

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 3.0 (JUNE 2005)

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Run with file:-
"C:\Esteban\PROYECTOS\2000s\2048_ESTUDIO GLORIETA ESTEPONA\2048_arcady\arcady\con_seg_y_tercer_carril_7a9.vai"
(drive-on-the-right) at 19:17:38 on wednesday, 14 November 2007

FILE PROPERTIES

RUN TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7 a 9
LOCATION: ESTEPONA
DATE: 13/11/2007
CLIENT:
ENUMERATOR: econde [ORD-64]
JOB NUMBER: 2048
STATUS:
DESCRIPTION: Glorieta con carril segregado y tercer carril - Estudio de 07:00
h a 09:00 h.

INPUT DATA

ARM A - J.MARTIN
ARM B - GASOLINERA
ARM C - MAR
ARM D - J.CARLOS
ARM E - S.FERNANDO
ARM F - PUERTAS

GEOMETRIC DATA

ARM B IS JUNCTION EXIT ONLY

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	6.50	I	11.70	I	30.00	I	4.20	I	80.00	I	68.0	I	0.452	I	34.015	I
I	ARM C	I	6.50	I	7.37	I	5.50	I	12.00	I	80.00	I	48.0	I	0.486	I	32.344	I
I	ARM D	I	6.00	I	8.75	I	9.40	I	25.00	I	80.00	I	39.0	I	0.541	I	36.669	I
I	ARM E	I	4.25	I	9.50	I	23.80	I	25.00	I	80.00	I	40.0	I	0.535	I	36.082	I
I	ARM F	I	8.00	I	9.00	I	0.80	I	8.00	I	80.00	I	60.0	I	0.483	I	34.062	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

TRAFFIC DEMAND DATA

(Only sets included in the current run are shown)

ARM	FLOW SCALE(%)
A	100
B	100
C	100
D	100
E	100
F	100

TIME PERIOD BEGINS 07.00 AND ENDS 09.00

LENGTH OF TIME PERIOD - 120 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY.
DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

I I I I I	I I I I	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)										I I I I
		I		I		I		I		I		
		I		I		I		I		I		
		I		I		I		I		I		
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F				
07.00 - 07.15												
		ARM A	0.035	0.000	0.082	0.518	0.282	0.082				
			0.3	0.0	0.7	4.4	2.4	0.7				
			(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				
		ARM C	0.450	0.006	0.003	0.032	0.036	0.473				
			4.9	0.1	0.0	0.3	0.4	5.2				
			(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				
		ARM D	0.452	0.038	0.006	0.000	0.045	0.459				
			3.5	0.3	0.1	0.0	0.3	3.6				
			(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				
		ARM E	0.515	0.052	0.026	0.021	0.000	0.387				
			5.0	0.5	0.3	0.2	0.0	3.8				
			(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				
		ARM F	0.091	0.057	0.250	0.386	0.114	0.102				
			0.4	0.3	1.1	1.7	0.5	0.4				
			(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)									
	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
07.15 - 07.30	ARM A	0.035	0.000	0.082	0.518	0.282	0.082			
		0.3	0.0	0.7	4.4	2.4	0.7			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM C	0.450	0.006	0.003	0.032	0.036	0.473			
		4.9	0.1	0.0	0.3	0.4	5.2			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM D	0.452	0.038	0.006	0.000	0.045	0.459			
		3.5	0.3	0.1	0.0	0.3	3.6			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM E	0.515	0.052	0.026	0.021	0.000	0.387			
		5.0	0.5	0.3	0.2	0.0	3.8			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM F	0.091	0.057	0.250	0.386	0.114	0.102			
		0.4	0.3	1.1	1.7	0.5	0.4			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

I I I I I	I I I I	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)										I I I I
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F				
07.30 - 07.45		ARM A	0.035 0.3 (10.0)	0.000 0.0 (10.0)	0.082 0.7 (10.0)	0.518 4.4 (10.0)	0.282 2.4 (10.0)	0.082 0.7 (10.0)				
			ARM C	0.450 4.9 (10.0)	0.006 0.1 (10.0)	0.003 0.0 (10.0)	0.032 0.3 (10.0)	0.036 0.4 (10.0)	0.473 5.2 (10.0)			
				ARM D	0.452 3.5 (10.0)	0.038 0.3 (10.0)	0.006 0.1 (10.0)	0.000 0.0 (10.0)	0.045 0.3 (10.0)	0.459 3.6 (10.0)		
		ARM E			0.515 5.0 (10.0)	0.052 0.5 (10.0)	0.026 0.3 (10.0)	0.021 0.2 (10.0)	0.000 0.0 (10.0)	0.387 3.8 (10.0)		
			ARM F		0.091 0.4 (10.0)	0.057 0.3 (10.0)	0.250 1.1 (10.0)	0.386 1.7 (10.0)	0.114 0.5 (10.0)	0.102 0.4 (10.0)		

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
07.45 - 08.00		ARM A	0.035 0.3 (10.0)	0.000 0.0 (10.0)	0.082 0.7 (10.0)	0.518 4.4 (10.0)	0.282 2.4 (10.0)	0.082 0.7 (10.0)			
		ARM C	0.450 4.9 (10.0)	0.006 0.1 (10.0)	0.003 0.0 (10.0)	0.032 0.3 (10.0)	0.036 0.4 (10.0)	0.473 5.2 (10.0)			
		ARM D	0.452 3.5 (10.0)	0.038 0.3 (10.0)	0.006 0.1 (10.0)	0.000 0.0 (10.0)	0.045 0.3 (10.0)	0.459 3.6 (10.0)			
		ARM E	0.515 5.0 (10.0)	0.052 0.5 (10.0)	0.026 0.3 (10.0)	0.021 0.2 (10.0)	0.000 0.0 (10.0)	0.387 3.8 (10.0)			
		ARM F	0.091 0.4 (10.0)	0.057 0.3 (10.0)	0.250 1.1 (10.0)	0.386 1.7 (10.0)	0.114 0.5 (10.0)	0.102 0.4 (10.0)			

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)									
	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
08.00 - 08.15										
	ARM A	0.023	0.000	0.086	0.516	0.289	0.086			
		0.2	0.0	0.6	3.3	1.9	0.6			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM C	0.351	0.002	0.000	0.041	0.199	0.407			
		3.5	0.0	0.0	0.4	2.0	4.0			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM D	0.417	0.051	0.006	0.011	0.097	0.417			
		3.7	0.4	0.1	0.1	0.9	3.7			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM E	0.449	0.024	0.082	0.039	0.000	0.406			
		4.7	0.3	0.9	0.4	0.0	4.2			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM F	0.077	0.005	0.213	0.399	0.279	0.027			
		0.7	0.1	2.0	3.7	2.5	0.3			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)									
	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
08.15 - 08.30										
	ARM A	0.023	0.000	0.086	0.516	0.289	0.086			
		0.2	0.0	0.6	3.3	1.9	0.6			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM C	0.351	0.002	0.000	0.041	0.199	0.407			
		3.5	0.0	0.0	0.4	2.0	4.0			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM D	0.417	0.051	0.006	0.011	0.097	0.417			
		3.7	0.4	0.1	0.1	0.9	3.7			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM E	0.449	0.024	0.082	0.039	0.000	0.406			
		4.7	0.3	0.9	0.4	0.0	4.2			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM F	0.077	0.005	0.213	0.399	0.279	0.027			
		0.7	0.1	2.0	3.7	2.5	0.3			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)									
	FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
08.30 - 08.45	ARM A	0.023	0.000	0.086	0.516	0.289	0.086			
		0.2	0.0	0.6	3.3	1.9	0.6			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM C	0.351	0.002	0.000	0.041	0.199	0.407			
		3.5	0.0	0.0	0.4	2.0	4.0			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM D	0.417	0.051	0.006	0.011	0.097	0.417			
		3.7	0.4	0.1	0.1	0.9	3.7			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
	ARM E	0.449	0.024	0.082	0.039	0.000	0.406			
		4.7	0.3	0.9	0.4	0.0	4.2			
		(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)			
ARM F	0.077	0.005	0.213	0.399	0.279	0.027				
	0.7	0.1	2.0	3.7	2.5	0.3				
	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)				

DEMAND SET TITLE: ESTUDIO TRAFICO GLORIETA ESTEPONA - CON CARRIL SEGREGADO Y TERCER CARRIL - 7h a

		TURNING PROPORTIONS									
		TURNING COUNTS									
		(PERCENTAGE OF H.V.S)									
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D	ARM E	ARM F			
08.45 - 09.00		ARM A	0.023 0.2 (10.0)	0.000 0.0 (10.0)	0.086 0.6 (10.0)	0.516 3.3 (10.0)	0.289 1.9 (10.0)	0.086 0.6 (10.0)			
		ARM C	0.351 3.5 (10.0)	0.002 0.0 (10.0)	0.000 0.0 (10.0)	0.041 0.4 (10.0)	0.199 2.0 (10.0)	0.407 4.0 (10.0)			
		ARM D	0.417 3.7 (10.0)	0.051 0.4 (10.0)	0.006 0.1 (10.0)	0.011 0.1 (10.0)	0.097 0.9 (10.0)	0.417 3.7 (10.0)			
		ARM E	0.449 4.7 (10.0)	0.024 0.3 (10.0)	0.082 0.9 (10.0)	0.039 0.4 (10.0)	0.000 0.0 (10.0)	0.406 4.2 (10.0)			
		ARM F	0.077 0.7 (10.0)	0.005 0.1 (10.0)	0.213 2.0 (10.0)	0.399 3.7 (10.0)	0.279 2.5 (10.0)	0.027 0.3 (10.0)			

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.00-07.15									
ARM A	8.50	28.49	0.298		0.0	0.4	6.2		0.05
ARM C	11.00	24.24	0.454		0.0	0.8	11.9		0.07
ARM D	7.85	25.26	0.311		0.0	0.4	6.6		0.06
ARM E	9.70	22.58	0.430		0.0	0.7	10.8		0.08
ARM F	4.40	23.66	0.186		0.0	0.2	3.3		0.05
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
MARGINAL CHANGE:		ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
ARM A		0.135	0.130	0.013	-1.587				
ARM C		0.181	0.145	0.028	-1.021				
ARM D		0.113	0.309	0.044	-0.983				
ARM E		0.138	0.215	0.056	-0.882				
ARM F		0.014	0.709	0.040	-1.096				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.15-07.30									
ARM A	8.50	28.48	0.298		0.4	0.4	6.4		0.05
ARM C	11.00	24.22	0.454		0.8	0.8	12.4		0.08
ARM D	7.85	25.22	0.311		0.4	0.5	6.7		0.06
ARM E	9.70	22.53	0.431		0.7	0.8	11.3		0.08
ARM F	4.40	23.62	0.186		0.2	0.2	3.4		0.05
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.135	0.130	0.013	-1.587				
	ARM C	0.181	0.145	0.028	-1.020				
	ARM D	0.113	0.308	0.044	-0.982				
	ARM E	0.138	0.214	0.056	-0.880				
	ARM F	0.014	0.708	0.040	-1.094				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.30-07.45									
ARM A	8.50	28.48	0.298		0.4	0.4	6.4		0.05
ARM C	11.00	24.22	0.454		0.8	0.8	12.4		0.08
ARM D	7.85	25.22	0.311		0.5	0.5	6.8		0.06
ARM E	9.70	22.53	0.431		0.8	0.8	11.3		0.08
ARM F	4.40	23.62	0.186		0.2	0.2	3.4		0.05
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.135	0.130	0.013	-1.587				
	ARM C	0.181	0.145	0.028	-1.020				
	ARM D	0.113	0.308	0.044	-0.982				
	ARM E	0.138	0.214	0.056	-0.880				
	ARM F	0.014	0.708	0.040	-1.094				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	8.50	28.48	0.298		0.4	0.4	6.4		0.05
ARM C	11.00	24.22	0.454		0.8	0.8	12.4		0.08
ARM D	7.85	25.22	0.311		0.5	0.5	6.8		0.06
ARM E	9.70	22.53	0.431		0.8	0.8	11.3		0.08
ARM F	4.40	23.62	0.186		0.2	0.2	3.4		0.05
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.135	0.130	0.013	-1.587				
	ARM C	0.181	0.145	0.028	-1.020				
	ARM D	0.113	0.308	0.044	-0.982				
	ARM E	0.138	0.214	0.056	-0.880				
	ARM F	0.014	0.708	0.040	-1.094				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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									
ARM A	6.40	26.16	0.245		0.4	0.3	5.0		0.05
ARM C	9.82	23.19	0.424		0.8	0.7	11.3		0.07
ARM D	8.75	25.35	0.345		0.5	0.5	7.8		0.06
ARM E	10.35	24.07	0.430		0.8	0.8	11.3		0.07
ARM F	9.15	24.19	0.378		0.2	0.6	8.8		0.07
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.128	0.123	0.026	-1.457				
	ARM C	0.176	0.141	0.034	-0.976				
	ARM D	0.113	0.309	0.044	-0.987				
	ARM E	0.142	0.222	0.048	-0.940				
	ARM F	0.014	0.717	0.037	-1.120				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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									
ARM A	6.40	26.15	0.245		0.3	0.3	4.9		0.05
ARM C	9.82	23.18	0.424		0.7	0.7	11.1		0.07
ARM D	8.75	25.35	0.345		0.5	0.5	7.9		0.06
ARM E	10.35	24.07	0.430		0.8	0.8	11.3		0.07
ARM F	9.15	24.19	0.378		0.6	0.6	9.1		0.07
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.128	0.123	0.026	-1.456				
	ARM C	0.176	0.141	0.034	-0.976				
	ARM D	0.113	0.309	0.044	-0.987				
	ARM E	0.142	0.222	0.048	-0.940				
	ARM F	0.014	0.718	0.037	-1.121				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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									
ARM A	6.40	26.15	0.245		0.3	0.3	4.9		0.05
ARM C	9.82	23.18	0.424		0.7	0.7	11.1		0.07
ARM D	8.75	25.35	0.345		0.5	0.5	7.9		0.06
ARM E	10.35	24.07	0.430		0.8	0.8	11.3		0.07
ARM F	9.15	24.19	0.378		0.6	0.6	9.1		0.07
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.128	0.123	0.026	-1.456				
	ARM C	0.176	0.141	0.034	-0.976				
	ARM D	0.113	0.309	0.044	-0.987				
	ARM E	0.142	0.222	0.048	-0.940				
	ARM F	0.014	0.718	0.037	-1.121				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/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									
ARM A	6.40	26.15	0.245		0.3	0.3	4.9		0.05
ARM C	9.82	23.18	0.424		0.7	0.7	11.1		0.07
ARM D	8.75	25.35	0.345		0.5	0.5	7.9		0.06
ARM E	10.35	24.07	0.430		0.8	0.8	11.3		0.07
ARM F	9.15	24.19	0.378		0.6	0.6	9.1		0.07
EFFECT ON CAPACITY (PCU/MIN) OF MARGINAL CHANGES IN:									
	MARGINAL CHANGE:	ENTRY WIDTH (.1M)	FLARE LENGTH (M)	INSCRIBED CIRC DIAM (M)	ENTRY ANGLE (10 DEGS)				
	ARM A	0.128	0.123	0.026	-1.456				
	ARM C	0.176	0.141	0.034	-0.976				
	ARM D	0.113	0.309	0.044	-0.987				
	ARM E	0.142	0.222	0.048	-0.940				
	ARM F	0.014	0.718	0.037	-1.121				

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.15	0.4
07.30	0.4
07.45	0.4
08.00	0.4
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.8	*
07.30	0.8	*
07.45	0.8	*
08.00	0.8	*
08.15	0.7	*
08.30	0.7	*
08.45	0.7	*
09.00	0.7	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.4	
07.30	0.5	
07.45	0.5	
08.00	0.5	
08.15	0.5	*
08.30	0.5	*
08.45	0.5	*
09.00	0.5	*

QUEUE AT ARM E

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.7	*
07.30	0.8	*
07.45	0.8	*
08.00	0.8	*
08.15	0.8	*
08.30	0.8	*
08.45	0.8	*
09.00	0.8	*

QUEUE AT ARM F

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.2	
07.30	0.2	
07.45	0.2	
08.00	0.2	
08.15	0.6	*
08.30	0.6	*
08.45	0.6	*
09.00	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	ARM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	A	I	894.0	I 447.0	I	44.9	I 0.05	I	44.9
I	C	I	1249.2	I 624.6	I	93.7	I 0.08	I	93.7
I	D	I	996.0	I 498.0	I	58.3	I 0.06	I	58.3
I	E	I	1203.0	I 601.5	I	89.9	I 0.07	I	90.0
I	F	I	813.0	I 406.5	I	49.8	I 0.06	I	49.8
I	ALL	I	5155.2	I 2577.6	I	336.5	I 0.07	I	336.6

* 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 JOB

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

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