

Basic Results Summary

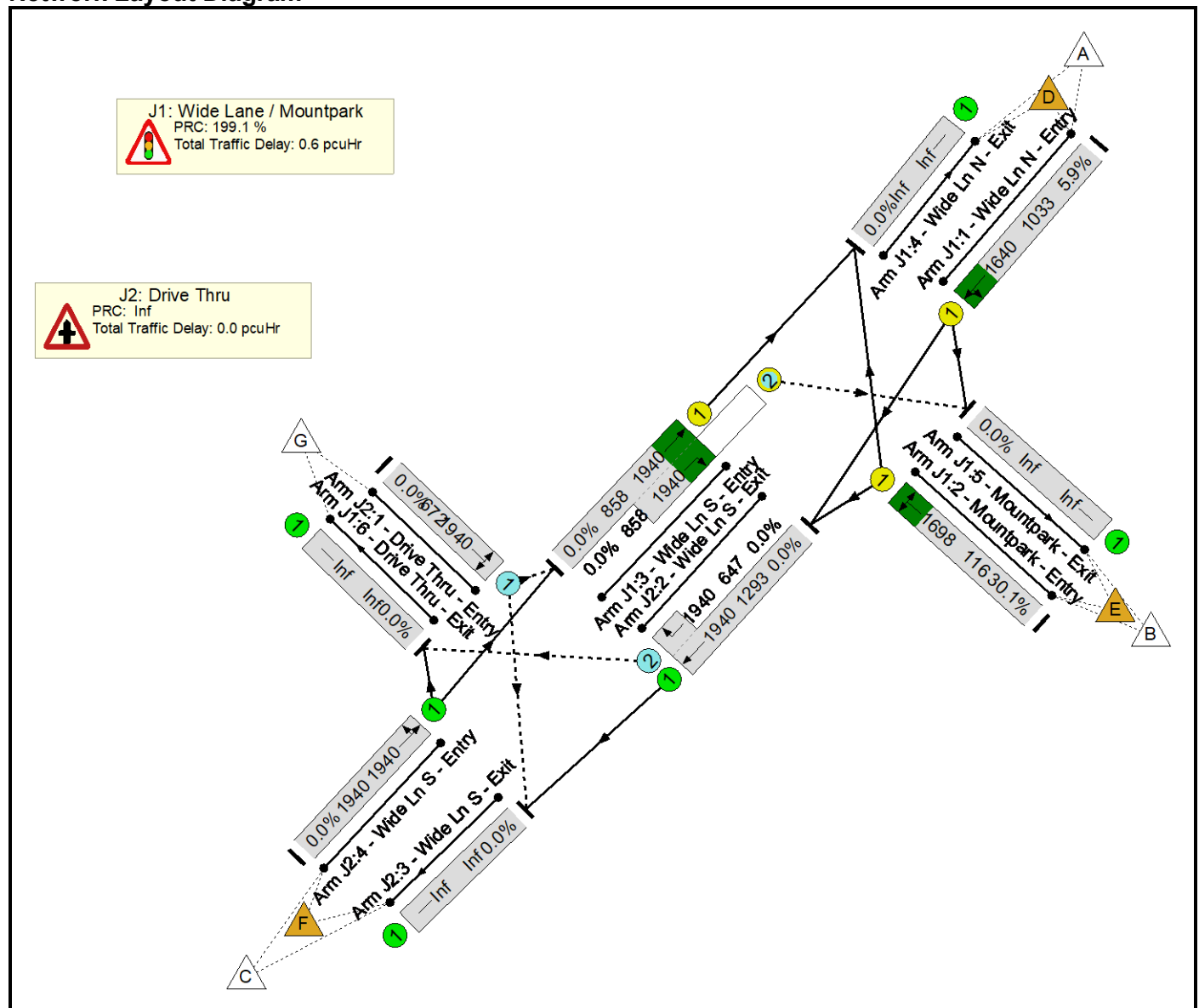
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J05_WideLn-Mountpark_Future_CycleTime.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Base 2023 AM' (FG1: 'Base AM 2023', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

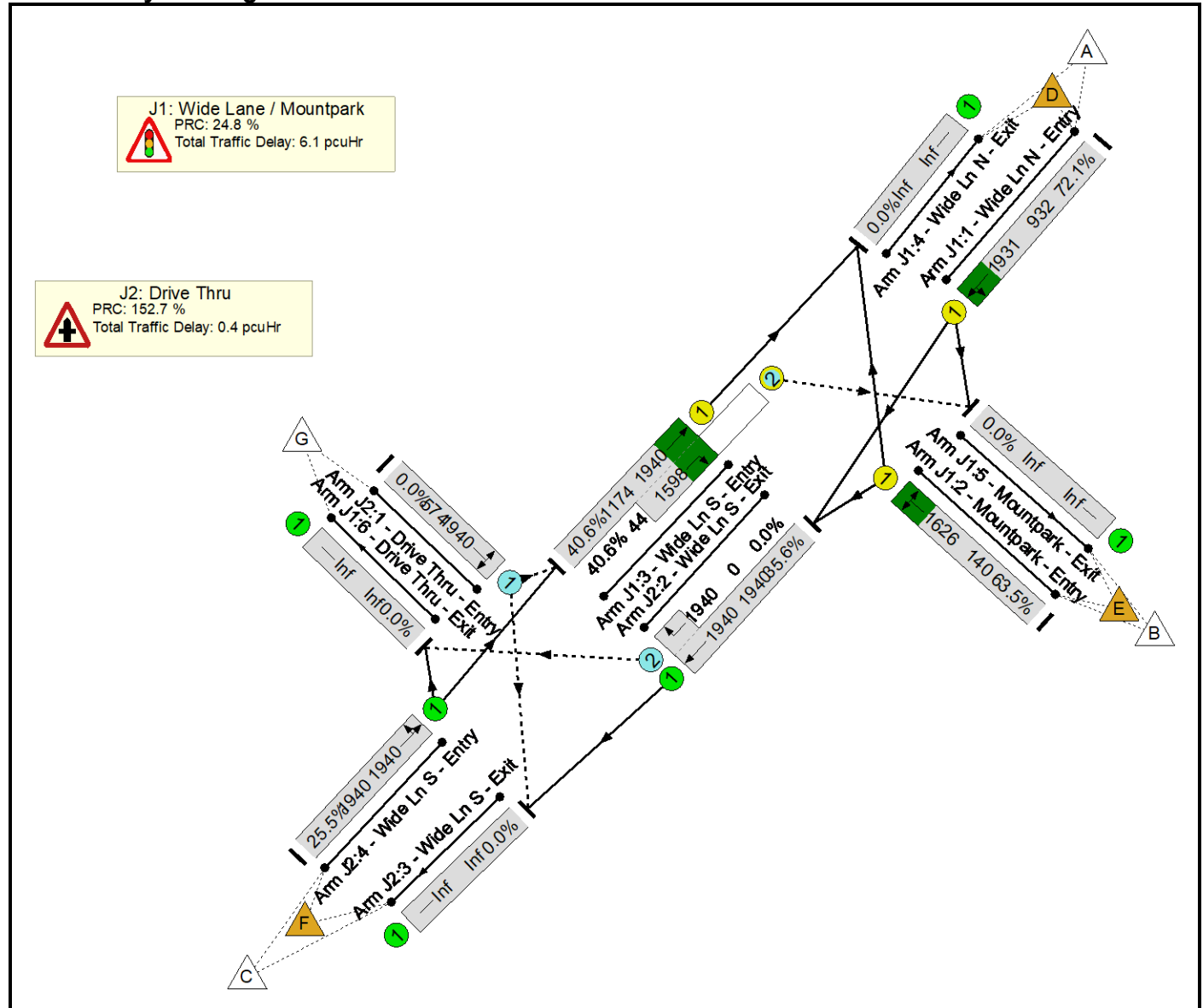


Network Results

Basic Results Summary

Scenario 2: 'Base 2023 PM' (FG2: 'Base PM 2023', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

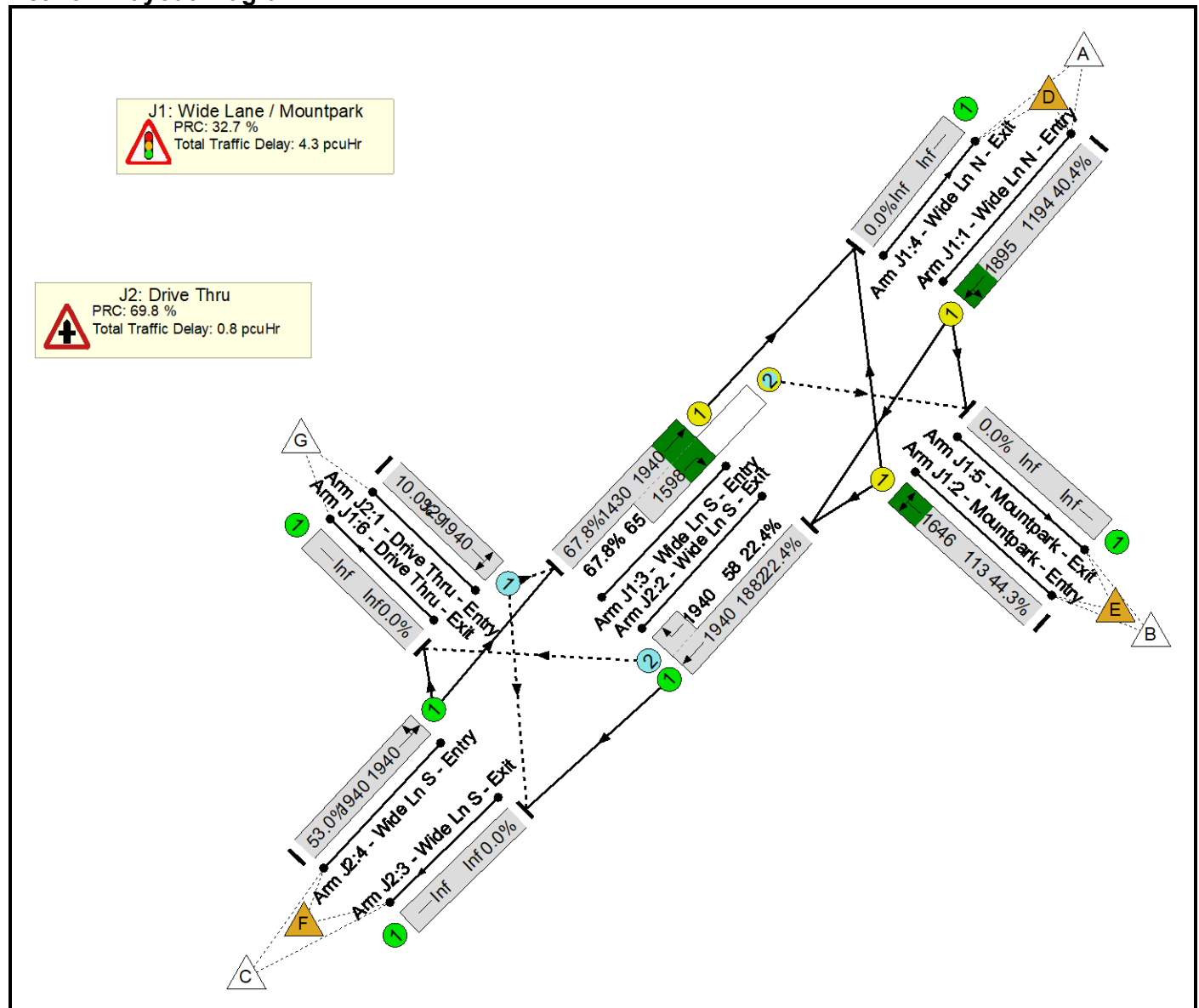
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.1%	15	2	1	6.6	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	72.1%	15	2	1	6.1	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	672	1931	932	72.1%	-	-	-	3.5	18.8	9.9
2/1	Mountpark - Entry Right Left	U	D		1	7	-	89	1626	140	63.5%	-	-	-	1.5	59.7	2.2
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	494	1940:1598	1174+44	40.6 : 40.6%	15	2	1	1.1	8.2	4.2
J2: Drive Thru	-	-	-		-	-	-	-	-	-	35.6%	0	0	0	0.4	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	0	1940	574	0.0%	0	0	0	0.0	0.0	0.0
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	691	1940:1940	1940+0	35.6 : 0.0%	0	0	0	0.3	1.4	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	494	1940	1940	25.5%	-	-	-	0.2	1.2	0.2
C1				PRC for Signalled Lanes (%):		24.8	24.8		Total Delay for Signalled Lanes (pcuHr):		6.11	6.55		Cycle Time (s):		58	
				PRC Over All Lanes (%):		24.8			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 3: 'FB 2025 AM' (FG3: 'FB 2025 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

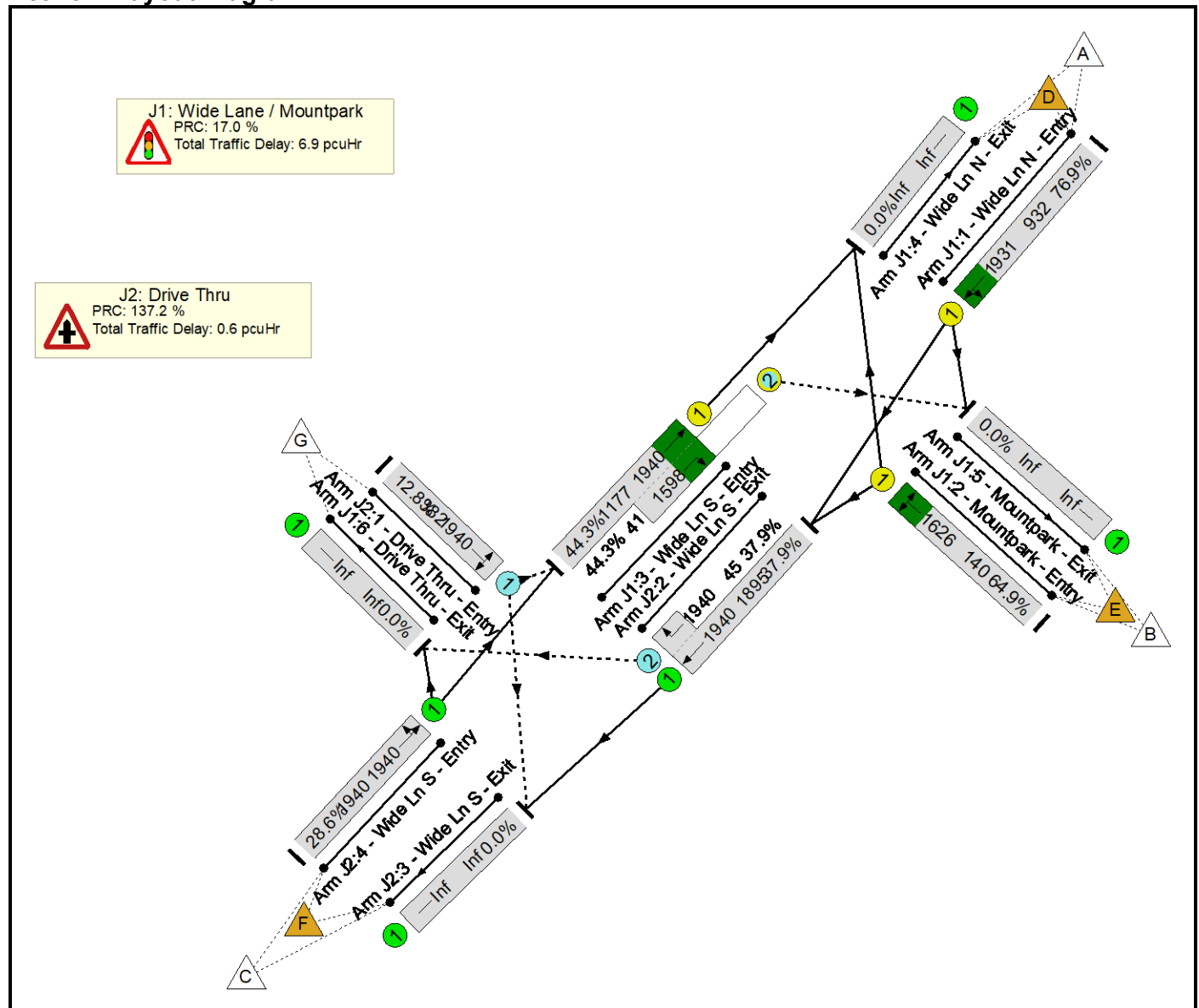
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.8%	83	4	2	5.0	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	67.8%	37	4	2	4.3	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	483	1895	1194	40.4%	-	-	-	1.2	9.2	5.2
2/1	Mountpark - Entry Right Left	U	D		1	7	-	50	1646	113	44.3%	-	-	-	0.8	61.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1014	1940:1598	1430+65	67.8 : 67.8%	37	4	2	2.2	7.7	10.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	53.0%	46	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	329	10.0%	33	0	0	0.1	6.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	435	1940:1940	1882+58	22.4 : 22.4%	13	0	0	0.1	1.2	0.1
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1028	1940	1940	53.0%	-	-	-	0.6	2.0	0.6
C1 PRC for Signalled Lanes (%): 32.7 PRC Over All Lanes (%): 32.7 Total Delay for Signalled Lanes (pcuHr): 4.27 Total Delay Over All Lanes(pcuHr): 5.03 Cycle Time (s): 73																	

Basic Results Summary

Scenario 4: 'FB 2025 PM' (FG4: 'FB 2025 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

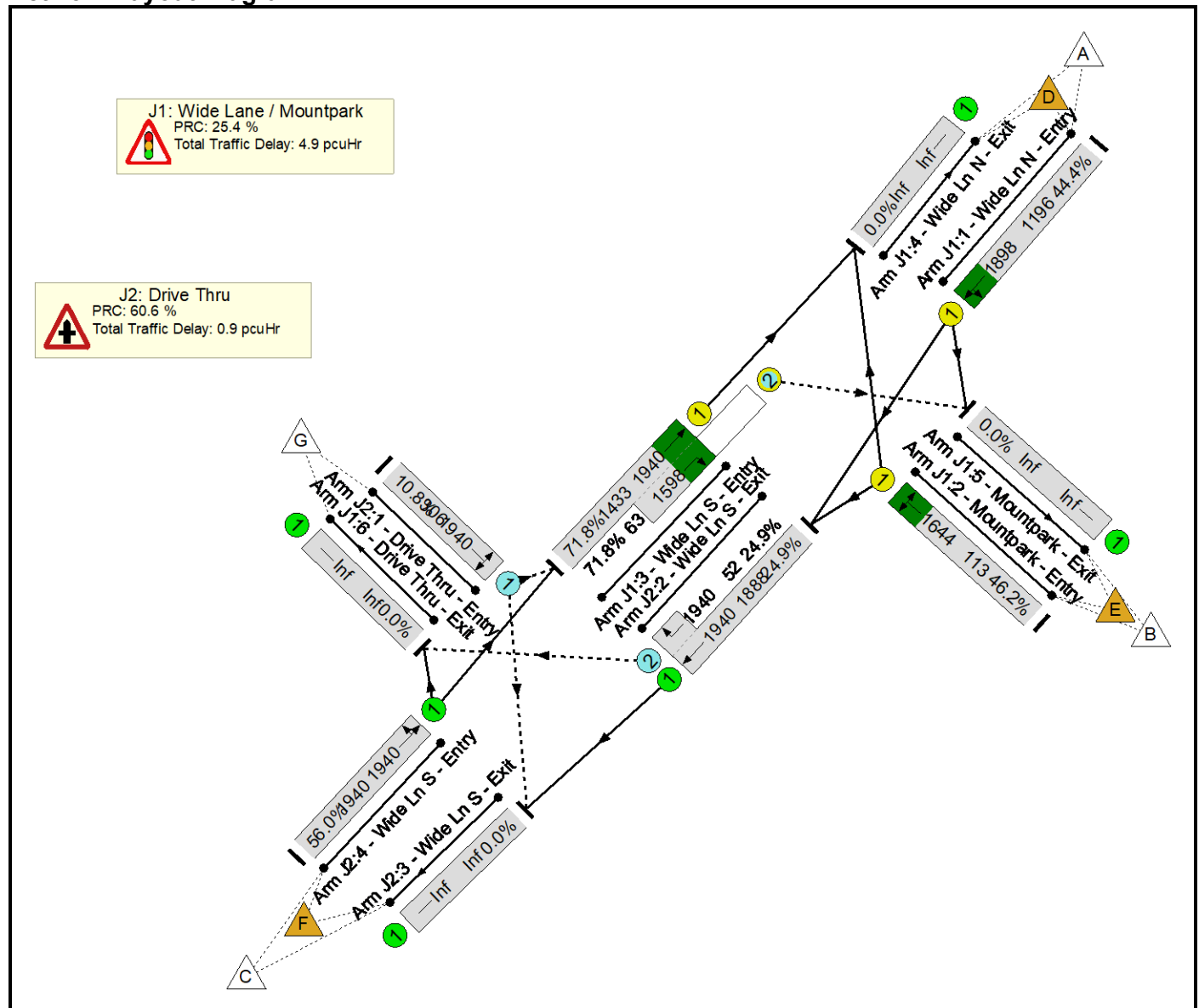
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	76.9%	81	2	1	7.5	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	76.9%	15	2	1	6.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	7	-	717	1931	932	76.9%	-	-	-	4.1	20.6	11.0
2/1	Mountpark - Entry Right Left	U	D		1	7	-	91	1626	140	64.9%	-	-	-	1.5	61.0	2.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	17	4	539	1940:1598	1177+41	44.3 : 44.3%	15	2	1	1.3	8.6	4.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	37.9%	66	0	0	0.6	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	382	12.8%	49	0	0	0.1	5.4	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	736	1940:1940	1895+45	37.9 : 37.9%	17	0	0	0.3	1.5	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	555	1940	1940	28.6%	-	-	-	0.2	1.3	0.2
C1				PRC for Signalled Lanes (%):		17.0	17.0		Total Delay for Signalled Lanes (pcuHr):		6.93	7.51		Cycle Time (s):		58	
				PRC Over All Lanes (%):		17.0			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 5: 'FB 2028 AM' (FG9: 'FB 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

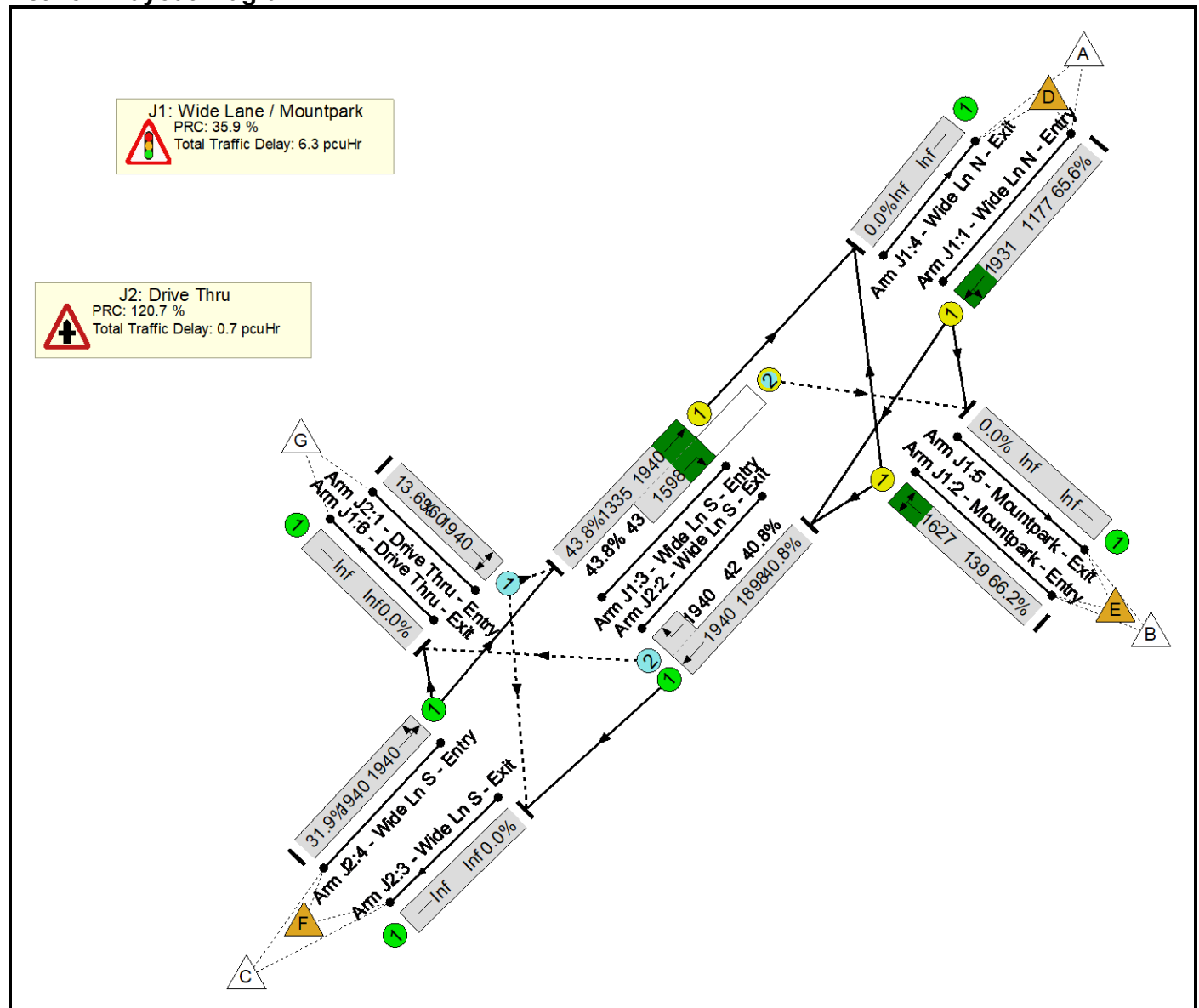
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.8%	84	4	2	5.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	71.8%	38	4	2	4.9	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	531	1898	1196	44.4%	-	-	-	1.4	9.6	5.9
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1073	1940:1598	1433+63	71.8 : 71.8%	38	4	2	2.5	8.5	11.8
J2: Drive Thru	-	-	-		-	-	-	-	-	-	56.0%	46	0	0	0.9	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	306	10.8%	33	0	0	0.1	6.6	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	483	1940:1940	1888+52	24.9 : 24.9%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1087	1940	1940	56.0%	-	-	-	0.6	2.1	0.6
C1																	

Basic Results Summary

Scenario 6: 'FB 2028 PM' (FG10: 'FB 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

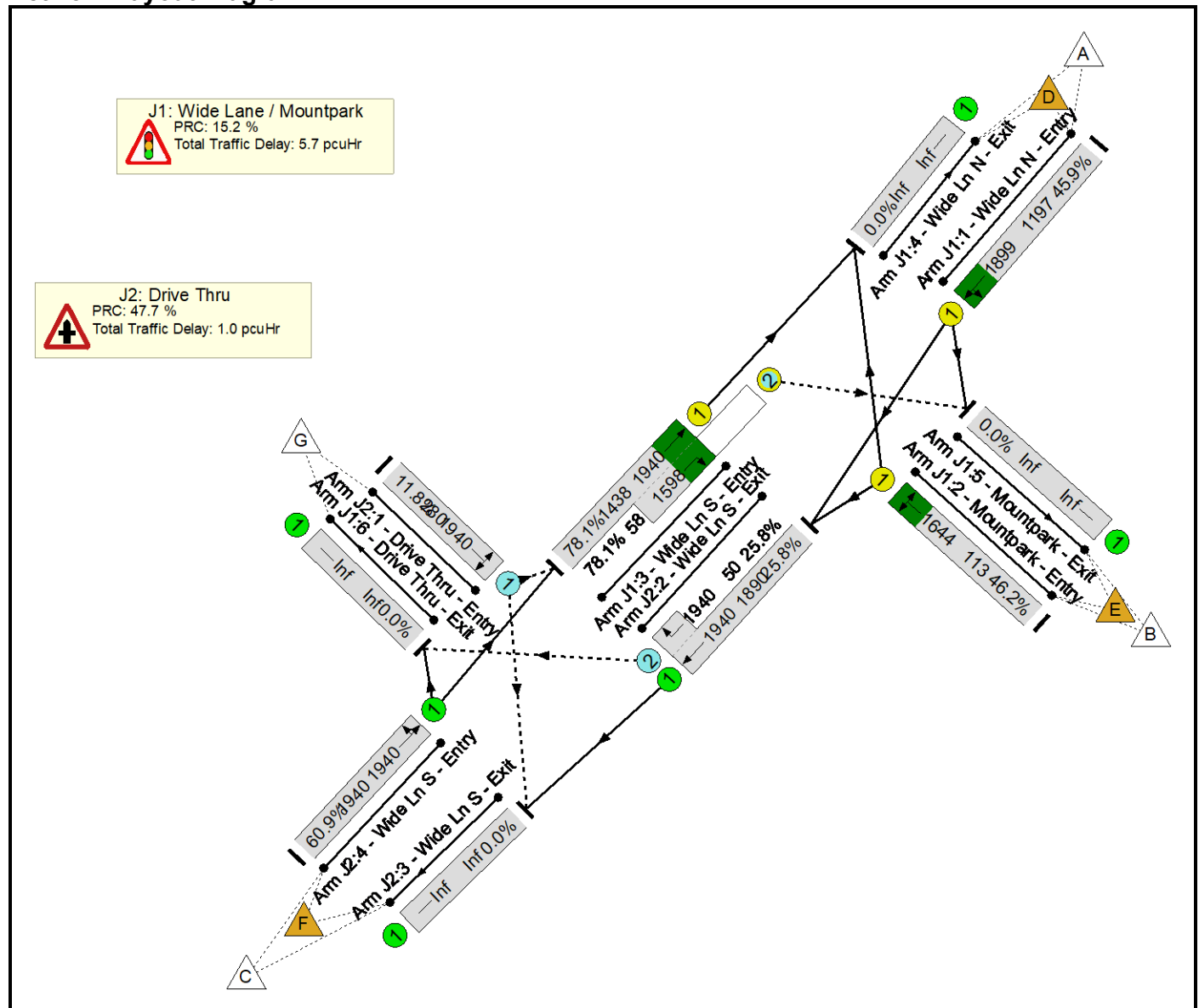
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	66.2%	83	1	1	7.0	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	66.2%	17	1	1	6.3	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	772	1931	1177	65.6%	-	-	-	3.2	14.8	12.3
2/1	Mountpark - Entry Right Left	U	D		1	9	-	92	1627	139	66.2%	-	-	-	1.9	73.3	3.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	603	1940:1598	1335+43	43.8 : 43.8%	17	1	1	1.3	7.6	5.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	40.8%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	360	13.6%	49	0	0	0.1	5.8	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	791	1940:1940	1898+42	40.8 : 40.8%	17	0	0	0.3	1.6	0.3
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	619	1940	1940	31.9%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		35.9	35.9		Total Delay for Signalled Lanes (pcuHr):		6.32	6.32		Cycle Time (s):		82	
				PRC Over All Lanes (%):		35.9	35.9		Total Delay Over All Lanes(pcuHr):		6.98	6.98					

Basic Results Summary

Scenario 7: 'Proposed 2028 AM' (FG11: 'Proposed 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

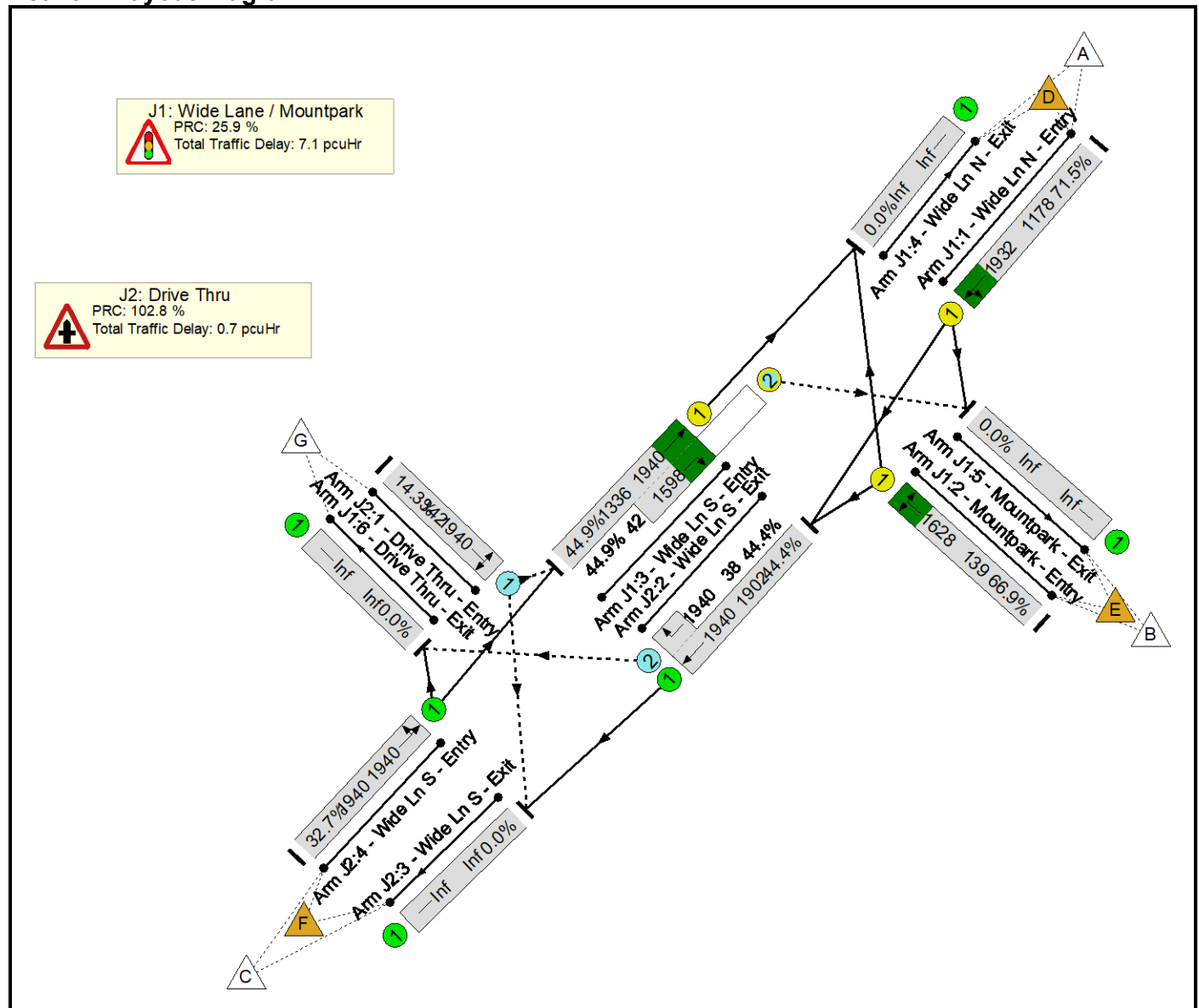
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.1%	84	4	2	6.7	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	78.1%	38	4	2	5.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	549	1899	1197	45.9%	-	-	-	1.5	9.8	6.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	52	1644	113	46.2%	-	-	-	0.9	62.0	1.4
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1168	1940:1598	1438+58	78.1 : 78.1%	38	4	2	3.3	10.2	14.9
J2: Drive Thru	-	-	-		-	-	-	-	-	-	60.9%	46	0	0	1.0	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	280	11.8%	33	0	0	0.1	7.3	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	500	1940:1940	1890+50	25.8 : 25.8%	13	0	0	0.2	1.2	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1182	1940	1940	60.9%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		15.2	15.2		Total Delay for Signalled Lanes (pcuHr):		5.71	5.71		Cycle Time (s):		73	
				PRC Over All Lanes (%):		15.2	15.2		Total Delay Over All Lanes(pcuHr):		6.73	6.73					

Basic Results Summary

Scenario 8: 'Proposed 2028 PM' (FG12: 'Proposed 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

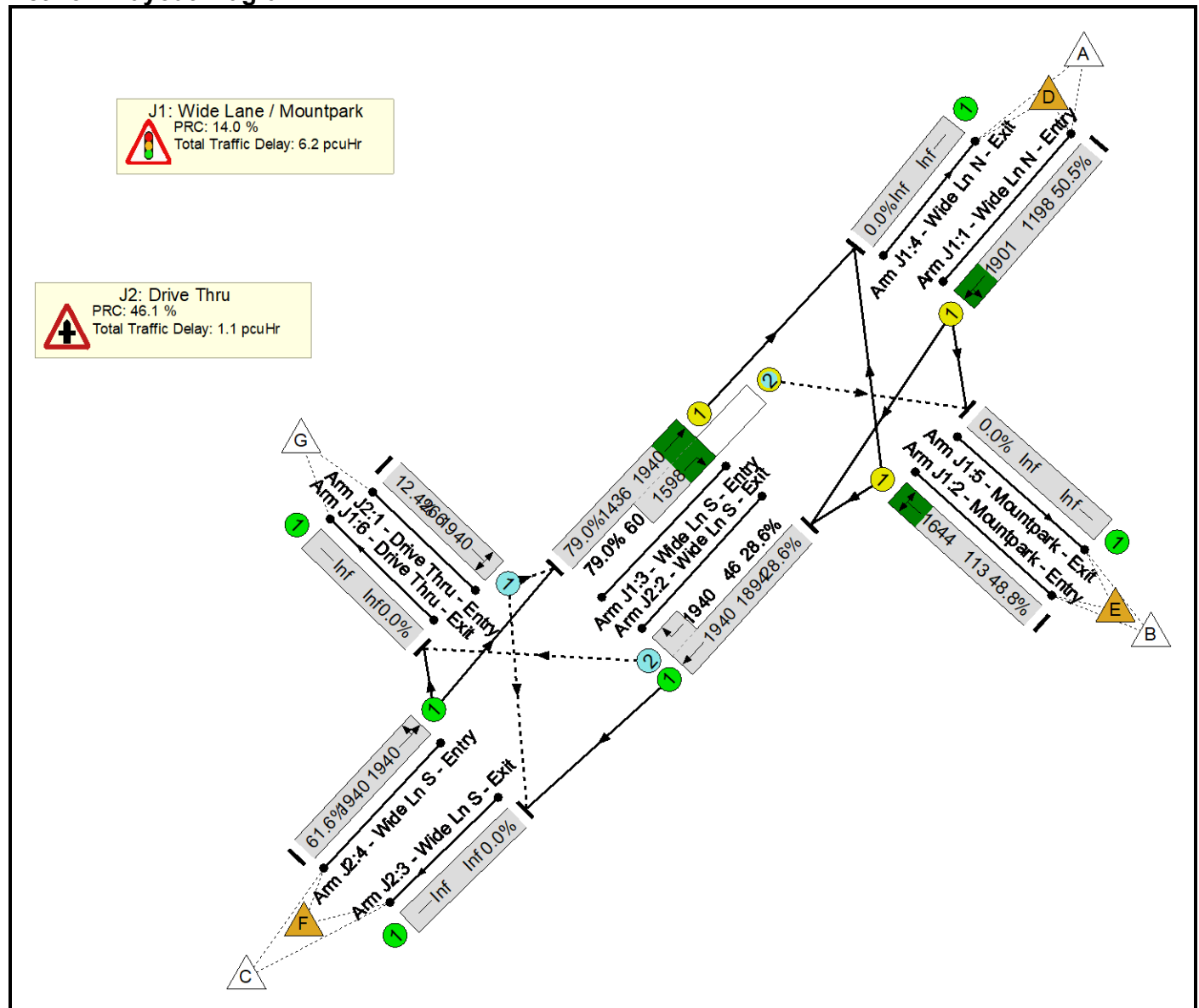
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	71.5%	83	1	1	7.8	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	71.5%	17	1	1	7.1	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	842	1932	1178	71.5%	-	-	-	3.8	16.4	14.3
2/1	Mountpark - Entry Right Left	U	D		1	9	-	93	1628	139	66.9%	-	-	-	1.9	74.0	3.0
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	619	1940:1598	1336+42	44.9 : 44.9%	17	1	1	1.3	7.7	6.3
J2: Drive Thru	-	-	-		-	-	-	-	-	-	44.4%	66	0	0	0.7	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	342	14.3%	49	0	0	0.1	6.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	861	1940:1940	1902+38	44.4 : 44.4%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	635	1940	1940	32.7%	-	-	-	0.2	1.4	0.2
C1				PRC for Signalled Lanes (%):		25.9	25.9		Total Delay for Signalled Lanes (pcuHr):		7.07	7.80		Cycle Time (s):		82	
				PRC Over All Lanes (%):		25.9			Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 9: 'FB 2036 AM' (FG7: 'FB 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

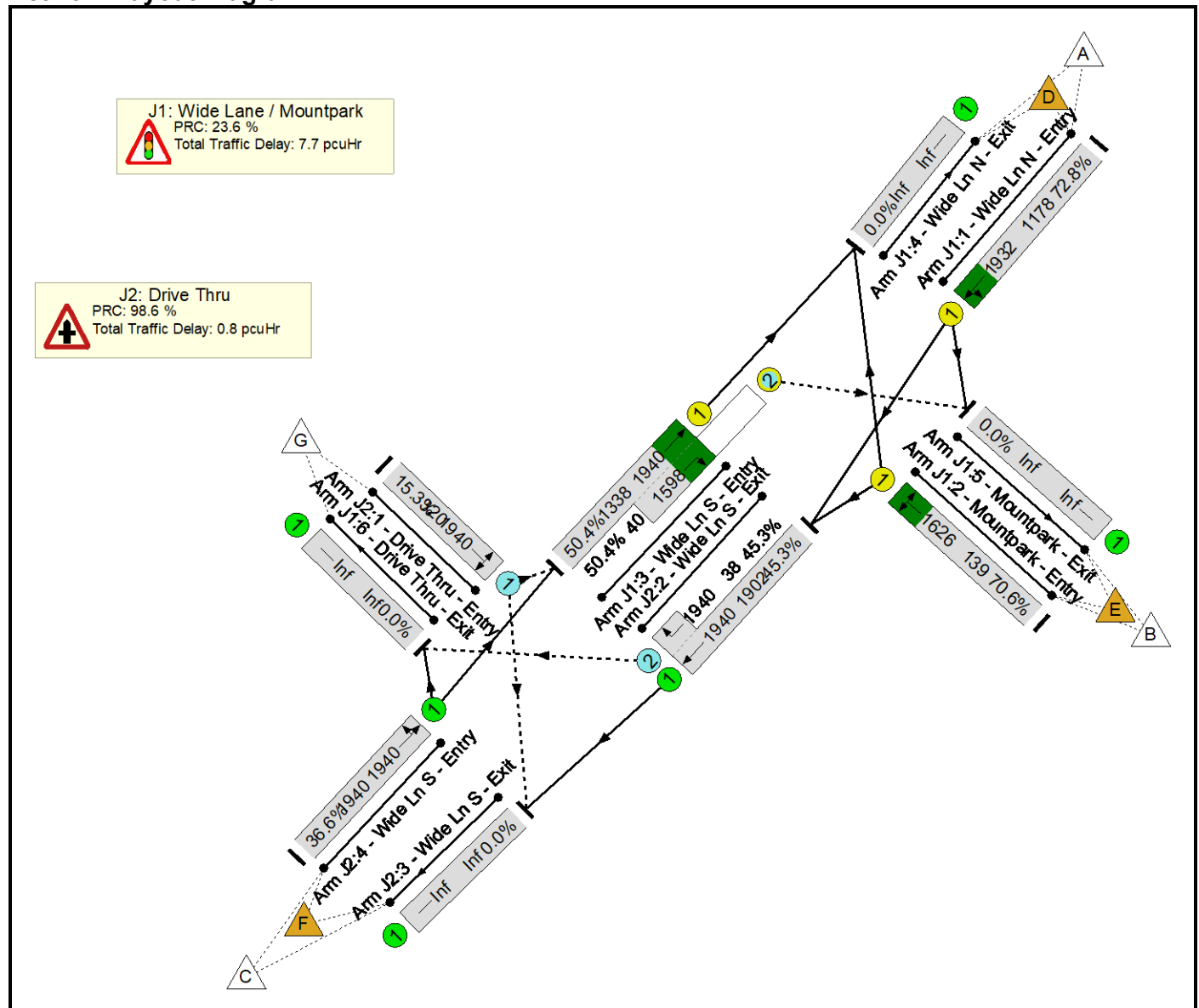
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.0%	86	5	3	7.2	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	79.0%	40	5	3	6.2	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	22	-	605	1901	1198	50.5%	-	-	-	1.7	10.4	7.1
2/1	Mountpark - Entry Right Left	U	D		1	7	-	55	1644	113	48.8%	-	-	-	1.0	63.6	1.5
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	32	4	1181	1940:1598	1436+60	79.0 : 79.0%	40	5	3	3.5	10.6	15.4
J2: Drive Thru	-	-	-		-	-	-	-	-	-	61.6%	46	0	0	1.1	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	33	1940	266	12.4%	33	0	0	0.1	8.0	0.2
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	554	1940:1940	1894+46	28.6 : 28.6%	13	0	0	0.2	1.3	0.2
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	1195	1940	1940	61.6%	-	-	-	0.8	2.4	0.8
C1				PRC for Signalled Lanes (%):		14.0	14.0		Total Delay for Signalled Lanes (pcuHr):		6.18	6.18		Cycle Time (s):		73	
				PRC Over All Lanes (%):		14.0	14.0		Total Delay Over All Lanes(pcuHr):		7.25	7.25					

Basic Results Summary

Scenario 10: 'FB 2036 PM' (FG8: 'FB 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

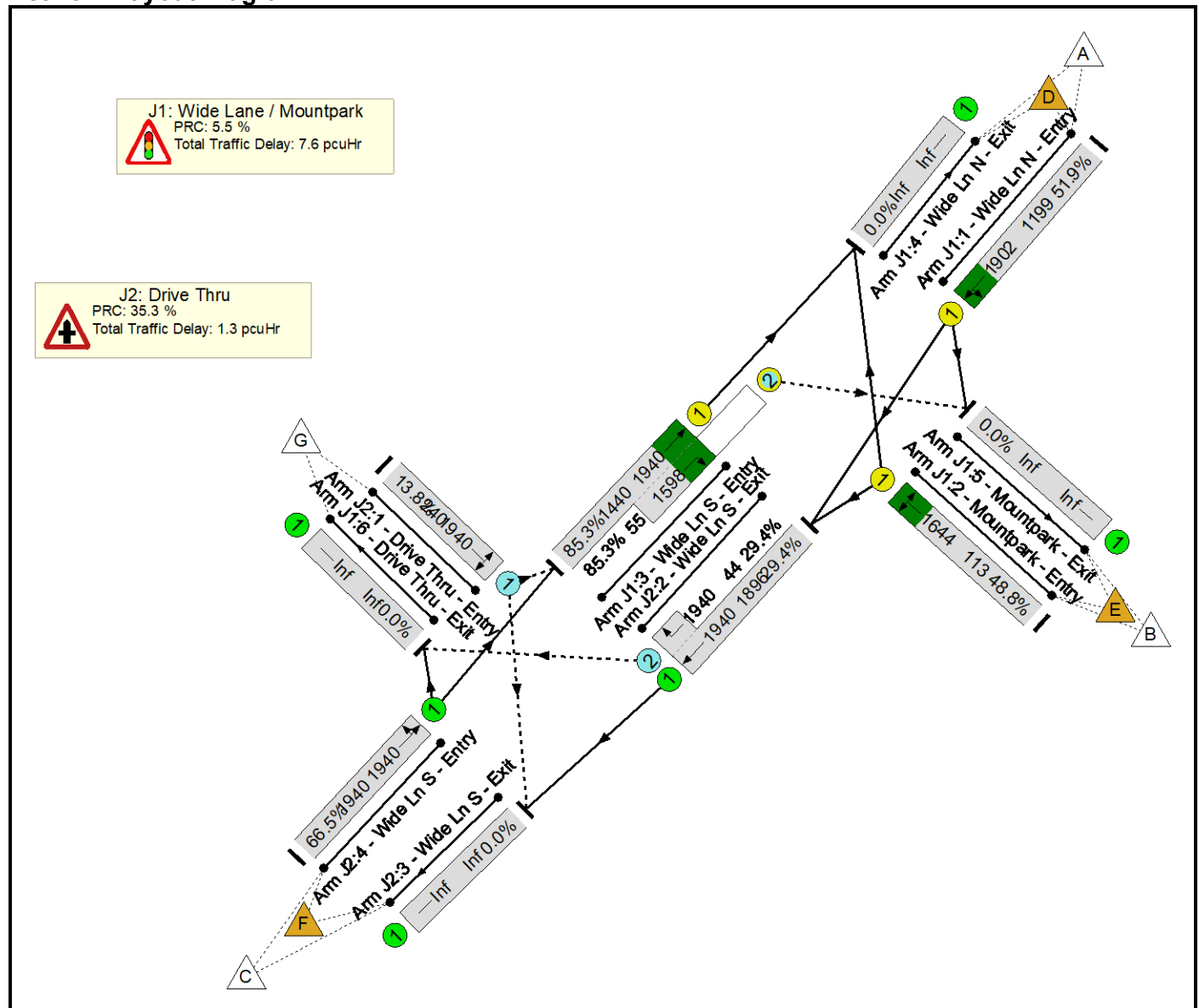
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.8%	84	1	1	8.5	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	72.8%	18	1	1	7.7	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	858	1932	1178	72.8%	-	-	-	4.0	16.8	14.9
2/1	Mountpark - Entry Right Left	U	D		1	9	-	98	1626	139	70.6%	-	-	-	2.1	78.3	3.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	694	1940:1598	1338+40	50.4 : 50.4%	18	1	1	1.6	8.3	7.3
J2: Drive Thru	-	-	-		-	-	-	-	-	-	45.3%	66	0	0	0.8	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	320	15.3%	49	0	0	0.1	6.6	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	879	1940:1940	1902+38	45.3 : 45.3%	17	0	0	0.4	1.7	0.4
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	710	1940	1940	36.6%	-	-	-	0.3	1.5	0.3
C1				PRC for Signalled Lanes (%):		23.6	23.6		Total Delay for Signalled Lanes (pcuHr):		7.73	7.73		Cycle Time (s):		82	
				PRC Over All Lanes (%):		23.6	23.6		Total Delay Over All Lanes(pcuHr):		8.53	8.53					

Basic Results Summary

Scenario 11: 'Proposed 2036 AM' (FG5: 'Proposed 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

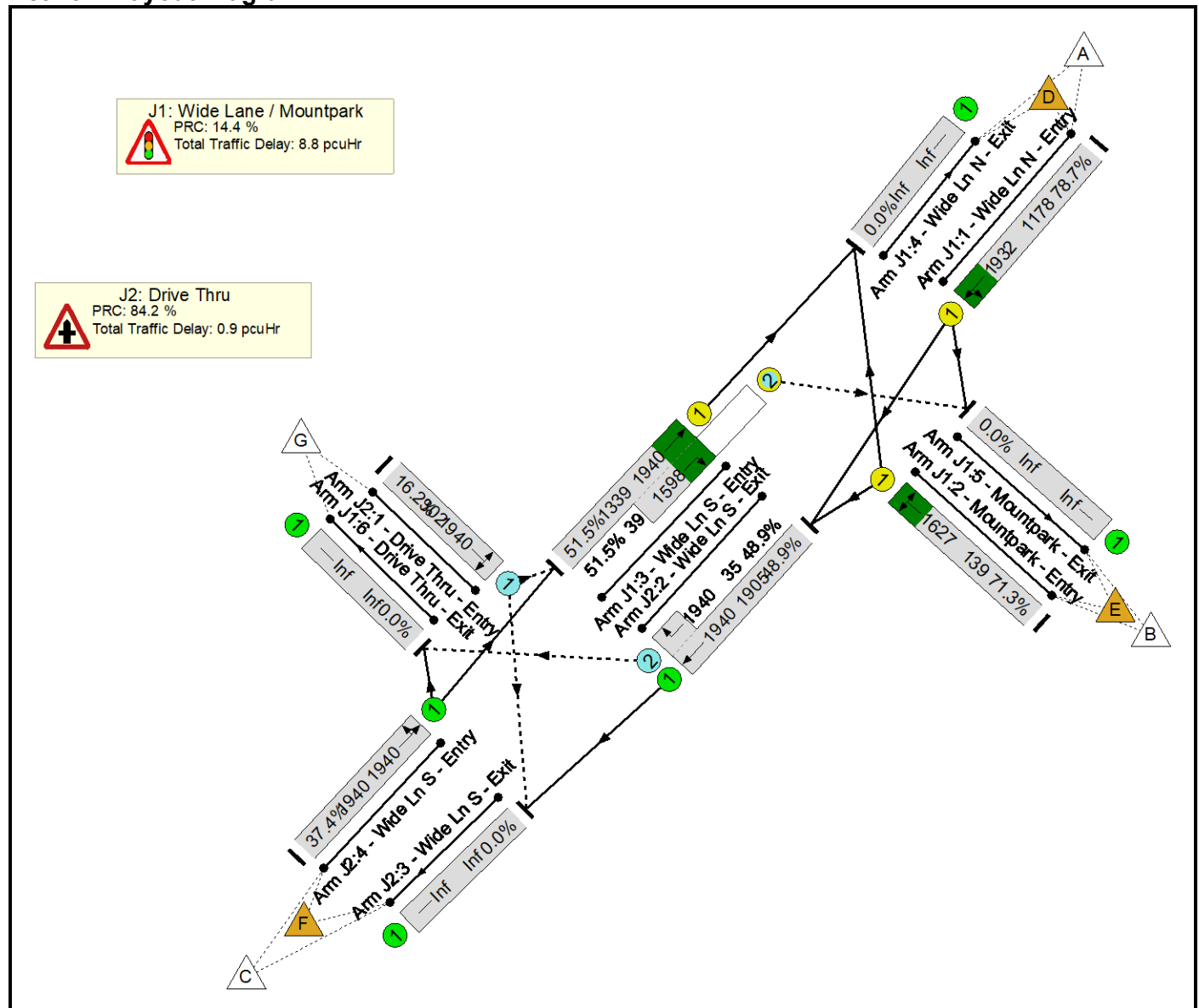


Network Results

Basic Results Summary

Scenario 12: 'Proposed 2036 PM' (FG6: 'Proposed 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.7%	84	1	1	9.6	-	-
J1: Wide Lane / Mountpark	-	-	-		-	-	-	-	-	-	78.7%	18	1	1	8.8	-	-
1/1	Wide Ln N - Entry Left Ahead	U	A		1	29	-	927	1932	1178	78.7%	-	-	-	4.9	19.1	17.5
2/1	Mountpark - Entry Right Left	U	D		1	9	-	99	1627	139	71.3%	-	-	-	2.2	79.2	3.3
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	B	C	1	39	4	710	1940:1598	1339+39	51.5 : 51.5%	18	1	1	1.7	8.5	7.7
J2: Drive Thru	-	-	-		-	-	-	-	-	-	48.9%	66	0	0	0.9	-	-
1/1	Drive Thru - Entry Left Right	O	-		-	-	-	49	1940	302	16.2%	49	0	0	0.1	7.1	0.1
2/1+2/2	Wide Ln S - Exit Ahead Right	U+O	-		-	-	-	948	1940:1940	1905+35	48.9 : 48.9%	17	0	0	0.5	1.8	0.5
4/1	Wide Ln S - Entry Ahead Left	U	-		-	-	-	726	1940	1940	37.4%	-	-	-	0.3	1.5	0.3
C1				PRC for Signalled Lanes (%):		14.4	14.4		Total Delay for Signalled Lanes (pcuHr):		8.76	8.76		Cycle Time (s):		82	
				PRC Over All Lanes (%):		14.4			Total Delay Over All Lanes(pcuHr):		9.63						