

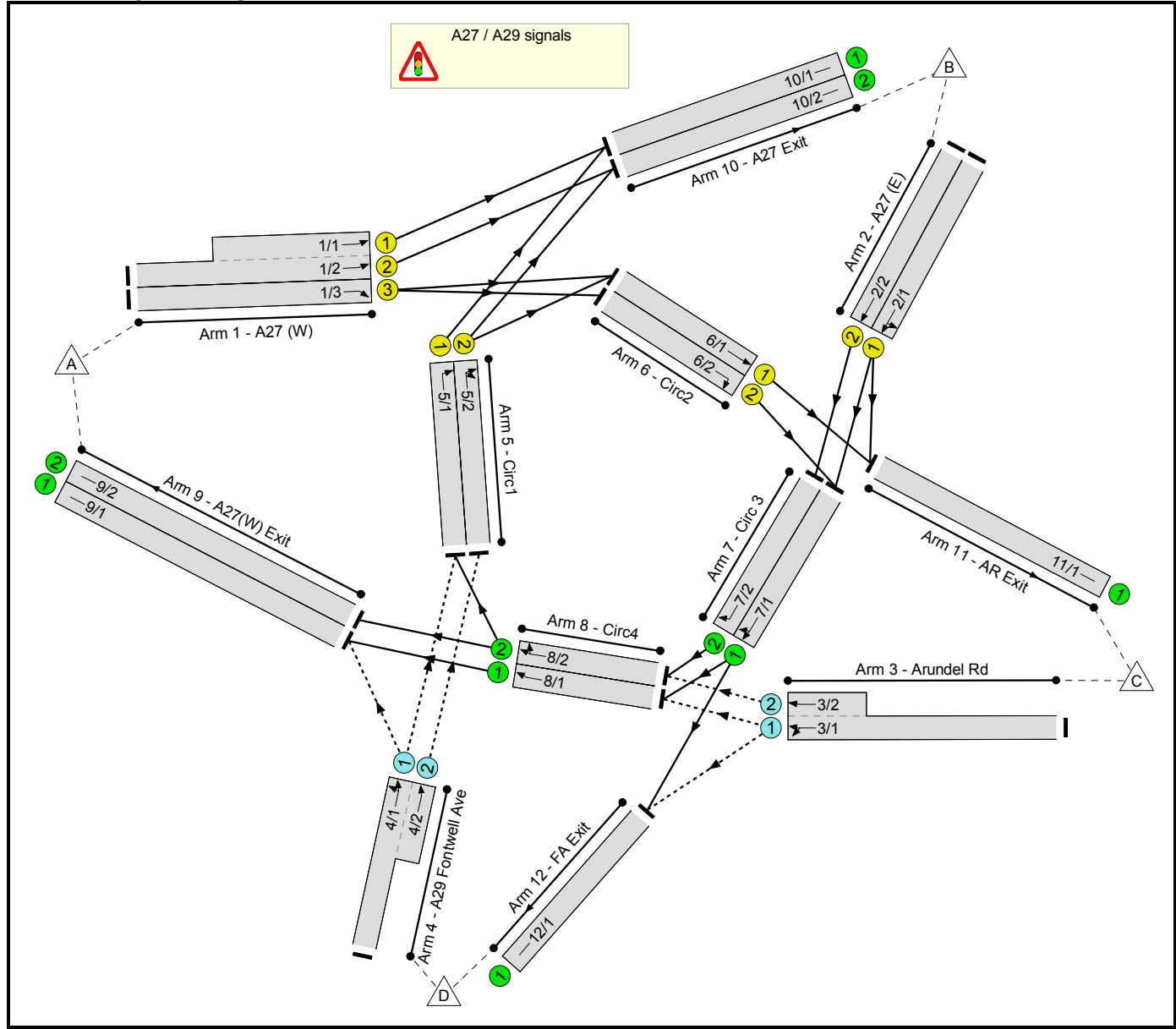
Full Input Data And Results

Full Input Data And Results

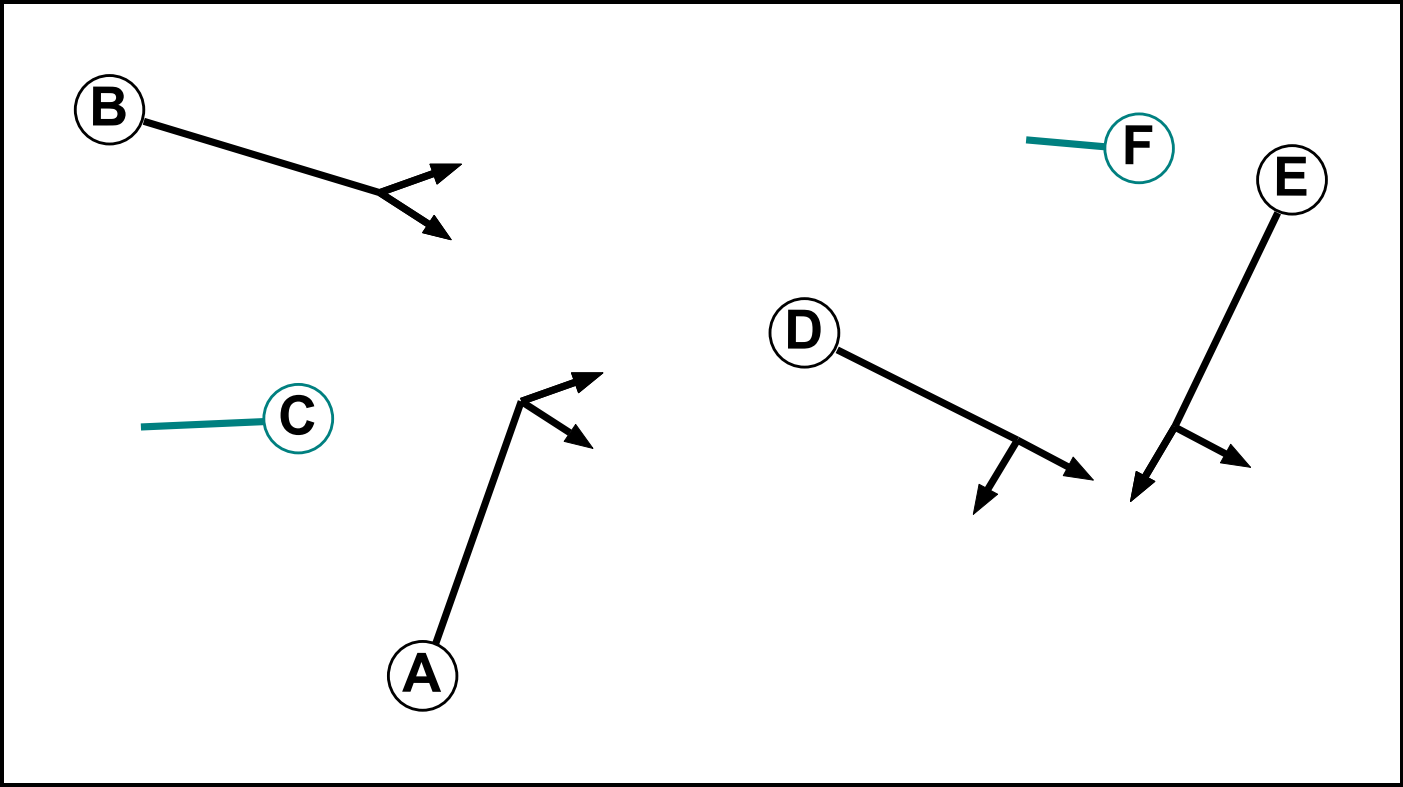
User and Project Details

Project:	ITB11324 Walberton
Title:	A27 / A29 signals (Fontwell Western Rbt)
Location:	
File name:	2031 A27_A29 Fontwell W Rbt - MITIGATION.lsg3x
Author:	AL
Company:	i-T
Address:	
Notes:	To PJA dwg 1186-05

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		-9999	7
B	Traffic	1		-9999	7
C	Dummy	1		-9999	2
D	Traffic	2		-9999	7
E	Traffic	2		-9999	7
F	Dummy	2		-9999	2

Full Input Data And Results

Phase Intergreens Matrix

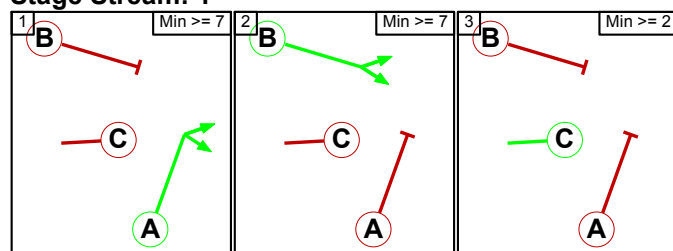
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		5	3	-	-	-
	B	6		3	-	-	-
	C	2	2		-	-	-
	D	-	-	-		5	3
	E	-	-	-	6		3
	F	-	-	-	2	2	

Phases in Stage

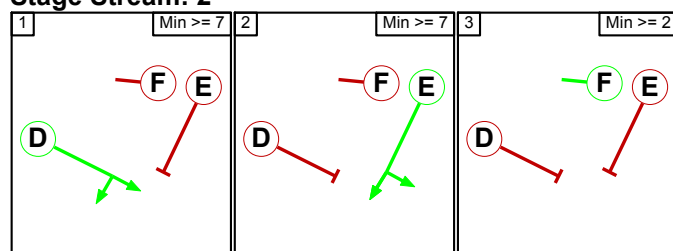
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
1	3	C
2	1	D
2	2	E
2	3	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change
Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results
Give-Way Lane Input Data

Junction: A27 / A29 signals											
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)
3/1 (Arundel Rd)	8/1 (Ahead)	925	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
	12/1 (Left)	925	0	7/1	1.00	All					
3/2 (Arundel Rd)	8/2 (Ahead)	925	0	7/2	1.00	All	-	-	-	-	-
				7/1	1.00	All					
4/1 (A29 Fontwell Ave)	5/1 (Ahead)	1020	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					
	9/1 (Left)	1020	0	8/1	1.00	All					
4/2 (A29 Fontwell Ave)	5/2 (Ahead)	1020	0	8/1	1.00	All	-	-	-	-	-
				8/2	1.00	All					

Full Input Data And Results

Lane Input Data

Junction: A27 / A29 signals												
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 (A27 (W))	U	B	2	3	10.0	User	1900	-	-	-	-	-
1/2 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A27 (W))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/1 (A27 (E))	U	E	2	3	60.0	User	1970	-	-	-	-	-
2/2 (A27 (E))	U	E	2	3	60.0	User	1970	-	-	-	-	-
3/1 (Arundel Rd)	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (Arundel Rd)	O		2	3	5.0	User	1900	-	-	-	-	-
4/1 (A29 Fontwell Ave)	O		2	3	60.0	User	1900	-	-	-	-	-
4/2 (A29 Fontwell Ave)	O		2	3	5.0	User	1900	-	-	-	-	-
5/1 (Circ1)	U	A	2	3	5.0	User	1900	-	-	-	-	-
5/2 (Circ1)	U	A	2	3	5.0	User	1900	-	-	-	-	-
6/1 (Circ2)	U	D	2	3	7.5	User	1900	-	-	-	-	-
6/2 (Circ2)	U	D	2	3	7.5	User	1900	-	-	-	-	-
7/1 (Circ 3)	U		2	3	7.5	Inf	-	-	-	-	-	-
7/2 (Circ 3)	U		2	3	7.5	Inf	-	-	-	-	-	-
8/1 (Circ4)	U		2	3	5.0	Inf	-	-	-	-	-	-
8/2 (Circ4)	U		2	3	5.0	Inf	-	-	-	-	-	-
9/1 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A27(W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (AR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (FA Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM LP with MIT + Wandleys'	07:15	08:15	01:00	
2: '2031 PM LP with MIT + Wandleys'	16:45	17:45	01:00	

Scenario 1: '3' (FG1: '2031 AM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1198	151	292	1641
	B	1437	0	1	214	1652
	C	476	0	0	2	478
	D	38	428	0	0	466
	Tot.	1951	1626	152	508	4237

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 3
Junction: A27 / A29 signals	
1/1 (short)	599
1/2 (with short)	1198(In) 599(Out)
1/3	443
2/1	826
2/2	826
3/1 (with short)	478(In) 239(Out)
3/2 (short)	239
4/1 (with short)	466(In) 233(Out)
4/2 (short)	233
5/1	195
5/2	233
6/1	151
6/2	292
7/1	1117
7/2	826
8/1	848
8/2	1065
9/1	886
9/2	1065
10/1	794
10/2	832
11/1	152
12/1	508

Lane Saturation Flows

Junction: A27 / A29 signals								
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 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1970	1970
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1970	1970
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ 3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ 3 Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (FA Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '4' (FG2: '2031 PM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	1542	382	787	2711
	B	1078	0	2	634	1714
	C	303	0	0	7	310
	D	59	376	0	0	435
	Tot.	1440	1918	384	1428	5170

Traffic Lane Flows

Lane	Scenario 2: 4
Junction: A27 / A29 signals	
1/1 (short)	771
1/2 (with short)	1542(In) 771(Out)
1/3	1169
2/1	857
2/2	857
3/1 (with short)	310(In) 155(Out)
3/2 (short)	155
4/1 (with short)	435(In) 218(Out)
4/2 (short)	217
5/1	159
5/2	217
6/1	382
6/2	787
7/1	1642
7/2	857
8/1	369
8/2	1012
9/1	428
9/2	1012
10/1	930
10/2	988
11/1	384
12/1	1428

Lane Saturation Flows

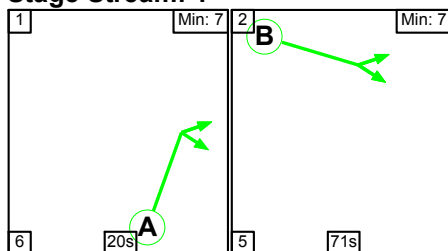
Junction: A27 / A29 signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A27 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A27 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A27 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1970	1970
2/2 (A27 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1970	1970
3/1 (Arundel Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (Arundel Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A29 Fontwell Ave Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A29 Fontwell Ave Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Circ1 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (Circ1 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (Circ2 Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (Circ2 Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Circ 3 Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Circ 3 Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (Circ4 Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Circ4 Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (A27(W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/2 (A27(W) Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (AR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (FA Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

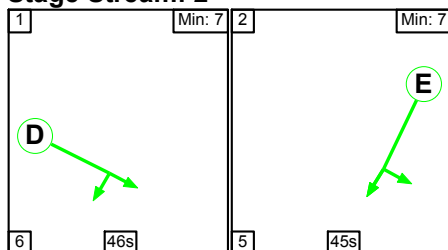
Scenario 1: '3' (FG1: '2031 AM LP with MIT + Wandleys', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

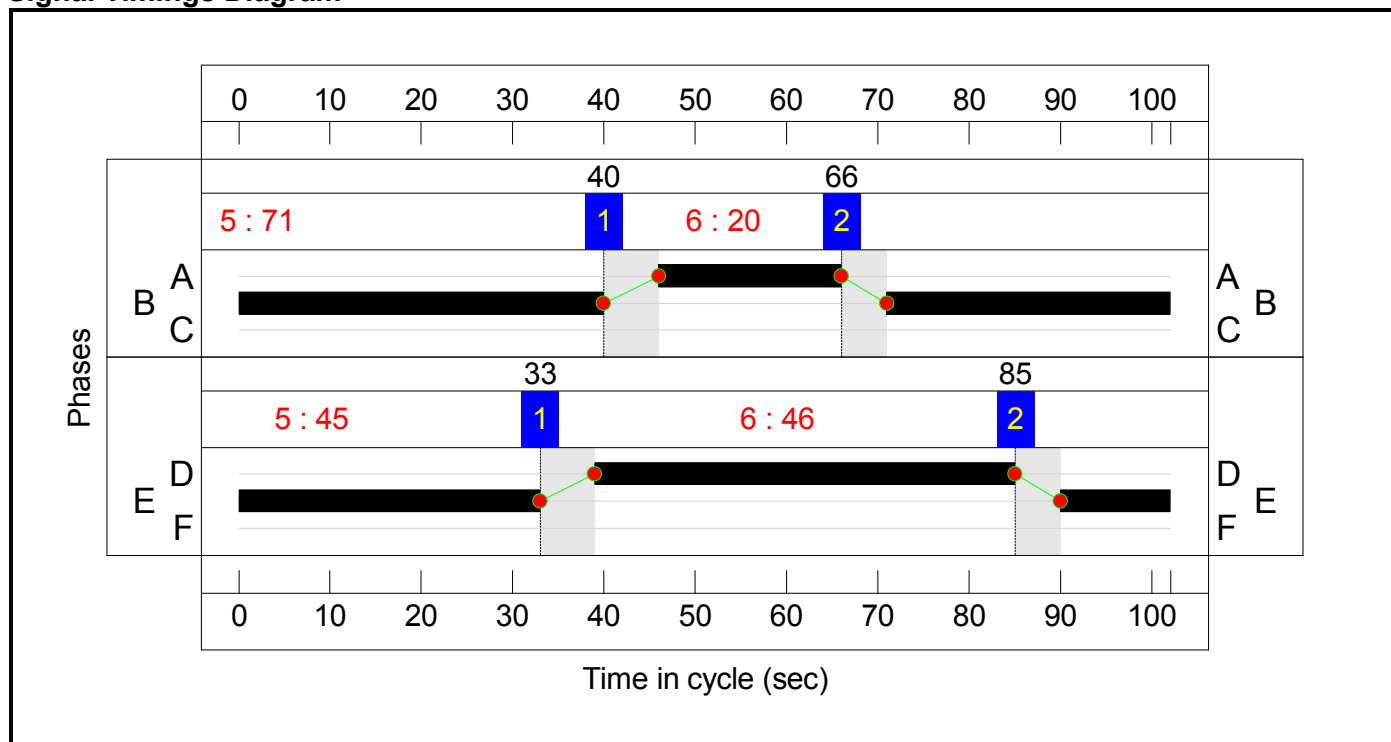
Stage Stream: 1

Stage	1	2
Duration	20	71
Change Point	40	66

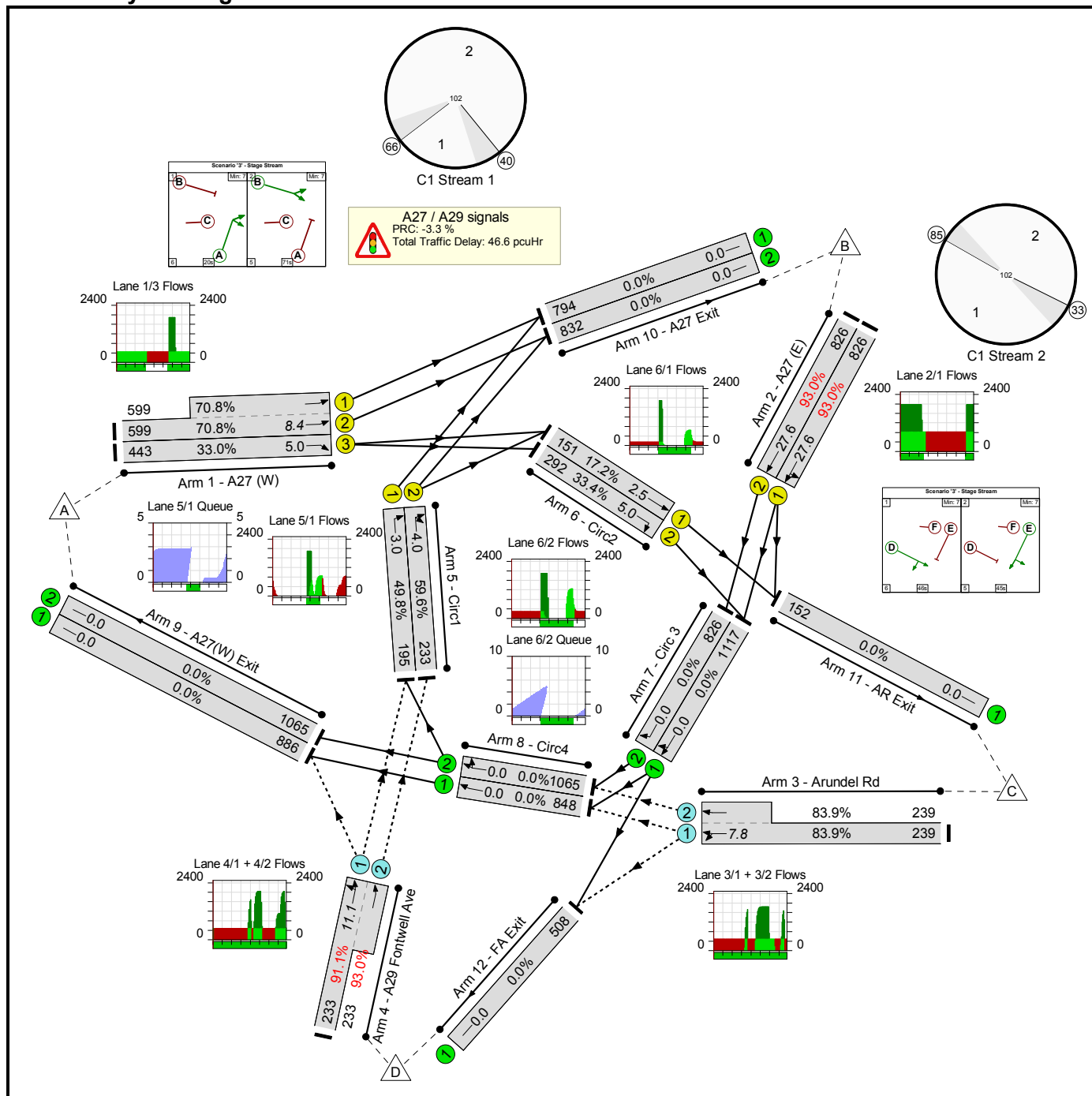
Stage Stream: 2

Stage	1	2
Duration	46	45
Change Point	33	85

Signal Timings Diagram



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: A27 / A29 signals (Fontwell Western Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	71	-	1198	1900:1900	847+847	70.8 : 70.8%
1/3	A27 (W) Ahead	U	1	N/A	B		1	71	-	443	1900	1341	33.0%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	45	-	826	1970	888	93.0%
2/2	A27 (E) Ahead	U	2	N/A	E		1	45	-	826	1970	888	93.0%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	478	1900:1900	285+285	83.9 : 83.9%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	466	1900:1900	256+251	91.1 : 93.0%
5/1	Circ1 Right	U	1	N/A	A		1	20	-	195	1900	391	49.8%
5/2	Circ1 Right Right2	U	1	N/A	A		1	20	-	233	1900	391	59.6%
6/1	Circ2 Ahead	U	2	N/A	D		1	46	-	151	1900	875	17.2%
6/2	Circ2 Right	U	2	N/A	D		1	46	-	292	1900	875	33.4%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	826	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
11/1	AR Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%

Full Input Data And Results

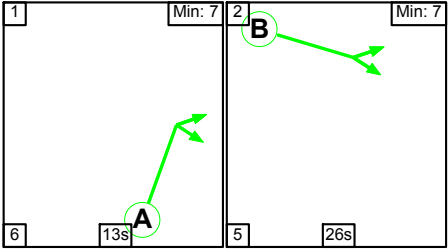
12/1	FA Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 / A29 signals (Fontwell Western Rbt)	-	-	1888	0	0	26.7	19.8	0.0	46.6	-	-	-	-
A27 / A29 signals	-	-	1888	0	0	26.7	19.8	0.0	46.6	-	-	-	-
1/2+1/1	1198	1198	-	-	-	2.1	1.2	-	3.3 (1.7+1.7)	10.1 (10.1:10.1)	7.2	1.2	8.4
1/3	443	443	-	-	-	0.7	0.2	-	1.0	7.8	4.8	0.2	5.0
2/1	826	826	-	-	-	6.1	5.6	-	11.7	50.9	22.0	5.6	27.6
2/2	826	826	-	-	-	6.1	5.6	-	11.7	50.9	22.0	5.6	27.6
3/1+3/2	478	478	956	0	0	3.0	2.5	-	5.5 (2.7+2.7)	41.1 (41.1:41.1)	5.3	2.5	7.8
4/1+4/2	466	466	932	0	0	3.0	4.7	-	7.7 (3.8+3.9)	59.3 (59.1:59.6)	6.4	4.7	11.1
5/1	195	195	-	-	-	1.6	0.0	-	1.6	30.2	3.0	0.0	3.0
5/2	233	233	-	-	-	2.0	0.0	-	2.0	30.8	4.0	0.0	4.0
6/1	151	151	-	-	-	0.7	0.0	-	0.7	16.4	2.5	0.0	2.5
6/2	292	292	-	-	-	1.4	0.0	-	1.4	17.8	5.0	0.0	5.0
7/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

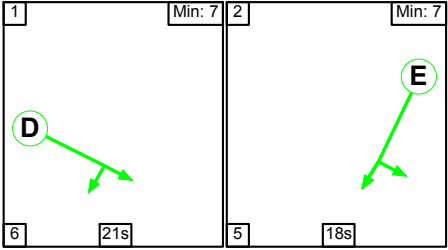
C1	Stream: 1	PRC for Signalled Lanes (%)	27.2	Total Delay for Signalled Lanes (pcuHr)	7.93	Cycle Time (s):	102
C1	Stream: 2	PRC for Signalled Lanes (%)	-3.3	Total Delay for Signalled Lanes (pcuHr)	25.49	Cycle Time (s):	102
		PRC Over All Lanes (%)	-3.3	Total Delay Over All Lanes(pcuHr)	46.57		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

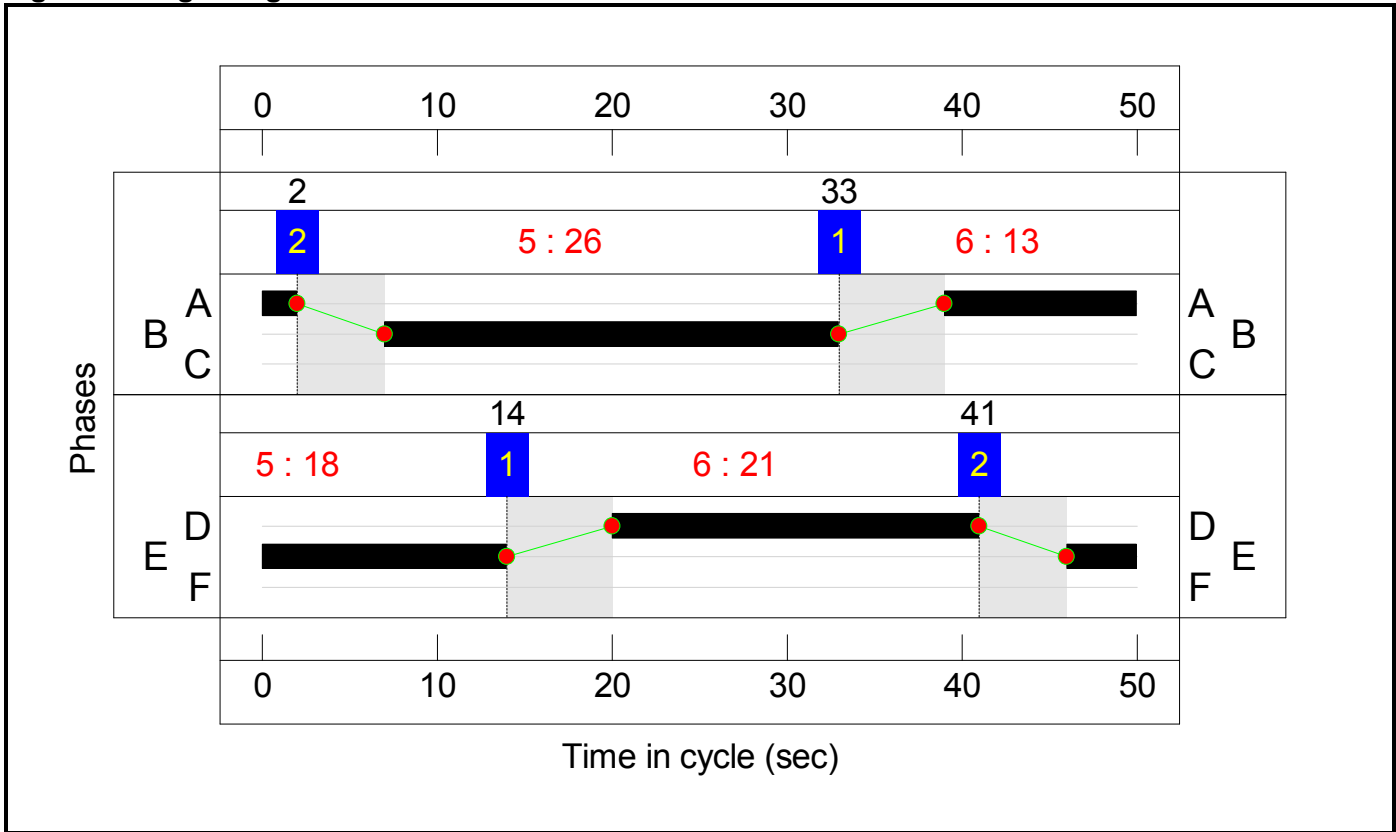
Stage Stream: 1

Stage	1	2
Duration	13	26
Change Point	33	2

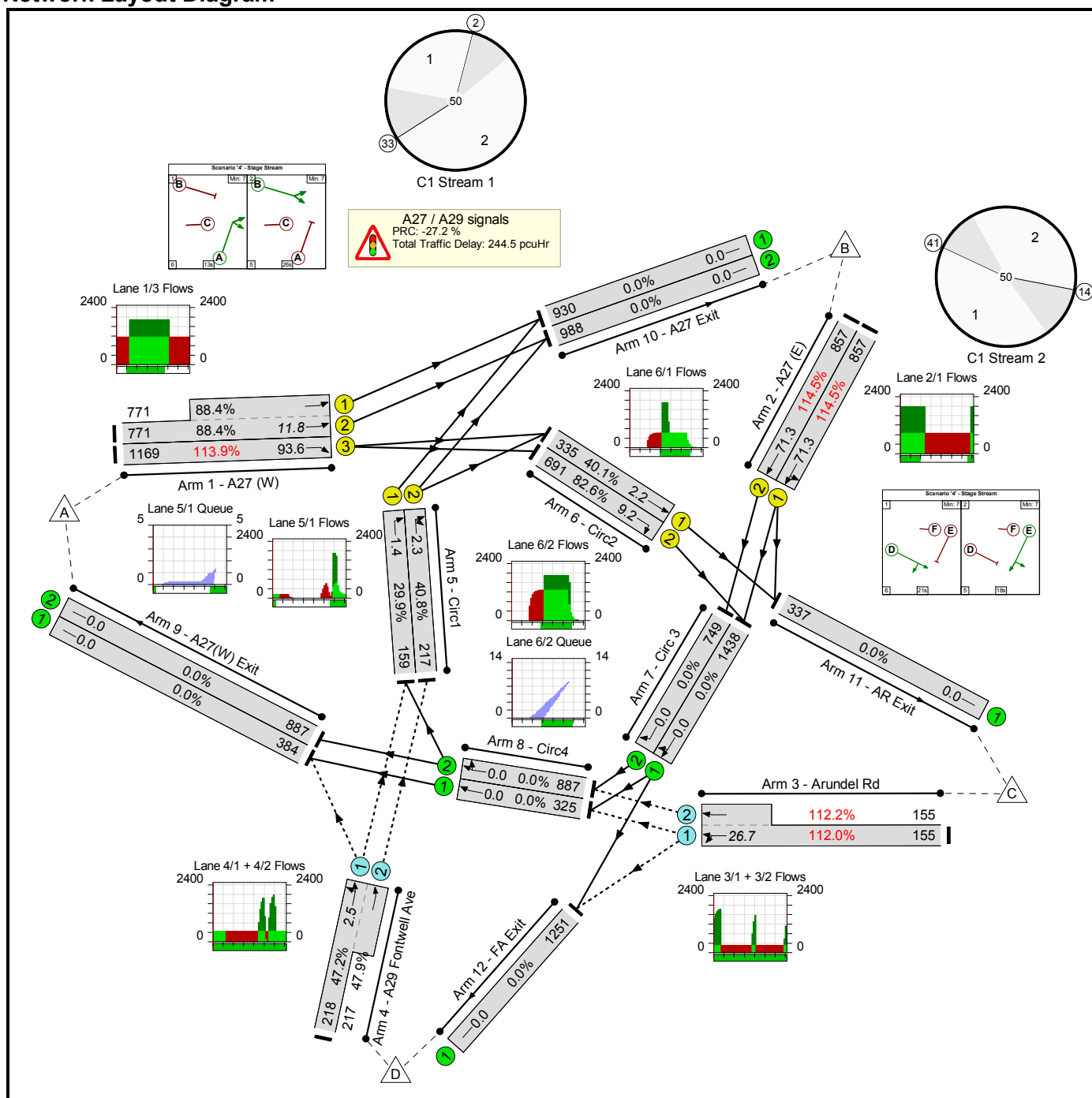
Stage Stream: 2

Stage	1	2
Duration	21	18
Change Point	14	41

Signal Timings Diagram



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: A27 / A29 signals (Fontwell Western Rbt)	-	-	N/A	-	-		-	-	-	-	-	-	114.5%
A27 / A29 signals	-	-	N/A	-	-		-	-	-	-	-	-	114.5%
1/2+1/1	A27 (W) Ahead	U	1	N/A	B		1	26	-	1542	1900:1900	872+872	88.4 : 88.4%
1/3	A27 (W) Ahead	U	1	N/A	B		1	26	-	1169	1900	1026	113.9%
2/1	A27 (E) Ahead Left	U	2	N/A	E		1	18	-	857	1970	749	114.5%
2/2	A27 (E) Ahead	U	2	N/A	E		1	18	-	857	1970	749	114.5%
3/1+3/2	Arundel Rd Ahead Left	O	N/A	N/A	-		-	-	-	310	1900:1900	138+138	112.0 : 112.2%
4/1+4/2	A29 Fontwell Ave Ahead Left	O	N/A	N/A	-		-	-	-	435	1900:1900	462+453	47.2 : 47.9%
5/1	Circ1 Right	U	1	N/A	A		1	13	-	159	1900	532	29.9%
5/2	Circ1 Right Right2	U	1	N/A	A		1	13	-	217	1900	532	40.8%
6/1	Circ2 Ahead	U	2	N/A	D		1	21	-	382	1900	836	40.1%
6/2	Circ2 Right	U	2	N/A	D		1	21	-	787	1900	836	82.6%
7/1	Circ 3 Right Ahead	U	N/A	N/A	-		-	-	-	1642	Inf	Inf	0.0%
7/2	Circ 3 Right	U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
8/1	Circ4 Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
8/2	Circ4 Right Ahead	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
9/1	A27(W) Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
9/2	A27(W) Exit	U	N/A	N/A	-		-	-	-	1012	Inf	Inf	0.0%
10/1	A27 Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
10/2	A27 Exit	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%

Full Input Data And Results

11/1	AR Exit	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
12/1	FA Exit	U	N/A	N/A	-		-	-	-	1428	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: A27 / A29 signals (Fontwell Western Rbt)	-	-	1423	0	0	28.7	215.8	0.0	244.5	-	-	-	-
A27 / A29 signals	-	-	1423	0	0	28.7	215.8	0.0	244.5	-	-	-	-
1/2+1/1	1542	1542	-	-	-	3.8	3.7	-	7.5 (3.8+3.8)	17.5 (17.5:17.5)	8.1	3.7	11.8
1/3	1169	1026	-	-	-	6.8	75.4	-	82.2	253.2	18.2	75.4	93.6
2/1	857	749	-	-	-	6.5	57.9	-	64.4	270.5	13.4	57.9	71.3
2/2	857	749	-	-	-	6.5	57.9	-	64.4	270.5	13.4	57.9	71.3
3/1+3/2	310	277	553	0	0	2.3	20.5	-	22.8 (11.3+11.5)	265.0 (263.1:266.9)	6.2	20.5	26.7
4/1+4/2	435	435	870	0	0	0.9	0.5	-	1.4 (0.7+0.7)	11.5 (11.4:11.6)	2.0	0.5	2.5
5/1	159	159	-	-	-	0.3	0.0	-	0.3	6.6	1.4	0.0	1.4
5/2	217	217	-	-	-	0.4	0.0	-	0.4	6.8	2.3	0.0	2.3
6/1	335	335	-	-	-	0.2	0.0	-	0.2	2.3	2.2	0.0	2.2
6/2	691	691	-	-	-	0.9	0.0	-	0.9	4.6	9.2	0.0	9.2
7/1	1438	1438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%)	-26.6	Total Delay for Signalled Lanes (pcuHr):	90.42	Cycle Time (s):	50
C1	Stream: 2	PRC for Signalled Lanes (%)	-27.2	Total Delay for Signalled Lanes (pcuHr):	129.88	Cycle Time (s):	50
		PRC Over All Lanes (%)	-27.2	Total Delay Over All Lanes(pcuHr):	244.51		