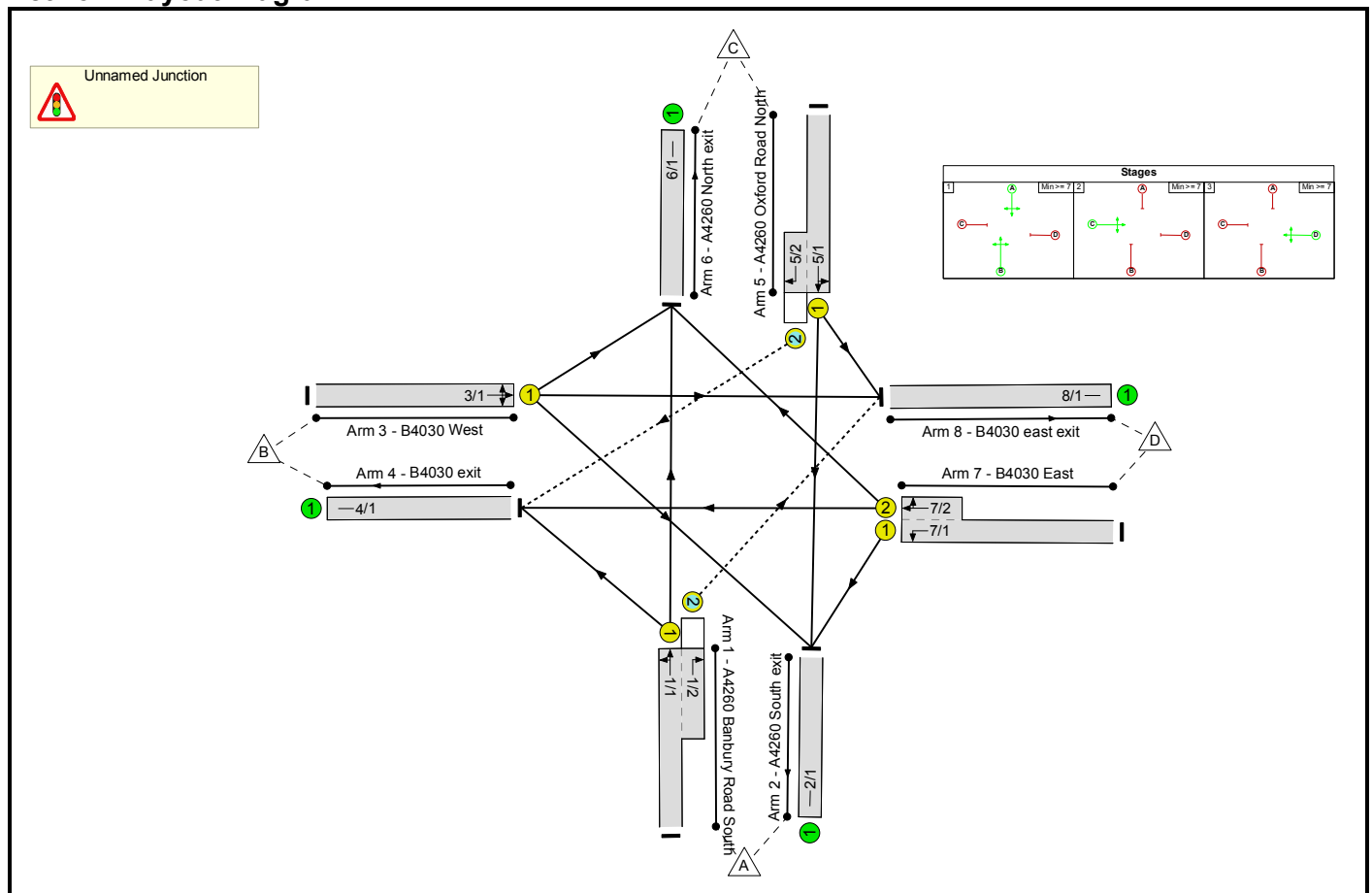


Full Input Data And Results
Full Input Data And Results

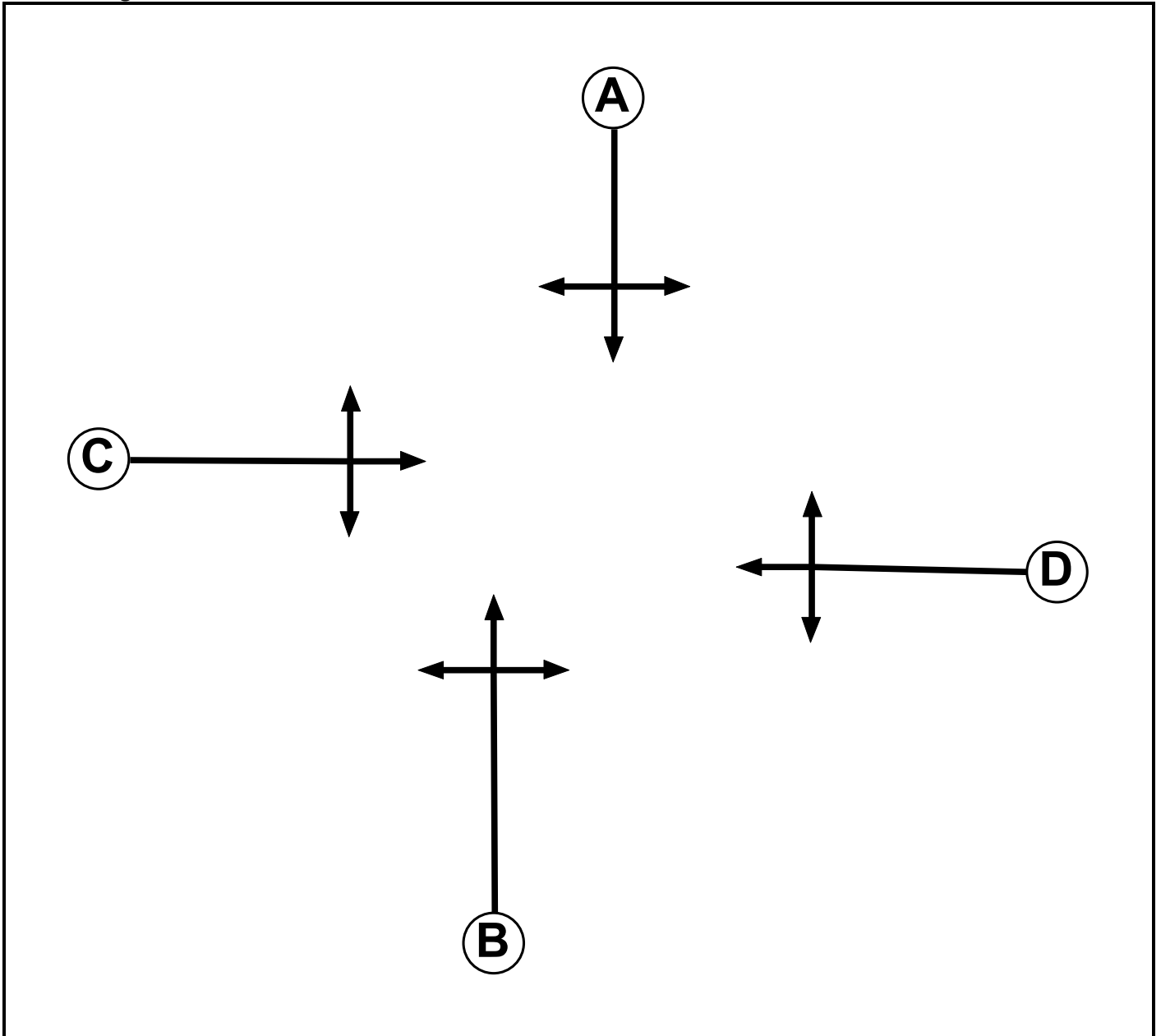
User and Project Details

Project:	Heyford Park
Title:	Hopcroft Holt junction
Location:	
Additional detail:	
File name:	Hopcroft Holt V8.lsg3x
Author:	ekeen
Company:	Peter Brett Associates
Address:	10 Queen Square

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

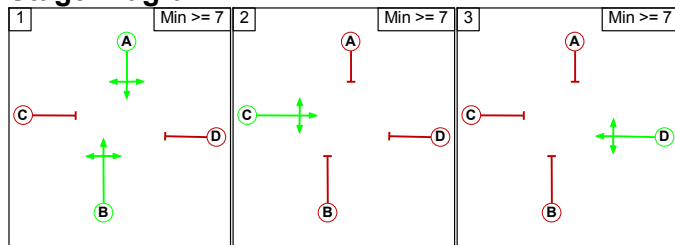
Phase Intergrens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A	-	7	7	
	B	7	-	7	7
	C	7	7	-	7
	D	7	7	7	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	-	7	7
	2	7	-	7
	3	7	7	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
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)
1/2 (A4260 Banbury Road South)	8/1 (Right)	1439	0	5/1	1.09	All	2.00	-	0.50	2	2.00
5/2 (A4260 Oxford Road North)	4/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
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 (A4260 Banbury Road South)	U	B	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 4 Left	20.00
											Arm 6 Ahead	Inf
1/2 (A4260 Banbury Road South)	O	B	2	3	6.0	Geom	-	2.50	0.00	N	Arm 8 Right	10.00
2/1 (A4260 South exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
											Arm 2 Right	14.00
3/1 (B4030 West)	U	C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Left	15.00
											Arm 8 Ahead	15.00
4/1 (B4030 exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A4260 Oxford Road North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
											Arm 8 Left	20.00
5/2 (A4260 Oxford Road North)	O	A	2	3	4.0	Geom	-	3.00	0.00	N	Arm 4 Right	10.00
6/1 (A4260 North exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B4030 East)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	13.00
7/2 (B4030 East)	U	D	2	3	4.0	Geom	-	3.00	0.00	N	Arm 4 Ahead	15.00
											Arm 6 Right	15.00
8/1 (B4030 east exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
17: '2022 Test (Sens) AM'	07:45	08:45	01:00	
18: '2022 Test (Sens) PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 17: '2022 Test (Sens) AM' (FG17: '2022 Test (Sens) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	20	332	35	387	
B	69	0	34	134	237	
C	757	24	0	79	860	
D	114	135	100	0	349	
Tot.	940	179	466	248	1833	

Traffic Lane Flows

Lane	Scenario 17: 2022 Test (Sens) AM
Junction: Unnamed Junction	
1/1 (with short)	387(In) 352(Out)
1/2 (short)	35
2/1	940
3/1	237
4/1	179
5/1 (with short)	860(In) 836(Out)
5/2 (short)	24
6/1	466
7/1 (with short)	349(In) 114(Out)
7/2 (short)	235
8/1	248

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A4260 Banbury Road South)	2.50	0.00	Y	Arm 4 Left	20.00	5.7 %	1857	1857
				Arm 6 Ahead	Inf	94.3 %		
1/2 (A4260 Banbury Road South)	2.50	0.00	N	Arm 8 Right	10.00	100.0 %	1743	1743
2/1 (A4260 South exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B4030 West)	3.30	0.00	Y	Arm 2 Right	14.00	29.1 %	1765	1765
				Arm 6 Left	15.00	14.3 %		
				Arm 8 Ahead	15.00	56.5 %		
4/1 (B4030 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Road North)	3.00	0.00	Y	Arm 2 Ahead	Inf	90.6 %	1902	1902
				Arm 8 Left	20.00	9.4 %		
5/2 (A4260 Oxford Road North)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
6/1 (A4260 North exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.00	0.00	Y	Arm 2 Left	13.00	100.0 %	1717	1717
7/2 (B4030 East)	3.00	0.00	N	Arm 4 Ahead	15.00	57.4 %	1868	1868
				Arm 6 Right	15.00	42.6 %		
8/1 (B4030 east exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2022 Test (Sens) PM' (FG18: '2022 Test (Sens) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	58	679	63	800	
B	20	0	25	99	144	
C	302	29	0	72	403	
D	33	105	96	0	234	
Tot.	355	192	800	234	1581	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2022 Test (Sens) PM
Junction: Unnamed Junction	
1/1 (with short)	800(In) 737(Out)
1/2 (short)	63
2/1	355
3/1	144
4/1	192
5/1 (with short)	403(In) 374(Out)
5/2 (short)	29
6/1	800
7/1 (with short)	234(In) 33(Out)
7/2 (short)	201
8/1	234

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A4260 Banbury Road South)	2.50	0.00	Y	Arm 4 Left	20.00	7.9 %	1854	1854
				Arm 6 Ahead	Inf	92.1 %		
1/2 (A4260 Banbury Road South)	2.50	0.00	N	Arm 8 Right	10.00	100.0 %	1743	1743
2/1 (A4260 South exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B4030 West)	3.30	0.00	Y	Arm 2 Right	14.00	13.9 %	1767	1767
				Arm 6 Left	15.00	17.4 %		
				Arm 8 Ahead	15.00	68.8 %		
4/1 (B4030 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Road North)	3.00	0.00	Y	Arm 2 Ahead	Inf	80.7 %	1888	1888
				Arm 8 Left	20.00	19.3 %		
5/2 (A4260 Oxford Road North)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
6/1 (A4260 North exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.00	0.00	Y	Arm 2 Left	13.00	100.0 %	1717	1717
7/2 (B4030 East)	3.00	0.00	N	Arm 4 Ahead	15.00	52.2 %	1868	1868
				Arm 6 Right	15.00	47.8 %		
8/1 (B4030 east exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 19: '2022 Test (Sens) AM 120 Cycle' (FG17: '2022 Test (Sens) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	20	332	35	387	
B	69	0	34	134	237	
C	757	24	0	79	860	
D	114	135	100	0	349	
Tot.	940	179	466	248	1833	

Full Input Data And Results

Traffic Lane Flows

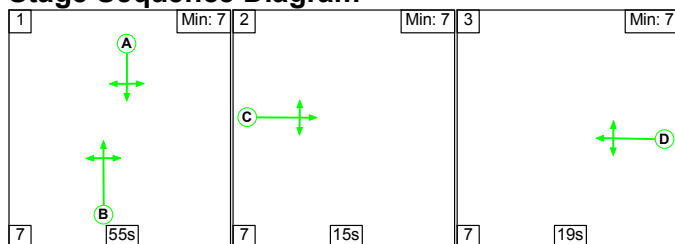
Lane	Scenario 19: 2022 Test (Sens) AM 120 Cycle
Junction: Unnamed Junction	
1/1 (with short)	387(In) 352(Out)
1/2 (short)	35
2/1	940
3/1	237
4/1	179
5/1 (with short)	860(In) 836(Out)
5/2 (short)	24
6/1	466
7/1 (with short)	349(In) 114(Out)
7/2 (short)	235
8/1	248

Lane Saturation Flows

Junction: Unnamed Junction								
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 (A4260 Banbury Road South)	2.50	0.00	Y	Arm 4 Left	20.00	5.7 %	1857	1857
				Arm 6 Ahead	Inf	94.3 %		
1/2 (A4260 Banbury Road South)	2.50	0.00	N	Arm 8 Right	10.00	100.0 %	1743	1743
2/1 (A4260 South exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (B4030 West)	3.30	0.00	Y	Arm 2 Right	14.00	29.1 %	1765	1765
				Arm 6 Left	15.00	14.3 %		
				Arm 8 Ahead	15.00	56.5 %		
4/1 (B4030 exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Road North)	3.00	0.00	Y	Arm 2 Ahead	Inf	90.6 %	1902	1902
				Arm 8 Left	20.00	9.4 %		
5/2 (A4260 Oxford Road North)	3.00	0.00	N	Arm 4 Right	10.00	100.0 %	1787	1787
6/1 (A4260 North exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B4030 East)	3.00	0.00	Y	Arm 2 Left	13.00	100.0 %	1717	1717
7/2 (B4030 East)	3.00	0.00	N	Arm 4 Ahead	15.00	57.4 %	1868	1868
				Arm 6 Right	15.00	42.6 %		
8/1 (B4030 east exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2022 Test (Sens) AM' (FG17: '2022 Test (Sens) AM', Plan 1: 'Network Control Plan 1')

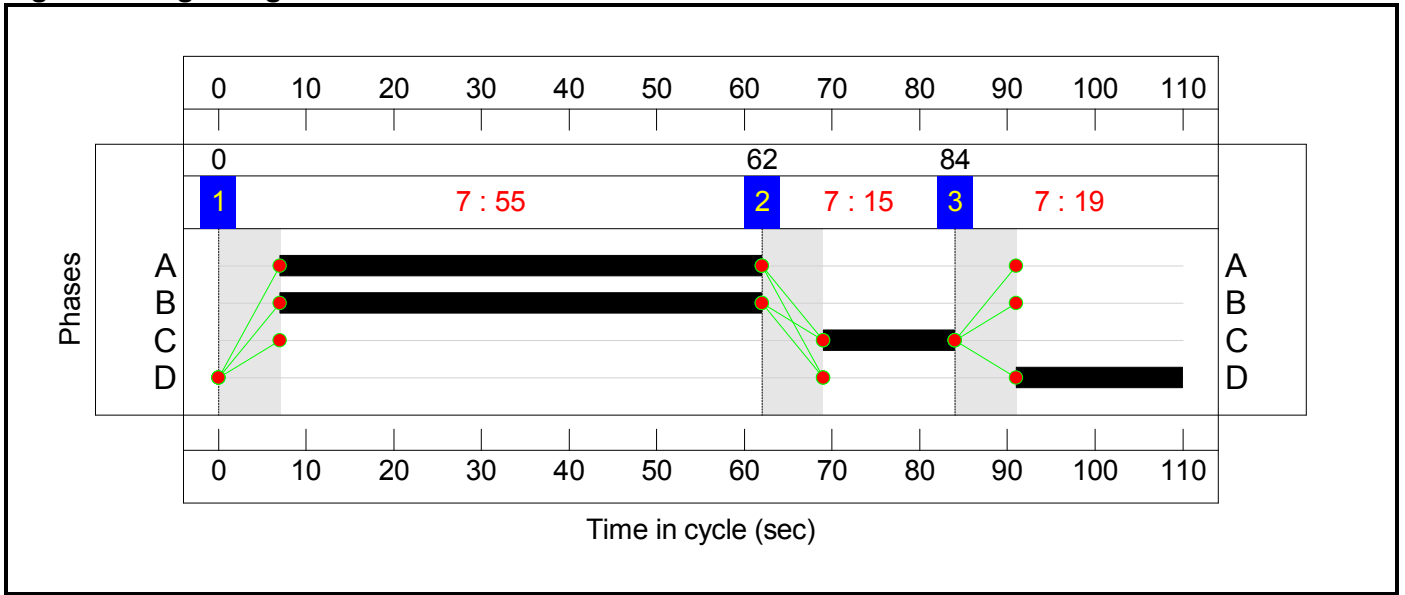
Stage Sequence Diagram




Stage Timings

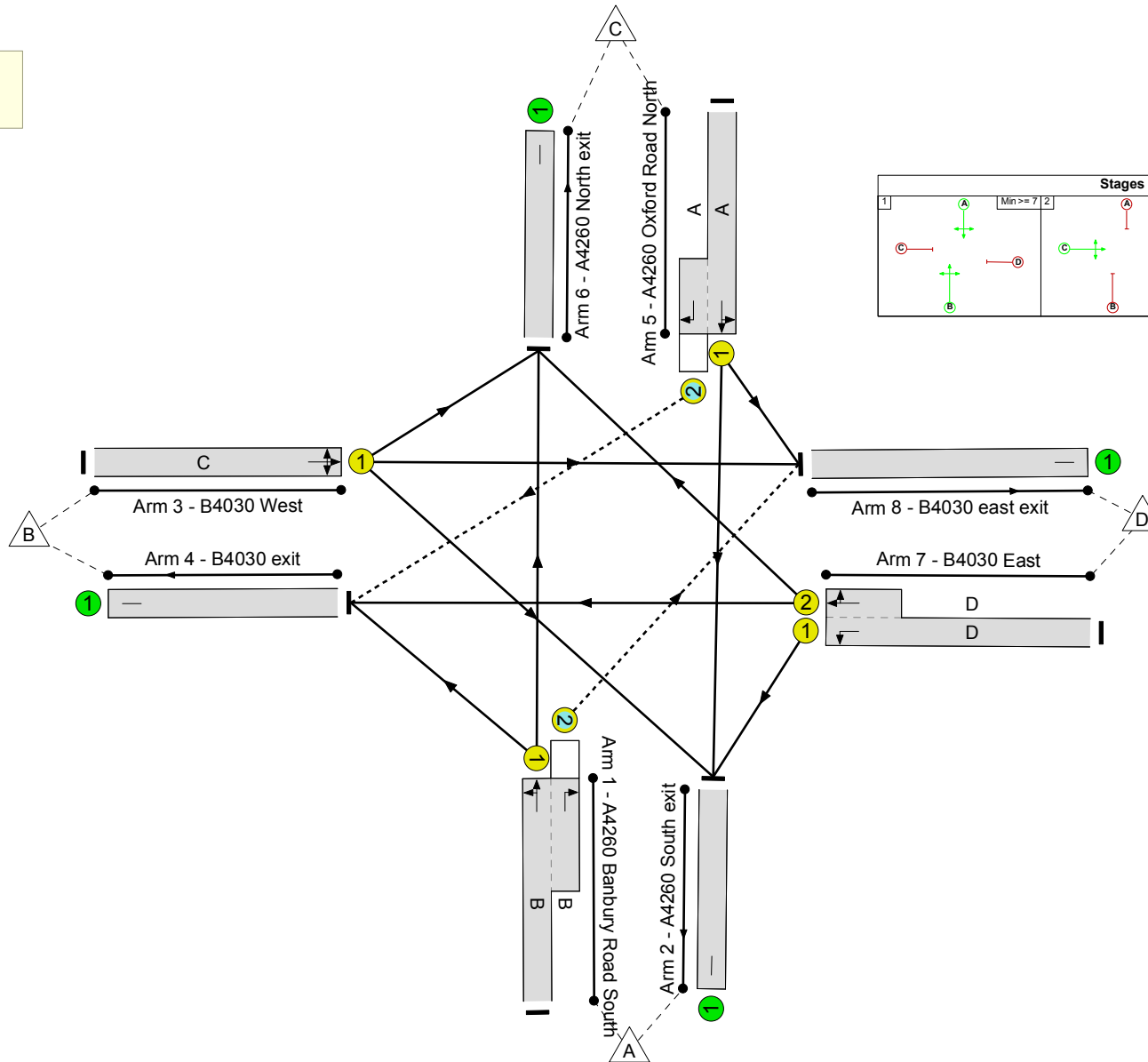
Stage	1	2	3
Duration	55	15	19
Change Point	0	62	84

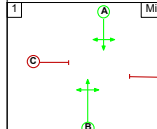
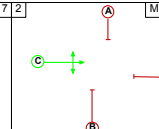
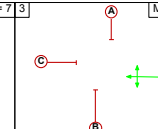
Signal Timings Diagram

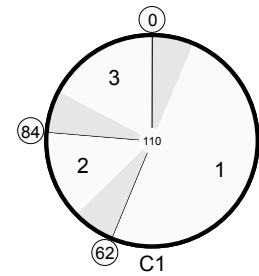


Full Input Data And Results
Network Layout Diagram


Unnamed Junction
 PRC: -2.6 %
 Total Traffic Delay: 26.9 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			



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: Hopscroft Holt junction	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.3%
1/1+1/2	A4260 Banbury Road South Left Ahead Right	U+O	N/A	N/A	B		1	55	-	387	1857:1743	868+86	40.6 : 40.6%
2/1	A4260 South exit	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
3/1	B4030 West Right Left Ahead	U	N/A	N/A	C		1	15	-	237	1765	257	92.3%
4/1	B4030 exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
5/1+5/2	A4260 Oxford Road North Ahead Right Left	U+O	N/A	N/A	A		1	55	-	860	1902:1787	936+27	89.3 : 89.3%
6/1	A4260 North exit	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1+7/2	B4030 East Left Ahead Right	U	N/A	N/A	D		1	19	-	349	1717:1868	128+264	88.9 : 88.9%
8/1	B4030 east exit	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%

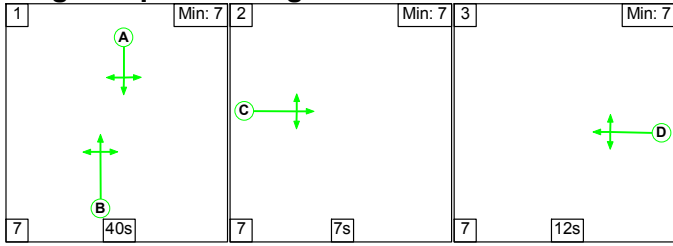
Full Input Data And Results

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: Hopscroft Holt junction	-	-	59	0	0	14.7	11.9	0.3	26.9	-	-	-	-
Unnamed Junction	-	-	59	0	0	14.7	11.9	0.3	26.9	-	-	-	-
1/1+1/2	387	387	35	0	0	1.7	0.3	0.3	2.4	22.1	6.6	0.3	7.0
2/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	237	237	-	-	-	3.1	4.2	-	7.3	110.3	7.1	4.2	11.3
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	860	860	24	0	0	5.8	3.9	0.0	9.7	40.6	23.5	3.9	27.4
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	349	349	-	-	-	4.1	3.5	-	7.6	78.2	8.3	3.5	11.8
8/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 26.93 Cycle Time (s): 110 PRC Over All Lanes (%): -2.6 Total Delay Over All Lanes(pcuHr): 26.93</p>													

Full Input Data And Results

Scenario 18: '2022 Test (Sens) PM' (FG18: '2022 Test (Sens) PM', Plan 1: 'Network Control Plan 1')

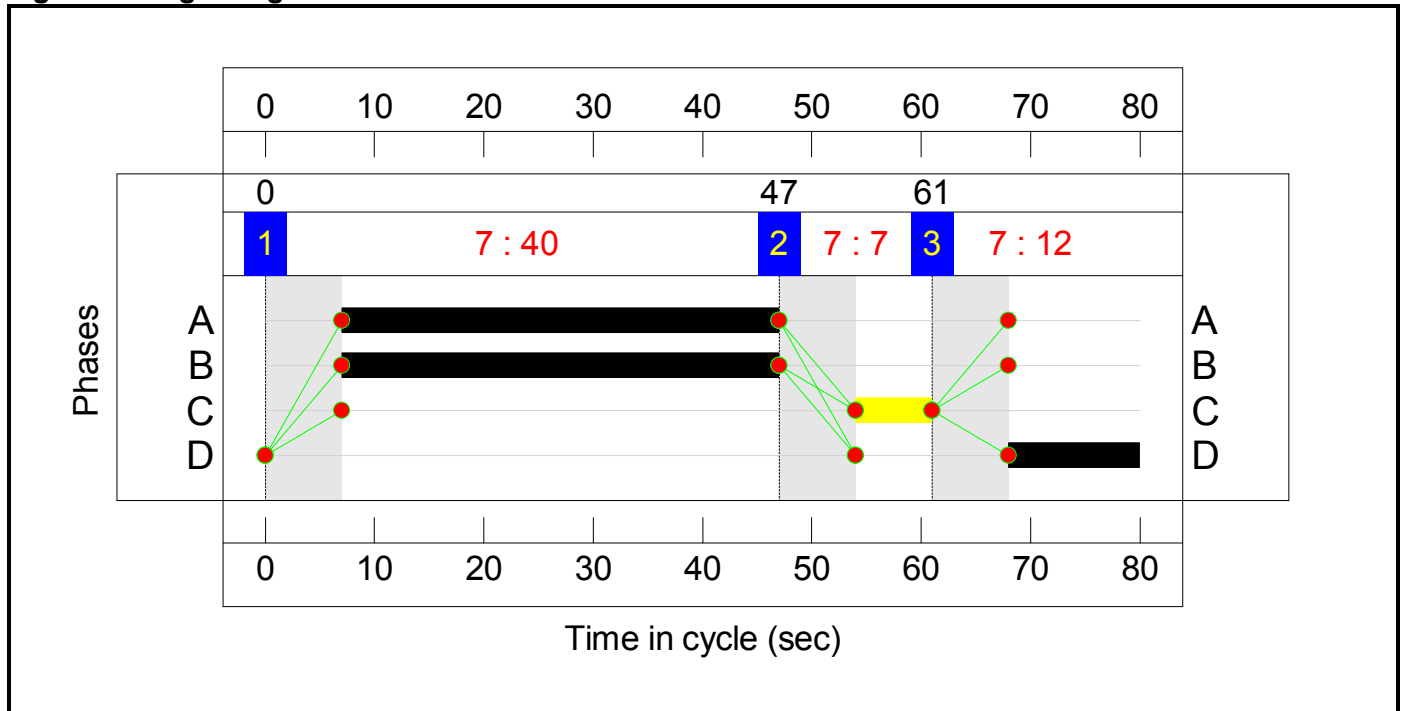
Stage Sequence Diagram




Stage Timings

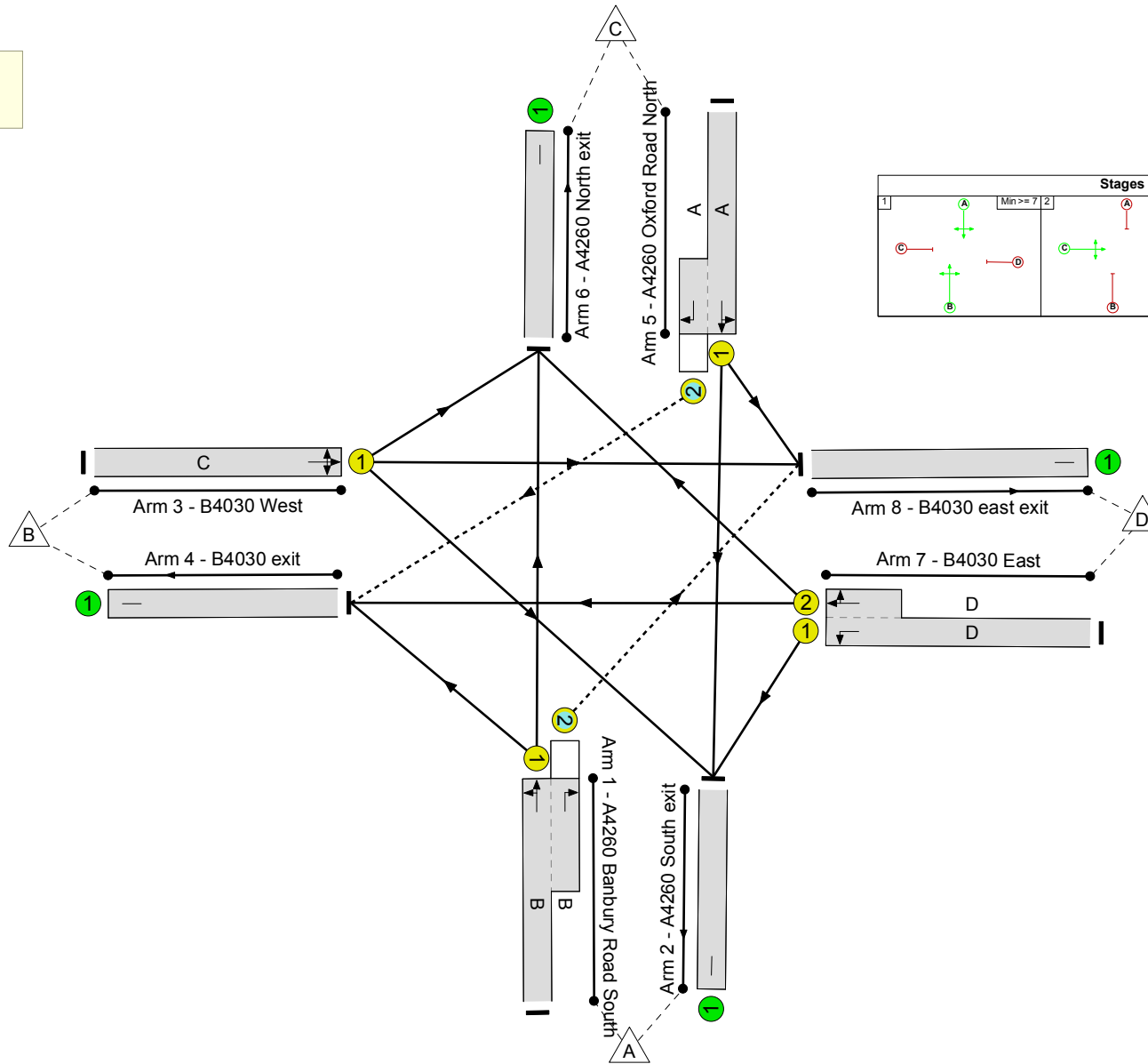
Stage	1	2	3
Duration	40	7	12
Change Point	0	47	61

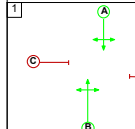
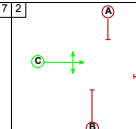
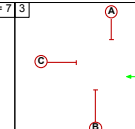
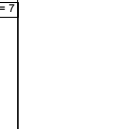
Signal Timings Diagram

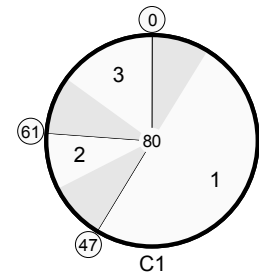


Full Input Data And Results Network Layout Diagram


Unnamed Junction
 PRC: 8.2 %
 Total Traffic Delay: 14.5 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			



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: Hopscroft Holt junction	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/1+1/2	A4260 Banbury Road South Left Ahead Right	U+O	N/A	N/A	B		1	40	-	800	1854:1743	886+76	83.2 : 83.2%
2/1	A4260 South exit	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
3/1	B4030 West Right Left Ahead	U	N/A	N/A	C		1	7	-	144	1767	177	81.5%
4/1	B4030 exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
5/1+5/2	A4260 Oxford Road North Ahead Right Left	U+O	N/A	N/A	A		1	40	-	403	1888:1787	900+70	41.6 : 41.6%
6/1	A4260 North exit	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
7/1+7/2	B4030 East Left Ahead Right	U	N/A	N/A	D		1	12	-	234	1717:1868	46+279	72.0 : 72.0%
8/1	B4030 east exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%

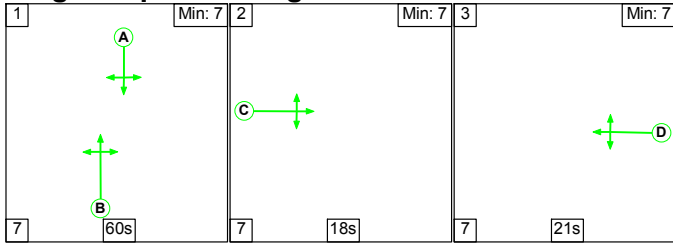
Full Input Data And Results

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: Hopscroft Holt junction	-	-	92	0	0	8.3	6.0	0.2	14.5	-	-	-	-
Unnamed Junction	-	-	92	0	0	8.3	6.0	0.2	14.5	-	-	-	-
1/1+1/2	800	800	63	0	0	3.6	2.4	0.1	6.0	27.2	14.4	2.4	16.8
2/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	144	144	-	-	-	1.4	2.0	-	3.4	84.4	3.1	2.0	5.1
4/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	403	403	29	0	0	1.3	0.4	0.2	1.8	16.3	5.2	0.4	5.5
6/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	234	234	-	-	-	2.0	1.3	-	3.3	50.4	4.3	1.3	5.5
8/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 14.53 Cycle Time (s): 80 PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 14.53</p>													

Full Input Data And Results

Scenario 19: '2022 Test (Sens) AM 120 Cycle' (FG17: '2022 Test (Sens) AM', Plan 1: 'Network Control Plan 1')

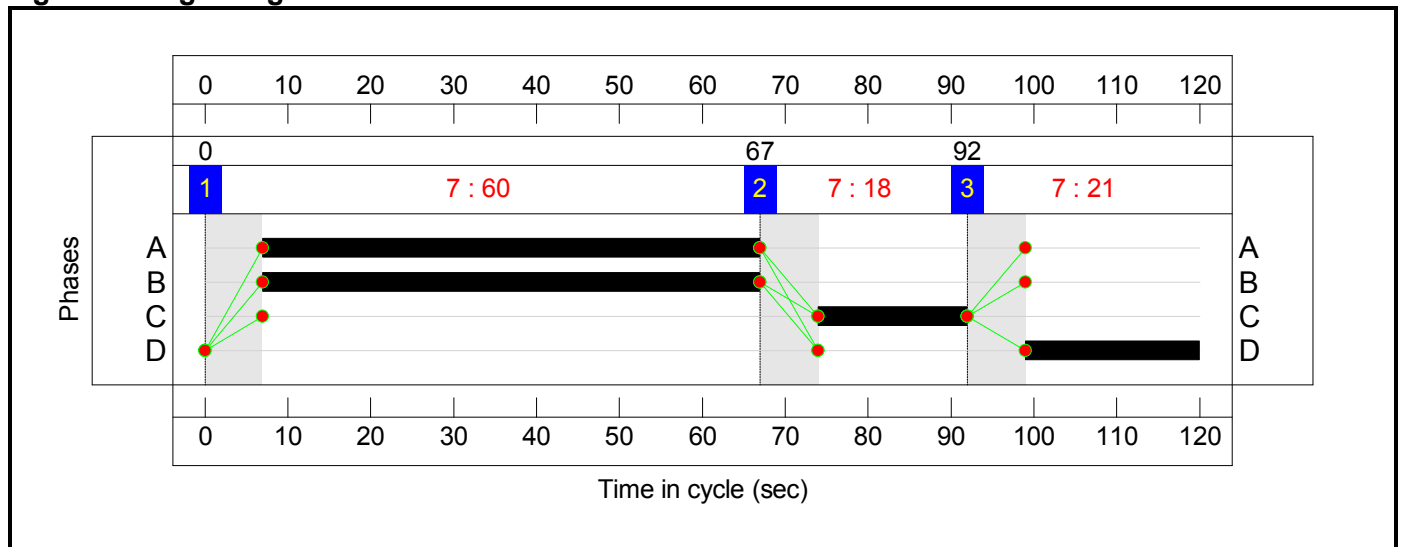
Stage Sequence Diagram




Stage Timings

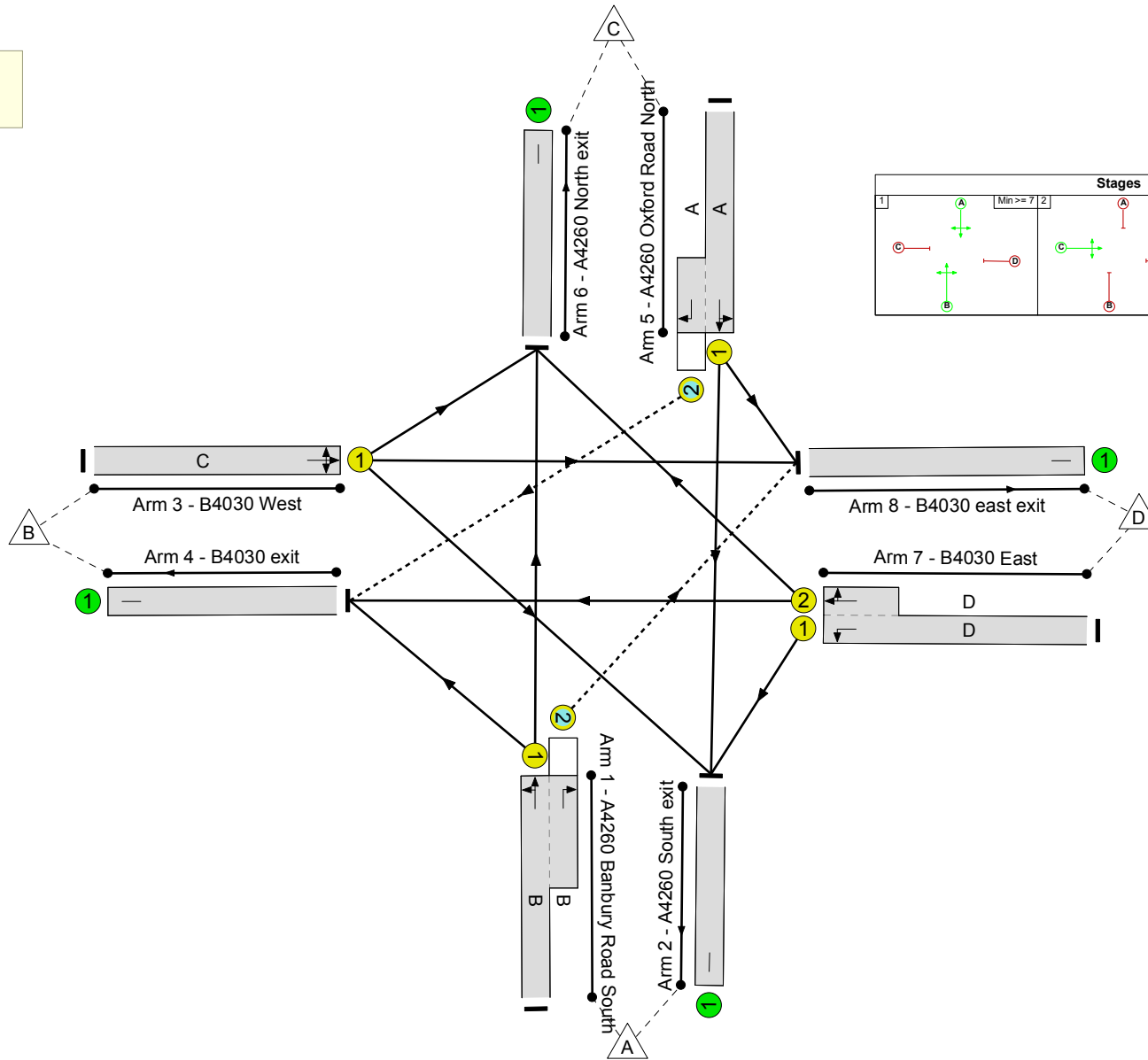
Stage	1	2	3
Duration	60	18	21
Change Point	0	67	92

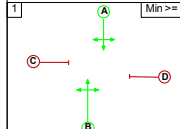
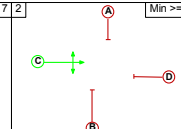
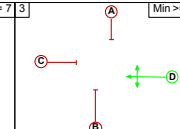
Signal Timings Diagram

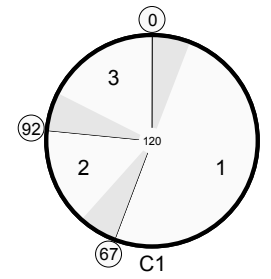


Full Input Data And Results
Network Layout Diagram


 Unnamed Junction
 PRC: 0.6 %
 Total Traffic Delay: 26.7 pcuHr



Stages			
1	Min >= 7	2	Min >= 7
			Min >= 7
		3	Min >= 7
			



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: Hopscroft Holt junction	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
1/1+1/2	A4260 Banbury Road South Left Ahead Right	U+O	N/A	N/A	B		1	60	-	387	1857:1743	866+86	40.7 : 40.7%
2/1	A4260 South exit	U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
3/1	B4030 West Right Left Ahead	U	N/A	N/A	C		1	18	-	237	1765	279	84.8%
4/1	B4030 exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
5/1+5/2	A4260 Oxford Road North Ahead Right Left	U+O	N/A	N/A	A		1	60	-	860	1902:1787	935+27	89.4 : 89.4%
6/1	A4260 North exit	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1+7/2	B4030 East Left Ahead Right	U	N/A	N/A	D		1	21	-	349	1717:1868	127+263	89.5 : 89.5%
8/1	B4030 east exit	U	N/A	N/A	-		-	-	-	248	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: Hopscroft Holt junction	-	-	59	0	0	16.0	10.4	0.3	26.7	-	-	-	-
Unnamed Junction	-	-	59	0	0	16.0	10.4	0.3	26.7	-	-	-	-
1/1+1/2	387	387	35	0	0	1.9	0.3	0.3	2.6	24.0	7.3	0.3	7.6
2/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	237	237	-	-	-	3.2	2.5	-	5.7	87.0	7.6	2.5	10.1
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	860	860	24	0	0	6.4	3.9	0.0	10.3	43.1	25.7	3.9	29.6
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1+7/2	349	349	-	-	-	4.5	3.6	-	8.1	83.7	9.3	3.6	12.9
8/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.6 Total Delay for Signalled Lanes (pcuHr): 26.71 Cycle Time (s): 120 PRC Over All Lanes (%): 0.6 Total Delay Over All Lanes(pcuHr): 26.71													