

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)
5-09.00								
ARM A	26.40	54.11	0.488		1.0	1.0	14.3	
ARM B	29.57	36.81	0.803		4.0	4.0	60.4	
ARM C	28.42	33.26	0.855		5.7	5.7	85.6	
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		0.503	0.000	0.040	-1.792			
ARM B		0.162	0.255	0.092	-1.188			
ARM C		0.258	0.049	0.201	-1.085			

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	0.9 *
08.30	0.9 *
08.45	1.0 *
09.00	1.0 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	3.9 ****
08.30	4.0 ****
08.45	4.0 ****
09.00	4.0 ****

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.15	5.2 *****
08.30	5.6 *****
08.45	5.7 *****
09.00	5.7 *****

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

ARM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *
		* DELAY *	* DELAY *
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)
A	1584.0	56.7	0.04
B	1774.2	233.1	0.13
C	1705.2	320.6	0.19
ALL	5063.4	610.4	0.12

* 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

***** ARCADY 5 run completed.

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[Printed at 09:10:59 on 06/05/04]