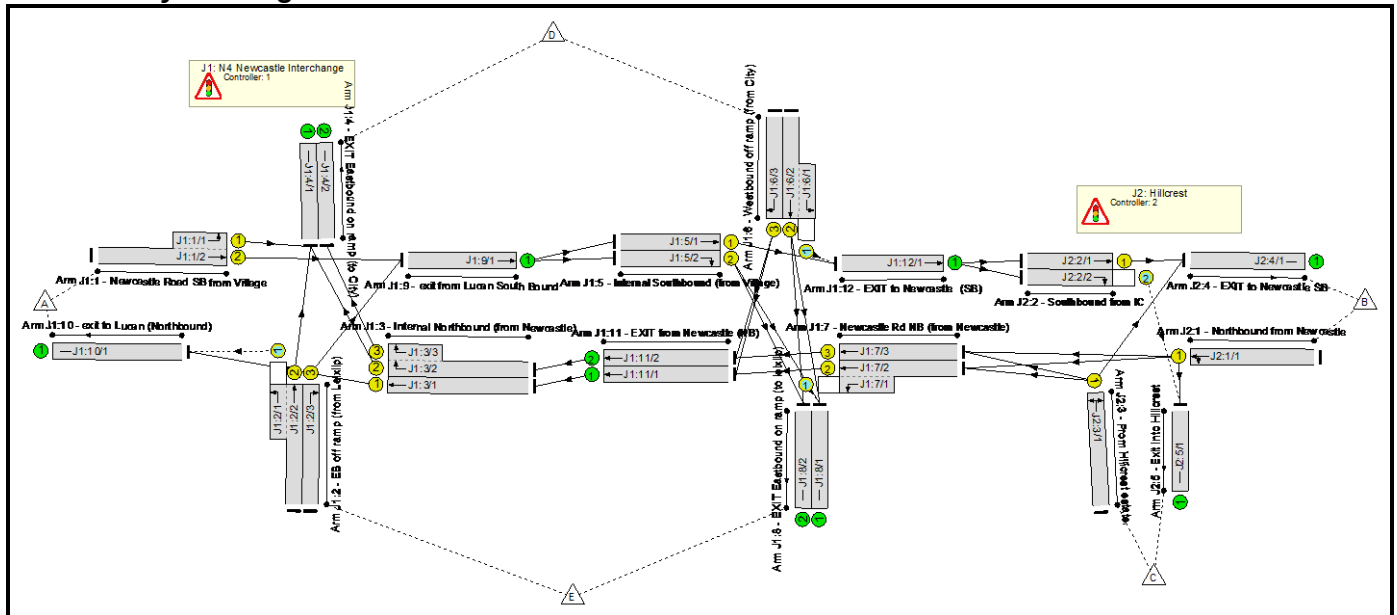


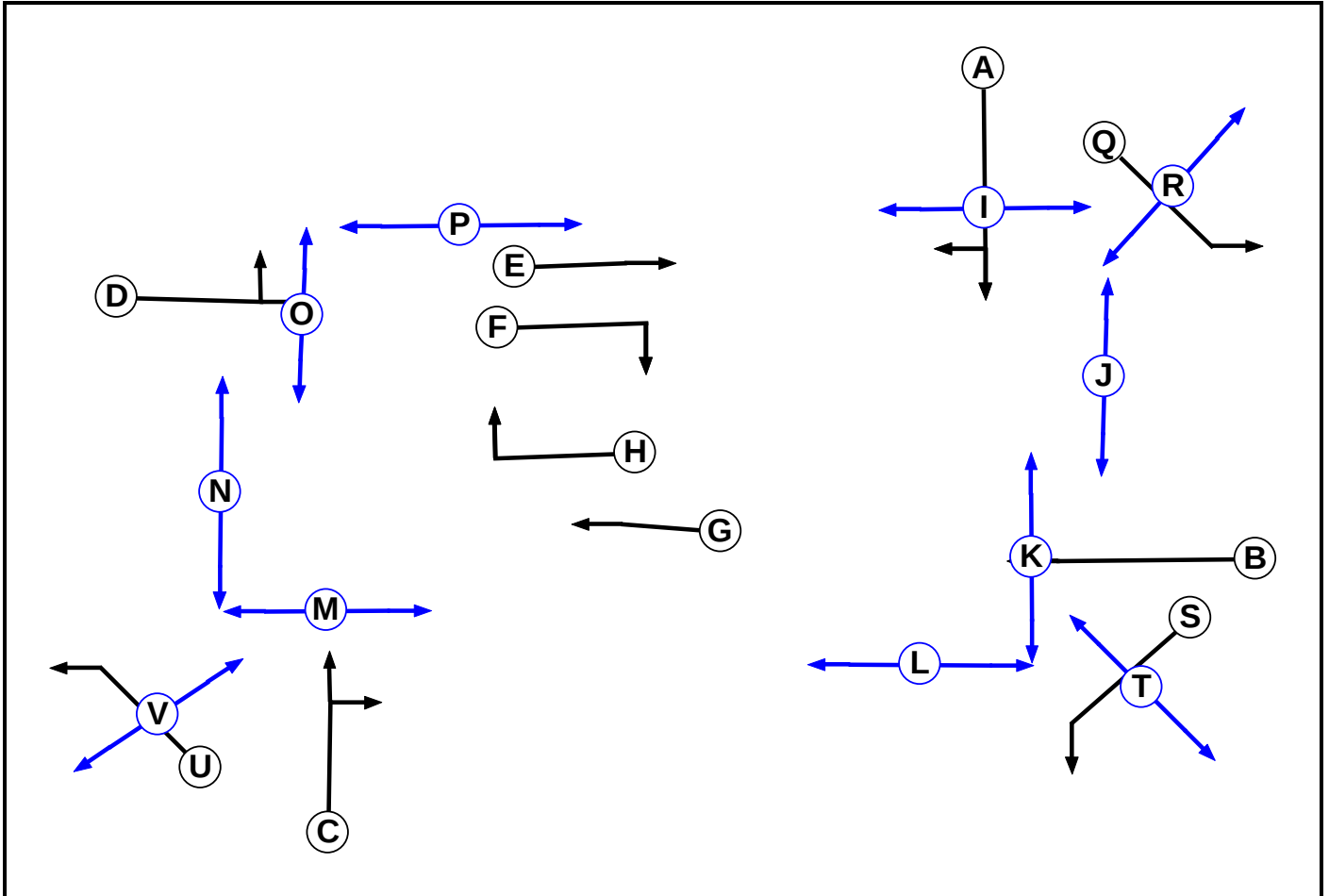
Full Input Data And Results

User and Project Details

Project:	Newcastle Road Signals Review
Title:	Traffic Signals Current Arrangement
Location:	
Client:	SDCC
Additional detail:	
File name:	Newcastle I-C 2A (2 right turns plus one ahead).lsg3x
Author:	K Reilly
Company:	SDCC
Address:	Traffic Section

Network Layout Diagram





Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		6	6
C	Traffic		7	7
D	Traffic		6	6
E	Traffic		6	6
F	Traffic		7	7
G	Traffic		6	6
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		7	7
L	Pedestrian		6	6
M	Pedestrian		6	6
N	Pedestrian		6	6
O	Pedestrian		7	7
P	Pedestrian		7	7
Q	Traffic		7	7
R	Pedestrian		6	6
S	Traffic		7	7
T	Pedestrian		6	6
U	Traffic		7	7
V	Pedestrian		6	6

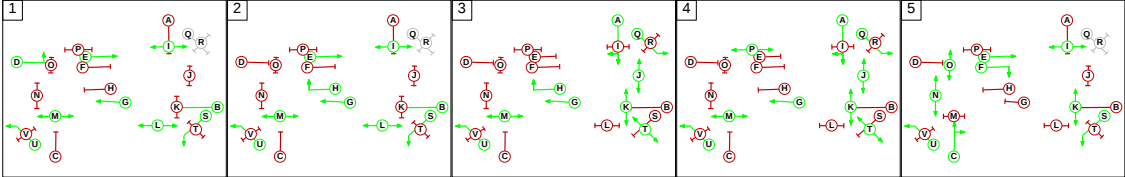
Phase Intergreens Matrix

Terminating Phase	Starting Phase																						
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
	A		6	-	-	5	6	-	-	5	-	-	9	-	-	-	-	-	8	-	-	-	-
	B	5		-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	
	C	-	-		6	-	-	5	6	-	-	-	5	-	-	9	-	-	-	-	-	-	
	D	-	-	5		-	-	-	5	-	-	-	-	-	5	7	-	-	-	-	-	-	
	E	5	-	-	-		-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	
	F	5	6	-	-	-		-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	G	-	-	5	-	-	-		-	-	-	-	-	-	7	7	-	-	-	-	-	-	
	H	-	-	5	6	-	-	-		-	-	-	-	-	-	-	8	-	-	-	-	-	
	I	8	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	-	8	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	
	K	-	9	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	
	L	9	-	-	-	-	8	-	-	-	-	-		-	-	-	-	-	-	-	-	-	
	M	-	-	8	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	-	8	-	-	-	-	-	-		-	-	-	-	-	-	-	
	O	-	-	-	9	-	-	8	-	-	-	-	-	-	-		-	-	-	-	-	-	
	P	-	-	8	8	-	-	-	8	-	-	-	-	-	-	-	-		-	-	-	-	
	Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	-	-	
	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-		-	-	
	S	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5	
	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	
	U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		5
	V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-

Phases in Stage

Stage No.	Phases in Stage
1	BDEGILMSU
2	BEGHILMSU
3	AGHJKMQTU
4	AGJKMPQTU
5	CEFIKNOSU

Stage Diagram



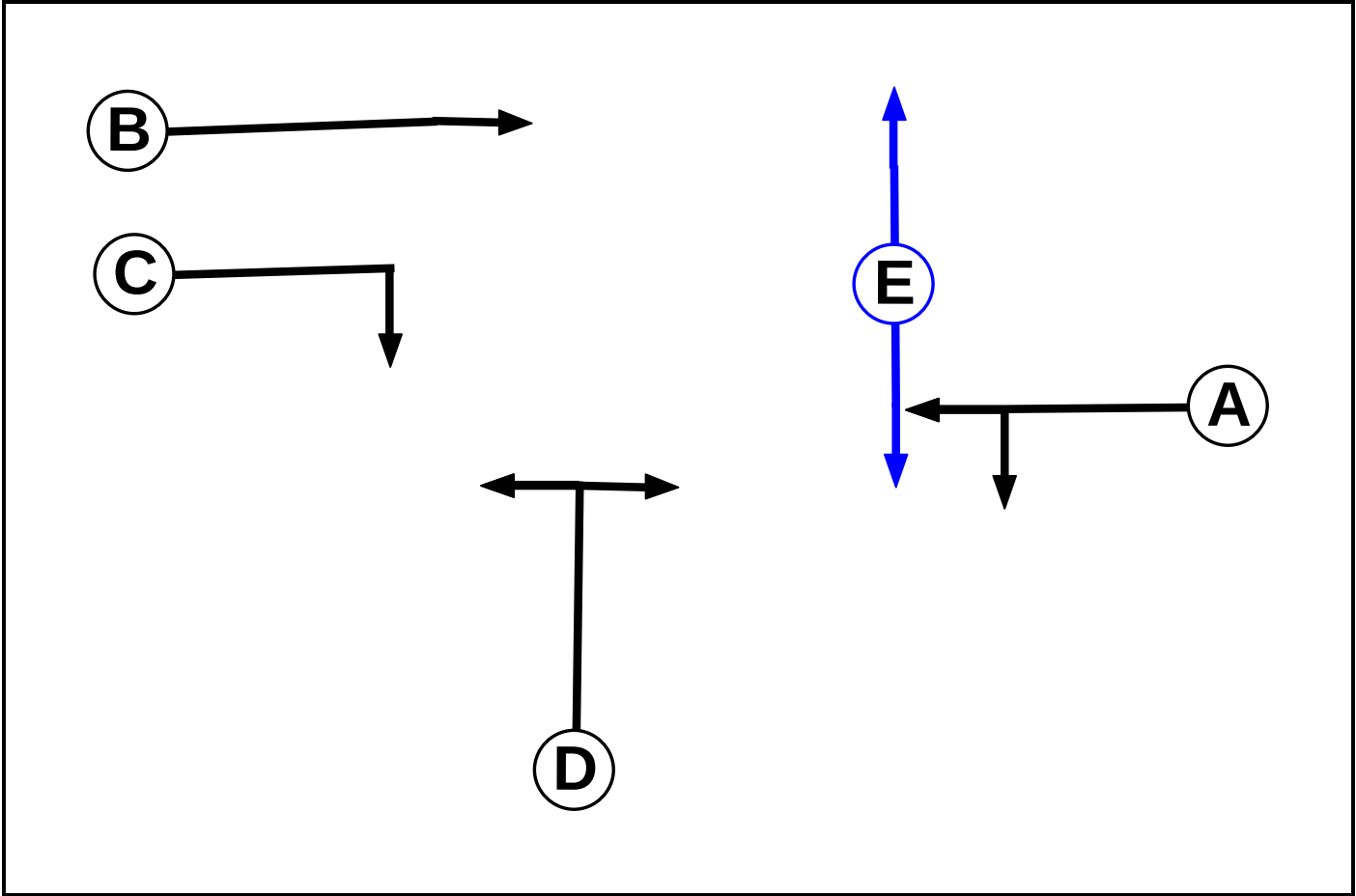
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
	1	2	3	4	5	
	1		5	9	9	8
	2	6		9	9	8
	3	9	9		8	8
	4	9	9	8		8
	5	9	9	8	9	

C2 - Hillcrest
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		6	6
B	Traffic		6	6
C	Traffic		7	7
D	Traffic		6	6
E	Pedestrian		6	6

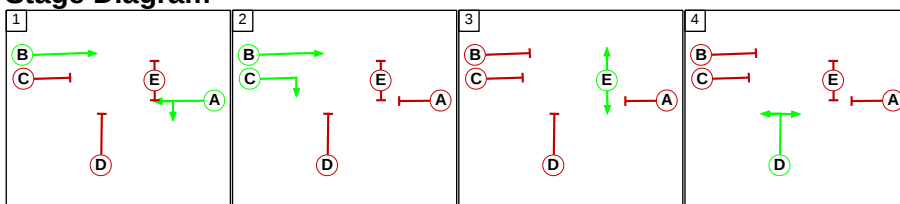
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		5	6	6
	2	5		6	5
	3	9	9		9
	4	5	5	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: N4 Newcastle Interchange											
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)
J1:2/1 (EB off ramp (from Leixlip))	J1:10/1 (Left)	1439	0	J1:3/1	1.09	All	2.00	-	0.50	2	2.00
J1:6/1 (Westbound off ramp (from City))	J1:12/1 (Left)	1439	0	J1:5/1	1.09	All	2.00	-	0.50	2	2.00
J1:7/1 (Newcastle Rd NB (from Newcastle))	J1:8/1 (Left)	1439	0	J1:6/2	1.09	All	2.00	-	0.50	2	2.00
				J1:5/2	1.09	All					

Junction: J2: Hillcrest											
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)
J2:2/2 (Southbound from IC)	J2:5/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: N4 Newcastle Interchange												
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)
J1:1/1 (Newcastle Road SB from Village)	U	D	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	12.00
J1:1/2 (Newcastle Road SB from Village)	U	D	2	3	60.0	User	1800	-	-	-	-	-
J1:2/1 (EB off ramp (from Leixlip))	O	U	2	3	5.0	User	1800	-	-	-	-	-
J1:2/2 (EB off ramp (from Leixlip))	U	C	2	3	60.0	User	1800	-	-	-	-	-
J1:2/3 (EB off ramp (from Leixlip))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:9 Right	Inf
J1:3/1 (Internal Northbound (from Newcastle))	U	G	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:10 Ahead	Inf
J1:3/2 (Internal Northbound (from Newcastle))	U	H	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:4 Right	Inf
J1:3/3 (Internal Northbound (from Newcastle))	U	H	2	3	5.0	User	1800	-	-	-	-	-
J1:4/1 (EXIT Eastbound on ramp (to City))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2 (EXIT Eastbound on ramp (to City))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Internal Southbound (from Village))	U	E	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:12 Ahead	Inf
J1:5/2 (Internal Southbound (from Village))	U	F	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:8 Right	Inf
J1:6/1 (Westbound off ramp (from City))	O	Q	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:12 Left	Inf

Full Input Data And Results

J1:6/2 (Westbound off ramp (from City))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:8 Ahead	Inf
J1:6/3 (Westbound off ramp (from City))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:11 Right	Inf
J1:7/1 (Newcastle Rd NB (from Newcastle))	O	S	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J1:8 Left	Inf
J1:7/2 (Newcastle Rd NB (from Newcastle))	U	B	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:11 Ahead	Inf
J1:7/3 (Newcastle Rd NB (from Newcastle))	U	B	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:11 Ahead	Inf
J1:8/1 (EXIT Eastbound on ramp (to leixlip))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2 (EXIT Eastbound on ramp (to leixlip))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:9/1 (exit from Lucan South Bound)	U		2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:5 Ahead	Inf
J1:10/1 (exit to Lucan (Northbound))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/1 (EXIT from Newcastle (NB))	U		2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J1:11/2 (EXIT from Newcastle (NB))	U		2	3	30.0	Inf	-	-	-	-	-	-
J1:12/1 (EXIT to Newcastle (SB))	U		2	3	30.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Hillcrest												
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)
J2:1/1 (Northbound from Newcastle)	U	A	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:7 Ahead	Inf
											Arm J2:5 Left	Inf
J2:2/1 (Southbound from IC)	U	B	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/2 (Southbound from IC)	O	C	2	3	20.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	Inf
J2:3/1 (From Hillcrest estate.)	U	D	2	3	30.0	Geom	-	3.25	0.00	Y	Arm J1:7 Left	Inf
											Arm J2:4 Right	Inf
J2:4/1 (EXIT to Newcastle SB)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (Exit into Hillcrest)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Flow Group 1'	07:00	08:00	01:00	

Scenario 1: 'Scenario 1' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	0	212	4	46	40	302
	B	169	0	38	341	151	699
	C	34	116	0	74	18	242
	D	12	164	1	0	3	180
	E	6	382	9	25	0	422
	Tot.	221	874	52	486	212	1845

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: J1: N4 Newcastle Interchange	
J1:1/1 (short)	46
J1:1/2 (with short)	302(In) 256(Out)
J1:2/1 (short)	6
J1:2/2 (with short)	31(In) 25(Out)
J1:2/3	391
J1:3/1	215
J1:3/2 (with short)	415(In) 415(Out)
J1:3/3 (short)	0
J1:4/1	486
J1:4/2	0
J1:5/1	607
J1:5/2	40
J1:6/1 (short)	165
J1:6/2 (with short)	168(In) 3(Out)
J1:6/3	12
J1:7/1 (short)	169
J1:7/2 (with short)	372(In) 203(Out)
J1:7/3	415
J1:8/1	191
J1:8/2	21
J1:9/1	647
J1:10/1	221
J1:11/1	215
J1:11/2	415
J1:12/1	772
Junction: J2: Hillcrest	
J2:1/1	699
J2:2/1	758
J2:2/2	14
J2:3/1	242
J2:4/1	874
J2:5/1	52

Full Input Data And Results

Lane Saturation Flows

Junction: J1: N4 Newcastle Interchange								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Newcastle Road SB from Village)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:1/2 (Newcastle Road SB from Village Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:2/1 (EB off ramp (from Leixlip) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J1:2/2 (EB off ramp (from Leixlip) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
J1:2/3 (EB off ramp (from Leixlip))	3.25	0.00	Y	Arm J1:9 Right	Inf	100.0 %	1940	1940
J1:3/1 (Internal Northbound (from Newcastle))	3.25	0.00	Y	Arm J1:10 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (Internal Northbound (from Newcastle))	3.25	0.00	Y	Arm J1:4 Right	Inf	100.0 %	1940	1940
J1:3/3 (Internal Northbound (from Newcastle) Lane 3)	This lane uses a directly entered Saturation Flow						1800	1800
J1:4/1 (EXIT Eastbound on ramp (to City) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (EXIT Eastbound on ramp (to City) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Internal Southbound (from Village))	3.25	0.00	Y	Arm J1:12 Ahead	Inf	100.0 %	1940	1940
J1:5/2 (Internal Southbound (from Village))	3.25	0.00	Y	Arm J1:8 Right	Inf	100.0 %	1940	1940
J1:6/1 (Westbound off ramp (from City))	3.25	0.00	Y	Arm J1:12 Left	Inf	100.0 %	1940	1940
J1:6/2 (Westbound off ramp (from City))	3.25	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1940	1940
J1:6/3 (Westbound off ramp (from City))	3.25	0.00	Y	Arm J1:11 Right	Inf	100.0 %	1940	1940
J1:7/1 (Newcastle Rd NB (from Newcastle))	3.25	0.00	Y	Arm J1:8 Left	Inf	100.0 %	1940	1940
J1:7/2 (Newcastle Rd NB (from Newcastle))	3.25	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1940	1940
J1:7/3 (Newcastle Rd NB (from Newcastle))	3.25	0.00	Y	Arm J1:11 Ahead	Inf	100.0 %	1940	1940
J1:8/1 (EXIT Eastbound on ramp (to leixlip) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:8/2 (EXIT Eastbound on ramp (to leixlip) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/1 (exit from Lucan South Bound)	3.25	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1940	1940
J1:10/1 (exit to Lucan (Northbound) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (EXIT from Newcastle (NB))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J1:11/2 (EXIT from Newcastle (NB) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (EXIT to Newcastle (SB) Lane 1)	Infinite Saturation Flow						Inf	Inf

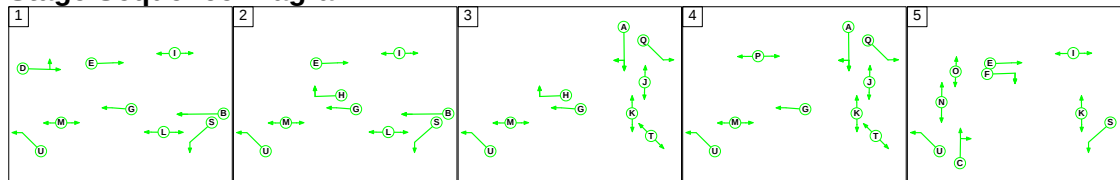
Junction: J2: Hillcrest

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Northbound from Newcastle)	3.25	0.00	Y	Arm J1:7 Ahead Arm J2:5 Left	Inf Inf	94.6 % 5.4 %	1940	1940
J2:2/1 (Southbound from IC)	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
J2:2/2 (Southbound from IC)	3.25	0.00	Y	Arm J2:5 Right	Inf	100.0 %	1940	1940
J2:3/1 (From Hillcrest estate.)	3.25	0.00	Y	Arm J1:7 Left Arm J2:4 Right	Inf Inf	52.1 % 47.9 %	1940	1940
J2:4/1 (EXIT to Newcastle SB Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (Exit into Hillcrest Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

C1 - ST 800

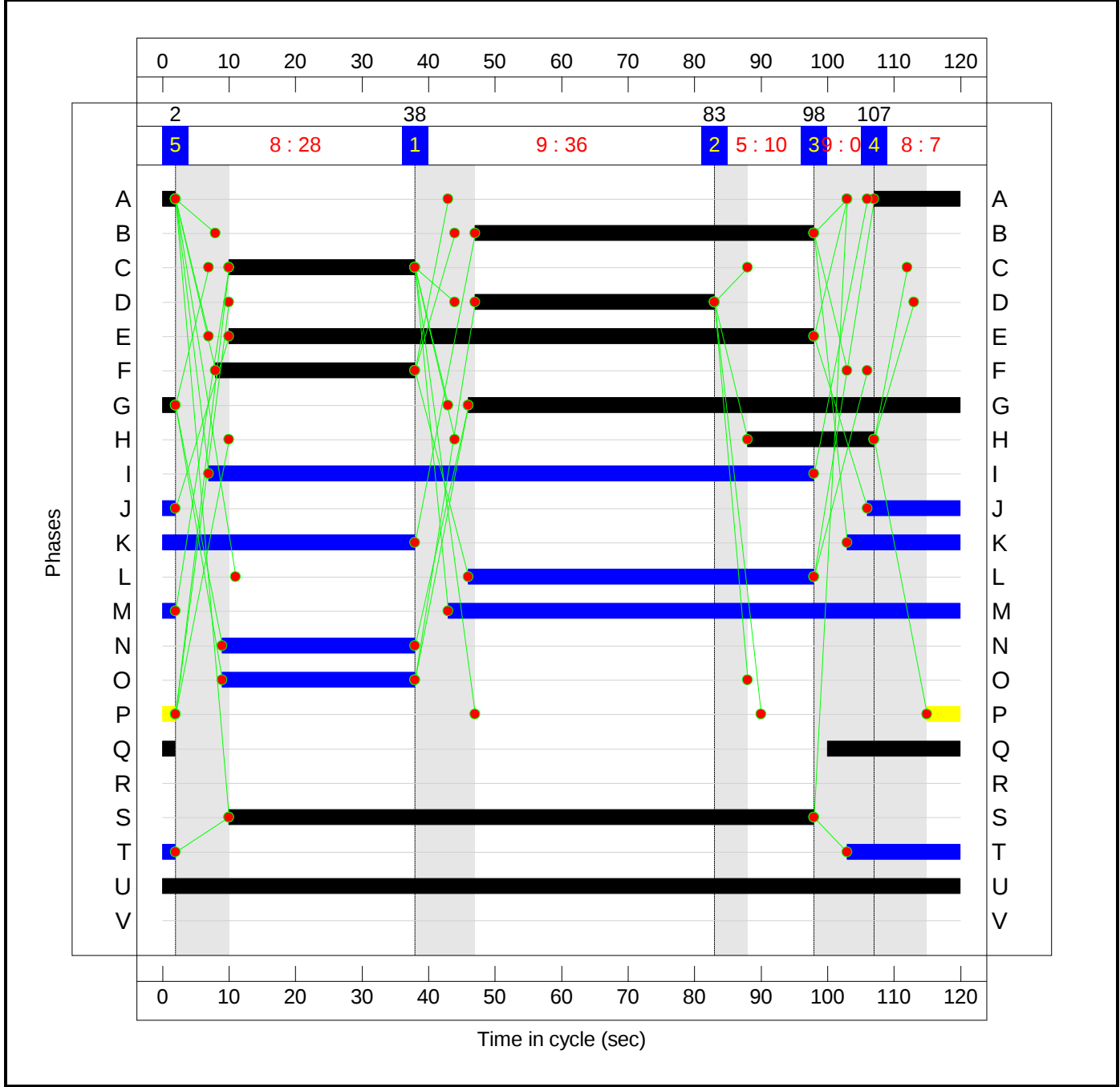
Stage Sequence Diagram



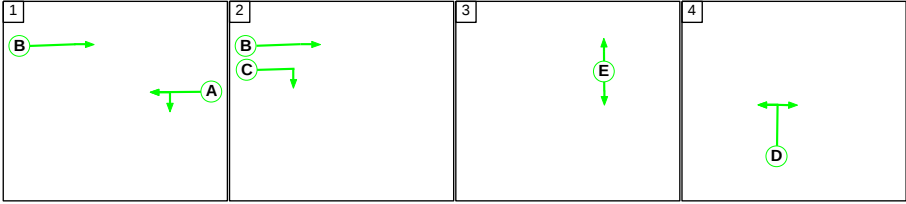
Stage Timings

Stage	1	2	3	4	5
Duration	36	10	0	7	28
Change Point	38	83	98	107	2

Signal Timings Diagram



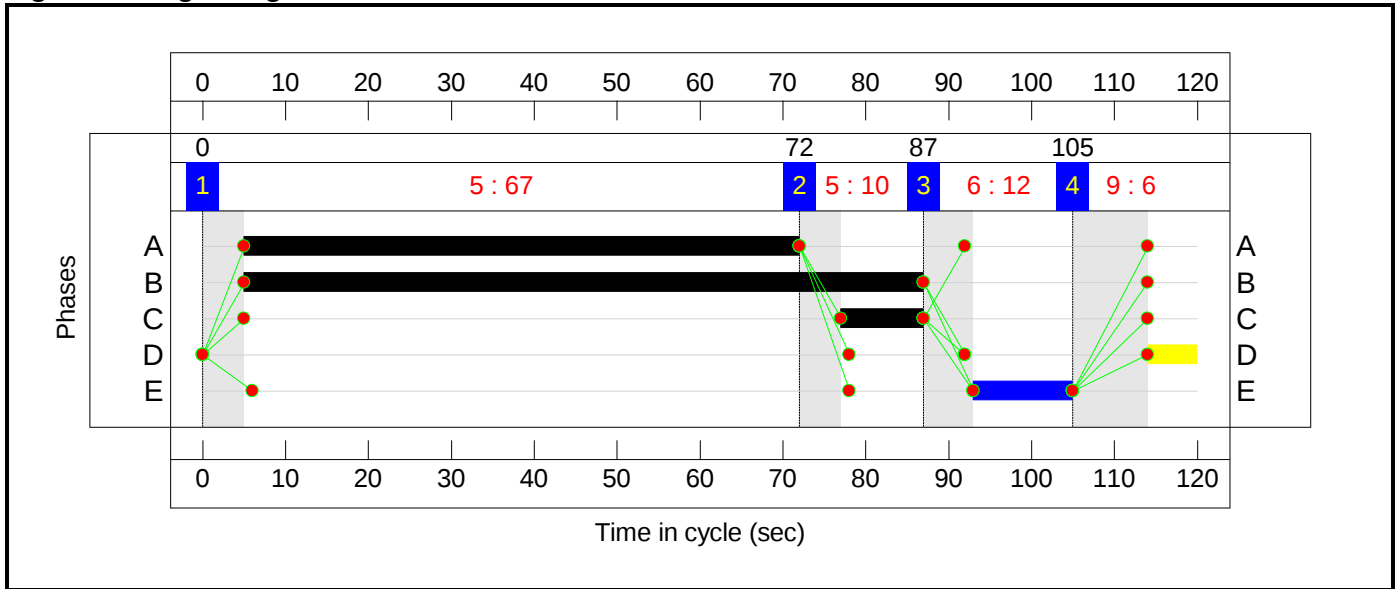
C2 - Hillcrest
Stage Sequence Diagram



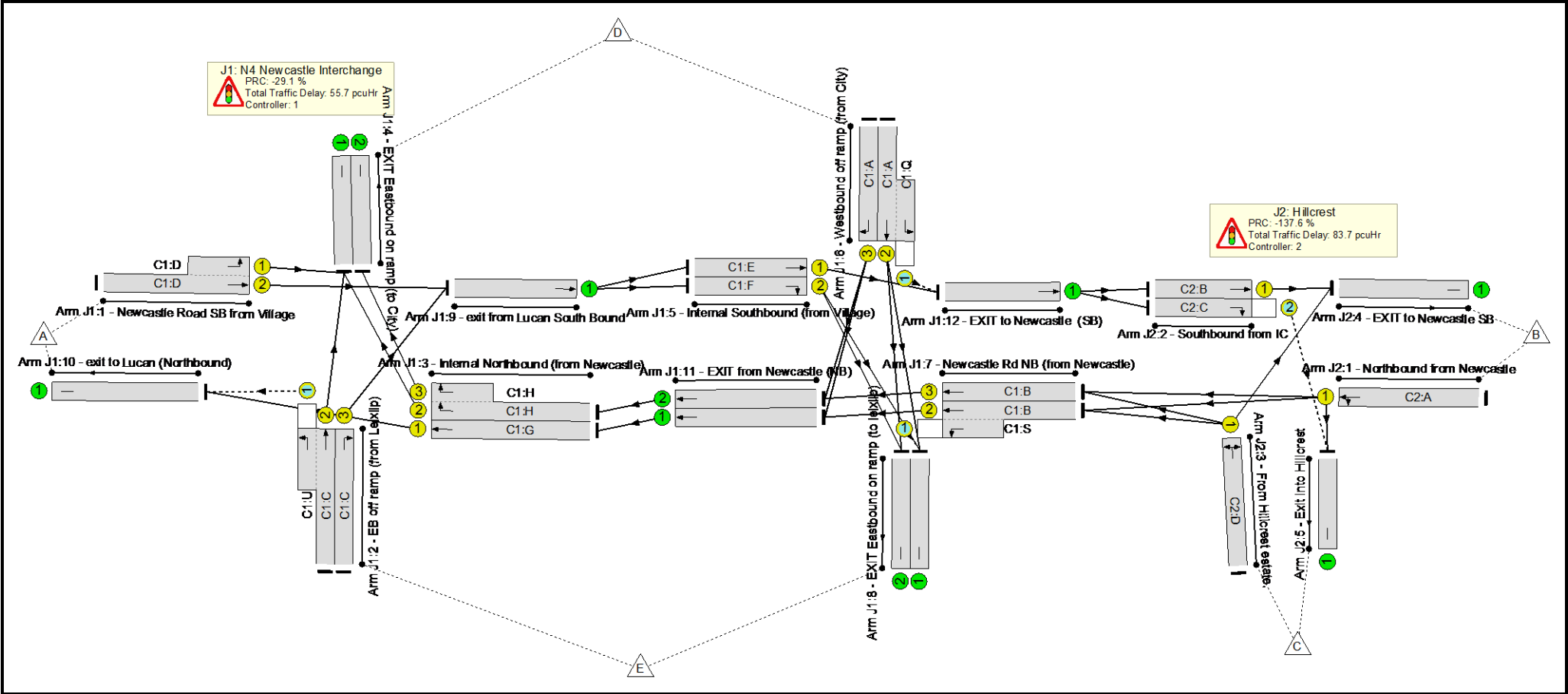
Stage Timings

Stage	1	2	3	4
Duration	67	10	12	6
Change Point	0	72	87	105

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: Traffic Signals Current Arrangement	-	-	N/A	-	-		-	-	-	-	-	-	213.8%
J1: N4 Newcastle Interchange	-	-	N/A	-	-		-	-	-	-	-	-	116.2%
1/2+1/1	Newcastle Road SB from Village Left Ahead	U	N/A	N/A	C1:D		1	36	-	302	1800:1724	491+88	52.1 : 52.1%
2/2+2/1	EB off ramp (from Leixlip) Ahead Left	U+O	N/A	N/A	C1:C C1:U		1	28:120	-	31	1800:1800	380+91	6.6 : 6.6%
2/3	EB off ramp (from Leixlip) Right	U	N/A	N/A	C1:C		1	28	-	391	1940	469	83.4%
3/1	Internal Northbound (from Newcastle) Ahead	U	N/A	N/A	C1:G		1	76	-	215	1940	1245	15.8%
3/2+3/3	Internal Northbound (from Newcastle) Right	U	N/A	N/A	C1:H		1	19	-	415	1940:1800	323+0	116.2 : 0.0%
4/1	EXIT Eastbound on ramp (to City)	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
4/2	EXIT Eastbound on ramp (to City)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	-
5/1	Internal Southbound (from Village) Ahead	U	N/A	N/A	C1:E		1	88	-	607	1940	1439	42.2%
5/2	Internal Southbound (from Village) Right	U	N/A	N/A	C1:F		1	30	-	40	1940	501	8.0%
6/2+6/1	Westbound off ramp (from City) Ahead Left	U+O	N/A	N/A	C1:A C1:Q		1	15:22	-	168	1940:1940	7+372	44.4 : 44.4%
6/3	Westbound off ramp (from City) Right	U	N/A	N/A	C1:A		1	15	-	12	1940	259	4.6%
7/2+7/1	Newcastle Rd NB (from Newcastle) Left Ahead	U+O	N/A	N/A	C1:B C1:S		1	51:88	-	372	1940:1940	529+441	34.9 : 36.2%

Full Input Data And Results

7/3	Newcastle Rd NB (from Newcastle) Ahead	U	N/A	N/A	C1:B		1	51	-	415	1940	841	44.7%
8/1	EXIT Eastbound on ramp (to leixlip)	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/2	EXIT Eastbound on ramp (to leixlip)	U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
9/1	exit from Lucan South Bound Ahead	U	N/A	N/A	-		-	-	-	647	1940	1940	33.4%
10/1	exit to Lucan (Northbound)	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
11/1	EXIT from Newcastle (NB) Ahead	U	N/A	N/A	-		-	-	-	215	1940	1940	10.1%
11/2	EXIT from Newcastle (NB) Ahead	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
12/1	EXIT to Newcastle (SB) Ahead	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
J2: Hillcrest	-	-	N/A	-	-		-	-	-	-	-	-	213.8%
1/1	Northbound from Newcastle Ahead Left	U	N/A	N/A	C2:A		1	67	-	699	1940	1099	63.6%
2/1	Southbound from IC Ahead	U	N/A	N/A	C2:B		1	82	-	758	1940	1342	56.5%
2/2	Southbound from IC Right	O	N/A	N/A	C2:C		1	10	-	14	1940	117	11.9%
3/1	From Hillcrest estate. Left Right	U	N/A	N/A	C2:D		1	6	-	242	1940	113	213.8%
4/1	EXIT to Newcastle SB	U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
5/1	Exit into Hillcrest	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Traffic Signals Current Arrangement	-	-	46	293	5	38.2	101.1	0.0	139.4	-	-	-	-
J1: N4 Newcastle Interchange	-	-	32	293	5	21.5	34.2	0.0	55.7	-	-	-	-
1/2+1/1	302	302	-	-	-	2.8	0.5	-	3.3	39.7	7.2	0.5	7.8
2/2+2/1	31	31	4	2	0	0.2	0.0	0.0	0.3	32.4	0.6	0.0	0.7
2/3	391	391	-	-	-	4.7	2.4	-	7.1	65.0	12.3	2.4	14.6
3/1	197	197	-	-	-	0.5	0.1	-	0.6	11.5	2.3	0.1	2.4
3/2+3/3	376	323	-	-	-	8.6	29.3	-	37.9	363.7	15.6	29.3	45.0
4/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/1	607	607	-	-	-	1.0	0.4	-	1.4	8.2	5.0	0.4	5.4
5/2	40	40	-	-	-	0.2	0.0	-	0.2	21.0	1.2	0.0	1.2
6/2+6/1	168	168	0	162	3	2.0	0.4	0.0	2.4	51.4	4.9	0.4	5.3
6/3	12	12	-	-	-	0.2	0.0	-	0.2	52.8	0.3	0.0	0.4
7/2+7/1	344	344	28	129	3	0.4	0.3	0.0	0.7	7.3	2.6	0.3	2.8
7/3	376	376	-	-	-	0.8	0.4	-	1.2	12.0	7.7	0.4	8.1
8/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	647	647	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
10/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	197	197	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
11/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Hillcrest	-	-	14	0	0	16.8	66.9	0.0	83.7	-	-	-	-
1/1	699	699	-	-	-	3.4	0.9	-	4.3	22.1	15.7	0.9	16.6
2/1	758	758	-	-	-	0.7	0.6	-	1.3	6.4	9.8	0.6	10.4

Full Input Data And Results

[illegible]