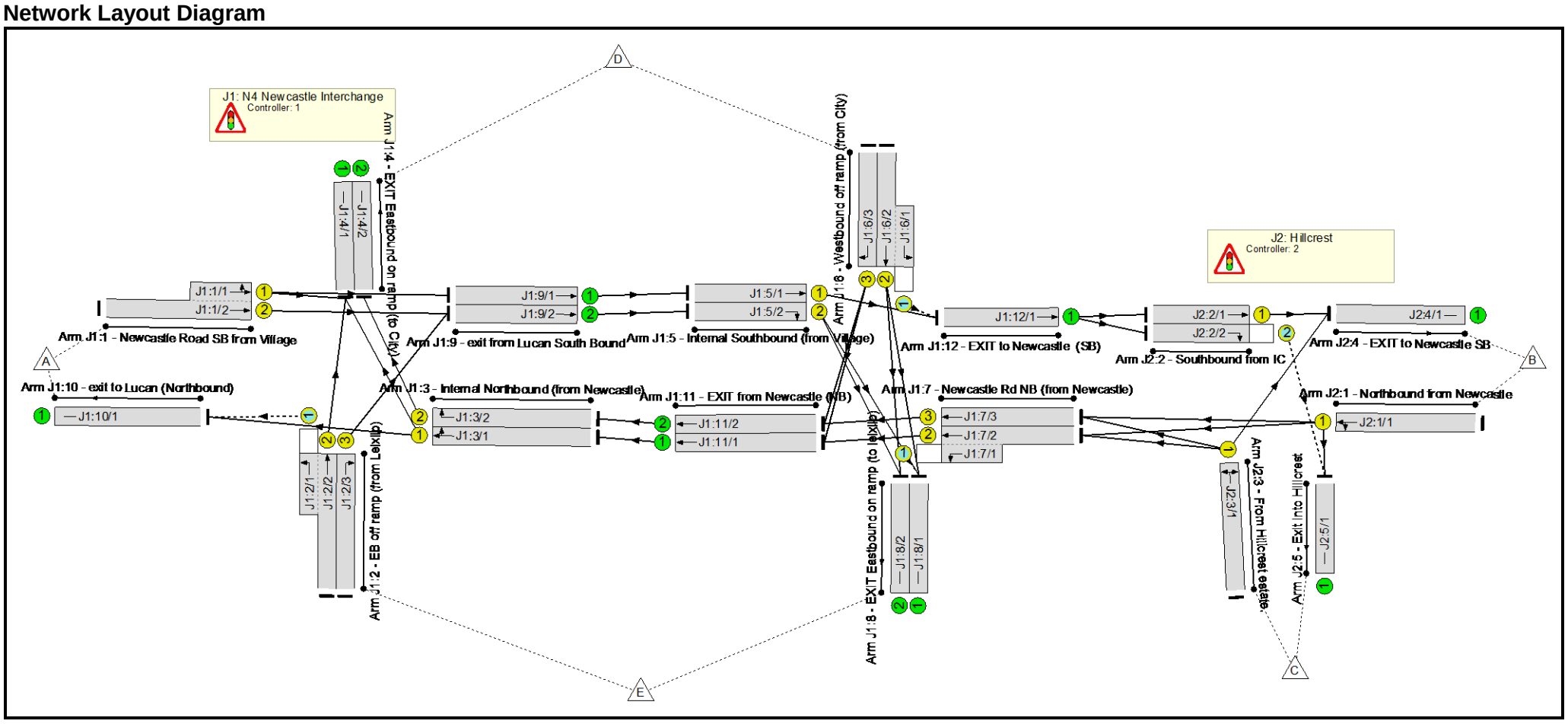
Full Input Data And Results

User and Project Details

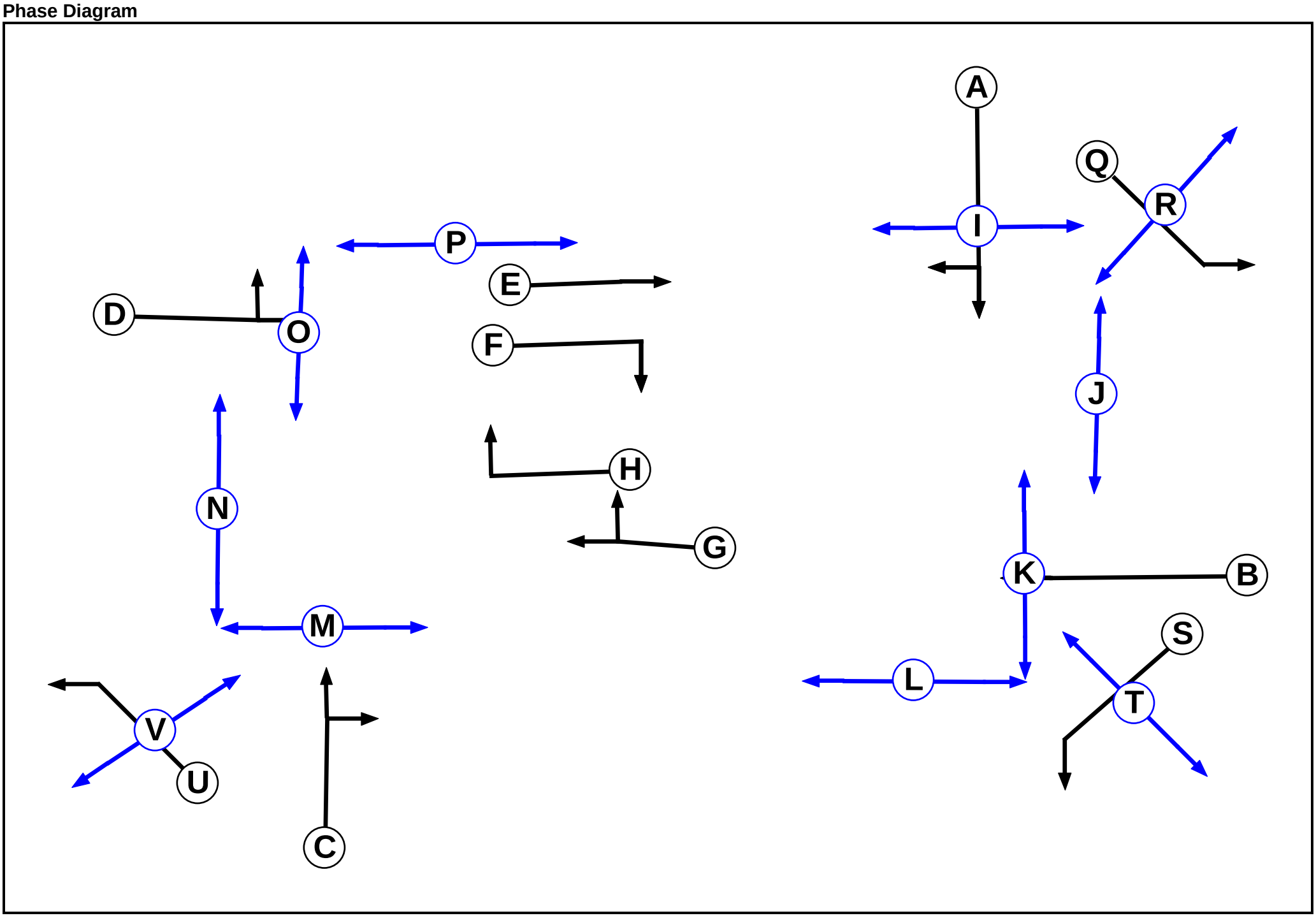
Project:	**Newcastle Road Signals Review**
Title:	**Traffic Signals Current Arrangement**
Location:	
Client:	SDCC
Additional detail:	
File name:	Newcastle I-C 2B (2 right turns).lsg3x
Author:	K Reilly
Company:	SDCC
Address:	Traffic Section

Network Layout Diagram



C1 - ST 800

Phase Diagram



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

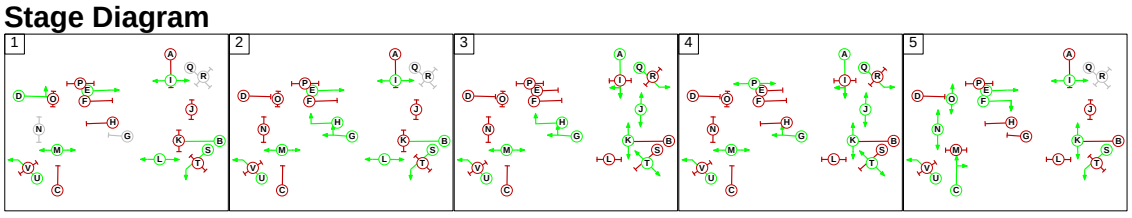
Phase Intergreens Matrix

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	B D E I L M S U
2	B E G H I L M S U
3	A G H J K M Q T U
4	A G J K M P Q T U
5	C E F I K N O S U

Stage Diagram



Phase Delays

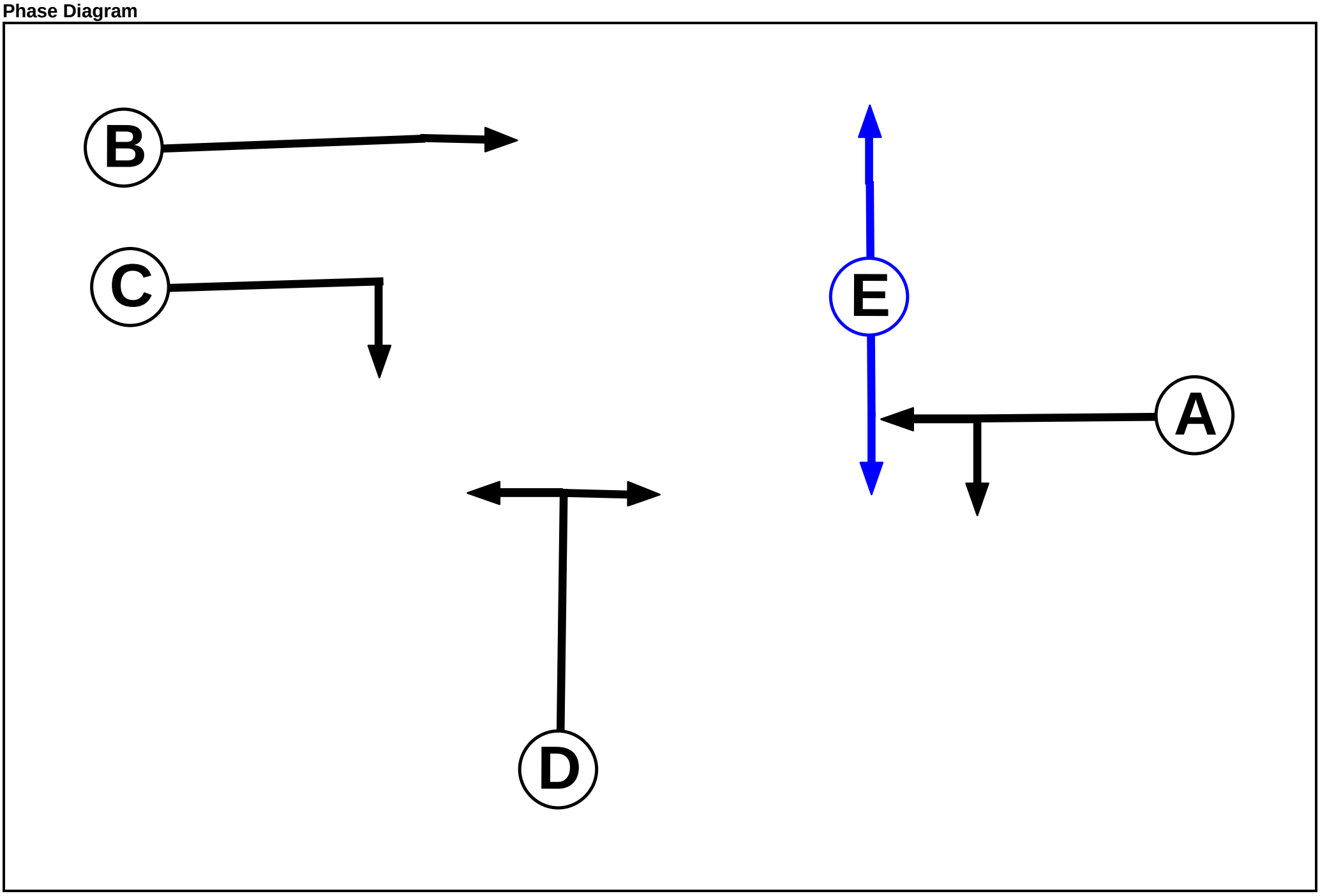
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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



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

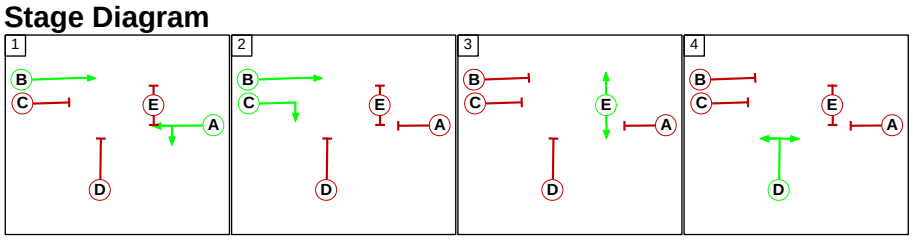
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	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	

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

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
											Arm J1:9 Ahead	Inf
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 J1:4 Right	Inf
											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
J1:4/1 (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
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	5.0	Geom	-	3.25	0.00	Y	Arm J1:5 Ahead	Inf
J1:9/2 (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	-	-	-	-	-	-

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					
		A	B	C	D	E	Tot.
Origin	A	0	375	1	4	4	384
	B	203	0	52	427	202	884
	C	9	272	0	22	6	309
	D	2	226	0	0	1	229
	E	7	0	0	33	0	40
	Tot.	221	873	53	486	213	1846

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: J1: N4 Newcastle Interchange	
J1:1/1 (short)	380
J1:1/2 (with short)	384(In) 4(Out)
J1:2/1 (short)	7
J1:2/2 (with short)	40(In) 33(Out)
J1:2/3	0
J1:3/1	663
J1:3/2	0
J1:4/1	486
J1:4/2	0
J1:5/1	376
J1:5/2	4
J1:6/1 (short)	226
J1:6/2 (with short)	227(In) 1(Out)
J1:6/3	2
J1:7/1 (short)	208
J1:7/2 (with short)	869(In) 661(Out)
J1:7/3	0
J1:8/1	211
J1:8/2	2
J1:9/1	376
J1:9/2	4
J1:10/1	221
J1:11/1	663
J1:11/2	0
J1:12/1	602
Junction: J2: Hillcrest	
J2:1/1	884
J2:2/1	601
J2:2/2	1
J2:3/1	309
J2:4/1	873
J2:5/1	53

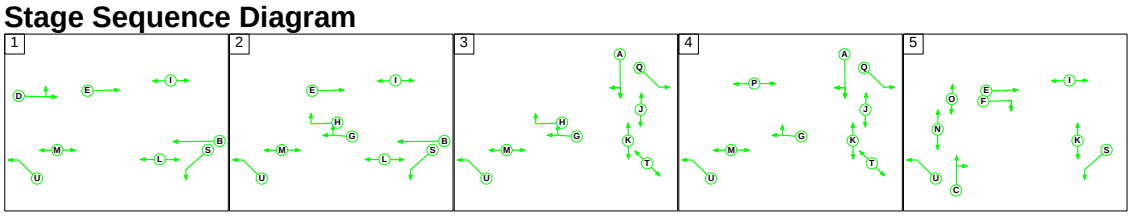
Lane Saturation Flows

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	1.1 %	1937	1937
				Arm J1:9 Ahead	Inf	98.9 %		
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	0.0 %	1940	1940
J1:3/1 (Internal Northbound (from Newcastle))	3.25	0.00	Y	Arm J1:4 Right	Inf	67.7 %	1940	1940
				Arm J1:10 Ahead	Inf	32.3 %		
J1:3/2 (Internal Northbound (from Newcastle))	3.25	0.00	Y	Arm J1:4 Right	Inf	0.0 %	1940	1940
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	0.0 %	1940	1940
J1:8/1 (EXIT Eastbound on ramp (to leixlip) Lane 1)	Infinite Saturation Flow						Inf	Inf
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
J1:9/2 (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	Inf	94.1 %	1940	1940
				Arm J2:5 Left	Inf	5.9 %		
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	Inf	12.0 %	1940	1940
				Arm J2:4 Right	Inf	88.0 %		
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

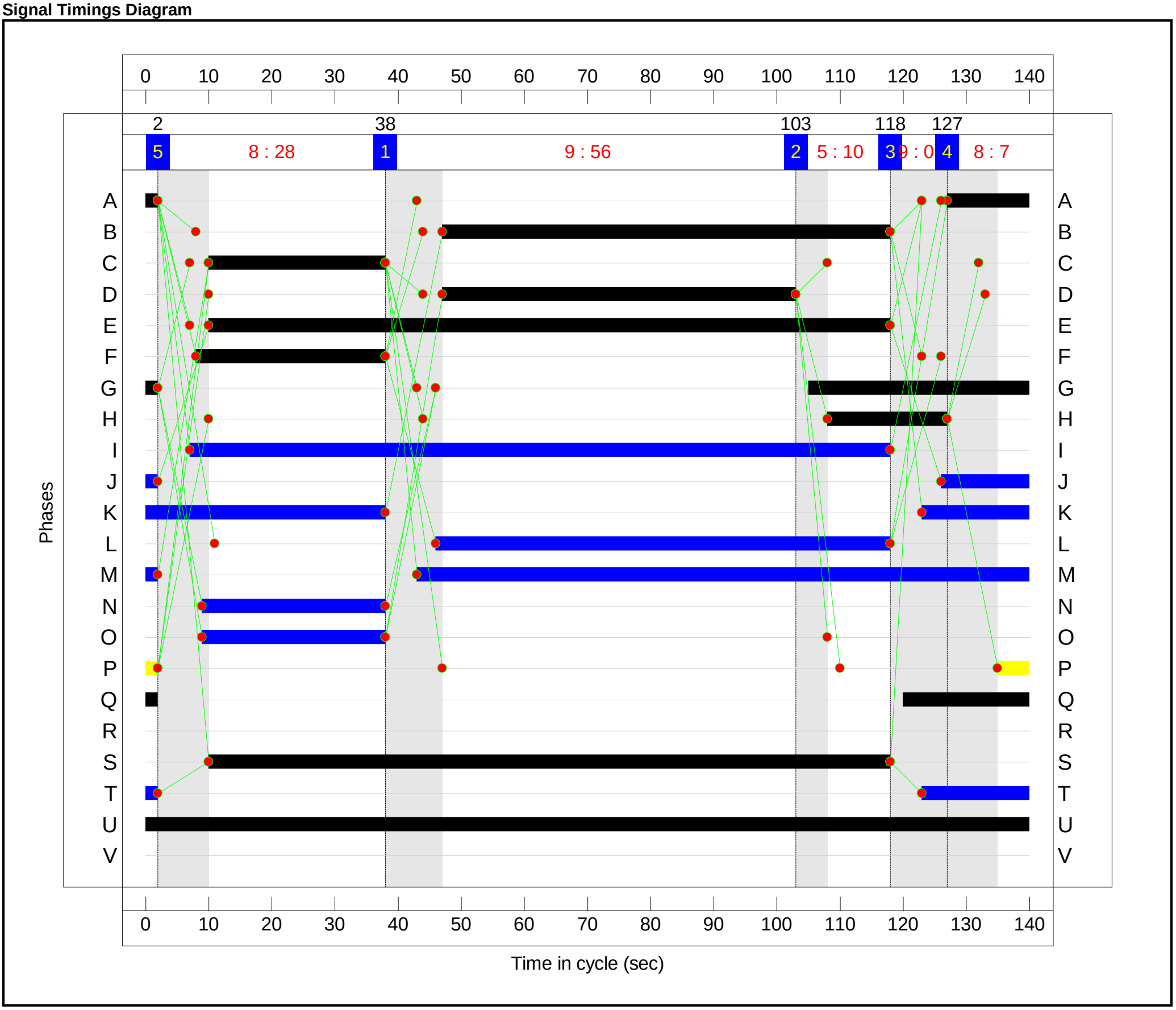
Stage Sequence Diagram



Stage Timings

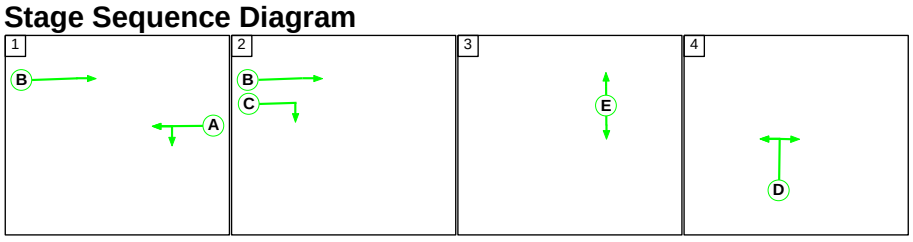
Stage	1	2	3	4	5
Duration	56	10	0	7	28
Change Point	38	103	118	127	2

Signal Timings Diagram



C2 - Hillcrest

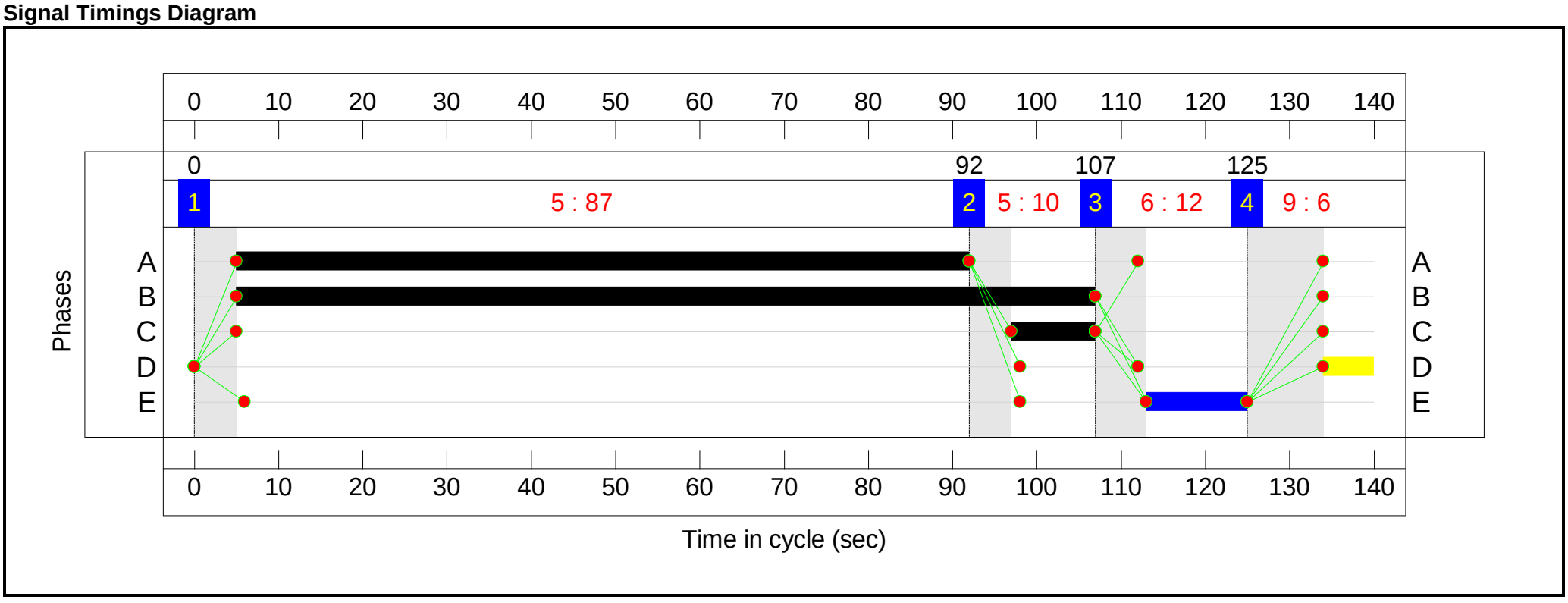
Stage Sequence Diagram



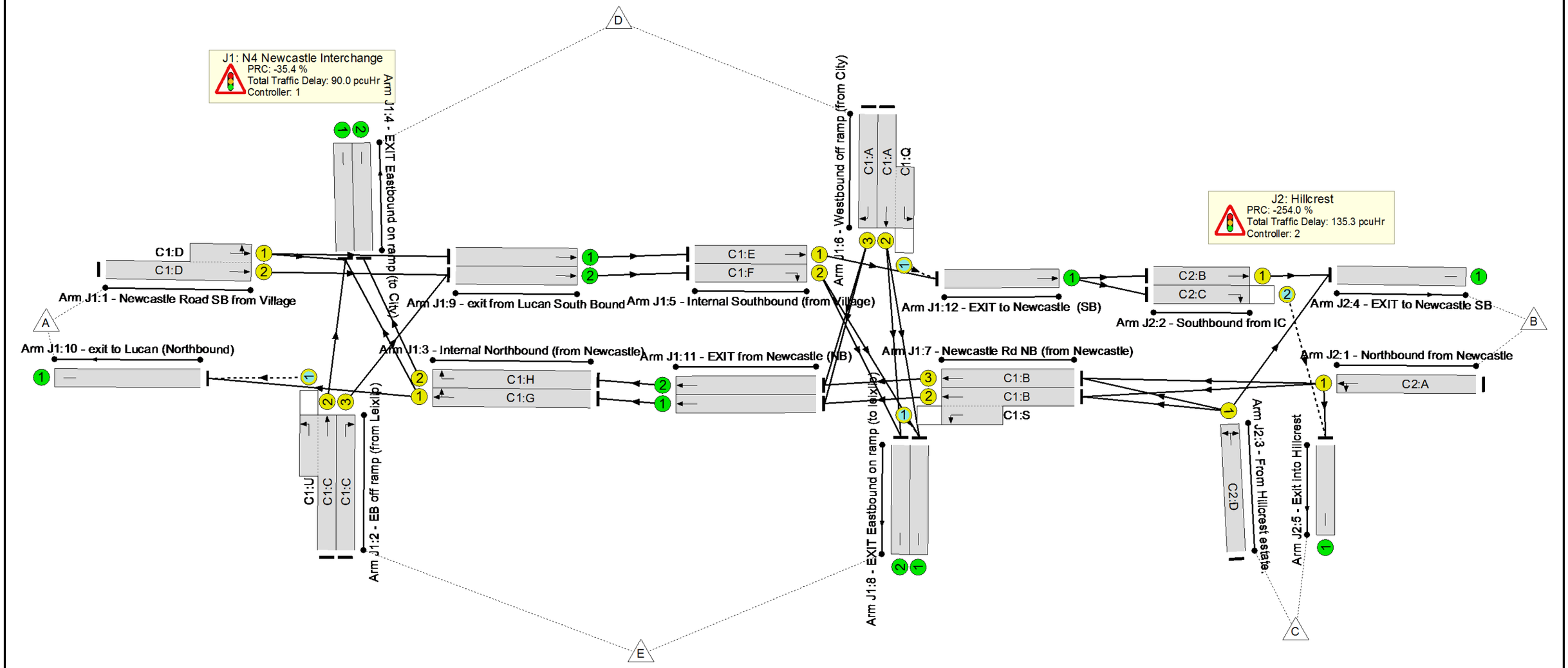
Stage Timings

Stage	1	2	3	4
Duration	87	10	12	6
Change Point	0	92	107	125

Signal Timings Diagram



Network Layout Diagram



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**	-	-		-	-	-	-	-	-	**318.6%**
J1: N4 Newcastle Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.9%**
1/2+1/1	Newcastle Road SB from Village Left Ahead	U	N/A	N/A	C1:D		1	56	-	384	1800:1937	8+785	48.4 : 48.4%
2/2+2/1	EB off ramp (from Leixlip) Ahead Left	U+O	N/A	N/A	C1:C C1:U		1	28:140	-	40	1800:1800	330+70	10.0 : 10.0%
2/3	EB off ramp (from Leixlip) Right	U	N/A	N/A	C1:C		1	28	-	0	1940	402	0.0%
3/1	Internal Northbound (from Newcastle) Right Ahead	U	N/A	N/A	C1:G		1	37	-	663	1940	527	121.9%
3/2	Internal Northbound (from Newcastle) Right	U	N/A	N/A	C1:H		1	19	-	0	1940	277	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	108	-	376	1940	1510	24.9%
5/2	Internal Southbound (from Village) Right	U	N/A	N/A	C1:F		1	30	-	4	1940	430	0.9%
6/2+6/1	Westbound off ramp (from City) Ahead Left	U+O	N/A	N/A	C1:A C1:Q		1	15:22	-	227	1940:1940	1+319	70.9 : 70.9%
6/3	Westbound off ramp (from City) Right	U	N/A	N/A	C1:A		1	15	-	2	1940	222	0.9%
7/2+7/1	Newcastle Rd NB (from Newcastle) Left Ahead	U+O	N/A	N/A	C1:B C1:S		1	71:108	-	869	1940:1940	793+249	80.7 : 81.7%
7/3	Newcastle Rd NB (from Newcastle) Ahead	U	N/A	N/A	C1:B		1	71	-	0	1940	998	0.0%
8/1	EXIT Eastbound on ramp (to leixlip)	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
8/2	EXIT Eastbound on ramp (to leixlip)	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
9/1	exit from Lucan South Bound Ahead	U	N/A	N/A	-		-	-	-	376	1940	1940	19.4%
9/2	exit from Lucan South Bound Ahead	U	N/A	N/A	-		-	-	-	4	1940	1940	0.2%
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	-		-	-	-	663	1940	1940	33.1%
11/2	EXIT from Newcastle (NB) Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	EXIT to Newcastle (SB) Ahead	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
J2: Hillcrest	-	-	**N/A**	-	-		-	-	-	-	-	-	**318.6%**
1/1	Northbound from Newcastle Ahead Left	U	N/A	N/A	C2:A		1	87	-	884	1940	1219	72.5%
2/1	Southbound from IC Ahead	U	N/A	N/A	C2:B		1	102	-	601	1940	1427	42.1%
2/2	Southbound from IC Right	O	N/A	N/A	C2:C		1	10	-	1	1940	134	0.7%
3/1	From Hillcrest estate. Left Right	U	N/A	N/A	C2:D		1	6	-	309	1940	97	318.6%
4/1	EXIT to Newcastle SB	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%

5/1	Exit into Hillcrest	U	N/A	N/A	-		-	-	-	53	Inf	Inf	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: Traffic Signals Current Arrangement	**-**	**-**	**24**	**408**	**6**	**52.3**	**173.0**	**0.0**	**225.3**	**-**	**-**	**-**	**-**
J1: N4 Newcastle Interchange	**-**	**-**	**23**	**408**	**6**	**25.4**	**64.6**	**0.0**	**90.0**	**-**	**-**	**-**	**-**
1/2+1/1	384	384	-	-	-	3.3	0.5	-	3.7	35.0	10.9	0.5	11.4
2/2+2/1	40	40	0	7	0	0.4	0.1	0.0	0.5	43.0	1.0	0.1	1.1
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	642	527	-	-	-	15.7	60.2	-	75.9	425.9	32.1	60.2	92.3
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	-	-	-	-	-	-	-	-	-	-	-	-	-
5/1	376	376	-	-	-	0.4	0.2	-	0.6	5.6	2.7	0.2	2.9
5/2	4	4	-	-	-	0.0	0.0	-	0.0	34.3	0.1	0.0	0.1
6/2+6/1	227	227	0	223	3	3.5	1.2	0.0	4.7	74.2	8.3	1.2	9.5
6/3	2	2	-	-	-	0.0	0.0	-	0.0	63.5	0.1	0.0	0.1
7/2+7/1	844	844	23	178	3	2.1	2.1	0.0	4.1	17.6	25.5	2.1	27.6
7/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	376	376	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
9/2	4	4	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
10/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	642	642	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Hillcrest	**-**	**-**	**1**	**0**	**0**	**26.9**	**108.4**	**0.0**	**135.3**	**-**	**-**	**-**	**-**
1/1	884	884	-	-	-	4.4	1.3	-	5.7	23.1	23.3	1.3	24.6
2/1	601	601	-	-	-	0.3	0.4	-	0.6	3.9	6.1	0.4	6.5
2/2	1	1	1	0	0	0.0	0.0	0.0	0.0	93.3	0.0	0.0	0.0
3/1	309	97	-	-	-	22.3	106.7	-	129.0	1502.7	28.2	106.7	135.0
4/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - ST 800
C2 - Hillcrest

PRC for Signalled Lanes (%): -35.4
PRC for Signalled Lanes (%): -254.0
PRC Over All Lanes (%): -254.0

Total Delay for Signalled Lanes (pcuHr): 89.59
Total Delay for Signalled Lanes (pcuHr): 135.32
Total Delay Over All Lanes(pcuHr): 225.28

Cycle Time (s): 140
Cycle Time (s): 140