	Y	Arm 5 Ahead	Inf	17.0 %	1639	1639
				Arm 6 Right	6.26	44.0 %		
				Arm 8 Left	6.69	39.0 %		
4/1 (London Rd West)	3.10	0.00	Y	Arm 5 Left	3.50	12.8 %	1825	1825
4/2 (London Rd West)	3.05	0.00	Y	Arm 6 Ahead	Inf	87.2 %		
5/1 (Kents Hill Rd North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (London Rd East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Kents Hill Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (London Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (London Rd Filter)	4.70	0.00	Y	Arm 7 Left	20.60	100.0 %	1943	1943

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

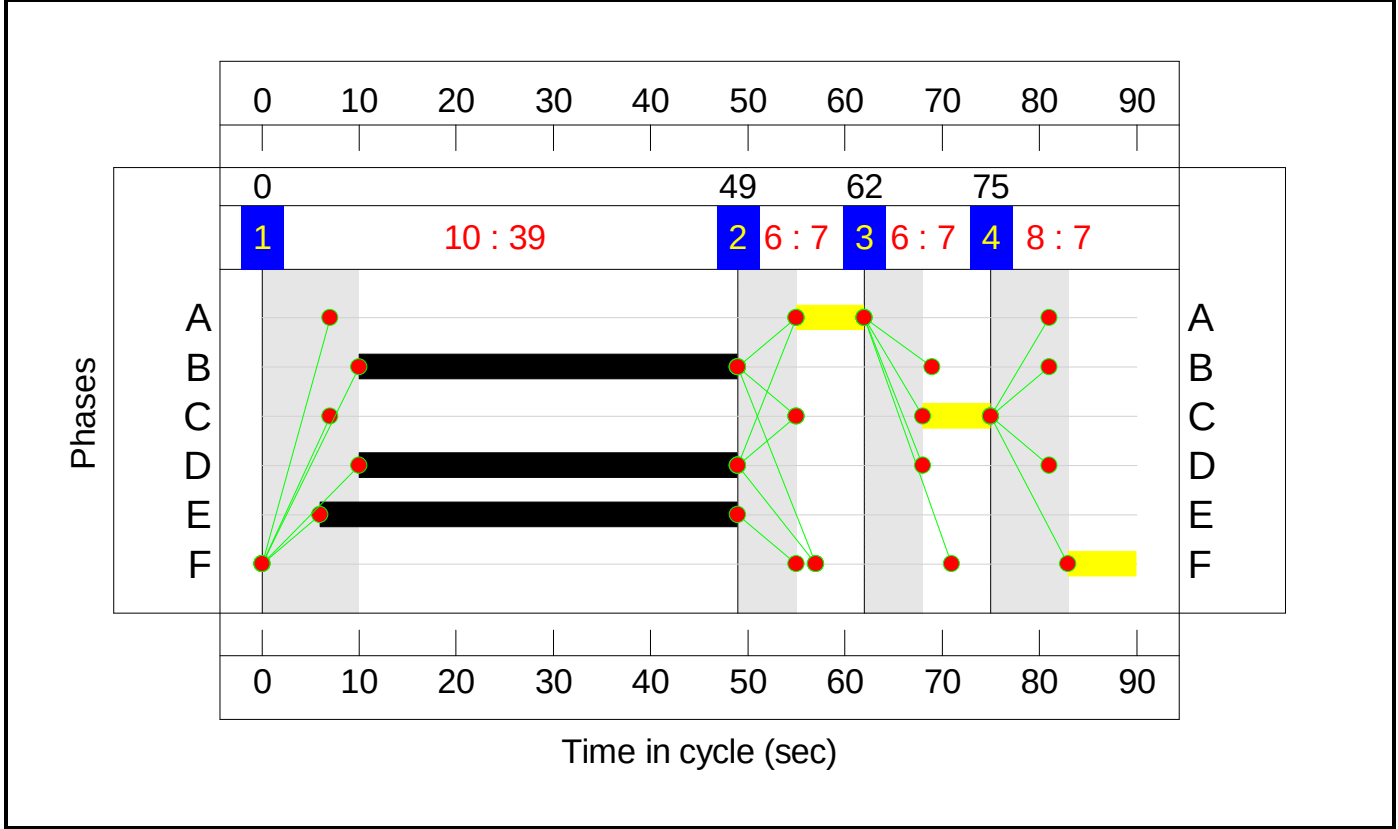


Stage Timings

Stage Stream: 1

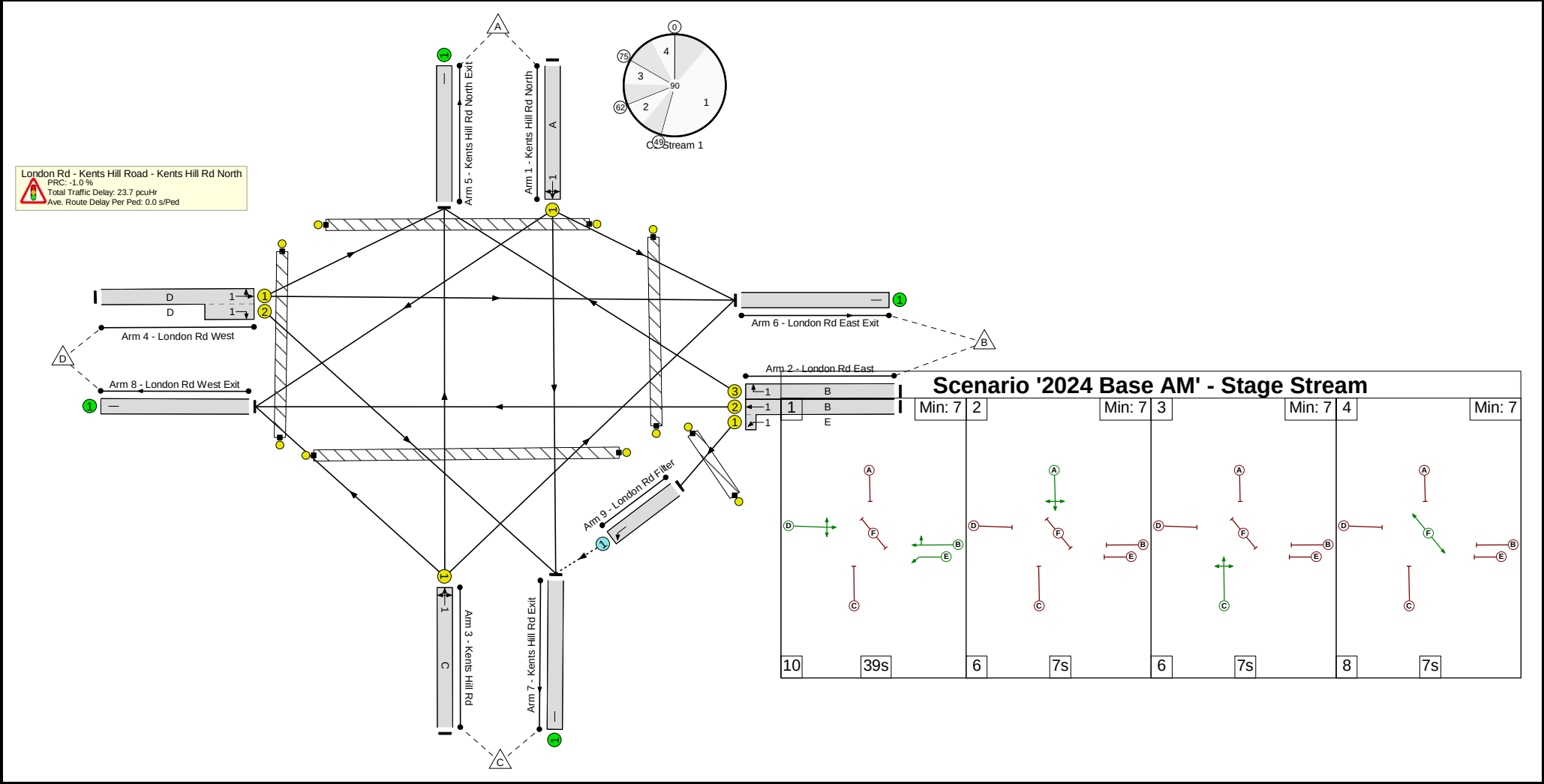
Stage	1	2	3	4
Duration	39	7	7	7
Change Point	0	49	62	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

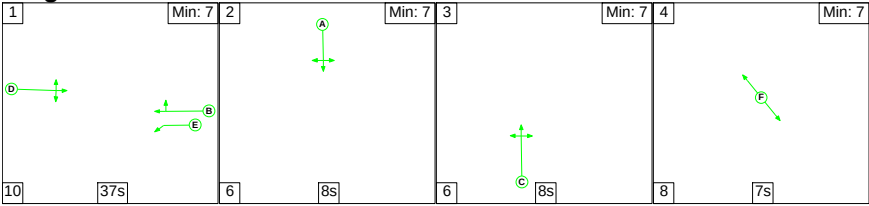
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	90.9%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	7	-	121	1599	142	85.1%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	39:43	-	781	1915:1822	769+90	90.9 : 90.9%
2/3	London Rd East Right	U	1	N/A	B		1	39	-	4	1593	708	0.6%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	7	-	121	1673	149	81.4%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	39	-	703	1785:1572	761+59	85.7 : 85.7%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	82	1943	1346	6.1%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	79	3	0	12.0	11.7	0.0	23.7	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	79	3	0	12.0	11.7	0.0	23.7	-	-	-	-
1/1	121	121	-	-	-	1.4	2.3	-	3.7	110.1	3.0	2.3	5.3
2/2+2/1	781	781	-	-	-	5.0	4.5	-	9.5	43.7	17.9	4.5	22.4
2/3	4	4	-	-	-	0.0	0.0	-	0.0	16.7	0.1	0.0	0.1
3/1	121	121	-	-	-	1.4	1.9	-	3.3	97.3	3.0	1.9	4.9
4/1+4/2	703	703	-	-	-	4.3	2.9	-	7.1	36.6	15.2	2.9	18.1
5/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	82	82	79	3	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 23.62 Cycle Time (s): 90 PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 23.65													

Stage Sequence Diagram

Stage Stream: 1

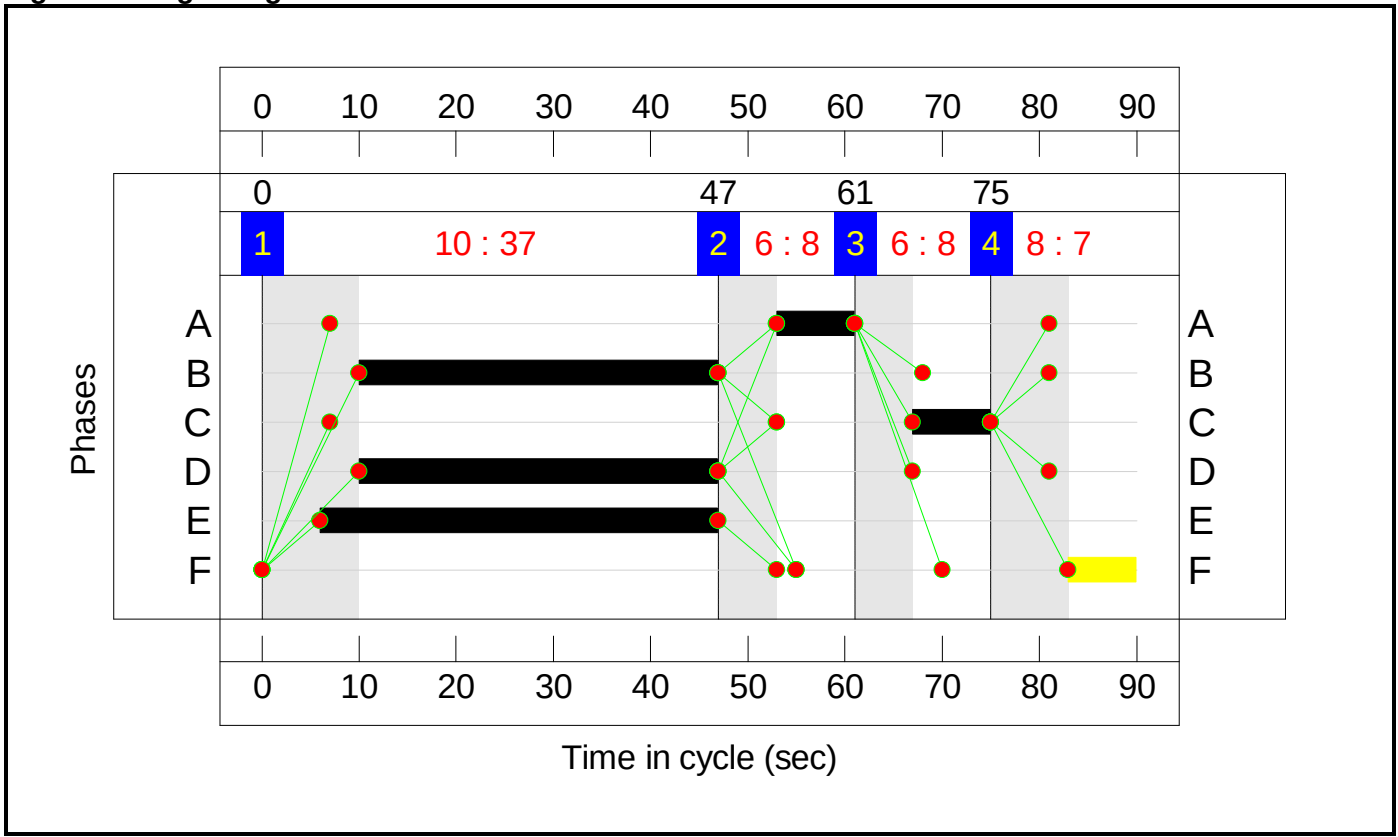


Stage Timings

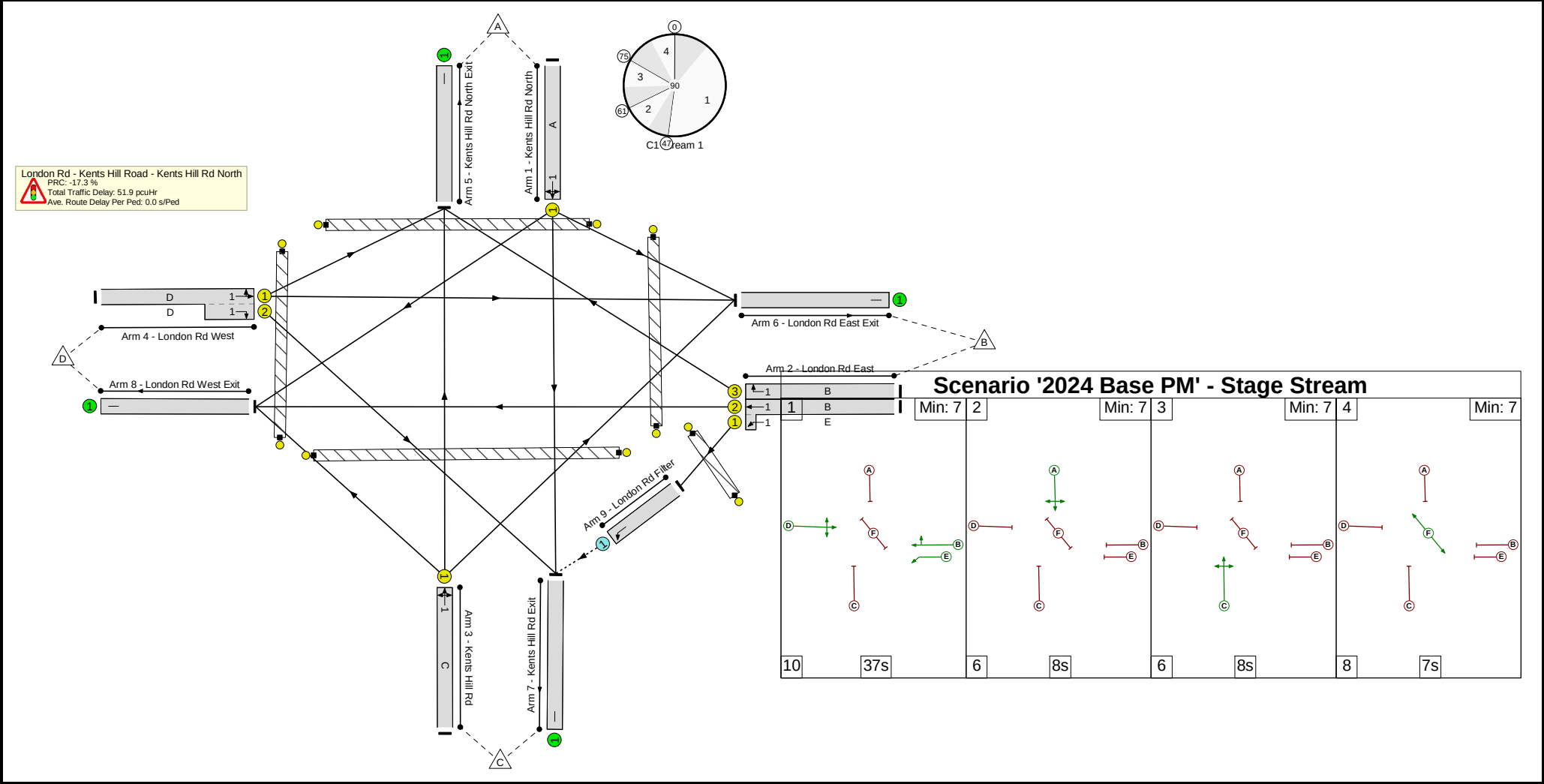
Stage Stream: 1

Stage	1	2	3	4
Duration	37	8	8	7
Change Point	0	47	61	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

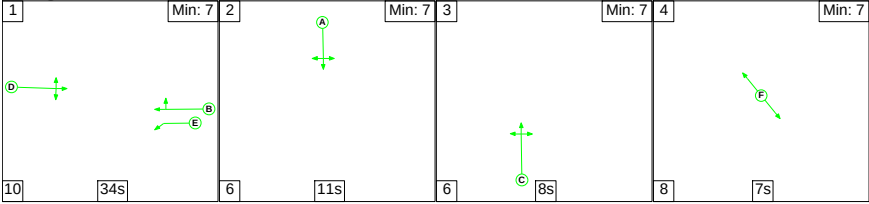
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	105.6%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	105.6%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	8	-	155	1548	155	100.1%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	37:41	-	475	1915:1822	713+103	58.2 : 58.2%
2/3	London Rd East Right	U	1	N/A	B		1	37	-	5	1593	673	0.7%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	8	-	173	1639	164	105.6%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	37	-	819	1824:1572	731+62	103.3 : 103.3%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	60	1943	1351	4.4%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	57	3	0	13.5	38.4	0.0	51.9	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	57	3	0	13.5	38.4	0.0	51.9	-	-	-	-
1/1	155	155	-	-	-	1.8	6.3	-	8.0	186.4	3.9	6.3	10.2
2/2+2/1	475	475	-	-	-	2.6	0.7	-	3.3	24.8	8.9	0.7	9.6
2/3	5	5	-	-	-	0.0	0.0	-	0.0	18.0	0.1	0.0	0.1
3/1	173	164	-	-	-	2.2	9.2	-	11.5	238.3	4.6	9.2	13.8
4/1+4/2	819	793	-	-	-	6.9	22.2	-	29.1	127.9	21.6	22.2	43.8
5/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	60	60	57	3	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%):					-17.3	Total Delay for Signalled Lanes (pcuHr):			51.87	Cycle Time (s): 90			
PRC Over All Lanes (%):					-17.3	Total Delay Over All Lanes(pcuHr):			51.89				

Stage Sequence Diagram

Stage Stream: 1

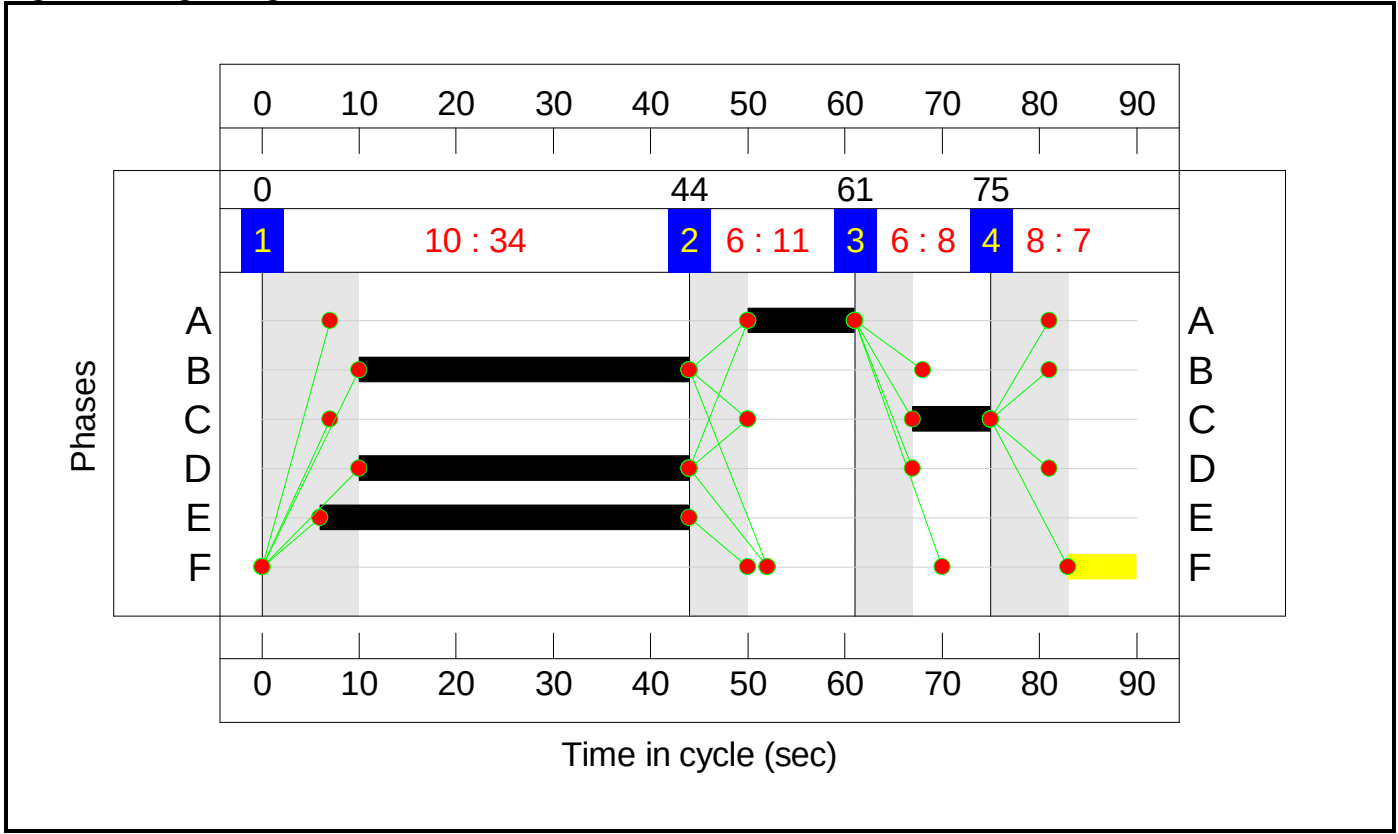


Stage Timings

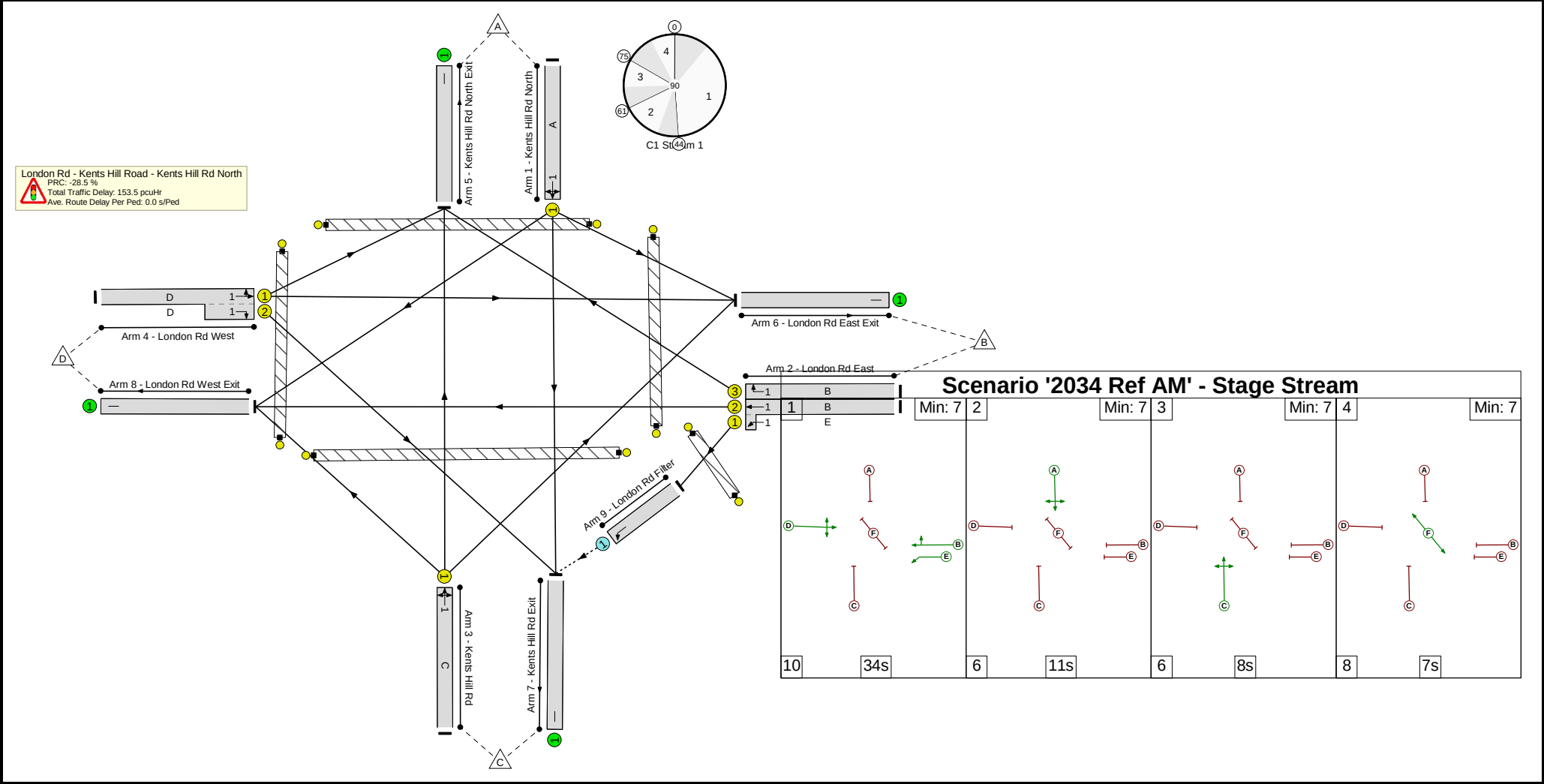
Stage Stream: 1

Stage	1	2	3	4
Duration	34	11	8	7
Change Point	0	44	61	75

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

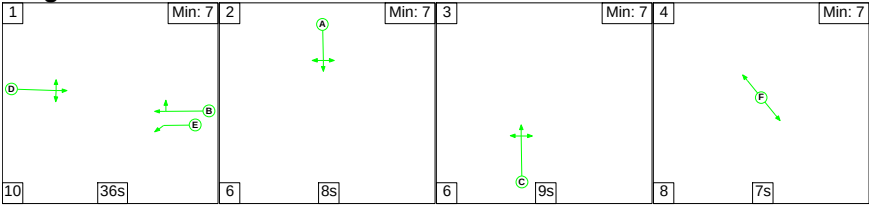
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	115.6%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	115.6%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	11	-	253	1648	220	115.1%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	34:38	-	823	1915:1822	684+70	109.3 : 109.3%
2/3	London Rd East Right	U	1	N/A	B		1	34	-	4	1593	619	0.6%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	8	-	194	1678	168	115.6%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	34	-	820	1803:1572	679+46	113.1 : 113.1%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	76	1943	1288	5.4%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	66	3	0	26.2	127.4	0.0	153.5	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	66	3	0	26.2	127.4	0.0	153.5	-	-	-	-
1/1	253	220	-	-	-	3.9	19.8	-	23.7	337.2	7.2	19.8	27.0
2/2+2/1	823	753	-	-	-	9.2	40.0	-	49.2	215.2	22.3	40.0	62.3
2/3	4	4	-	-	-	0.0	0.0	-	0.0	20.0	0.1	0.0	0.1
3/1	194	168	-	-	-	3.0	16.1	-	19.1	354.1	5.5	16.1	21.6
4/1+4/2	820	725	-	-	-	10.2	51.4	-	61.5	270.1	23.5	51.4	74.8
5/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	70	70	66	3	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -28.5 Total Delay for Signalled Lanes (pcuHr): 153.52 Cycle Time (s): 90 PRC Over All Lanes (%): -28.5 Total Delay Over All Lanes(pcuHr): 153.55													

Stage Sequence Diagram

Stage Stream: 1

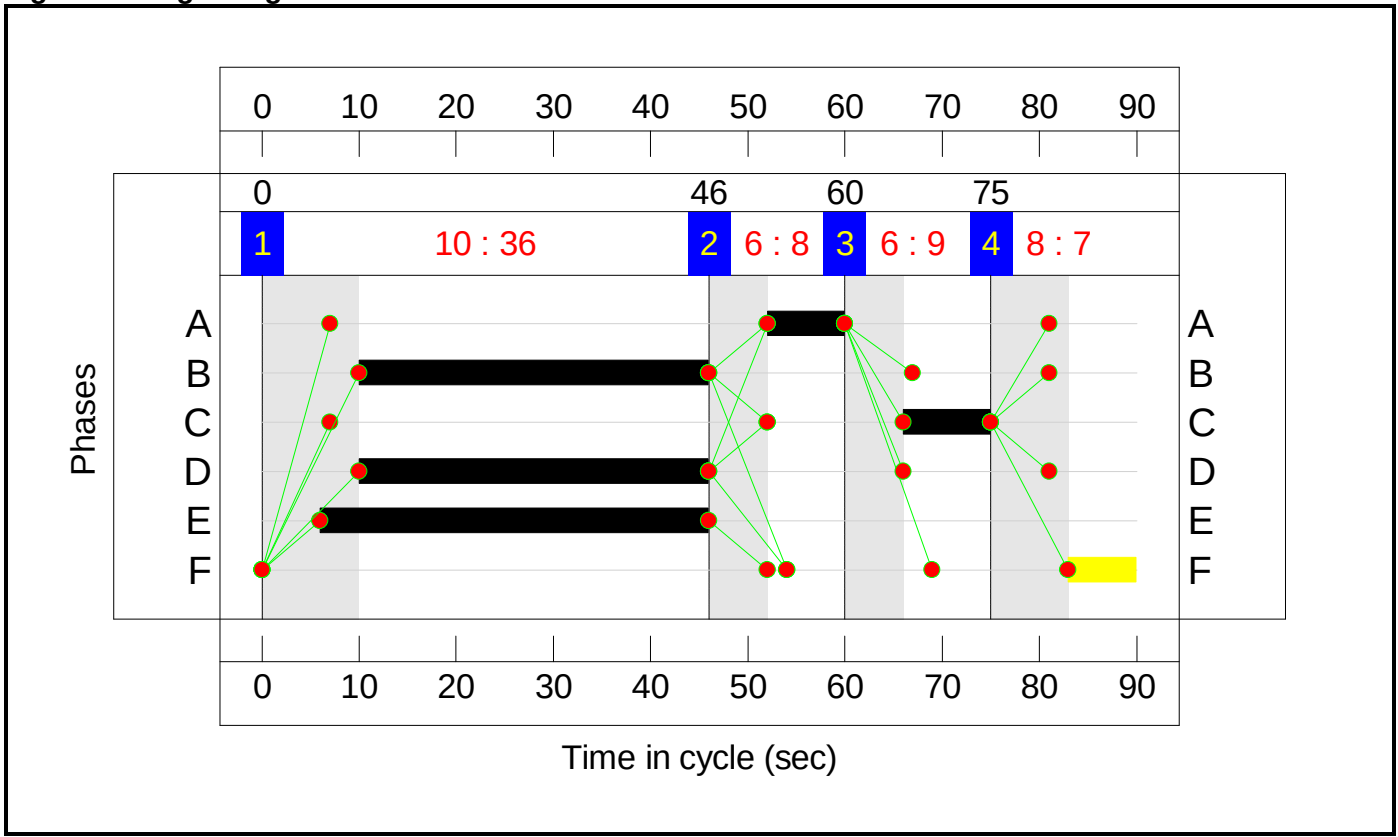


Stage Timings

Stage Stream: 1

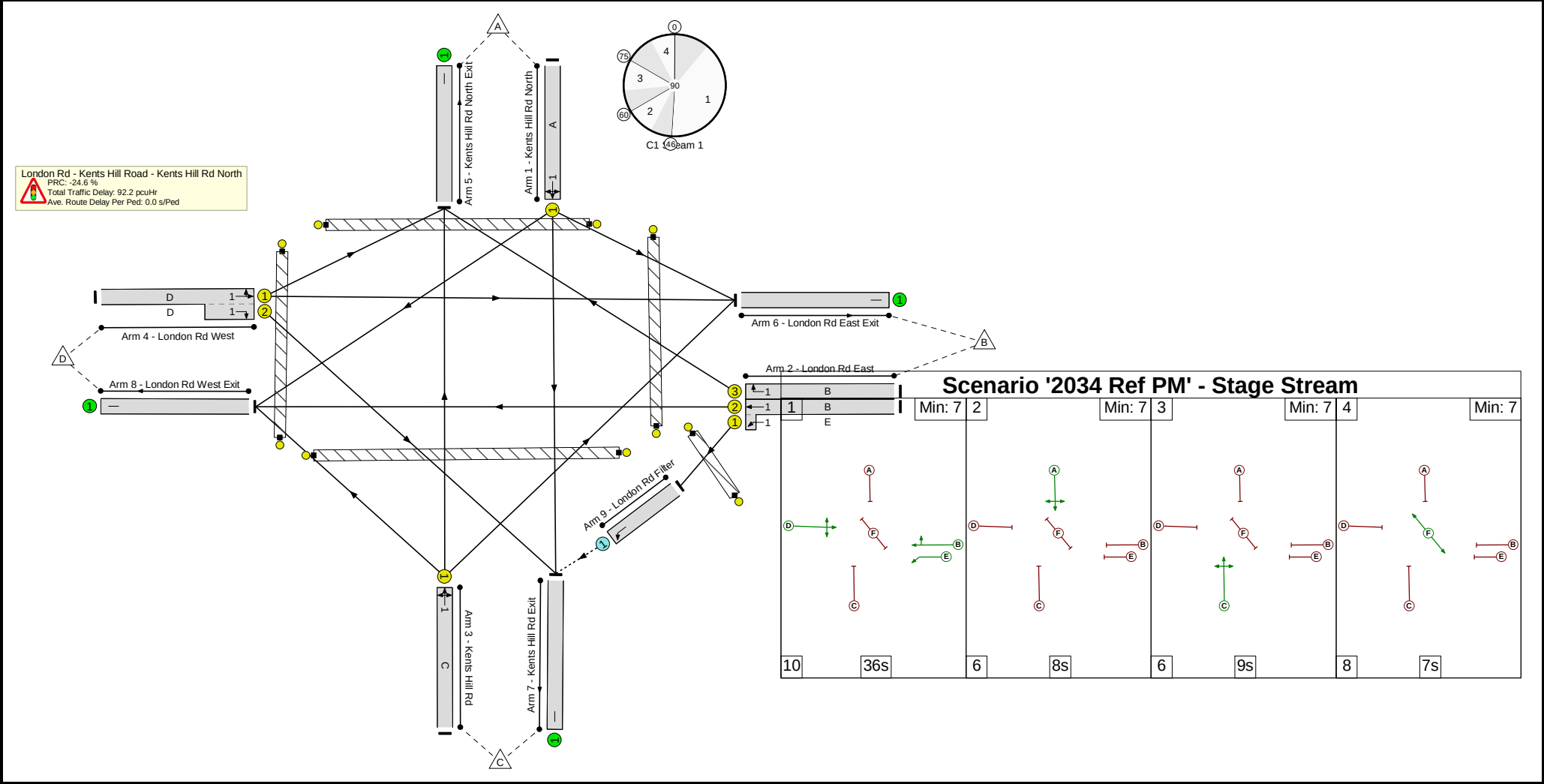
Stage	1	2	3	4
Duration	36	8	9	7
Change Point	0	46	60	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

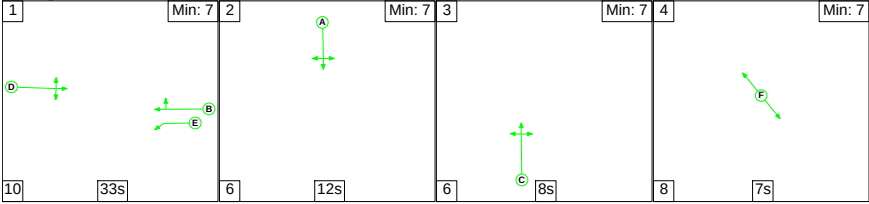
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	112.2%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	112.2%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	8	-	163	1562	156	104.4%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	36:40	-	553	1915:1822	709+86	69.5 : 69.5%
2/3	London Rd East Right	U	1	N/A	B		1	36	-	5	1593	655	0.8%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	9	-	201	1638	182	110.4%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	36	-	864	1833:1572	742+29	112.2 : 112.2%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	122	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	60	1943	1377	4.4%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	57	3	0	18.4	73.8	0.0	92.2	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	57	3	0	18.4	73.8	0.0	92.2	-	-	-	-
1/1	163	156	-	-	-	2.1	8.3	-	10.4	229.0	4.2	8.3	12.6
2/2+2/1	553	553	-	-	-	3.3	1.1	-	4.4	28.9	11.2	1.1	12.3
2/3	5	5	-	-	-	0.0	0.0	-	0.0	18.7	0.1	0.0	0.1
3/1	201	182	-	-	-	2.8	13.3	-	16.1	288.1	5.5	13.3	18.8
4/1+4/2	864	770	-	-	-	10.2	51.1	-	61.3	255.3	24.7	51.1	75.8
5/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	60	60	57	3	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -24.6 PRC Over All Lanes (%): -24.6 Total Delay for Signalled Lanes (pcuHr): 92.19 Total Delay Over All Lanes(pcuHr): 92.21 Cycle Time (s): 90													

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	57	3	0	18.4	73.8	0.0	92.2	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	57	3	0	18.4	73.8	0.0	92.2	-	-	-	-
1/1	163	156	-	-	-	2.1	8.3	-	10.4	229.0	4.2	8.3	12.6
2/2+2/1	553	553	-	-	-	3.3	1.1	-	4.4	28.9	11.2	1.1	12.3
2/3	5	5	-	-	-	0.0	0.0	-	0.0	18.7	0.1	0.0	0.1
3/1	201	182	-	-	-	2.8	13.3	-	16.1	288.1	5.5	13.3	18.8
4/1+4/2	864	770	-	-	-	10.2	51.1	-	61.3	255.3	24.7	51.1	75.8
5/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	60	60	57	3	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalised Lanes (%): -24.6 PRC Over All Lanes (%): -24.6 Total Delay for Signalised Lanes (pcuHr): 92.19 Total Delay Over All Lanes(pcuHr): 92.21 Cycle Time (s): 90													

Stage Sequence Diagram

Stage Stream: 1

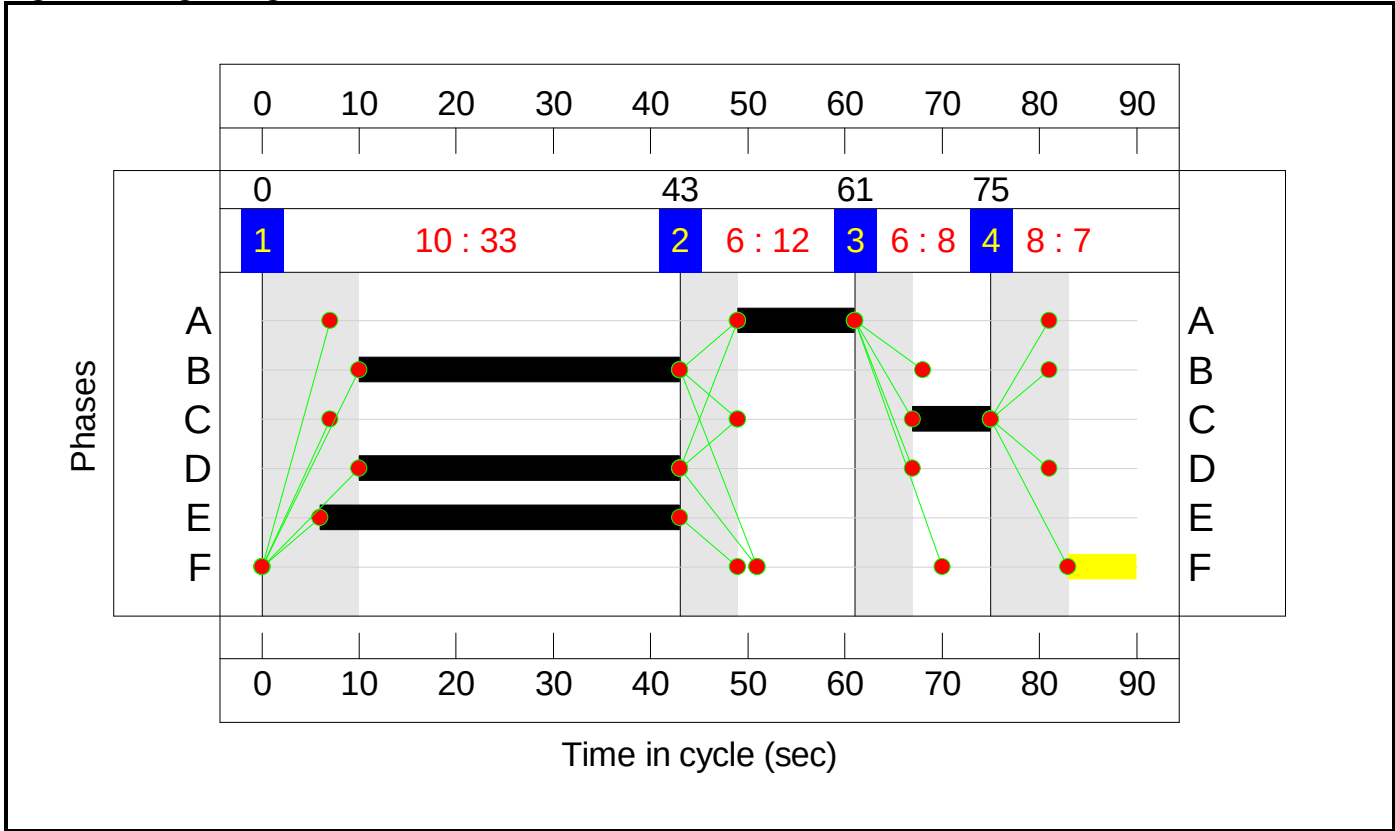


Stage Timings

Stage Stream: 1

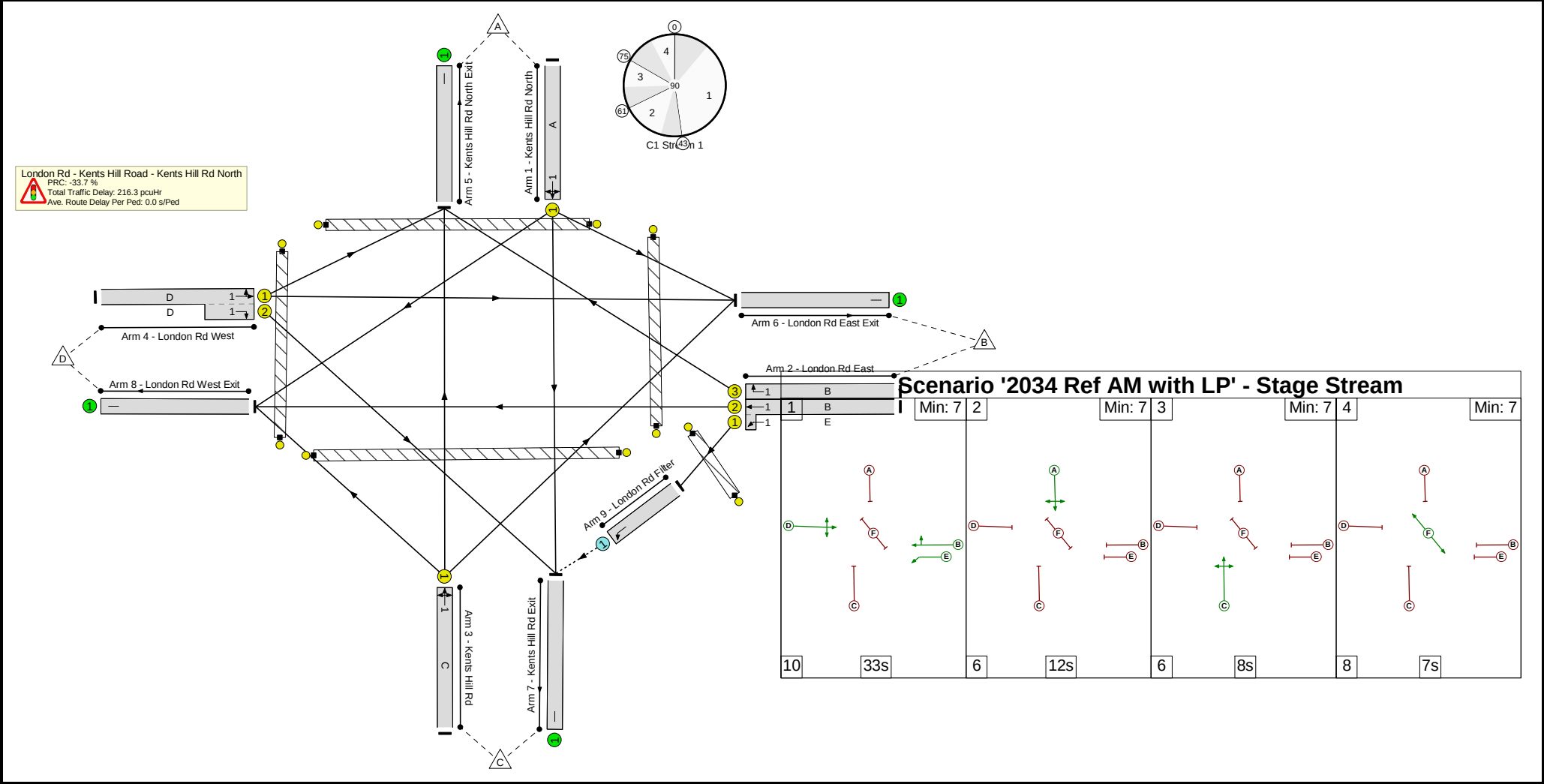
Stage	1	2	3	4
Duration	33	12	8	7
Change Point	0	43	61	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

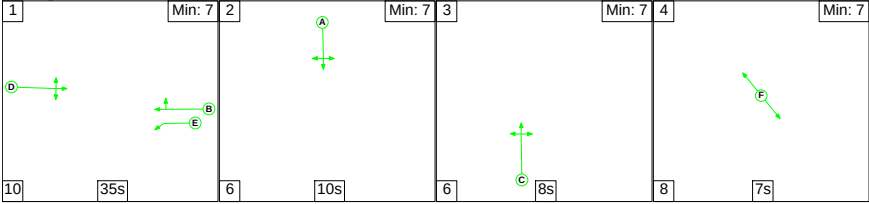
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	120.3%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	120.3%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	12	-	282	1640	237	119.0%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	33:37	-	881	1915:1822	677+55	120.3 : 120.3%
2/3	London Rd East Right	U	1	N/A	B		1	33	-	4	1593	602	0.7%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	8	-	200	1679	168	119.1%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	33	-	822	1794:1572	658+45	116.9 : 116.9%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	66	1943	1287	4.3%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results													
Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	52	3	0	32.3	184.0	0.0	216.3	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	52	3	0	32.3	184.0	0.0	216.3	-	-	-	-
1/1	282	237	-	-	-	4.6	25.3	-	29.9	381.6	8.2	25.3	33.5
2/2+2/1	881	732	-	-	-	13.1	77.3	-	90.3	369.2	25.7	77.3	103.0
2/3	4	4	-	-	-	0.0	0.0	-	0.0	20.7	0.1	0.0	0.1
3/1	200	168	-	-	-	3.3	18.7	-	22.1	397.1	5.9	18.7	24.7
4/1+4/2	822	703	-	-	-	11.3	62.6	-	74.0	324.0	24.1	62.6	86.7
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	55	55	52	3	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalised Lanes (%): -33.7 Total Delay for Signalised Lanes (pcuHr): 216.30 Cycle Time (s): 90 PRC Over All Lanes (%): -33.7 Total Delay Over All Lanes(pcuHr): 216.32													

[illegible]

Stage Sequence Diagram

Stage Stream: 1

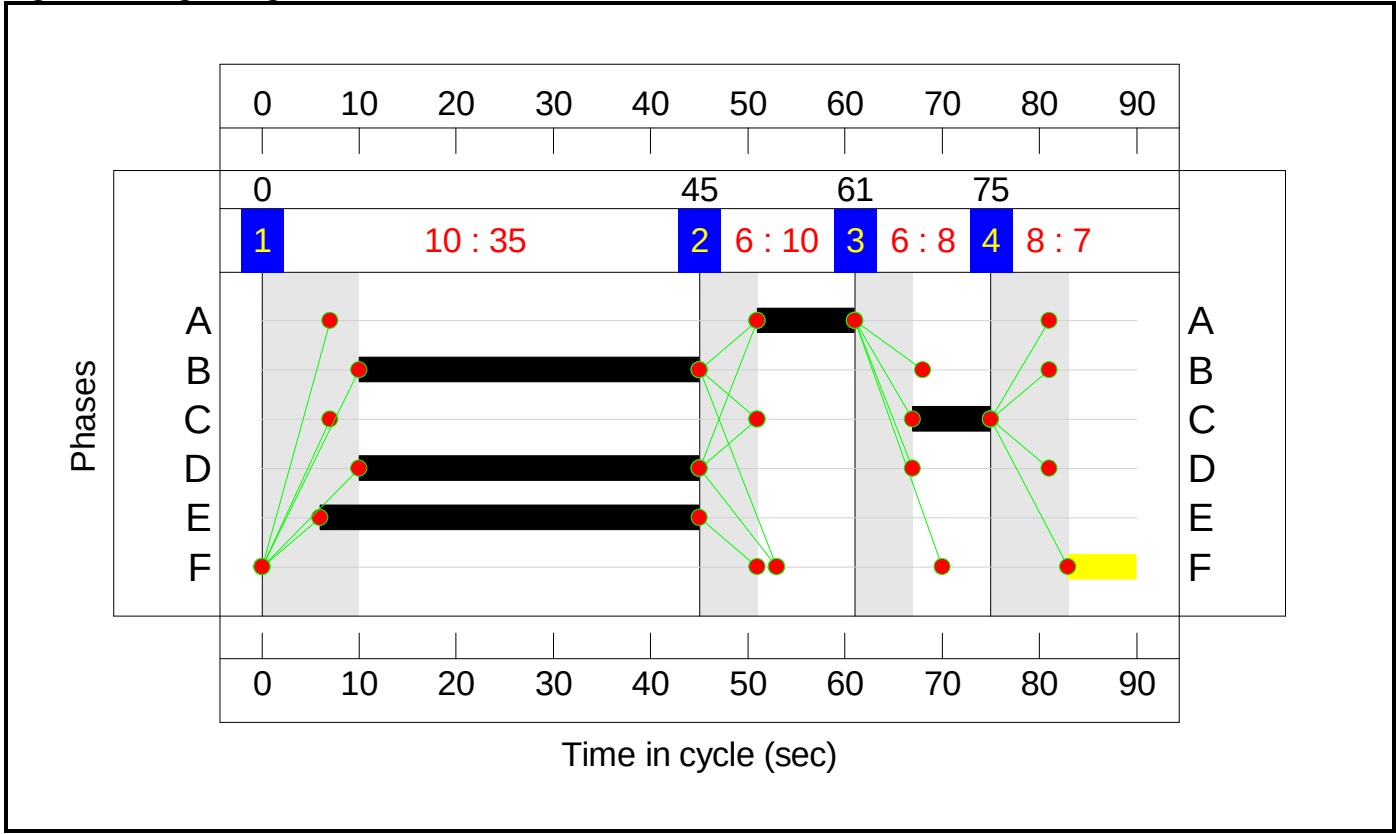


Stage Timings

Stage Stream: 1

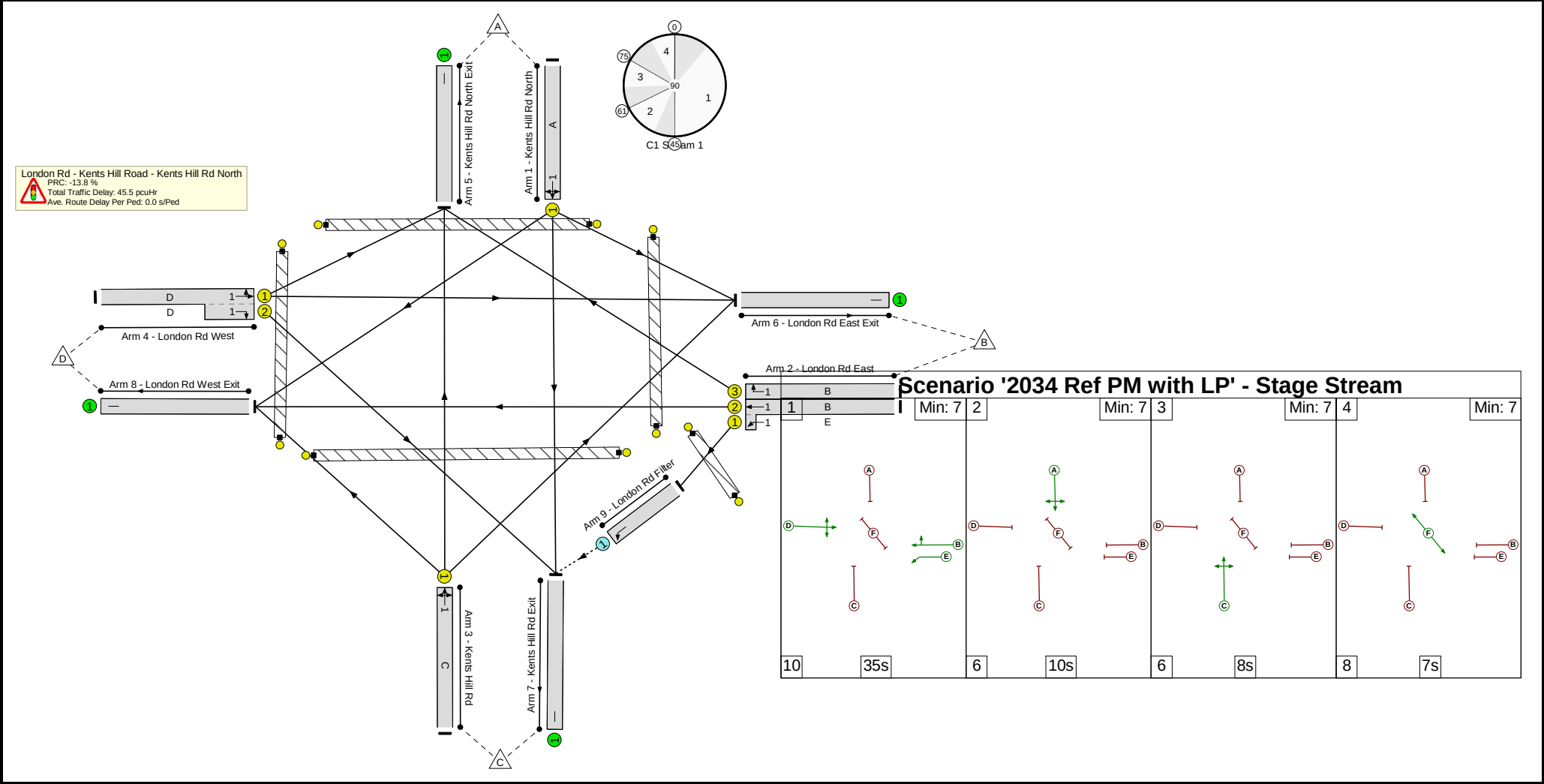
Stage	1	2	3	4
Duration	35	10	8	7
Change Point	0	45	61	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	N/A	-	-		-	-	-	-	-	-	102.4%
1/1	Kents Hill Rd North Left Ahead Right	U	1	N/A	A		1	10	-	190	1559	191	99.7%
2/2+2/1	London Rd East Ahead Ahead2	U	1	N/A	B E		1	35:39	-	522	1915:1822	705+70	67.4 : 67.4%
2/3	London Rd East Right	U	1	N/A	B		1	35	-	4	1593	637	0.6%
3/1	Kents Hill Rd Ahead Right Left	U	1	N/A	C		1	8	-	159	1639	164	97.0%
4/1+4/2	London Rd West Left Ahead Right	U	1	N/A	D		1	35	-	766	1825:1572	719+29	102.4 : 102.4%
5/1	Kents Hill Rd North Exit	U	N/A	N/A	-		-	-	-	125	Inf	Inf	0.0%
6/1	London Rd East Exit	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
7/1	Kents Hill Rd Exit	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
8/1	London Rd West Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
9/1	London Rd Filter Left	O	N/A	N/A	-		-	-	-	47	1943	1371	3.4%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P5	Unnamed Ped Link	-	1	-	F		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	45	2	0	13.5	32.0	0.0	45.5	-	-	-	-
London Rd - Kents Hill Road - Kents Hill Rd North	-	-	45	2	0	13.5	32.0	0.0	45.5	-	-	-	-
1/1	190	190	-	-	-	2.1	6.8	-	8.8	167.5	4.7	6.8	11.5
2/2+2/1	522	522	-	-	-	3.2	1.0	-	4.2	29.0	10.5	1.0	11.6
2/3	4	4	-	-	-	0.0	0.0	-	0.0	19.3	0.1	0.0	0.1
3/1	159	159	-	-	-	1.8	5.2	-	7.0	158.1	3.9	5.2	9.1
4/1+4/2	766	748	-	-	-	6.5	19.0	-	25.5	119.8	20.0	19.0	39.1
5/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	47	47	45	2	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 Stream: 1 PRC for Signalled Lanes (%): -13.8 Total Delay for Signalled Lanes (pcuHr): 45.53 Cycle Time (s): 90 PRC Over All Lanes (%): -13.8 Total Delay Over All Lanes(pcuHr): 45.54													