



Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	4.58	1.64	A
2	0.74	13.44	2.75	B
3	0.46	5.44	0.92	A
4	0.78	13.87	3.41	B

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	886.24	883.55	334.01	0.00	2222.32	0.399	0.67	2.729	A
2	517.01	514.06	674.13	0.00	1218.66	0.424	0.74	5.158	A
3	417.70	416.15	740.89	0.00	1584.66	0.264	0.39	3.333	A
4	622.42	618.92	541.09	0.00	1328.72	0.468	0.88	5.070	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1058.25	1057.09	399.93	0.00	2169.19	0.488	0.96	3.290	A
2	617.37	615.59	806.87	0.00	1137.88	0.543	1.18	6.964	A
3	498.77	498.12	886.97	0.00	1476.52	0.338	0.55	3.984	A
4	743.23	741.08	647.82	0.00	1261.66	0.589	1.41	6.915	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1296.09	1293.45	487.31	0.00	2098.76	0.618	1.62	4.533	A
2	756.11	750.15	986.15	0.00	1028.49	0.735	2.67	12.843	B
3	610.87	609.43	1082.30	0.00	1331.92	0.459	0.91	5.387	A
4	910.27	902.78	790.96	0.00	1171.71	0.777	3.29	13.090	B

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1296.09	1296.03	490.95	0.00	2095.82	0.618	1.64	4.578	A
2	756.11	755.79	989.27	0.00	1026.60	0.737	2.75	13.437	B
3	610.87	610.83	1088.48	0.00	1327.34	0.460	0.92	5.443	A
4	910.27	909.78	794.89	0.00	1169.24	0.779	3.41	13.870	B

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1058.25	1060.88	405.07	0.00	2165.05	0.489	0.98	3.323	A
2	617.37	623.46	811.15	0.00	1135.15	0.544	1.23	7.214	A
3	498.77	500.20	895.65	0.00	1470.09	0.339	0.56	4.026	A
4	743.23	750.95	653.39	0.00	1258.15	0.591	1.48	7.232	A

Main results: (18:00-18:15)



Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	886.24	887.44	337.08	0.00	2219.85	0.399	0.68	2.750	A
2	517.01	518.90	677.78	0.00	1216.44	0.425	0.76	5.247	A
3	417.70	418.37	746.67	0.00	1580.38	0.264	0.39	3.357	A
4	622.42	624.74	545.11	0.00	1326.19	0.469	0.90	5.172	A

(Default Analysis Set) - 2013 BY, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 BY, AM	2013 BY	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			4.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South
4	Bournemouth Rd	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	39.08	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	



4	3.63	7.13	15.17	13.08	40.00	29.50
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.806	2491.553
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.628	1668.719

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	971.00	100.000
2	ONE HOUR	✓	565.00	100.000
3	ONE HOUR	✓	505.00	100.000
4	ONE HOUR	✓	471.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	390.000	397.000	184.000
	2	293.000	0.000	7.000	265.000
	3	319.000	0.000	0.000	186.000
	4	208.000	158.000	105.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)



		To			
		1	2	3	4
From	1	0.00	0.40	0.41	0.19
	2	0.52	0.00	0.01	0.47
	3	0.63	0.00	0.00	0.37
	4	0.44	0.34	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.052	1.052	1.052	1.052
	2	1.034	1.034	1.034	1.034
	3	1.042	1.042	1.042	1.042
	4	1.023	1.023	1.023	1.023

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	5.160	5.160	5.160	5.160
	2	3.380	3.380	3.380	3.380
	3	4.240	4.240	4.240	4.240
	4	2.330	2.330	2.330	2.330

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.47	3.18	0.94	A
2	0.53	6.80	1.17	A
3	0.36	3.86	0.59	A
4	0.42	5.07	0.73	A

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	729.11	197.21	0.00	2332.59	0.313	0.48	2.357	A
2	425.36	423.40	515.00	0.00	1315.65	0.323	0.49	4.162	A
3	380.19	379.01	556.32	0.00	1721.30	0.221	0.29	2.793	A
4	354.59	353.19	458.98	0.00	1380.31	0.257	0.35	3.582	A

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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1	872.91	872.26	236.15	0.00	2301.20	0.379	0.64	2.647	A
2	507.92	507.10	616.20	0.00	1253.97	0.405	0.70	4.978	A
3	453.98	453.57	666.10	0.00	1640.02	0.277	0.40	3.163	A
4	423.42	422.91	549.49	0.00	1323.44	0.320	0.48	4.089	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1067.89	289.02	0.00	2258.59	0.473	0.94	3.176	A
2	622.08	620.24	754.37	0.00	1169.76	0.532	1.16	6.749	A
3	556.02	555.24	814.92	0.00	1529.86	0.363	0.59	3.847	A
4	518.58	517.60	672.38	0.00	1246.22	0.416	0.72	5.050	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1069.08	289.56	0.00	2258.15	0.473	0.94	3.183	A
2	622.08	622.04	755.29	0.00	1169.20	0.532	1.17	6.801	A
3	556.02	556.00	816.92	0.00	1528.38	0.364	0.59	3.859	A
4	518.58	518.56	673.80	0.00	1245.33	0.416	0.73	5.068	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	874.09	236.97	0.00	2300.54	0.379	0.65	2.657	A
2	507.92	509.74	617.62	0.00	1253.10	0.405	0.71	5.018	A
3	453.98	454.75	669.06	0.00	1637.83	0.277	0.40	3.173	A
4	423.42	424.38	551.60	0.00	1322.11	0.320	0.49	4.107	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	731.68	198.29	0.00	2331.72	0.314	0.48	2.368	A
2	425.36	426.21	516.96	0.00	1314.45	0.324	0.50	4.193	A
3	380.19	380.61	559.58	0.00	1718.88	0.221	0.30	2.806	A
4	354.59	355.11	461.45	0.00	1378.76	0.257	0.36	3.599	A

(Default Analysis Set) - 2013 BY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2013 BY, PM	2013 BY	PM		ONE HOUR	16:45	18:15	90	15		



Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4			5.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South
4	Bournemouth Rd	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	39.08	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	15.17	13.08	40.00	29.50	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.806	2491.553
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.628	1668.719

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options



Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	971.00	100.000
2	ONE HOUR	✓	561.00	100.000
3	ONE HOUR	✓	455.00	100.000
4	ONE HOUR	✓	682.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	379.000	324.000	268.000
	2	306.000	0.000	12.000	243.000
	3	268.000	19.000	0.000	168.000
	4	337.000	196.000	149.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.39	0.33	0.28
	2	0.55	0.00	0.02	0.43
	3	0.59	0.04	0.00	0.37
	4	0.49	0.29	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.017	1.017	1.017	1.017
	2	1.014	1.014	1.014	1.014
	3	1.083	1.083	1.083	1.083
	4	1.004	1.004	1.004	1.004

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.730	1.730	1.730	1.730
	2	1.380	1.380	1.380	1.380
	3	8.340	8.340	8.340	8.340



4	0.430	0.430	0.430	0.430
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.49	3.33	0.99	A
2	0.55	7.09	1.21	A
3	0.34	4.04	0.56	A
4	0.60	7.12	1.47	A

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	729.10	272.81	0.00	2271.65	0.322	0.48	2.371	A
2	422.35	420.39	556.18	0.00	1290.55	0.327	0.49	4.185	A
3	342.55	341.44	612.63	0.00	1679.61	0.204	0.28	2.911	A
4	513.45	511.11	444.68	0.00	1389.30	0.370	0.58	4.106	A

Main results: (17:00-17:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	872.22	326.68	0.00	2228.23	0.392	0.65	2.699	A
2	504.33	503.47	665.50	0.00	1223.92	0.412	0.70	5.059	A
3	409.04	408.65	733.44	0.00	1590.18	0.257	0.37	3.301	A
4	613.10	612.06	532.38	0.00	1334.19	0.460	0.85	4.999	A

Main results: (17:15-17:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1067.77	399.51	0.00	2169.53	0.493	0.98	3.319	A
2	617.67	615.71	814.52	0.00	1133.10	0.545	1.19	7.027	A
3	500.96	500.23	897.25	0.00	1468.91	0.341	0.56	4.024	A
4	750.90	748.46	651.37	0.00	1259.42	0.596	1.46	7.042	A

Main results: (17:30-17:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1069.07	400.74	0.00	2168.54	0.493	0.99	3.330	A
2	617.67	617.63	815.83	0.00	1132.30	0.546	1.21	7.091	A
3	500.96	500.95	899.49	0.00	1467.25	0.341	0.56	4.036	A
4	750.90	750.83	652.87	0.00	1258.48	0.597	1.47	7.119	A

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	874.21	328.49	0.00	2226.78	0.392	0.66	2.709	A
2	504.33	506.28	667.47	0.00	1222.72	0.412	0.72	5.109	A

St Mary's Hill Transport Assessment - APPENDIX 1

Generated on 12/06/2013 12:52:12 using Junctions 8 (8.0.1.305)




3	409.04	409.76	736.74	0.00	1587.73	0.258	0.38	3.312	A
4	613.10	615.53	534.62	0.00	1332.79	0.460	0.86	5.057	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	731.72	274.60	0.00	2270.21	0.322	0.49	2.381	A
2	422.35	423.23	558.52	0.00	1289.12	0.328	0.50	4.218	A
3	342.55	342.94	616.14	0.00	1677.01	0.204	0.28	2.926	A
4	513.45	514.53	447.17	0.00	1387.73	0.370	0.59	4.145	A

Appendix 6 - PICADY OUTPUTS

St Mary's Hill Transport Assessment - APPENDIX 1

PICADY		
GUI Version: 5.00 AC Analysis Program Release: 3.0 INTERIM (MAR 2006)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	M:\..\PICADY\A350_Access.vpi
Date Run	03 June 2013
Time Run	15:19:26
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A350 South	100
Arm B	Site Access	100
Arm C	A350 North	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Blandford Forum Traffic Modelling
Location	Blandford Forum, Dorset
Date	29 May 2013
Enumerator	haywardr [W-EAPBL-L-20035]
Job Number	3513028A
Status	Preliminary
Client	R Akerman
Description	Proposed development access onto A350 to the south of Blandford Forum

St Mary's Hill Transport Assessment - APPENDIX 1

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.85
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.50
Minor Road First Lane Width (m)	3.22
Minor Road Visibility To Right (m)	50
Minor Road Visibility To Left (m)	50
Major Road Right Turn Visibility (m)	170
Major Road Right Turn Blocks Traffic	Yes

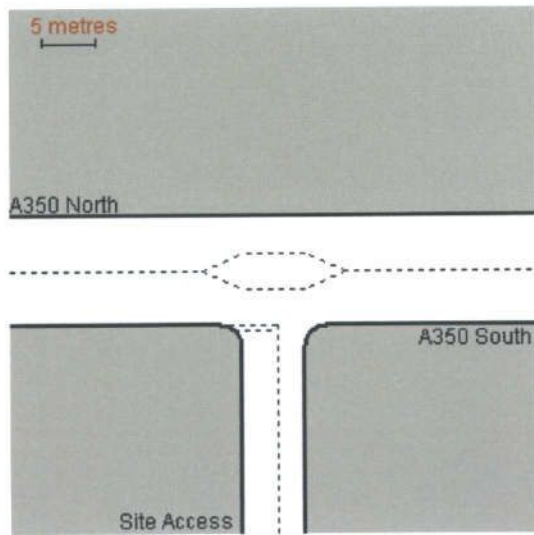
Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529.927	0.093	0.235	0.148	0.336
B-C	669.849	0.099	0.250	-	-
C-B	767.548	0.286	0.286	-	-

Note: Streams may be combined in which case capacity will be adjusted
 These values do not allow for any site-specific corrections

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Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	16:45-18:15	90	15

ODTAB Turning Counts

Demand Set: 2014 AM
Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	7.0	565.5
Arm B	20.8	0.0	21.5
Arm C	549.0	6.8	0.0

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Demand Set: 2014 PM**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	16.9	562.2
Arm B	8.1	0.0	8.6
Arm C	595.3	15.9	0.0

Demand Set: 2029 AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	7.0	664.8
Arm B	20.8	0.0	21.5
Arm C	644.8	6.8	0.0

Demand Set: 2029 PM**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	16.9	673.3
Arm B	8.1	0.0	8.6
Arm C	712.9	15.9	0.0

ODTAB Synthesised Flows**Demand Set:** 2014 AM**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	7.156	08:00	10.734	08:30	7.156
Arm B	08:00	0.529	08:00	0.793	08:30	0.529
Arm C	08:00	6.947	08:00	10.421	08:30	6.947

Heavy Vehicles Percentages**Demand Set:** 2014 AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

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Demand Set: 2014 PM**Modelling Period:** 16:45-18:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: 2029 AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: 2029 PM**Modelling Period:** 16:45-18:15

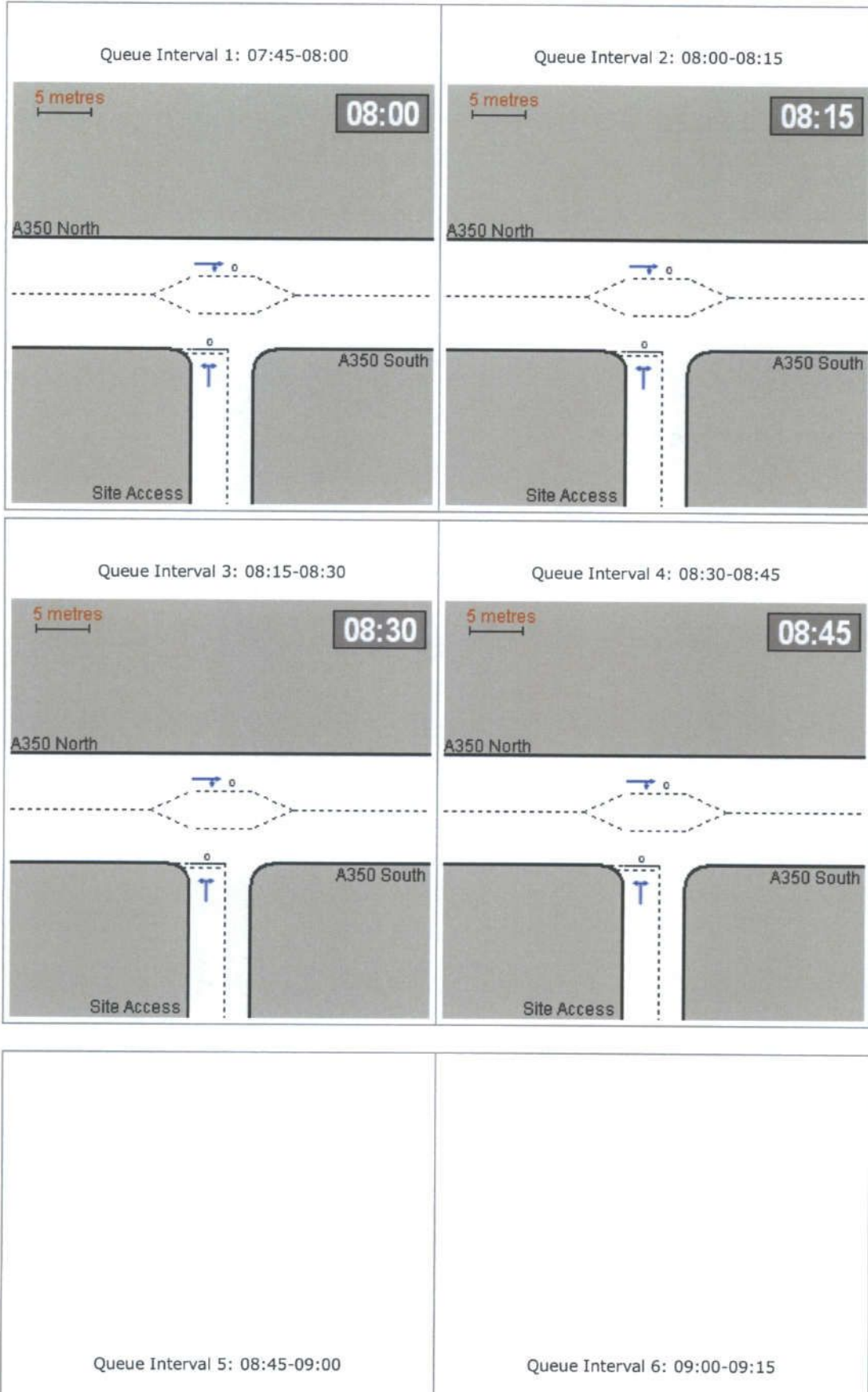
From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

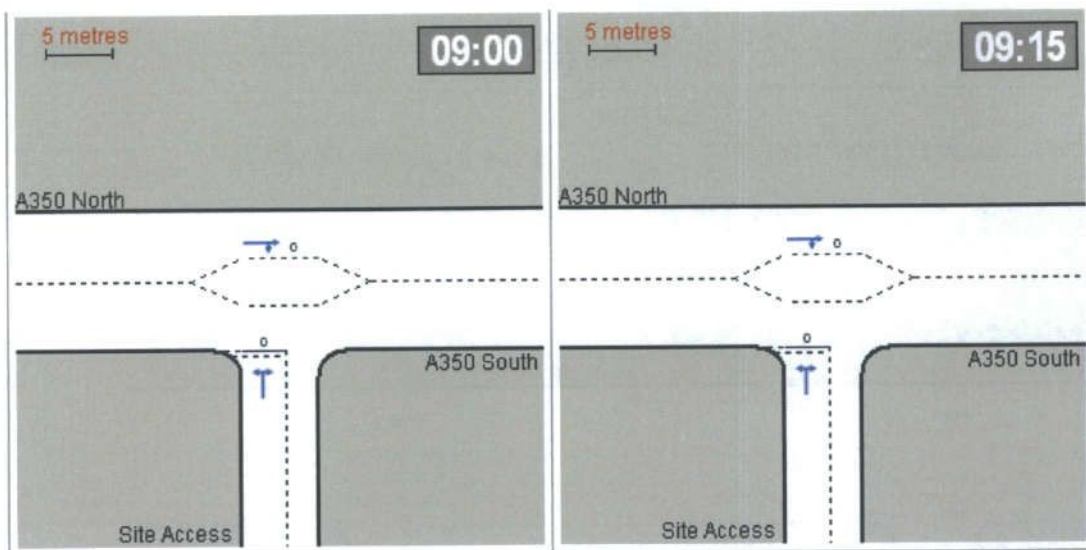
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Queue Diagrams

Demand Set: 2014 AM
Modelling Period: 07:45-09:15
View Extent: 40m

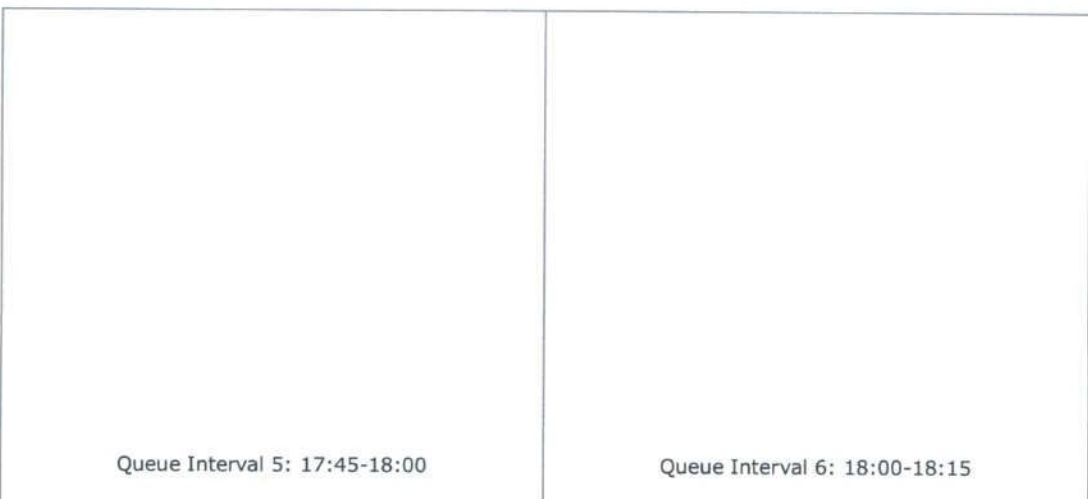
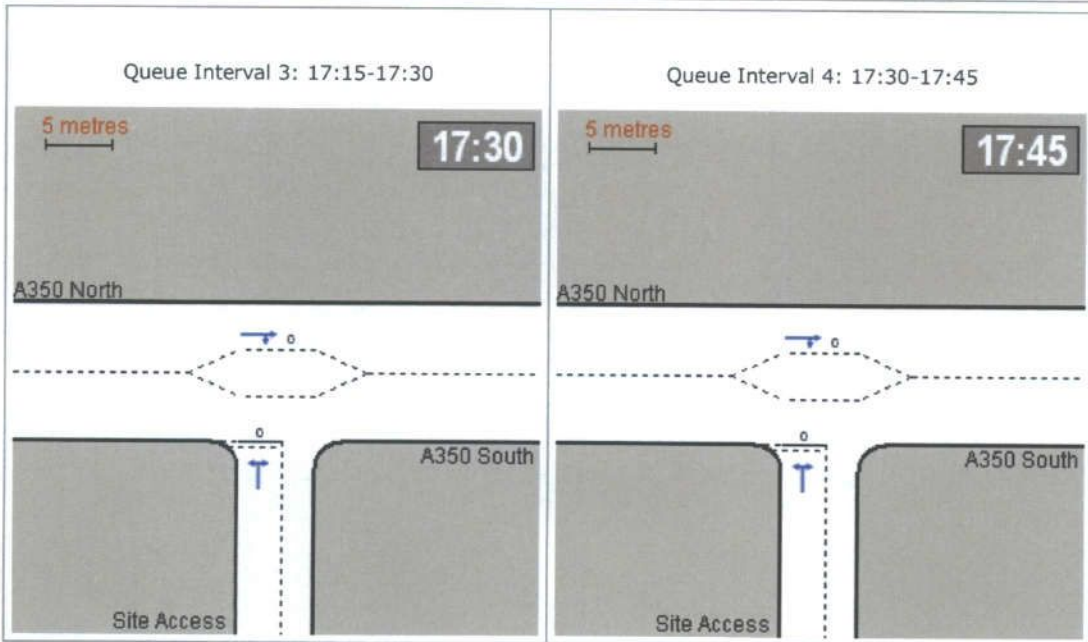
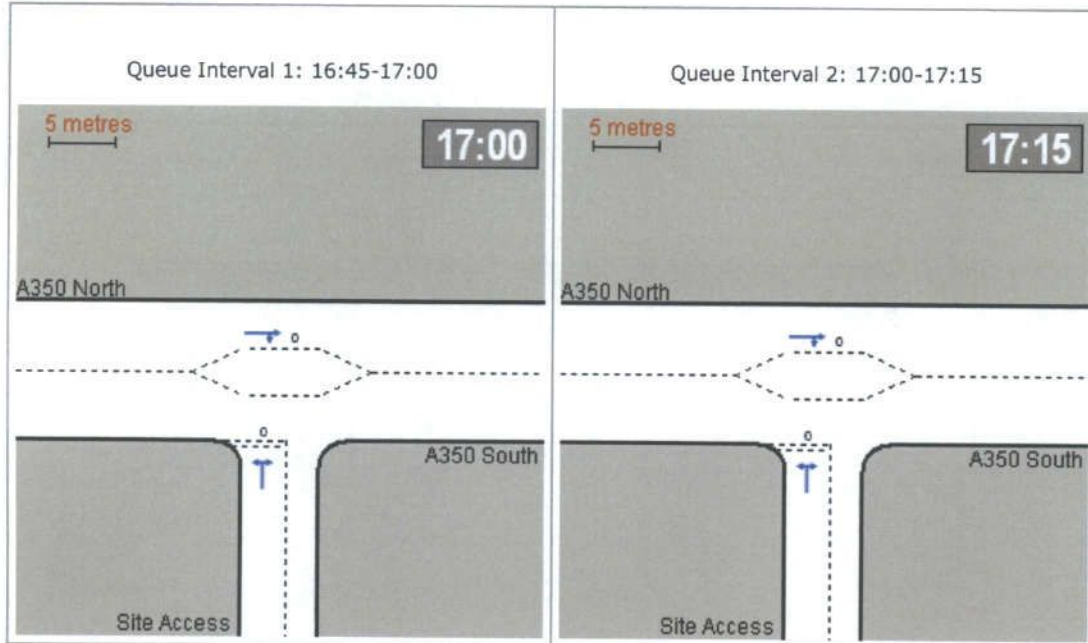


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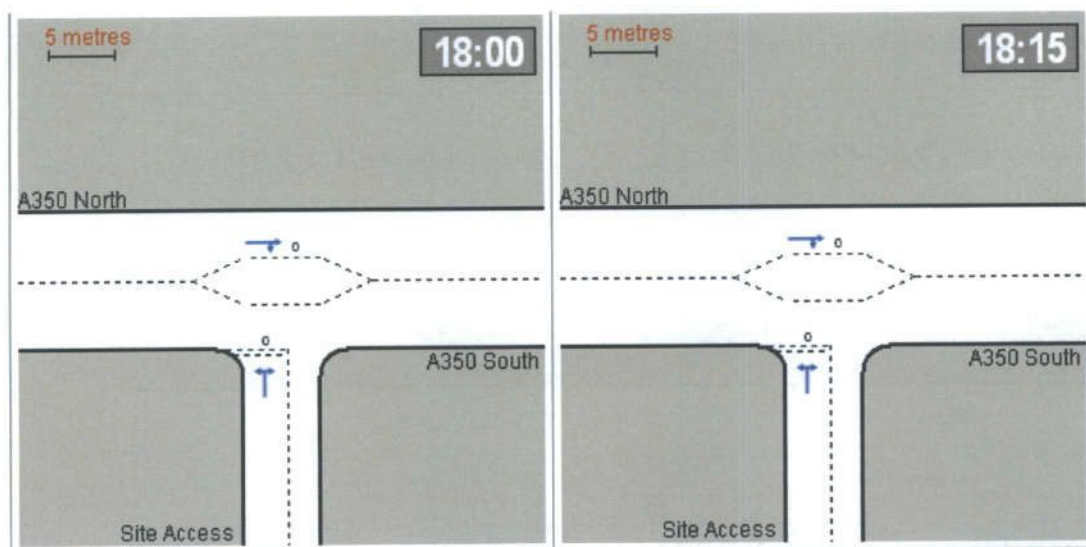


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Demand Set: 2014 PM
Modelling Period: 16:45-18:15
View Extent: 40m

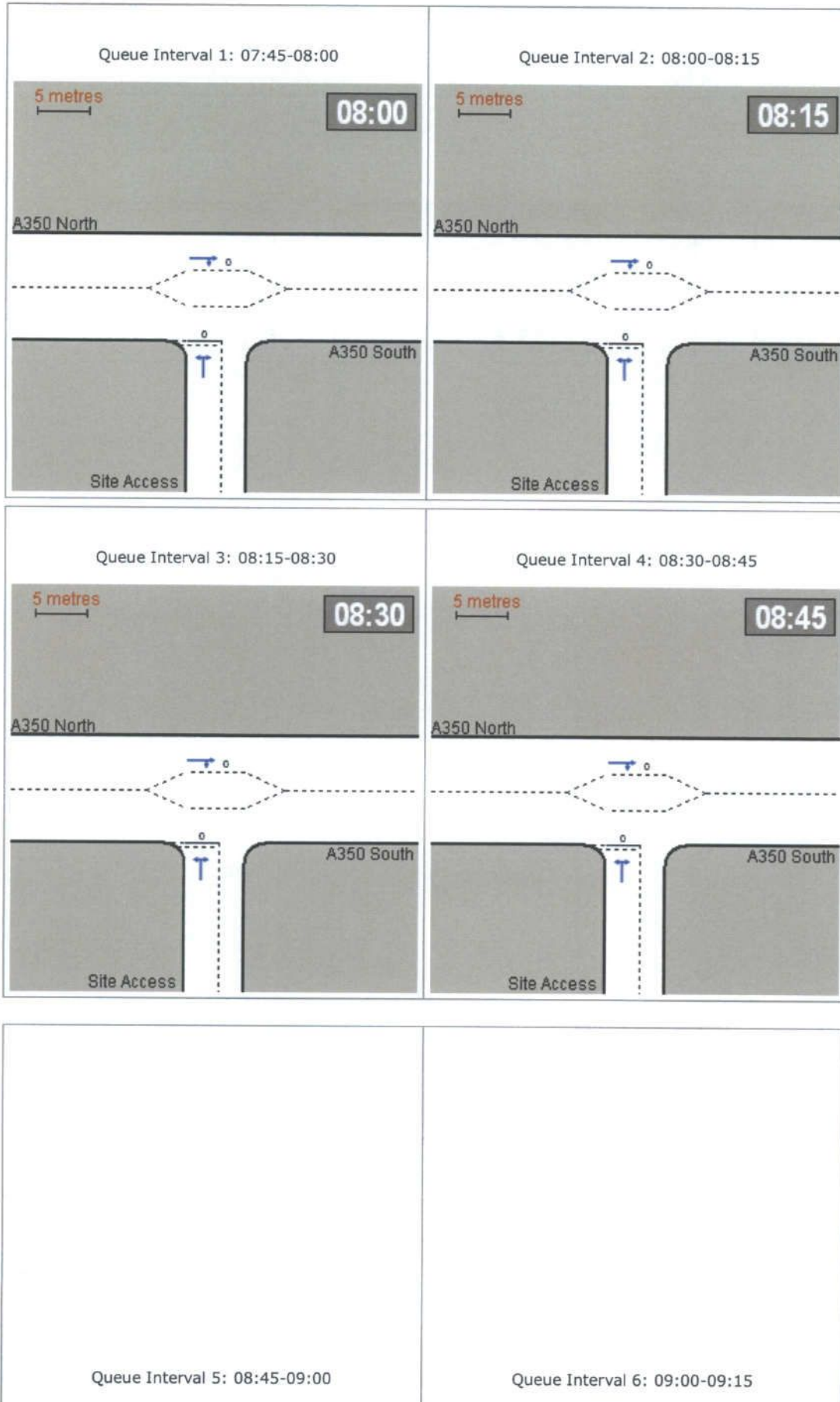


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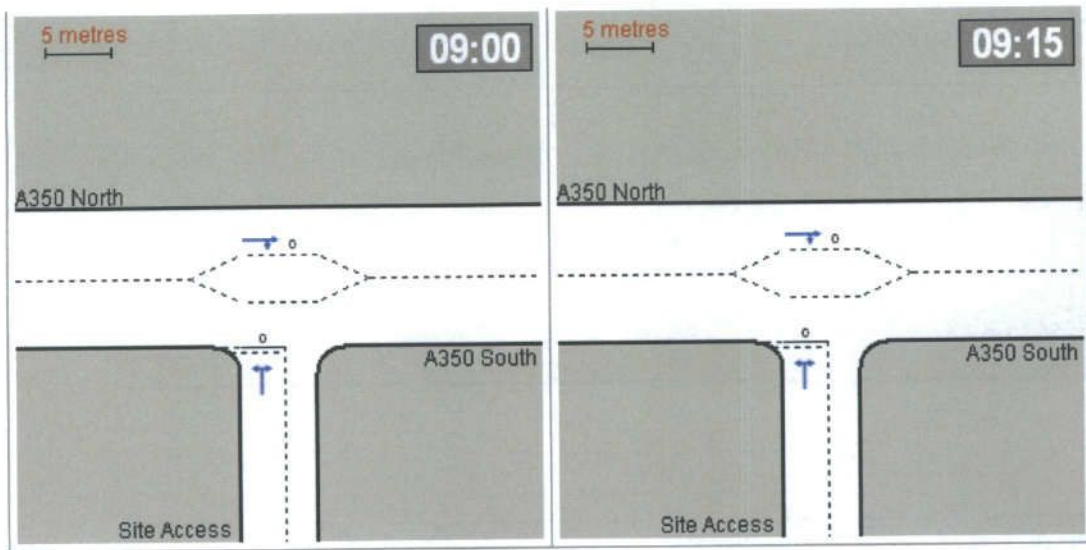


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Demand Set: 2029 AM
Modelling Period: 07:45-09:15
View Extent: 40m

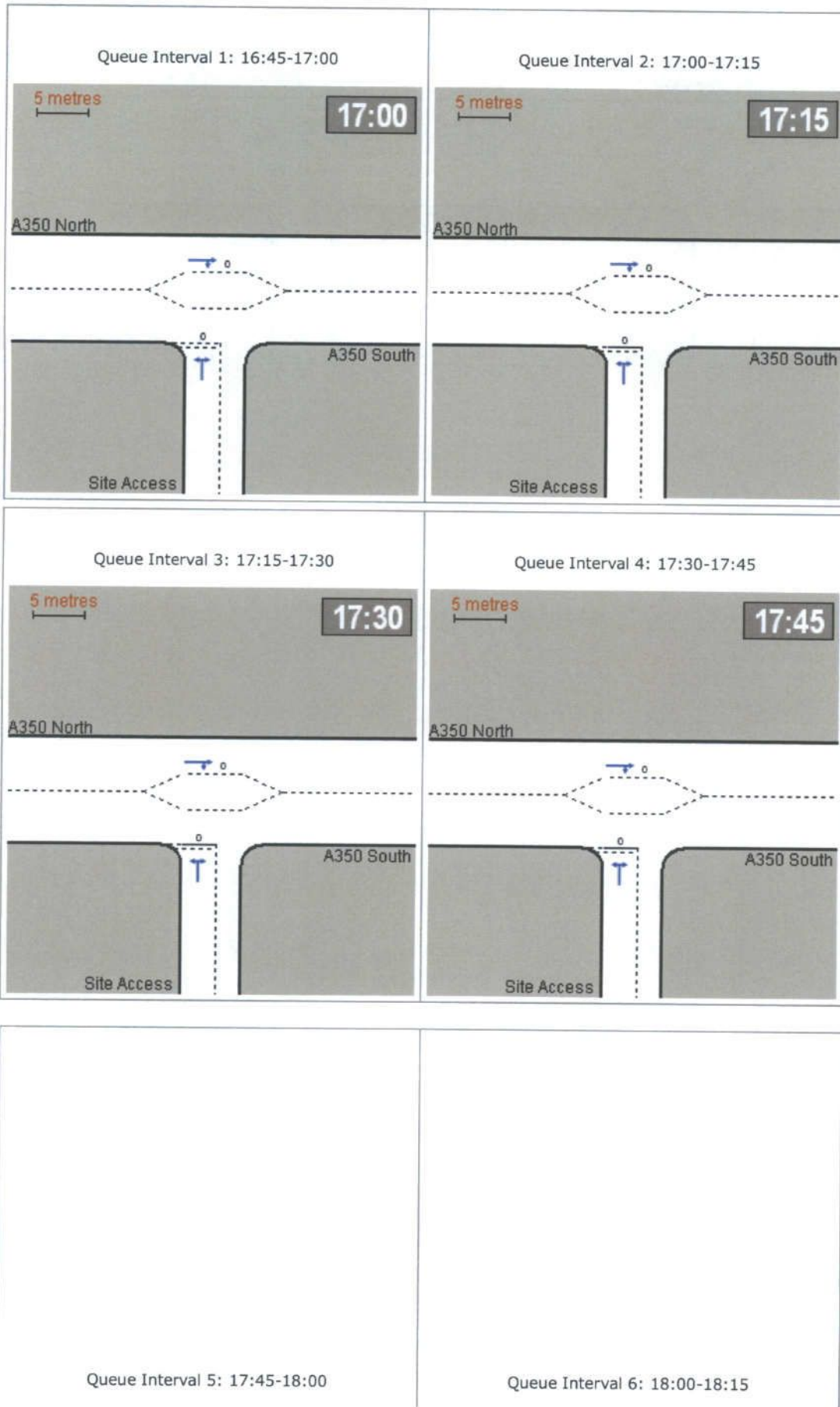


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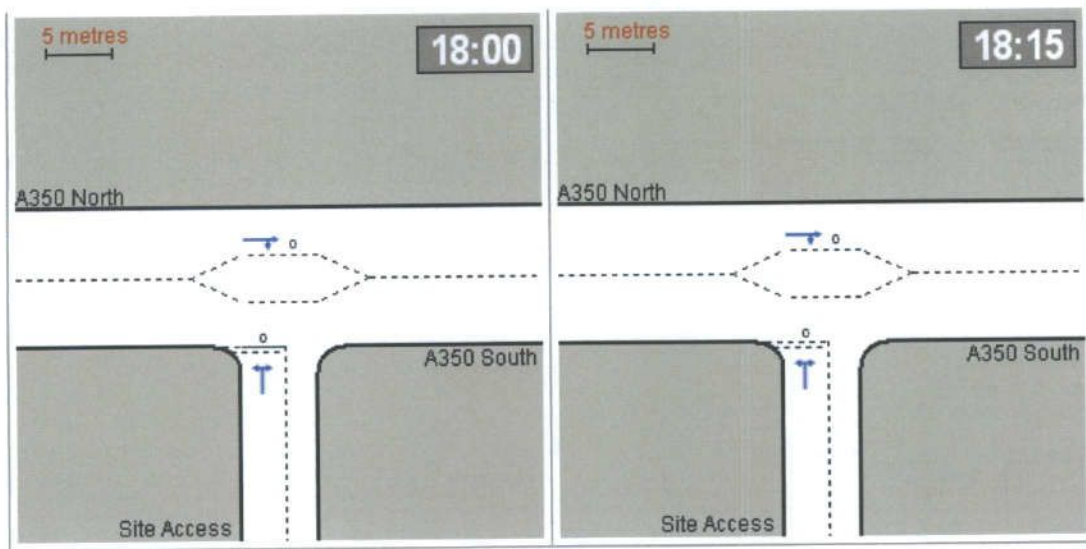


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Demand Set: 2029 PM
Modelling Period: 16:45-18:15
View Extent: 40m



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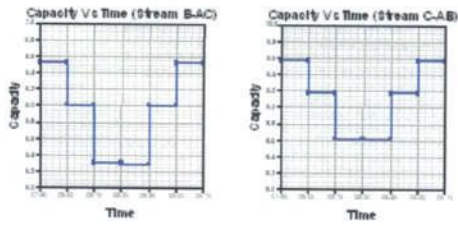


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Capacity Graph

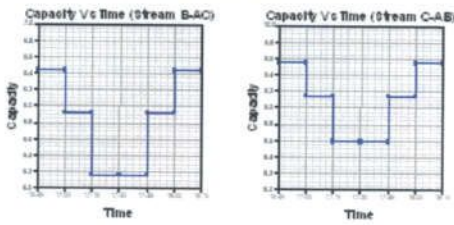
Demand Set: 2014 AM

Modelling Period: 07:45-09:15



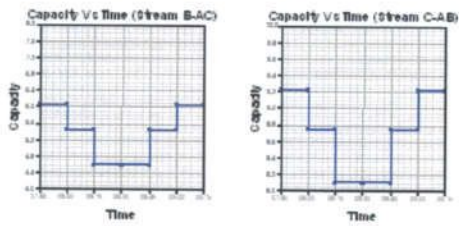
Demand Set: 2014 PM

Modelling Period: 16:45-18:15



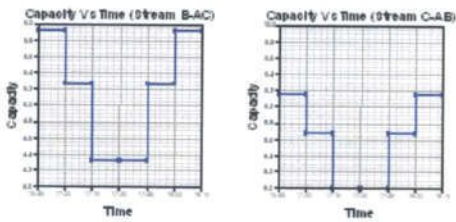
Demand Set: 2029 AM

Modelling Period: 07:45-09:15



Demand Set: 2029 PM

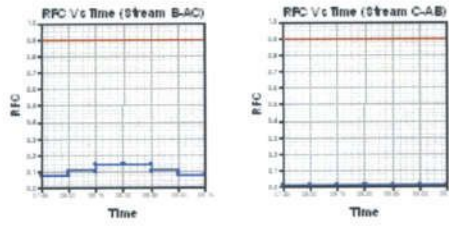
Modelling Period: 16:45-18:15



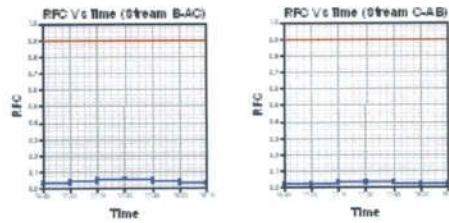
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RFC Graph

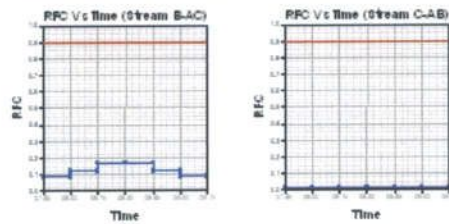
Demand Set: 2014 AM
Modelling Period: 07:45-09:15



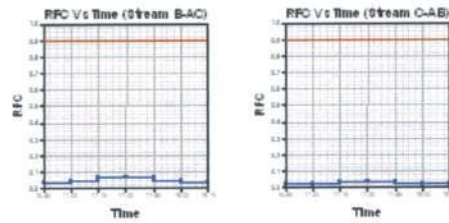
Demand Set: 2014 PM
Modelling Period: 16:45-18:15



Demand Set: 2029 AM
Modelling Period: 07:45-09:15



Demand Set: 2029 PM
Modelling Period: 16:45-18:15

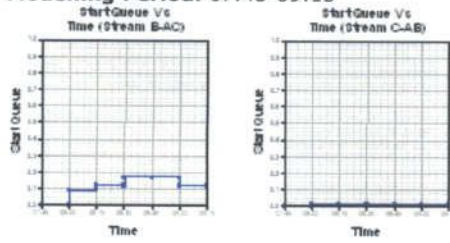


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Start Queue Graph

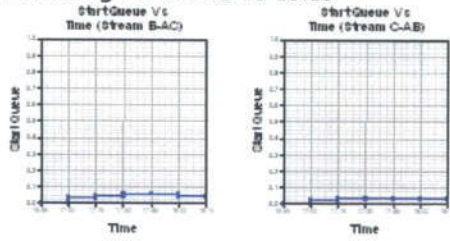
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Modelling Period: 07:45-09:15



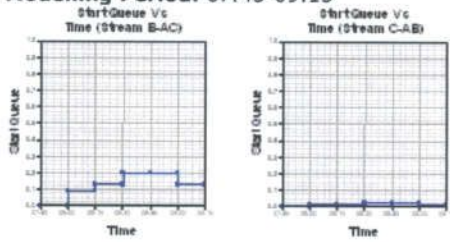
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Modelling Period: 16:45-18:15



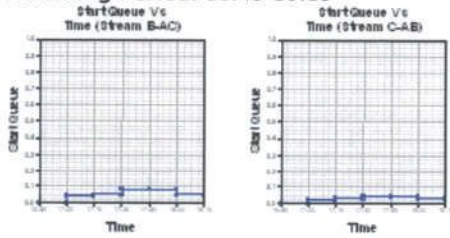
Demand Set: 2029 AM

Modelling Period: 07:45-09:15



Demand Set: 2029 PM

Modelling Period: 16:45-18:15

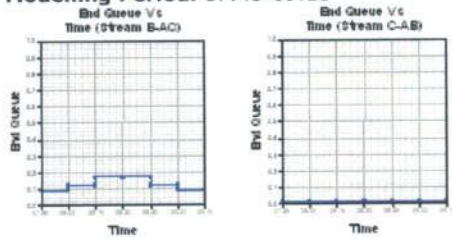


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End Queue Graph

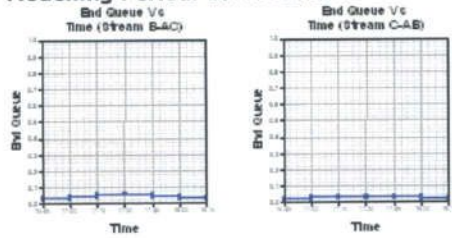
Demand Set: 2014 AM

Modelling Period: 07:45-09:15



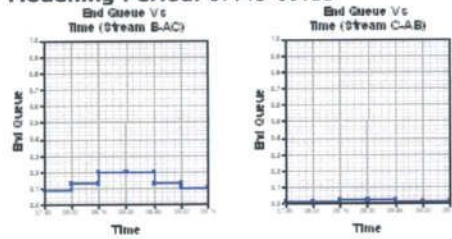
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Modelling Period: 16:45-18:15



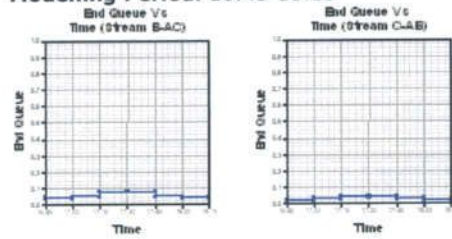
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Modelling Period: 07:45-09:15



Demand Set: 2029 PM

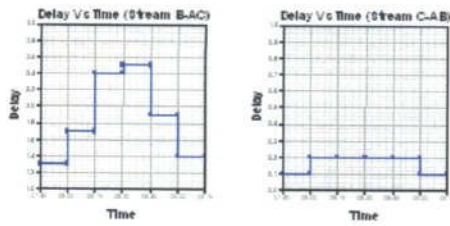
Modelling Period: 16:45-18:15



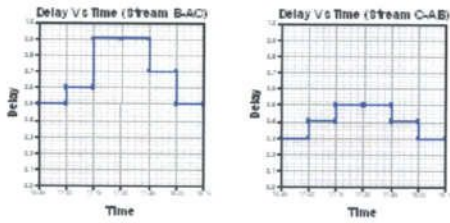
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Delay Graph

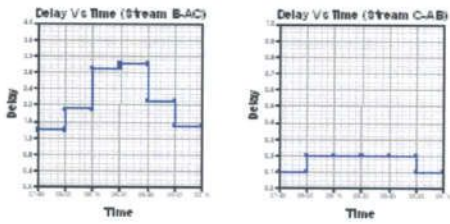
Demand Set: 2014 AM
Modelling Period: 07:45-09:15



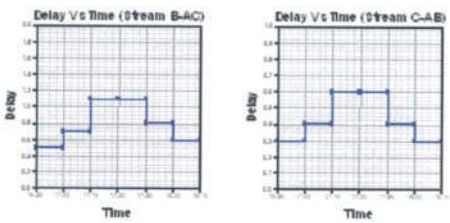
Demand Set: 2014 PM
Modelling Period: 16:45-18:15



Demand Set: 2029 AM
Modelling Period: 07:45-09:15



Demand Set: 2029 PM
Modelling Period: 16:45-18:15



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Queues & Delays

Demand Set: 2014 AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.53	6.52	0.081	-	0.00	0.09	-	1.3	0.17
	C-AB	0.09	9.57	0.009	-	0.00	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	7.10	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.63	6.01	0.105	-	0.09	0.12	-	1.7	0.19
	C-AB	0.10	9.17	0.011	-	0.01	0.01	-	0.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	8.47	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.78	5.30	0.147	-	0.12	0.17	-	2.4	0.22
	C-AB	0.12	8.62	0.014	-	0.01	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	10.38	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.78	5.29	0.147	-	0.17	0.17	-	2.5	0.22
	C-AB	0.12	8.62	0.014	-	0.01	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	10.38	-	-	-	-	-	-	-	-

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Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.63	6.01	0.105	-	0.17	0.12	-	1.9	0.19
	C-AB	0.10	9.17	0.011	-	0.01	0.01	-	0.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	8.47	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	0.53	6.52	0.081	-	0.12	0.09	-	1.4	0.17
	C-AB	0.09	9.57	0.009	-	0.01	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	7.10	-	-	-	-	-	-	-	-

Demand Set: 2014 PM

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.21	6.44	0.033	-	0.00	0.03	-	0.5	0.16
	C-AB	0.20	9.55	0.021	-	0.00	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	7.05	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.25	5.92	0.042	-	0.03	0.04	-	0.6	0.18
	C-AB	0.24	9.14	0.026	-	0.02	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-

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Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.31	5.16	0.059	-	0.04	0.06	-	0.9	0.21
	C-AB	0.29	8.59	0.034	-	0.03	0.03	-	0.5	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	10.32	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.31	5.16	0.059	-	0.06	0.06	-	0.9	0.21
	C-AB	0.29	8.59	0.034	-	0.03	0.03	-	0.5	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	10.32	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.25	5.92	0.042	-	0.06	0.04	-	0.7	0.18
	C-AB	0.24	9.14	0.026	-	0.03	0.03	-	0.4	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	8.42	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.21	6.44	0.033	-	0.04	0.03	-	0.5	0.16
	C-AB	0.20	9.55	0.021	-	0.03	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	7.05	-	-	-	-	-	-	-	-

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Demand Set: 2029 AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	0.53	6.07	0.087	-	0.00	0.09	-	1.4	0.18
	C-AB	0.09	9.22	0.009	-	0.00	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	8.34	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	0.63	5.46	0.116	-	0.09	0.13	-	1.9	0.21
	C-AB	0.10	8.75	0.012	-	0.01	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	9.96	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	0.78	4.59	0.169	-	0.13	0.20	-	2.9	0.26
	C-AB	0.12	8.10	0.015	-	0.01	0.02	-	0.2	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	12.20	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	0.78	4.59	0.169	-	0.20	0.20	-	3.0	0.26
	C-AB	0.12	8.10	0.015	-	0.02	0.02	-	0.2	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.13	-	-	-	-	-	-	-	-
	A-C	12.20	-	-	-	-	-	-	-	-

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Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	0.63	5.46	0.116	-	0.20	0.13	-	2.1	0.21
	C-AB	0.10	8.75	0.012	-	0.02	0.01	-	0.2	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	9.96	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	0.53	6.07	0.087	-	0.13	0.10	-	1.5	0.18
	C-AB	0.09	9.22	0.009	-	0.01	0.01	-	0.1	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.09	-	-	-	-	-	-	-	-
	A-C	8.34	-	-	-	-	-	-	-	-

Demand Set: 2029 PM

Modelling Period: 16:45-18:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-AC	0.21	5.92	0.035	-	0.00	0.04	-	0.5	0.17
	C-AB	0.20	9.15	0.022	-	0.00	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	8.45	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-AC	0.25	5.27	0.047	-	0.04	0.05	-	0.7	0.20
	C-AB	0.24	8.67	0.027	-	0.02	0.03	-	0.4	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	10.09	-	-	-	-	-	-	-	-

St Mary's Hill Transport Assessment - APPENDIX 1

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-AC	0.31	4.32	0.071	-	0.05	0.08	-	1.1	0.25
	C-AB	0.29	8.00	0.036	-	0.03	0.04	-	0.6	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	12.36	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-AC	0.31	4.32	0.071	-	0.08	0.08	-	1.1	0.25
	C-AB	0.29	8.00	0.036	-	0.04	0.04	-	0.6	0.13
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	12.36	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:45-18:00	B-AC	0.25	5.27	0.047	-	0.08	0.05	-	0.8	0.20
	C-AB	0.24	8.67	0.027	-	0.04	0.03	-	0.4	0.12
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.25	-	-	-	-	-	-	-	-
	A-C	10.09	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
18:00-18:15	B-AC	0.21	5.92	0.035	-	0.05	0.04	-	0.6	0.18
	C-AB	0.20	9.15	0.022	-	0.03	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.21	-	-	-	-	-	-	-	-
	A-C	8.45	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '##' could not be calculated.

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Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: 2014 AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	58.2	38.8	11.2	0.2	11.2	0.2
C-AB	9.4	6.2	1.0	0.1	1.0	0.1
C-A	-	-	-	-	-	-
A-B	9.6	6.4	-	-	-	-
A-C	778.4	518.9	-	-	-	-
All	1611.2	1074.2	12.2	0.0	12.2	0.0

Demand Set: 2014 PM

Modelling Period: 16:45-18:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	23.0	15.3	4.2	0.2	4.2	0.2
C-AB	21.9	14.6	2.5	0.1	2.5	0.1
C-A	-	-	-	-	-	-
A-B	23.3	15.5	-	-	-	-
A-C	773.8	515.9	-	-	-	-
All	1661.3	1107.6	6.7	0.0	6.7	0.0

Demand Set: 2029 AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	58.2	38.8	12.7	0.2	12.7	0.2
C-AB	9.4	6.2	1.1	0.1	1.1	0.1
C-A	-	-	-	-	-	-
A-B	9.6	6.4	-	-	-	-
A-C	915.0	610.0	-	-	-	-
All	1879.8	1253.2	13.8	0.0	13.8	0.0

Demand Set: 2029 PM

Modelling Period: 16:45-18:15


Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	23.0	15.3	4.8	0.2	4.8	0.2
C-AB	21.9	14.6	2.6	0.1	2.6	0.1
C-A	-	-	-	-	-	-
A-B	23.3	15.5	-	-	-	-
A-C	926.7	617.8	-	-	-	-
All	1976.1	1317.4	7.5	0.0	7.5	0.0

St Mary's Hill Transport Assessment - APPENDIX 1

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing 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.

PICADY 5 Run Successful

St Mary's Hill Transport Assessment - APPENDIX 1

PICADY		
GUI Version: 5.00 AC Analysis Program Release: 3.0 INTERIM (MAR 2006)		
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Run Analysis

Parameter	Values
File Run	M:\..\PICADY\A354_Access.vpi
Date Run	03 June 2013
Time Run	15:23:22
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	A354 East	100
Arm B	Site Access	100
Arm C	A354 West	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Blandford Forum Traffic Modelling
Location	Blandford Forum, Dorset
Date	29 May 2013
Enumerator	haywardr [W-EAPBL-L-20035]
Job Number	3513028A
Status	Preliminary
Client	R Akerman
Description	Proposed development access onto A354 to the South of Blandford Forum

St Mary's Hill Transport Assessment - APPENDIX 1

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data**Geometric Parameters**

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.85
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.50
Minor Road First Lane Width (m)	3.20
Minor Road Visibility To Right (m)	50
Minor Road Visibility To Left (m)	50
Major Road Right Turn Visibility (m)	75
Major Road Right Turn Blocks Traffic	Yes

Slope and Intercept Values

Stream	Intercept for Stream B-A	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	528.889	0.093	0.234	0.148	0.335
B-C	668.537	0.099	0.249	-	-
C-B	704.748	0.263	0.263	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections