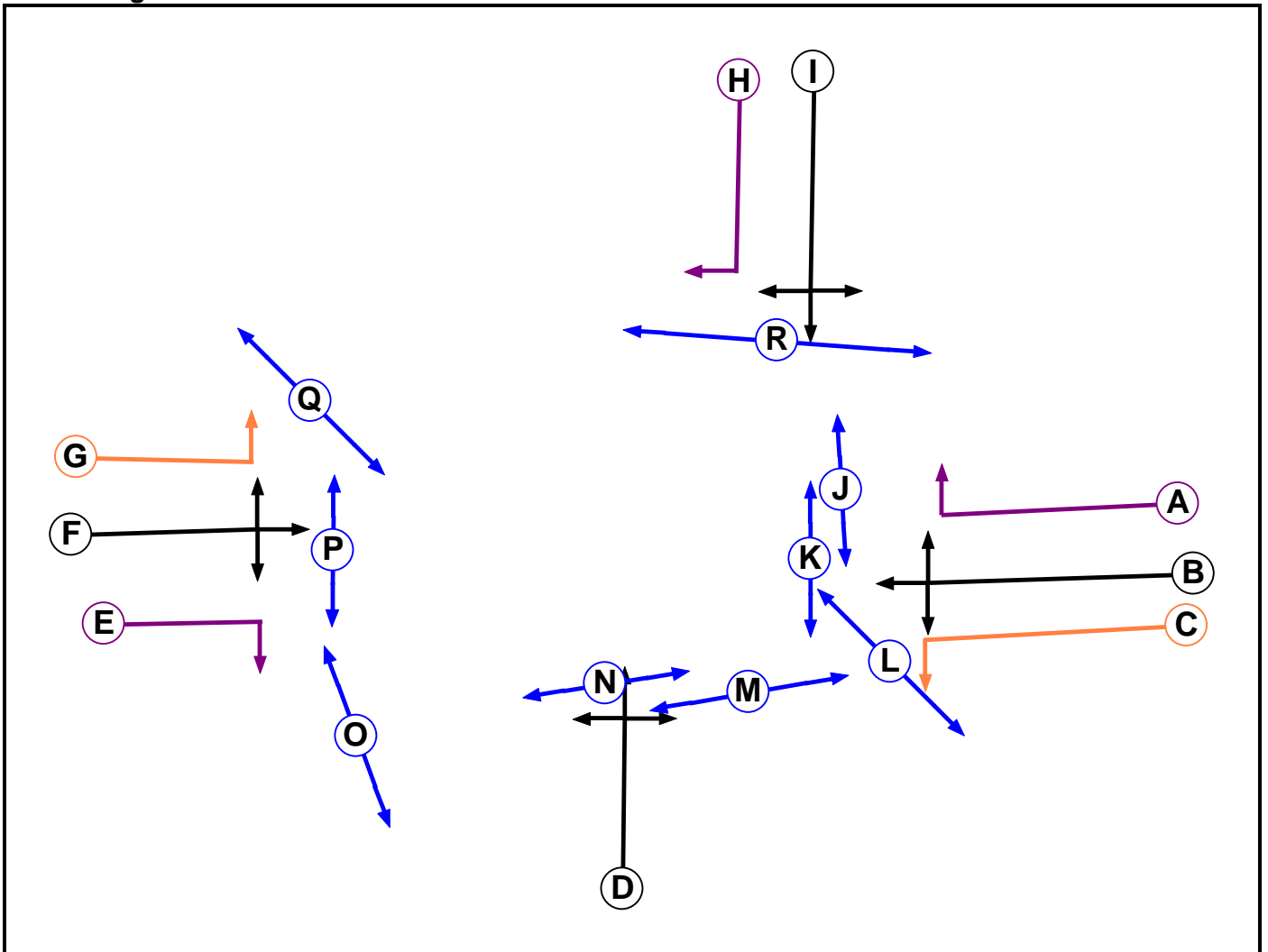


Full Input Data And Results

Project:	
Title:	
Location:	
File name:	Athlone Linked Signals.lsg3x
Author:	
Company:	
Address:	
Notes:	

C1
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Ind. Arrow	B	4	4
B	Traffic		7	7
C	Filter with Closing Amber (Not UK)		4	4
D	Traffic		7	7
E	Ind. Arrow	F	4	4
F	Traffic		7	7
G	Filter with Closing Amber (Not UK)		4	4
H	Ind. Arrow	I	4	4
I	Traffic		7	7
J	Pedestrian		3	3
K	Pedestrian		4	4
L	Pedestrian		3	3
M	Pedestrian		3	3
N	Pedestrian		4	4
O	Pedestrian		3	3
P	Pedestrian		4	4
Q	Pedestrian		4	4
R	Pedestrian		6	6

Full Input Data And Results

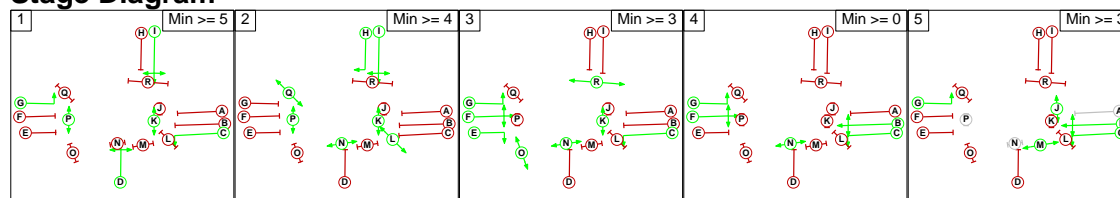
Phase Intergreens Matrix

Terminating Phase	Starting Phase																		
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
	A		-	-	5	-	5	-	5	5	-	5	-	-	-	-	-	-	8
	B	-		-	5	5	-	-	5	5	-	5	-	-	-	9	-	-	8
	C	-	-		-	-	-	-	-	-	-	-	5	-	-	-	-	-	-
	D	5	5	-		5	5	-	5	-	7	-	-	-	5	8	-	-	8
	E	-	5	-	6		-	-	5	5	-	-	-	8	-	-	5	-	-
	F	5	-	-	6	-		-	5	5	8	-	-	8	-	-	5	-	-
	G	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	5	-
	H	5	5	-	5	5	5	-		-	-	-	-	-	-	8	-	-	5
	I	5	5	-	-	5	5	-	-		7	-	-	8	-	8	-	-	5
	J	-	-	-	5	-	5	-	-	5		-	-	-	-	-	-	-	-
	K	6	6	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-
	L	-	-	6	-	-	-	-	-	-	-	-		-	-	-	-	-	-
	M	-	-	-	-	5	5	-	-	5	-	-	-		-	-	-	-	-
	N	-	-	-	6	-	-	-	-	-	-	-	-	-		-	-	-	-
	O	-	5	-	5	-	-	-	5	5	-	-	-	-	-		-	-	-
	P	-	-	-	-	6	6	-	-	-	-	-	-	-	-	-		-	-
	Q	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-		-
	R	5	5	-	5	-	-	-	8	8	-	-	-	-	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	CDGIKP
2	HIKLN PQ
3	CEFGKNOR
4	BCFGN
5	BCGJM

Stage Diagram



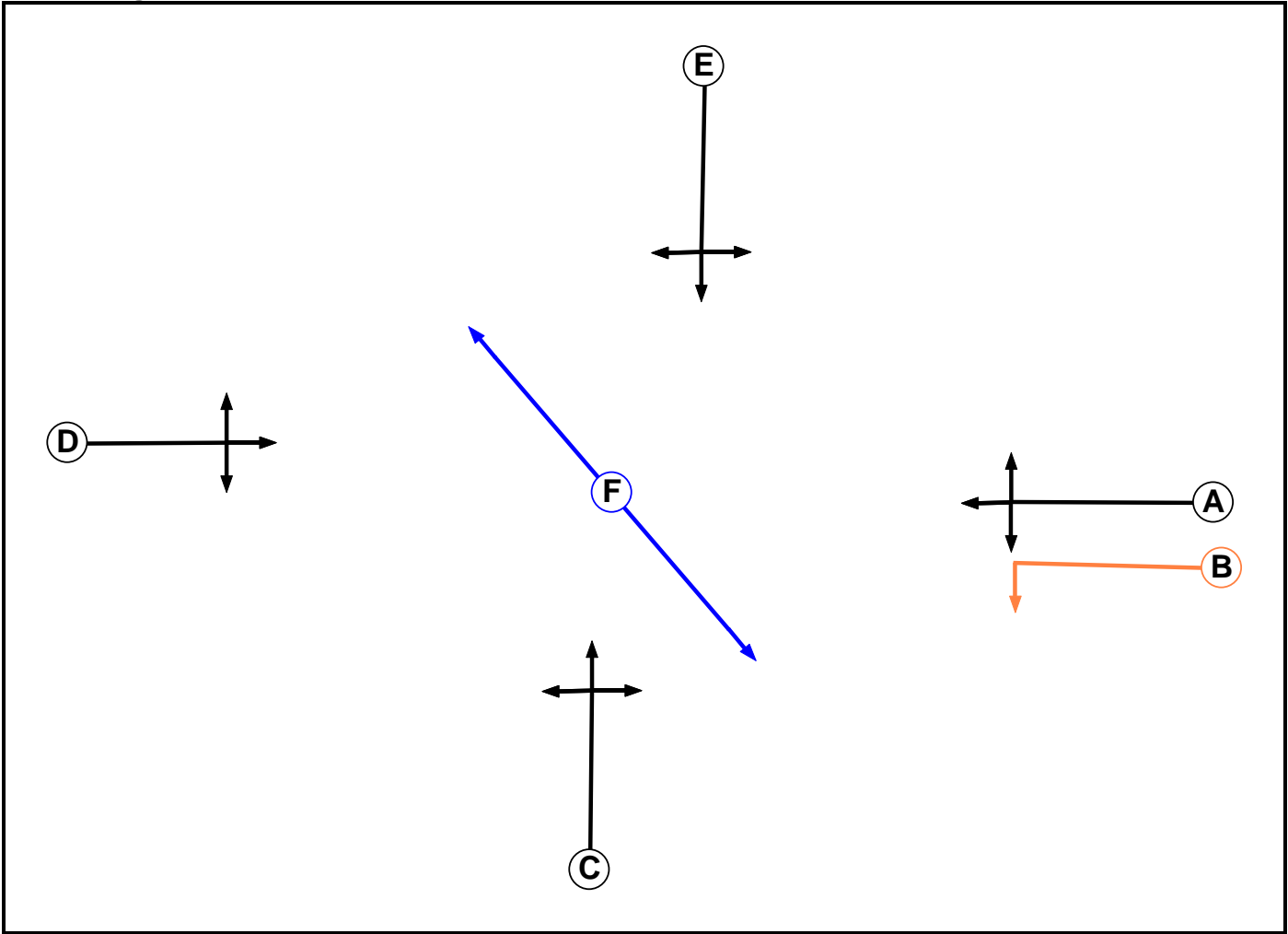
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		5	8	6	8
	2	7		8	7	8
	3	8	8		6	8
	4	6	5	9		8
	5	5	5	9	5	

C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Filter with Closing Amber (Not UK)		4	4
C			7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		9	9

Full Input Data And Results

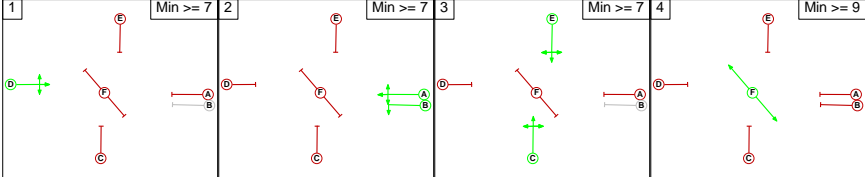
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	5	8
	B	-		-	-	-	5
	C	5	-		5	-	9
	D	5	-	5		5	8
	E	5	-	-	5		8
	F	15	15	15	15	15	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	5		5	8
	3	5	5		9
	4	15	15	15	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Crescent 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)
J1:1/1 (Grace Park Road)	J1:6/1 (Left)	1439	0	J1:4/1	1.09	All	2.00	-	0.50	2	2.00
J1:1/3 (Grace Park Road)	J1:8/1 (Right)	1439	0	J1:4/1	1.09	All	2.00	-	0.50	2	2.00
				J1:4/2	1.09	All					
J1:2/2 (Gleeson Street)	J1:5/1 (Right)	1439	0	J1:4/1	1.09	All	2.00	-	0.50	2	2.00
J1:3/1 (Link Road)	J1:8/1 (Left)	1439	0	J1:2/1	1.09	All	2.00	-	0.50	2	2.00
J1:3/3 (Link Road)	J1:6/1 (Right)	1439	0	J1:2/1	1.09	All	2.00	-	0.50	2	2.00
J1:4/2 (Ballymahon Road)	J1:7/1 (Right)	1439	0	J1:2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road											
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)
J2:1/1 (Link Road)	J2:6/1 (Left)	1439	0	J2:4/1	1.09	To J2:6/1 (Ahead) To J2:7/2 (Right)	2.00	-	0.50	2	2.00
J2:1/3 (Link Road)	J2:8/1 (Right)	1439	0	J2:3/2	1.09	All	2.00	2.00	0.50	2	2.00
J2:3/2 (Link Road West)	J2:6/1 (Right)	1439	0	J2:1/2	1.09	All	2.00	2.00	0.50	2	2.00
J2:4/1 (Station Link Road)	J2:7/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	2.00	0.50	2	2.00
	J2:7/2 (Right)	1439	0	J2:2/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: Crescent 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)
J1:1/1 (Grace Park Road)	O	B C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:6 Left	10.00
J1:1/2 (Grace Park Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:7 Ahead	Inf
J1:1/3 (Grace Park Road)	O	B A	2	3	4.0	Geom	-	3.00	0.00	Y	Arm J1:8 Right	25.00
J1:2/1 (Gleeson Street)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:7 Left	20.00
											Arm J1:8 Ahead	Inf
J1:2/2 (Gleeson Street)	O	D	2	3	5.0	Geom	-	3.00	0.00	Y	Arm J1:5 Right	Inf
J1:3/1 (Link Road)	O	F G	2	3	4.7	Geom	-	3.00	0.00	Y	Arm J1:8 Left	20.00
J1:3/2 (Link Road)	U	F	2	3	8.7	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J1:3/3 (Link Road)	O	F E	2	3	8.7	Geom	-	3.00	0.00	Y	Arm J1:6 Right	30.00
J1:4/1 (Ballymahon Road)	U	I	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Left	12.00
											Arm J1:6 Ahead	Inf
J1:4/2 (Ballymahon Road)	O	I H	2	3	5.0	Geom	-	3.00	0.00	Y	Arm J1:7 Right	15.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1	U		2	3	1.7	Inf	-	-	-	-	-	-
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road												
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)
J2:1/1 (Link Road)	O	A B	2	3	54.0	Geom	-	3.00	0.00	Y	Arm J2:6 Left	10.00
J2:1/2 (Link Road)	U	A	2	3	9.4	Geom	-	3.00	0.00	N	Arm J2:7 Ahead	Inf
J2:1/3 (Link Road)	O	A	2	3	9.4	Geom	-	3.00	0.00	Y	Arm J2:7 Ahead	Inf
											Arm J2:8 Right	15.00
J2:2/1 (St Francis Terrace)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Right	15.00
											Arm J2:7 Left	10.00
											Arm J2:8 Ahead	Inf
J2:3/1 (Link Road West)	U	D	2	3	5.0	Geom	-	3.00	0.00	Y	Arm J2:5 Ahead	Inf
											Arm J2:8 Left	10.00
J2:3/2 (Link Road West)	O	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
											Arm J2:6 Right	15.00
J2:4/1 (Station Link Road)	O	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	10.00
											Arm J2:6 Ahead	Inf
											Arm J2:7 Right	15.00
J2:5/1 (Link Road)	U		2	3	1.7	Inf	-	-	-	-	-	-
J2:5/2 (Link Road)	U		2	3	1.7	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Base'	08:00	09:00	01:00	
2: 'PM Base'	17:00	18:00	01:00	
3: 'Option B AM'	08:00	09:00	01:00	
4: 'Option B PM'	17:00	18:00	01:00	
5: 'Option C AM'	08:00	09:00	01:00	
6: 'Option C PM '	17:00	18:00	01:00	
7: 'Option D AM'	08:00	09:00	01:00	
8: 'Option D PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	27	27	68	5	197	324
	B	9	0	11	34	1	109	164
	C	24	22	0	12	5	31	94
	D	86	79	79	0	5	103	352
	E	2	2	0	5	0	2	11
	F	234	282	24	63	4	0	607
	Tot.	355	412	141	182	20	442	1552

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base
Junction: J1: Crescent Junction	
J1:1/1	27
J1:1/2 (with short)	297(In) 100(Out)
J1:1/3 (short)	197
J1:2/1 (with short)	164(In) 155(Out)
J1:2/2 (short)	9
J1:3/1 (short)	136
J1:3/2 (with short)	248(In) 112(Out)
J1:3/3	103
J1:4/1 (with short)	607(In) 516(Out)
J1:4/2 (short)	91
J1:5/1	355
J1:6/1	412
J1:7/1	237
J1:8/1	442
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	62
J2:1/2 (with short)	131(In) 69(Out)
J2:1/3	106
J2:2/1	94
J2:3/1 (short)	171
J2:3/2 (with short)	352(In) 181(Out)
J2:4/1	11
J2:5/1	207
J2:5/2	144
J2:6/1	141
J2:7/1	80
J2:7/2	102
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	29.7 % 70.3 %	1873	1873
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	45.3 % 54.7 %	1812	1812
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	90.6 %	1897	1897
				Arm J2:8 Right	15.00	9.4 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	81.9 %	1739	1739
				Arm J2:7 Left	10.00	12.8 %		
				Arm J2:8 Ahead	Inf	5.3 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	97.1 %	1907	1907
				Arm J2:8 Left	10.00	2.9 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	56.4 %	1969	1969
				Arm J2:6 Right	15.00	43.6 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	34	21	83	4	220	362
	B	19	0	15	63	3	228	328
	C	35	27	0	37	5	35	139
	D	86	70	37	0	5	86	284
	E	2	1	0	5	0	2	10
	F	205	260	15	64	3	0	547
	Tot.	347	392	88	252	20	571	1670

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base
Junction: J1: Crescent Junction	
J1:1/1	34
J1:1/2 (with short)	328(In) 108(Out)
J1:1/3 (short)	220
J1:2/1 (with short)	328(In) 309(Out)
J1:2/2 (short)	19
J1:3/1 (short)	123
J1:3/2 (with short)	246(In) 123(Out)
J1:3/3	98
J1:4/1 (with short)	547(In) 465(Out)
J1:4/2 (short)	82
J1:5/1	347
J1:6/1	392
J1:7/1	271
J1:8/1	571
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	51
J2:1/2 (with short)	171(In) 120(Out)
J2:1/3	100
J2:2/1	139
J2:3/1 (short)	138
J2:3/2 (with short)	284(In) 146(Out)
J2:4/1	10
J2:5/1	183
J2:5/2	161
J2:6/1	88
J2:7/1	143
J2:7/2	109
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	26.2 % 73.8 %	1878	1878
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	44.1 % 55.9 %	1815	1815
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	90.0 %	1896	1896
				Arm J2:8 Right	15.00	10.0 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	69.8 %	1726	1726
				Arm J2:7 Left	10.00	26.6 %		
				Arm J2:8 Ahead	Inf	3.6 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	96.4 %	1905	1905
				Arm J2:8 Left	10.00	3.6 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	74.7 %	2004	2004
				Arm J2:6 Right	15.00	25.3 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	50.0 %	1702	1702
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	50.0 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 3: 'Option B AM' (FG3: 'Option B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	29	43	305	7	200	584
	B	10	0	14	143	2	110	279
	C	25	22	0	11	2	30	90
	D	87	79	82	0	5	100	353
	E	2	2	0	5	0	2	11
	F	232	279	6	79	1	0	597
	Tot.	356	411	145	543	17	442	1914

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Option B AM
Junction: J1: Crescent Junction	
J1:1/1	29
J1:1/2 (with short)	555(In) 355(Out)
J1:1/3 (short)	200
J1:2/1 (with short)	279(In) 269(Out)
J1:2/2 (short)	10
J1:3/1 (short)	132
J1:3/2 (with short)	246(In) 114(Out)
J1:3/3	103
J1:4/1 (with short)	597(In) 511(Out)
J1:4/2 (short)	86
J1:5/1	356
J1:6/1	411
J1:7/1	600
J1:8/1	442
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	63
J2:1/2 (with short)	368(In) 305(Out)
J2:1/3	232
J2:2/1	90
J2:3/1 (short)	171
J2:3/2 (with short)	353(In) 182(Out)
J2:4/1	11
J2:5/1	207
J2:5/2	142
J2:6/1	145
J2:7/1	315
J2:7/2	228
J2:8/1	17

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	59.1 % 40.9 %	1834	1834
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	45.4 % 54.6 %	1812	1812
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	95.7 %	1907	1907
				Arm J2:8 Right	15.00	4.3 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	85.6 %	1735	1735
				Arm J2:7 Left	10.00	12.2 %		
				Arm J2:8 Ahead	Inf	2.2 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	97.1 %	1907	1907
				Arm J2:8 Left	10.00	2.9 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	54.9 %	1966	1966
				Arm J2:6 Right	15.00	45.1 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 4: 'Option B PM' (FG4: 'Option B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	36	28	356	6	222	648
	B	20	0	22	300	4	231	577
	C	35	27	0	35	5	34	136
	D	86	70	35	0	5	82	278
	E	2	2	0	5	0	2	11
	F	204	258	2	74	0	0	538
	Tot.	347	393	87	770	20	571	2188

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Option B PM
Junction: J1: Crescent Junction	
J1:1/1	36
J1:1/2 (with short)	612(In) 390(Out)
J1:1/3 (short)	222
J1:2/1 (with short)	577(In) 557(Out)
J1:2/2 (short)	20
J1:3/1 (short)	118
J1:3/2 (with short)	241(In) 123(Out)
J1:3/3	99
J1:4/1 (with short)	538(In) 462(Out)
J1:4/2 (short)	76
J1:5/1	347
J1:6/1	393
J1:7/1	792
J1:8/1	571
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	52
J2:1/2 (with short)	475(In) 423(Out)
J2:1/3	317
J2:2/1	136
J2:3/1 (short)	134
J2:3/2 (with short)	278(In) 144(Out)
J2:4/1	11
J2:5/1	180
J2:5/2	160
J2:6/1	87
J2:7/1	445
J2:7/2	325
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	58.5 % 41.5 %	1834	1834
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	44.2 % 55.8 %	1815	1815
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	96.8 %	1909	1909
				Arm J2:8 Right	15.00	3.2 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	70.6 %	1726	1726
				Arm J2:7 Left	10.00	25.7 %		
				Arm J2:8 Ahead	Inf	3.7 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	96.3 %	1904	1904
				Arm J2:8 Left	10.00	3.7 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	75.7 %	2006	2006
				Arm J2:6 Right	15.00	24.3 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 5: 'Option C AM' (FG5: 'Option C AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	25	26	68	5	177	301
	B	8	0	11	34	1	98	152
	C	36	32	0	12	5	2	87
	D	328	304	84	0	5	54	775
	E	3	2	0	5	0	0	10
	F	211	260	24	63	4	0	562
	Tot.	586	623	145	182	20	331	1887

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Option C AM
Junction: J1: Crescent Junction	
J1:1/1	25
J1:1/2 (with short)	276(In) 99(Out)
J1:1/3 (short)	177
J1:2/1 (with short)	152(In) 144(Out)
J1:2/2 (short)	8
J1:3/1 (short)	56
J1:3/2 (with short)	423(In) 367(Out)
J1:3/3	338
J1:4/1 (with short)	562(In) 471(Out)
J1:4/2 (short)	91
J1:5/1	586
J1:6/1	623
J1:7/1	236
J1:8/1	331
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	61
J2:1/2 (with short)	129(In) 68(Out)
J2:1/3	107
J2:2/1	87
J2:3/1 (short)	373
J2:3/2 (with short)	775(In) 402(Out)
J2:4/1	10
J2:5/1	406
J2:5/2	355
J2:6/1	145
J2:7/1	79
J2:7/2	103
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	31.9 % 68.1 %	1870	1870
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	44.8 % 55.2 %	1813	1813
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	90.7 %	1897	1897
				Arm J2:8 Right	15.00	9.3 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	80.5 %	1739	1739
				Arm J2:7 Left	10.00	13.8 %		
				Arm J2:8 Ahead	Inf	5.7 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	98.7 %	1911	1911
				Arm J2:8 Left	10.00	1.3 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	79.1 %	2013	2013
				Arm J2:6 Right	15.00	20.9 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	50.0 %	1702	1702
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	50.0 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 6: 'Option C PM' (FG6: 'Option C PM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	35	21	84	4	213	357
	B	19	0	15	64	3	222	323
	C	48	36	0	36	5	12	137
	D	321	264	36	0	5	123	749
	E	3	2	0	5	0	1	11
	F	200	258	15	63	3	0	539
	Tot.	591	595	87	252	20	571	2116

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Option C PM
Junction: J1: Crescent Junction	
J1:1/1	35
J1:1/2 (with short)	322(In) 109(Out)
J1:1/3 (short)	213
J1:2/1 (with short)	323(In) 304(Out)
J1:2/2 (short)	19
J1:3/1 (short)	136
J1:3/2 (with short)	508(In) 372(Out)
J1:3/3	302
J1:4/1 (with short)	539(In) 458(Out)
J1:4/2 (short)	81
J1:5/1	591
J1:6/1	595
J1:7/1	272
J1:8/1	571
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	51
J2:1/2 (with short)	198(In) 147(Out)
J2:1/3	74
J2:2/1	137
J2:3/1 (short)	362
J2:3/2 (with short)	749(In) 387(Out)
J2:4/1	11
J2:5/1	407
J2:5/2	403
J2:6/1	87
J2:7/1	170
J2:7/2	82
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	27.0 % 73.0 %	1877	1877
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	43.7 % 56.3 %	1816	1816
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	86.5 %	1889	1889
				Arm J2:8 Right	15.00	13.5 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	70.1 %	1726	1726
				Arm J2:7 Left	10.00	26.3 %		
				Arm J2:8 Ahead	Inf	3.6 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	98.6 %	1911	1911
				Arm J2:8 Left	10.00	1.4 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	90.7 %	2036	2036
				Arm J2:6 Right	15.00	9.3 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 7: 'Option D AM' (FG7: 'Option D AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	29	43	294	7	192	565
	B	10	0	15	143	2	106	276
	C	35	30	0	11	5	10	91
	D	305	279	81	0	5	133	803
	E	3	2	0	5	0	1	11
	F	228	277	6	78	1	0	590
	Tot.	581	617	145	531	20	442	2336

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Option D AM
Junction: J1: Crescent Junction	
J1:1/1	29
J1:1/2 (with short)	536(In) 344(Out)
J1:1/3 (short)	192
J1:2/1 (with short)	276(In) 266(Out)
J1:2/2 (short)	10
J1:3/1 (short)	144
J1:3/2 (with short)	487(In) 343(Out)
J1:3/3	311
J1:4/1 (with short)	590(In) 505(Out)
J1:4/2 (short)	85
J1:5/1	581
J1:6/1	617
J1:7/1	589
J1:8/1	442
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	64
J2:1/2 (with short)	407(In) 343(Out)
J2:1/3	182
J2:2/1	91
J2:3/1 (short)	390
J2:3/2 (with short)	803(In) 413(Out)
J2:4/1	11
J2:5/1	425
J2:5/2	373
J2:6/1	145
J2:7/1	353
J2:7/2	178
J2:8/1	20

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	60.2 % 39.8 %	1832	1832
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	45.1 % 54.9 %	1813	1813
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	94.5 %	1905	1905
				Arm J2:8 Right	15.00	5.5 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	82.4 %	1740	1740
				Arm J2:7 Left	10.00	12.1 %		
				Arm J2:8 Ahead	Inf	5.5 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	98.7 %	1911	1911
				Arm J2:8 Left	10.00	1.3 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	80.4 %	2015	2015
				Arm J2:6 Right	15.00	19.6 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

Scenario 8: 'Option D PM' (FG8: 'Option D PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	36	35	340	7	216	634
	B	19	0	14	183	3	223	442
	C	47	35	0	35	5	13	135
	D	296	244	35	0	5	118	698
	E	3	2	0	5	0	1	11
	F	200	257	3	74	1	0	535
	Tot.	565	574	87	637	21	571	2455

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Option D PM
Junction: J1: Crescent Junction	
J1:1/1	36
J1:1/2 (with short)	598(In) 382(Out)
J1:1/3 (short)	216
J1:2/1 (with short)	442(In) 423(Out)
J1:2/2 (short)	19
J1:3/1 (short)	132
J1:3/2 (with short)	478(In) 346(Out)
J1:3/3	281
J1:4/1 (with short)	535(In) 457(Out)
J1:4/2 (short)	78
J1:5/1	565
J1:6/1	574
J1:7/1	660
J1:8/1	571
Junction: J2: St Francis Terrace/ Link Road	
J2:1/1 (short)	52
J2:1/2 (with short)	465(In) 413(Out)
J2:1/3	195
J2:2/1	135
J2:3/1 (short)	338
J2:3/2 (with short)	698(In) 360(Out)
J2:4/1	11
J2:5/1	383
J2:5/2	376
J2:6/1	87
J2:7/1	435
J2:7/2	202
J2:8/1	21

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Crescent Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Grace Park Road)	3.00	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1665	1665
J1:1/2 (Grace Park Road)	3.00	0.00	Y	Arm J1:7 Ahead	Inf	100.0 %	1915	1915
J1:1/3 (Grace Park Road)	3.00	0.00	Y	Arm J1:8 Right	25.00	100.0 %	1807	1807
J1:2/1 (Gleeson Street)	3.00	0.00	Y	Arm J1:7 Left Arm J1:8 Ahead	20.00 Inf	47.3 % 52.7 %	1849	1849
J1:2/2 (Gleeson Street)	3.00	0.00	Y	Arm J1:5 Right	Inf	100.0 %	1915	1915
J1:3/1 (Link Road)	3.00	0.00	Y	Arm J1:8 Left	20.00	100.0 %	1781	1781
J1:3/2 (Link Road)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J1:3/3 (Link Road)	3.00	0.00	Y	Arm J1:6 Right	30.00	100.0 %	1824	1824
J1:4/1 (Ballymahon Road)	3.00	0.00	Y	Arm J1:5 Left Arm J1:6 Ahead	12.00 Inf	43.8 % 56.2 %	1816	1816
J1:4/2 (Ballymahon Road)	3.00	0.00	Y	Arm J1:7 Right	15.00	100.0 %	1741	1741
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:7/1	Infinite Saturation Flow						Inf	Inf
J1:8/1	Infinite Saturation Flow						Inf	Inf

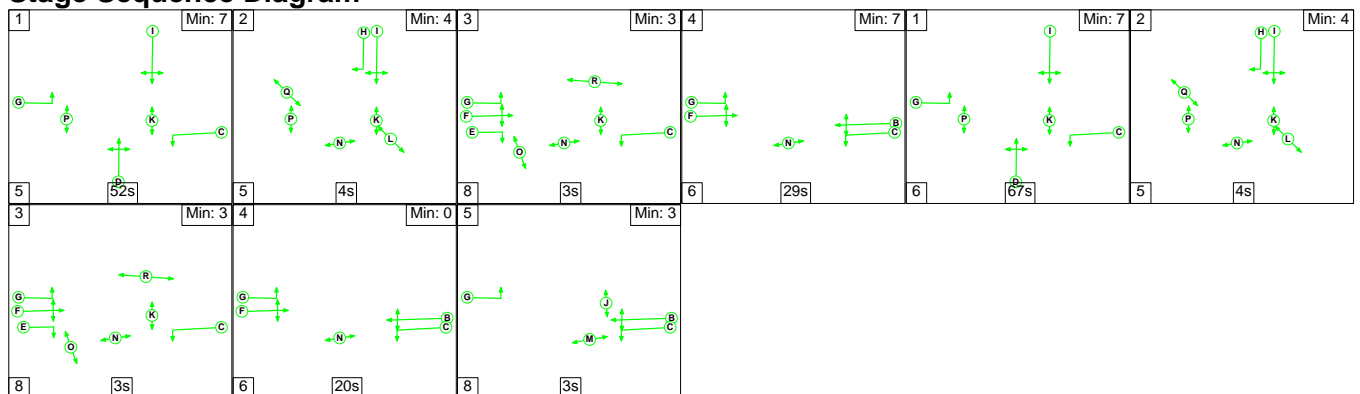
Full Input Data And Results

Junction: J2: St Francis Terrace/ Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Link Road)	3.00	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1665	1665
J2:1/2 (Link Road)	3.00	0.00	N	Arm J2:7 Ahead	Inf	100.0 %	2055	2055
J2:1/3 (Link Road)	3.00	0.00	Y	Arm J2:7 Ahead	Inf	94.4 %	1904	1904
				Arm J2:8 Right	15.00	5.6 %		
J2:2/1 (St Francis Terrace)	3.00	0.00	Y	Arm J2:5 Right	15.00	70.4 %		
				Arm J2:7 Left	10.00	25.9 %	1726	1726
				Arm J2:8 Ahead	Inf	3.7 %		
J2:3/1 (Link Road West)	3.00	0.00	Y	Arm J2:5 Ahead	Inf	98.5 %	1911	1911
				Arm J2:8 Left	10.00	1.5 %		
J2:3/2 (Link Road West)	3.00	0.00	N	Arm J2:5 Ahead	Inf	90.3 %	2035	2035
				Arm J2:6 Right	15.00	9.7 %		
J2:4/1 (Station Link Road)	3.00	0.00	Y	Arm J2:5 Left	10.00	54.5 %	1699	1699
				Arm J2:6 Ahead	Inf	0.0 %		
				Arm J2:7 Right	15.00	45.5 %		
J2:5/1 (Link Road Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:5/2 (Link Road Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:6/1				Infinite Saturation Flow			Inf	Inf
J2:7/1				Infinite Saturation Flow			Inf	Inf
J2:7/2				Infinite Saturation Flow			Inf	Inf
J2:8/1				Infinite Saturation Flow			Inf	Inf

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

C1

Stage Sequence Diagram

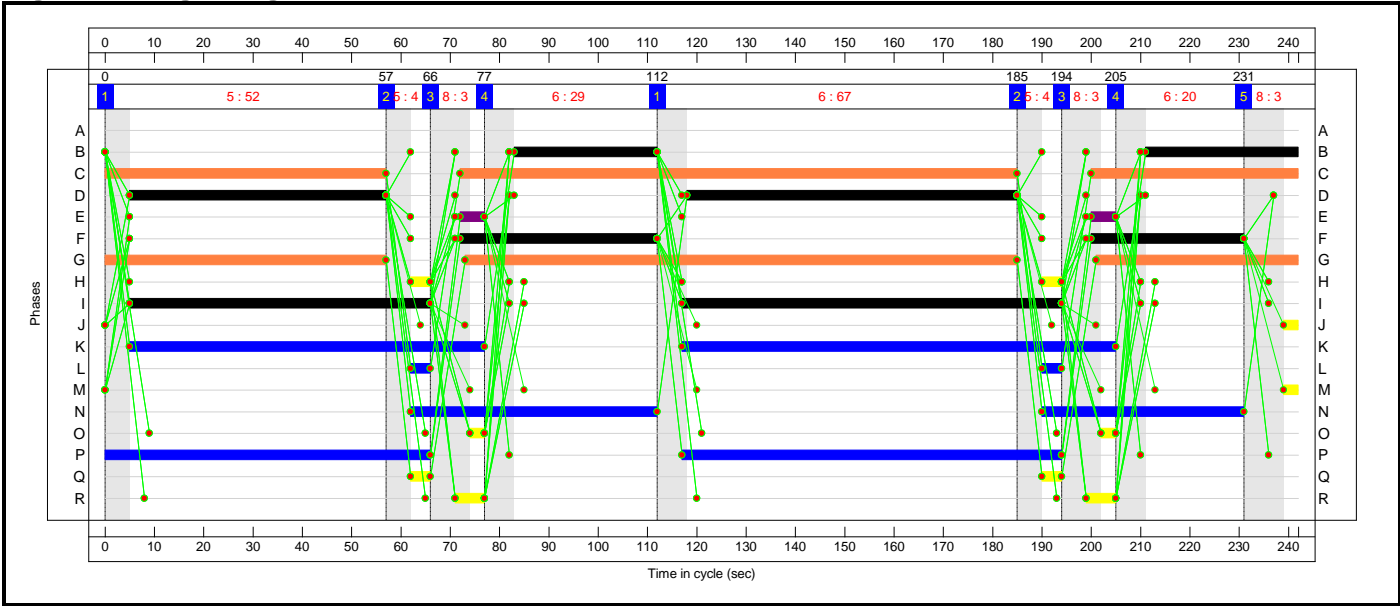


Full Input Data And Results

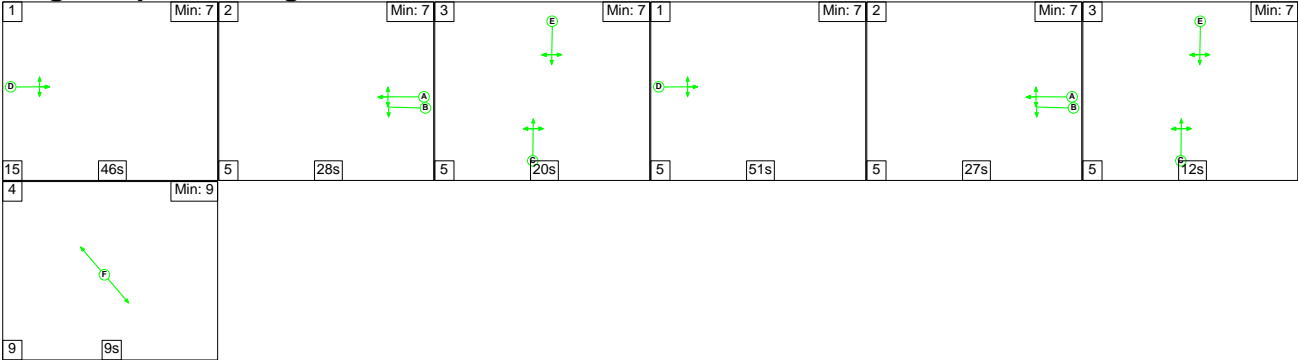
Stage Timings

Stage	1	2	3	4	1	2	3	4	5
Duration	52	4	3	29	67	4	3	20	3
Change Point	0	57	66	77	112	185	194	205	231

Signal Timings Diagram



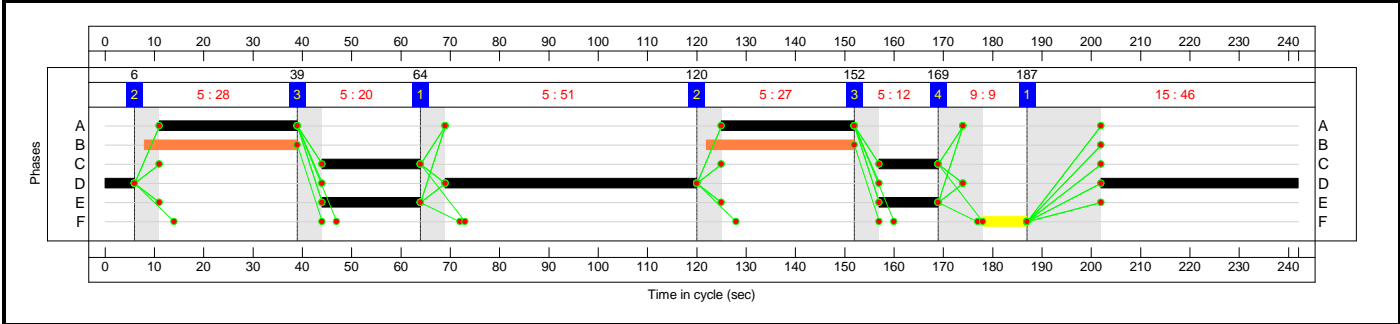
C2
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2	3	4
Duration	46	28	20	51	27	12	9
Change Point	187	6	39	64	120	152	169

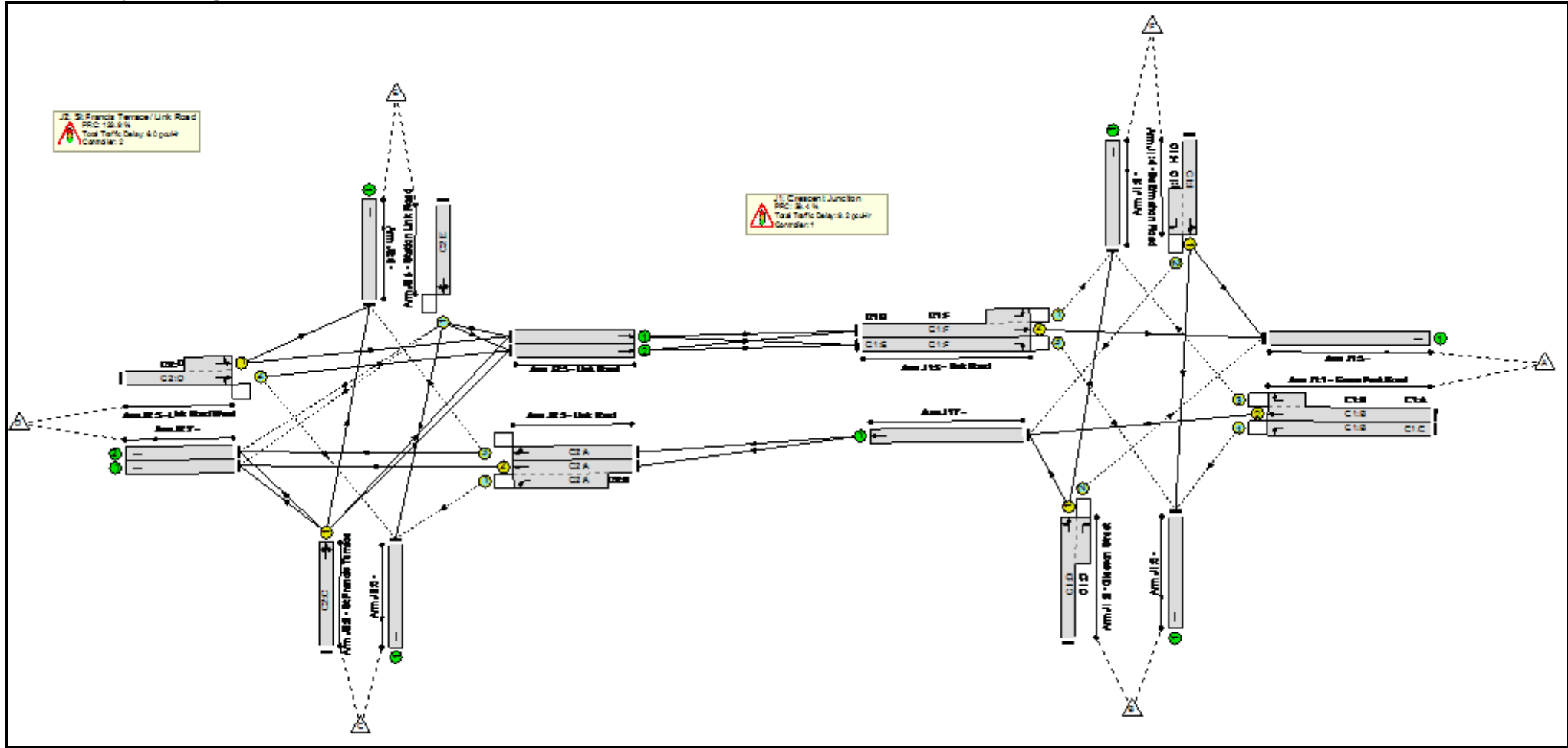
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	56.8%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	56.8%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	27	1665	922	2.9%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	60	0	297	1915:1807	178+351	56.1 : 56.1%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	119	-	164	1873:1915	888+52	17.4 : 17.4%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	71:212	210	248	1915:1781	332+403	33.7 : 33.7%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	71	10	103	1824	550	18.7%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	138	8	607	1812:1741	908+160	56.8 : 56.8%
5/1		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	38.5%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	55:61	61	131	2055:1665	484+433	14.3 : 14.3%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	55	-	106	1897	447	23.7%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	32	-	94	1739	244	38.5%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	97	-	352	1969:1907	482+456	37.5 : 37.5%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	32	-	11	1699	222	4.9%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

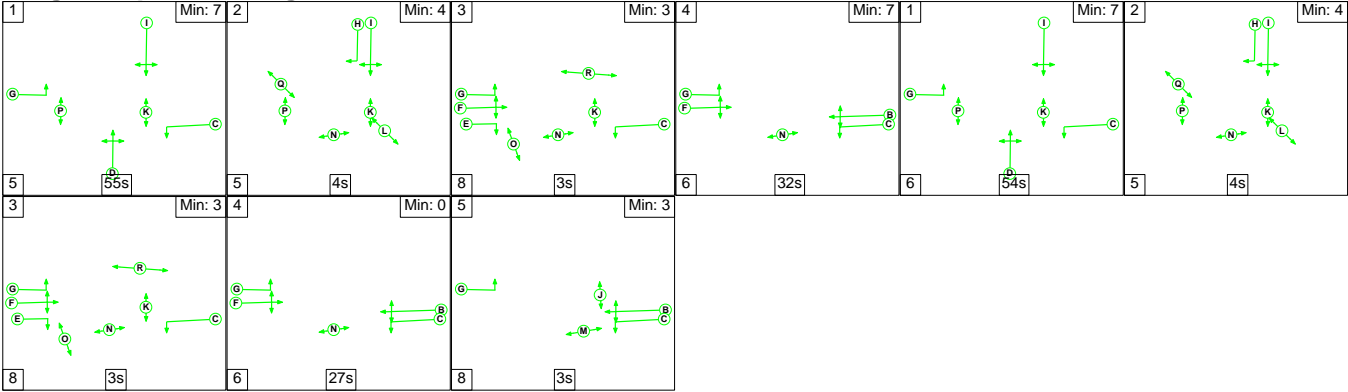
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	153	558	8	12.5	2.7	0.1	15.2	-	-	-	-
J1: Crescent Junction	-	-	148	409	6	7.3	1.8	0.1	9.2	-	-	-	-
1/1	27	27	14	13	0	0.0	0.0	0.0	0.0	5.7	0.1	0.0	0.1
1/2+1/3	297	297	0	194	3	3.1	0.6	0.0	3.7	45.4	7.2	0.6	7.8
2/1+2/2	164	164	9	0	0	0.7	0.1	0.0	0.9	19.5	2.8	0.1	2.9
3/2+3/1	248	248	40	96	0	0.5	0.3	0.0	0.7	10.8	8.4	0.3	8.7
3/3	103	103	0	102	1	0.4	0.1	0.0	0.5	19.1	1.4	0.1	1.5
4/1+4/2	607	607	84	5	2	2.6	0.7	0.0	3.3	19.4	11.8	0.7	12.4
5/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	149	2	5.1	0.9	0.0	6.0	-	-	-	-
1/2+1/1	131	131	0	61	1	0.7	0.1	0.0	0.8	20.9	1.5	0.1	1.6
1/3	106	106	0	10	0	0.7	0.2	0.0	0.9	30.7	1.7	0.2	1.9
2/1	94	94	-	-	-	1.3	0.3	-	1.6	59.8	3.2	0.3	3.5
3/2+3/1	352	352	0	78	1	2.3	0.3	0.0	2.6	26.7	4.5	0.3	4.8
4/1	11	11	5	0	0	0.1	0.0	0.0	0.2	56.6	0.4	0.0	0.4
5/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	58.4	Total Delay for Signalled Lanes (pcuHr):	9.23	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	133.9	Total Delay for Signalled Lanes (pcuHr):	6.01	Cycle Time (s):	242
	PRC Over All Lanes (%):	58.4	Total Delay Over All Lanes(pcuHr):	15.24		

Full Input Data And Results
Scenario 2: 'PM Base' (FG2: 'PM Base', Plan 1: 'Network Control Plan 1')
C1

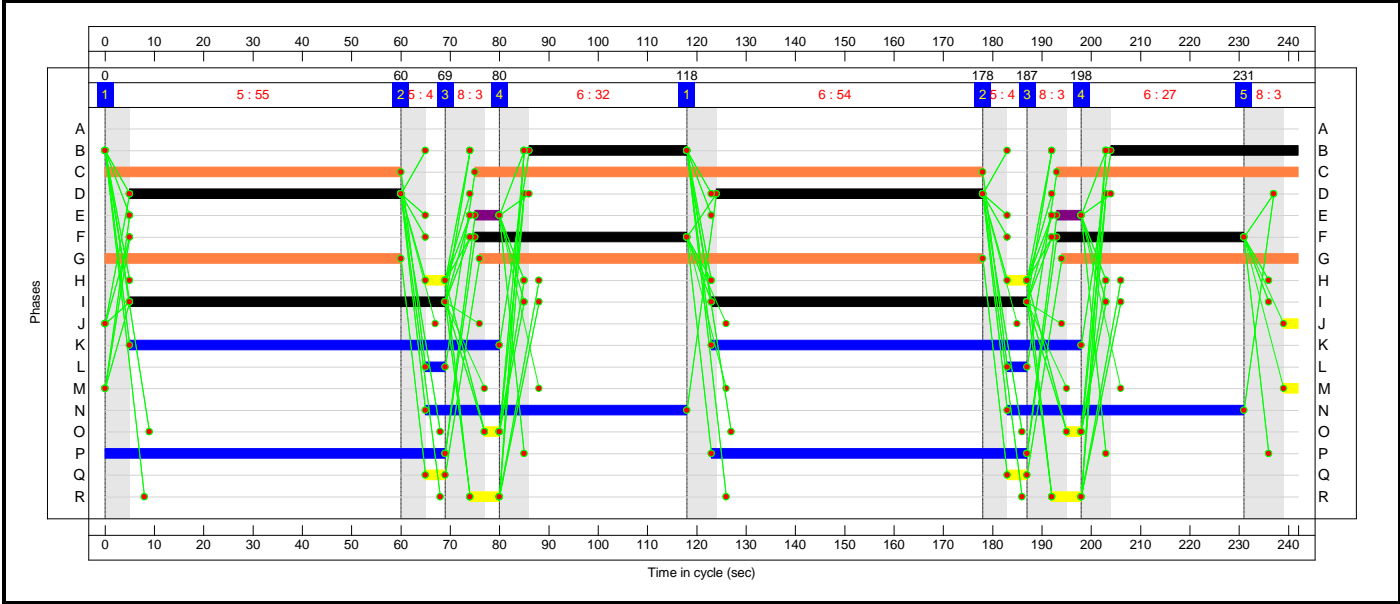
Stage Sequence Diagram



Stage Timings

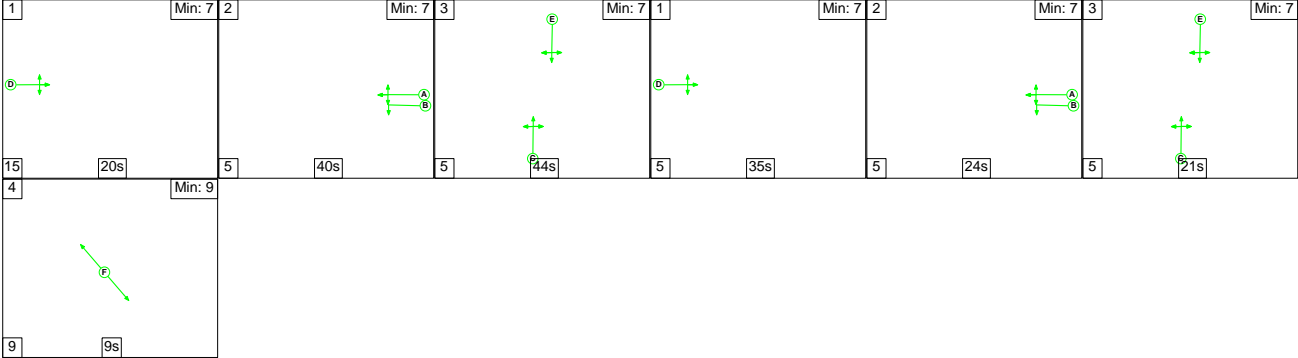
Stage	1	2	3	4	1	2	3	4	5
Duration	55	4	3	32	54	4	3	27	3
Change Point	0	60	69	80	118	178	187	198	231

Signal Timings Diagram



C2

Stage Sequence Diagram

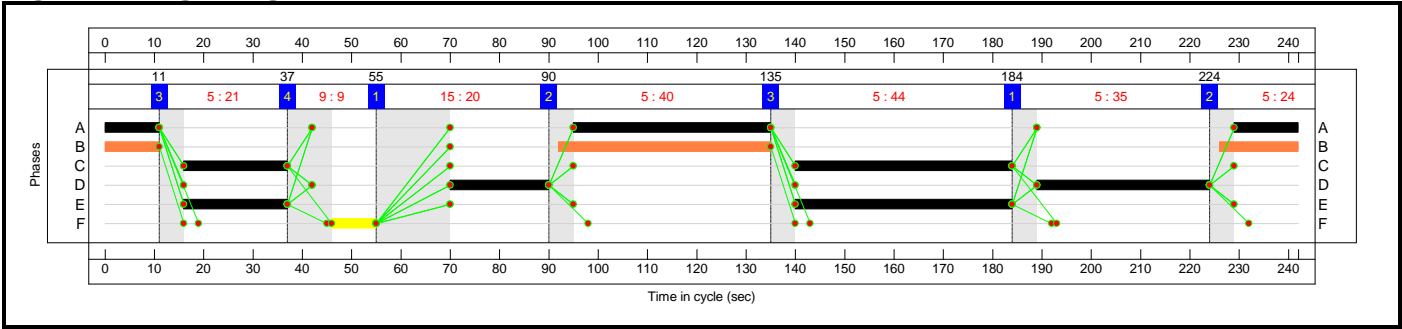


Full Input Data And Results

Stage Timings

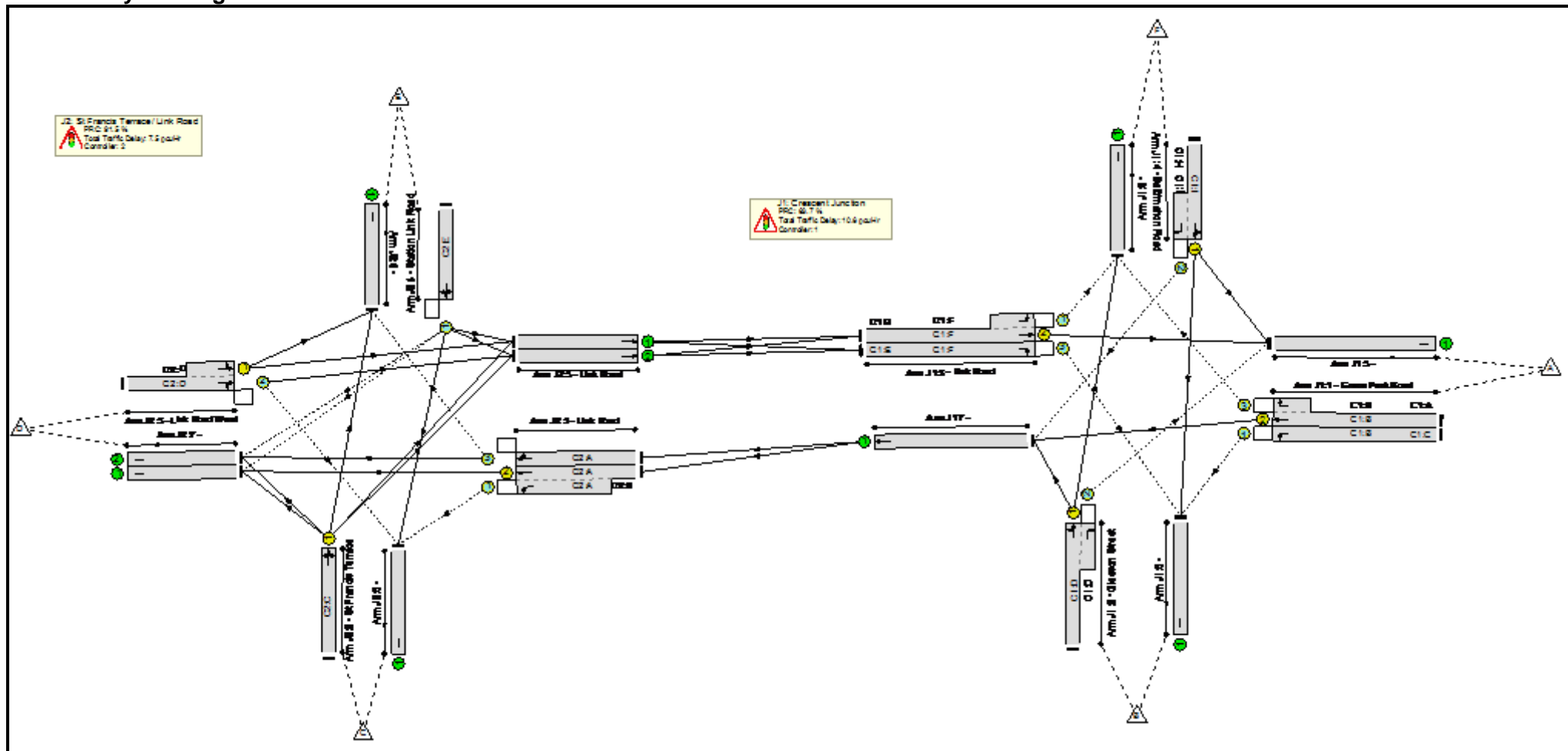
Stage	1	2	3	1	2	3	4
Duration	20	40	44	35	24	21	9
Change Point	55	90	135	184	224	11	37

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	55.0%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	55.0%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	34	1665	980	3.5%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	70	0	328	1915:1807	199+405	54.4 : 54.4%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	109	-	328	1878:1915	815+50	37.9 : 37.9%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	81:212	210	246	1915:1781	391+391	31.4 : 31.4%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	81	10	98	1824	626	15.7%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	128	8	547	1815:1741	846+149	55.0 : 55.0%
5/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	47.0%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	64:70	70	171	2055:1665	560+238	21.4 : 21.4%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	64	-	100	1896	517	19.3%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	65	-	139	1726	478	29.1%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	55	-	284	2004:1905	311+294	47.0 : 47.0%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	65	-	10	1702	426	2.3%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

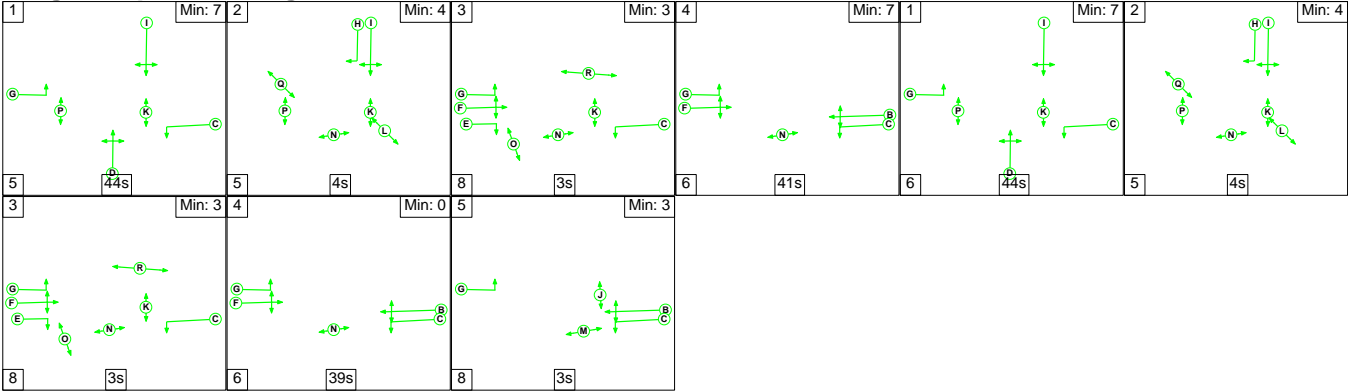
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	151	521	6	15.1	2.8	0.2	18.0	-	-	-	-
J1: Crescent Junction	-	-	146	424	5	8.5	1.8	0.2	10.6	-	-	-	-
1/1	34	34	16	18	0	0.0	0.0	0.0	0.0	5.2	0.1	0.0	0.2
1/2+1/3	328	328	0	216	4	3.1	0.6	0.0	3.7	40.4	7.0	0.6	7.6
2/1+2/2	328	328	19	0	0	1.9	0.3	0.1	2.3	25.3	7.2	0.3	7.5
3/2+3/1	246	246	35	88	0	0.5	0.2	0.0	0.7	10.1	8.9	0.2	9.1
3/3	98	98	0	98	0	0.3	0.1	0.0	0.4	15.5	1.2	0.1	1.3
4/1+4/2	547	547	76	5	1	2.7	0.6	0.1	3.4	22.4	11.6	0.6	12.2
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	97	1	6.6	0.9	0.0	7.5	-	-	-	-
1/2+1/1	171	171	0	51	0	1.7	0.1	0.0	1.8	38.4	3.9	0.1	4.1
1/3	100	100	0	10	0	0.4	0.1	0.0	0.5	18.4	2.9	0.1	3.1
2/1	139	139	-	-	-	1.4	0.2	-	1.6	40.7	4.2	0.2	4.5
3/2+3/1	284	284	0	36	1	3.0	0.4	0.0	3.5	43.9	4.3	0.4	4.7
4/1	10	10	5	0	0	0.1	0.0	0.0	0.1	40.1	0.3	0.0	0.3
5/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	63.7	Total Delay for Signalled Lanes (pcuHr):	10.55	Cycle Time (s): 242
C2	PRC for Signalled Lanes (%):	91.5	Total Delay for Signalled Lanes (pcuHr):	7.48	Cycle Time (s): 242
	PRC Over All Lanes (%):	63.7	Total Delay Over All Lanes(pcuHr):	18.03	

Full Input Data And Results
Scenario 3: 'Option B AM' (FG3: 'Option B AM', Plan 1: 'Network Control Plan 1')
C1

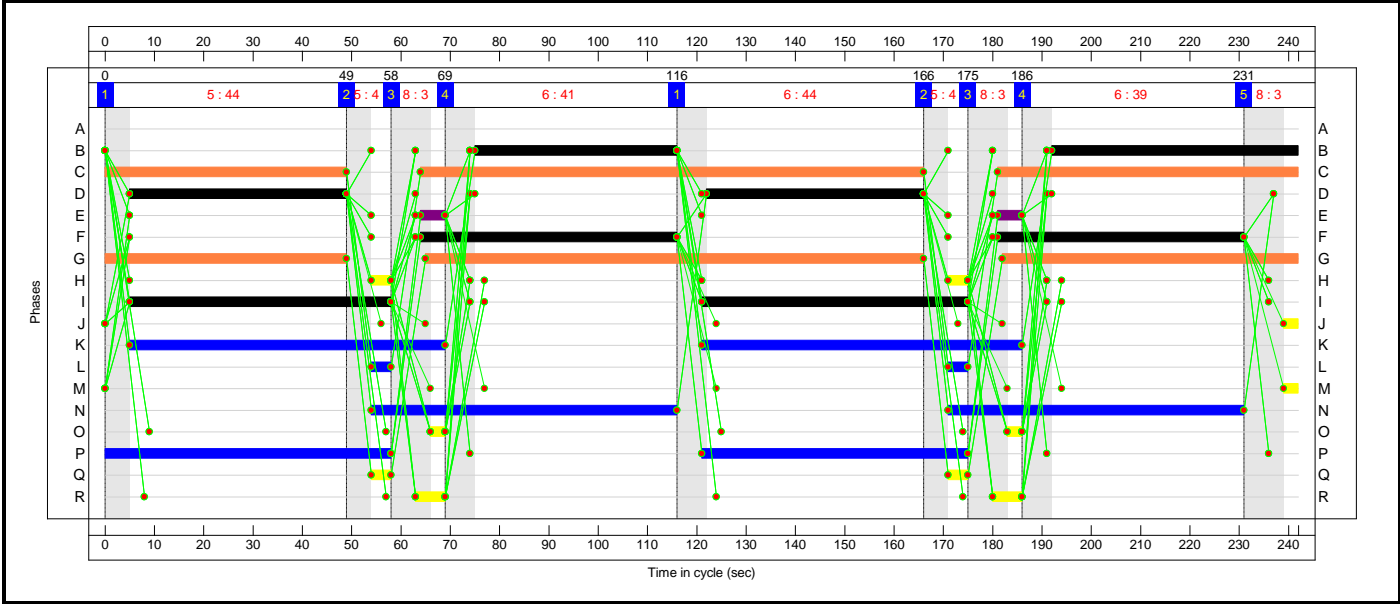
Stage Sequence Diagram



Stage Timings

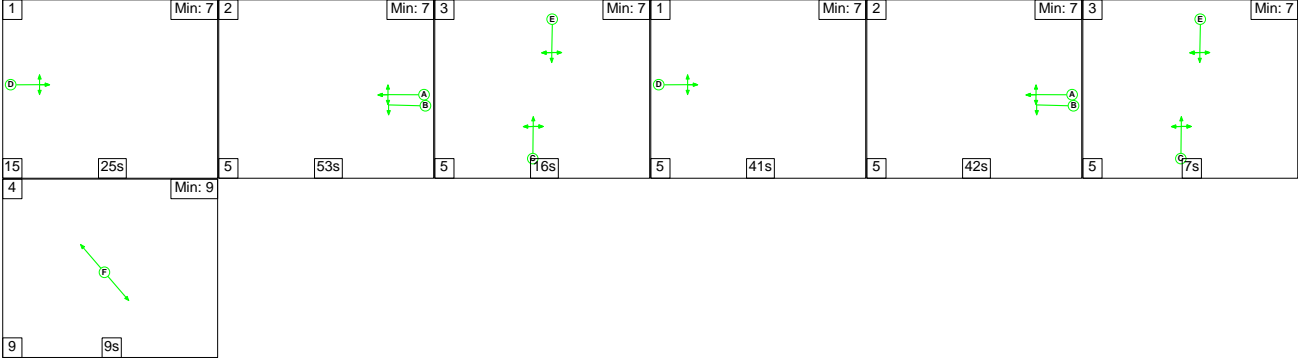
Stage	1	2	3	4	1	2	3	4	5
Duration	44	4	3	41	44	4	3	39	3
Change Point	0	49	58	69	116	166	175	186	231

Signal Timings Diagram



C2

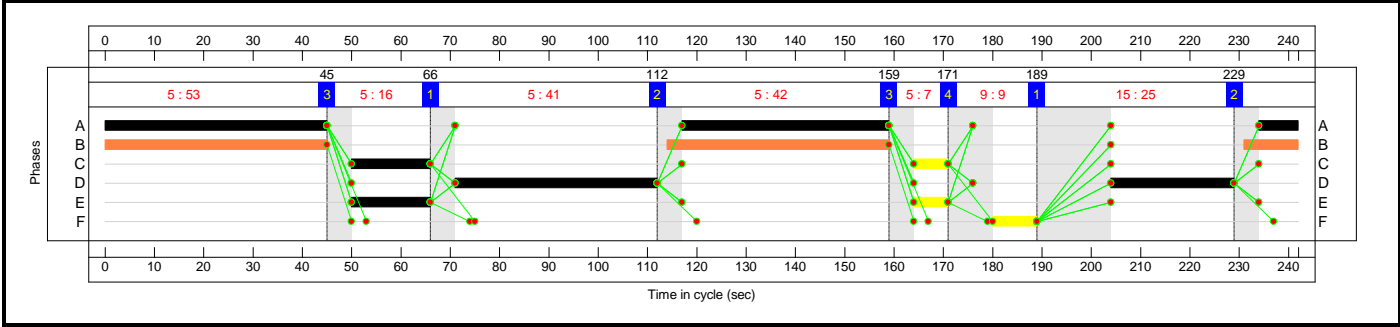
Stage Sequence Diagram



Stage Timings

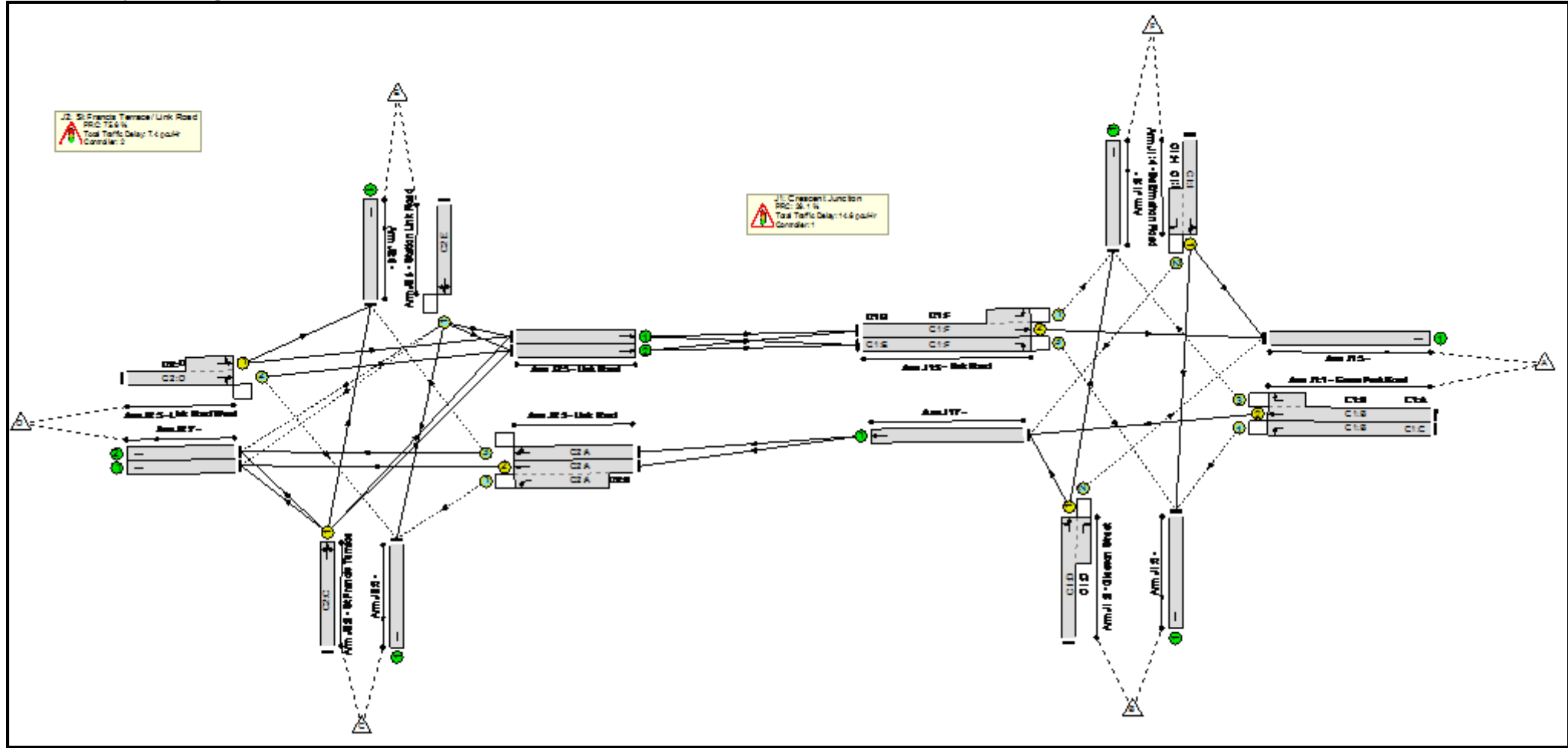
Stage	1	2	3	1	2	3	4
Duration	25	53	16	41	42	7	9
Change Point	189	229	45	66	112	159	171

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.4%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	29	1665	972	3.0%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	91	0	555	1915:1807	501+282	70.9 : 70.9%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	88	-	279	1834:1915	661+25	40.7 : 40.7%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	102:212	210	246	1915:1781	446+517	25.5 : 25.5%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	102	10	103	1824	784	13.1%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	107	8	597	1812:1741	716+120	71.4 : 71.4%
5/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	51.3%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	95:101	101	368	2055:1665	824+170	37.0 : 37.0%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	95	-	232	1907	764	30.4%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	23	-	90	1735	179	50.2%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	66	-	353	1966:1907	355+334	51.3 : 51.3%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	23	-	11	1699	166	6.6%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	17	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	-	-	106	605	9	17.1	4.6	0.2	22.0	-	-	-	-
J1: Crescent Junction	-	-	101	453	6	11.3	3.0	0.2	14.6	-	-	-	-
1/1	29	29	11	18	0	0.0	0.0	0.0	0.1	7.3	0.1	0.0	0.1
1/2+1/3	555	555	0	197	3	4.6	1.2	0.0	5.8	37.4	13.2	1.2	14.4
2/1+2/2	279	279	10	0	0	2.2	0.3	0.1	2.6	33.2	7.1	0.3	7.4
3/2+3/1	246	246	0	132	0	0.2	0.2	0.0	0.3	5.0	9.0	0.2	9.1
3/3	103	103	0	102	1	0.1	0.1	0.0	0.2	5.8	0.9	0.1	1.0
4/1+4/2	597	597	80	5	1	4.3	1.2	0.1	5.7	34.3	16.2	1.2	17.5
5/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	152	3	5.8	1.6	0.0	7.4	-	-	-	-
1/2+1/1	368	368	0	61	2	0.3	0.3	0.0	0.6	6.1	1.0	0.3	1.3
1/3	232	232	0	10	0	0.7	0.2	0.0	0.9	13.5	1.4	0.2	1.7
2/1	90	90	-	-	-	1.3	0.5	-	1.8	71.8	3.1	0.5	3.6
3/2+3/1	353	353	0	81	1	3.4	0.5	0.0	3.9	39.8	5.2	0.5	5.7
4/1	11	11	5	0	0	0.2	0.0	0.0	0.2	63.7	0.4	0.0	0.4
5/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

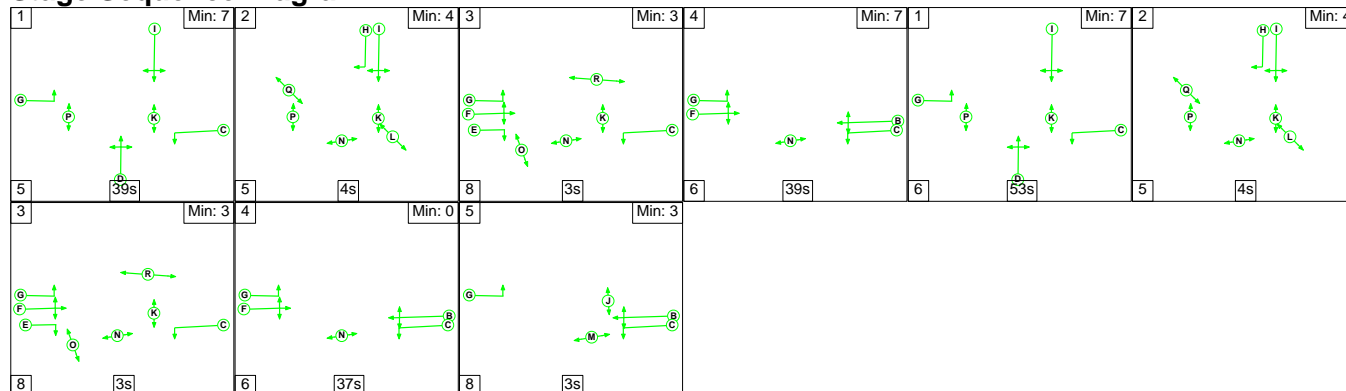
C1	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	14.60	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	75.6	Total Delay for Signalled Lanes (pcuHr):	7.39	Cycle Time (s):	242
	PRC Over All Lanes (%):	26.1	Total Delay Over All Lanes(pcuHr):	21.99		

Full Input Data And Results

Scenario 4: 'Option B PM' (FG4: 'Option B PM', Plan 1: 'Network Control Plan 1')

C1

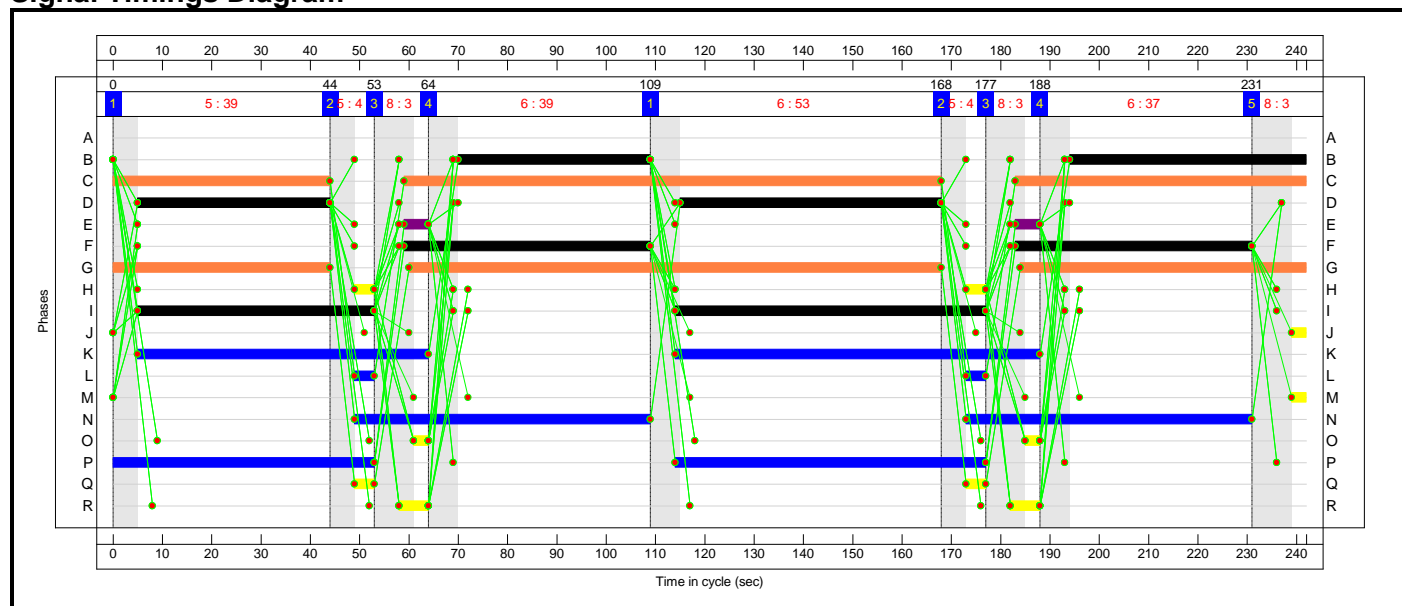
Stage Sequence Diagram



Stage Timings

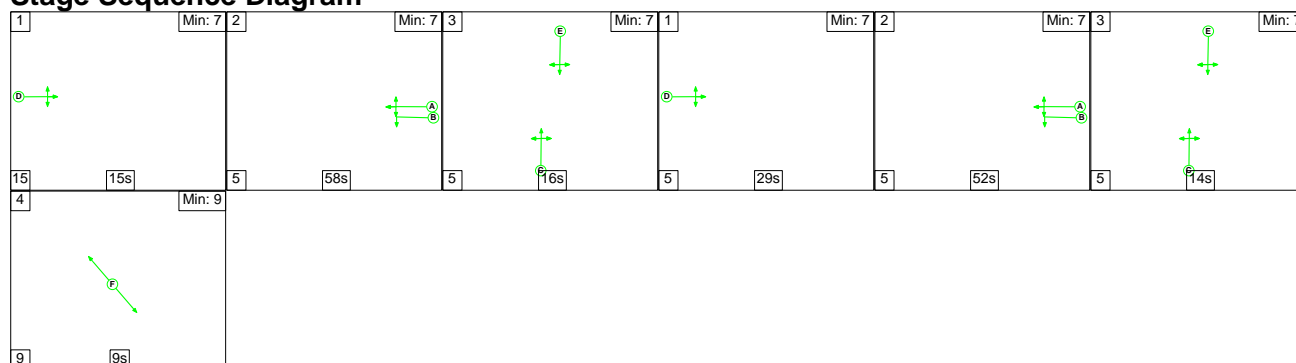
Stage	1	2	3	4	1	2	3	4	5
Duration	39	4	3	39	53	4	3	37	3
Change Point	0	44	53	64	109	168	177	188	231

Signal Timings Diagram



C2

Stage Sequence Diagram

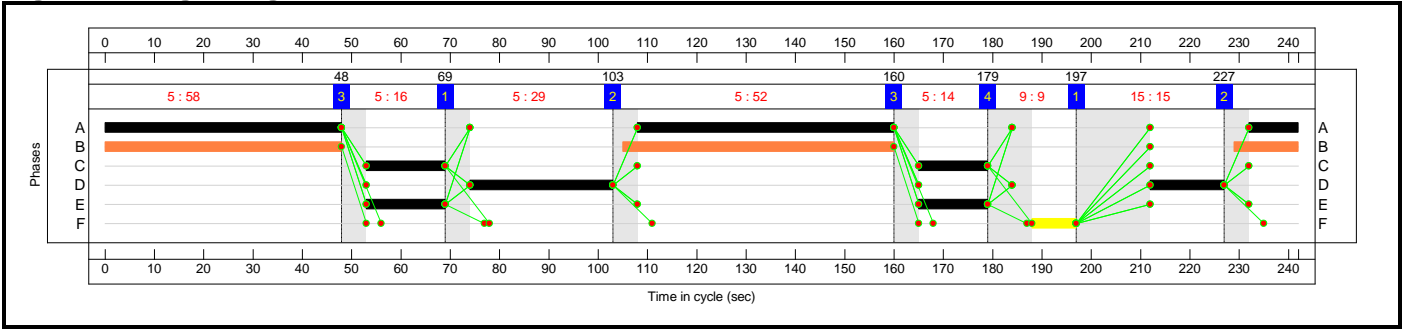


Full Input Data And Results

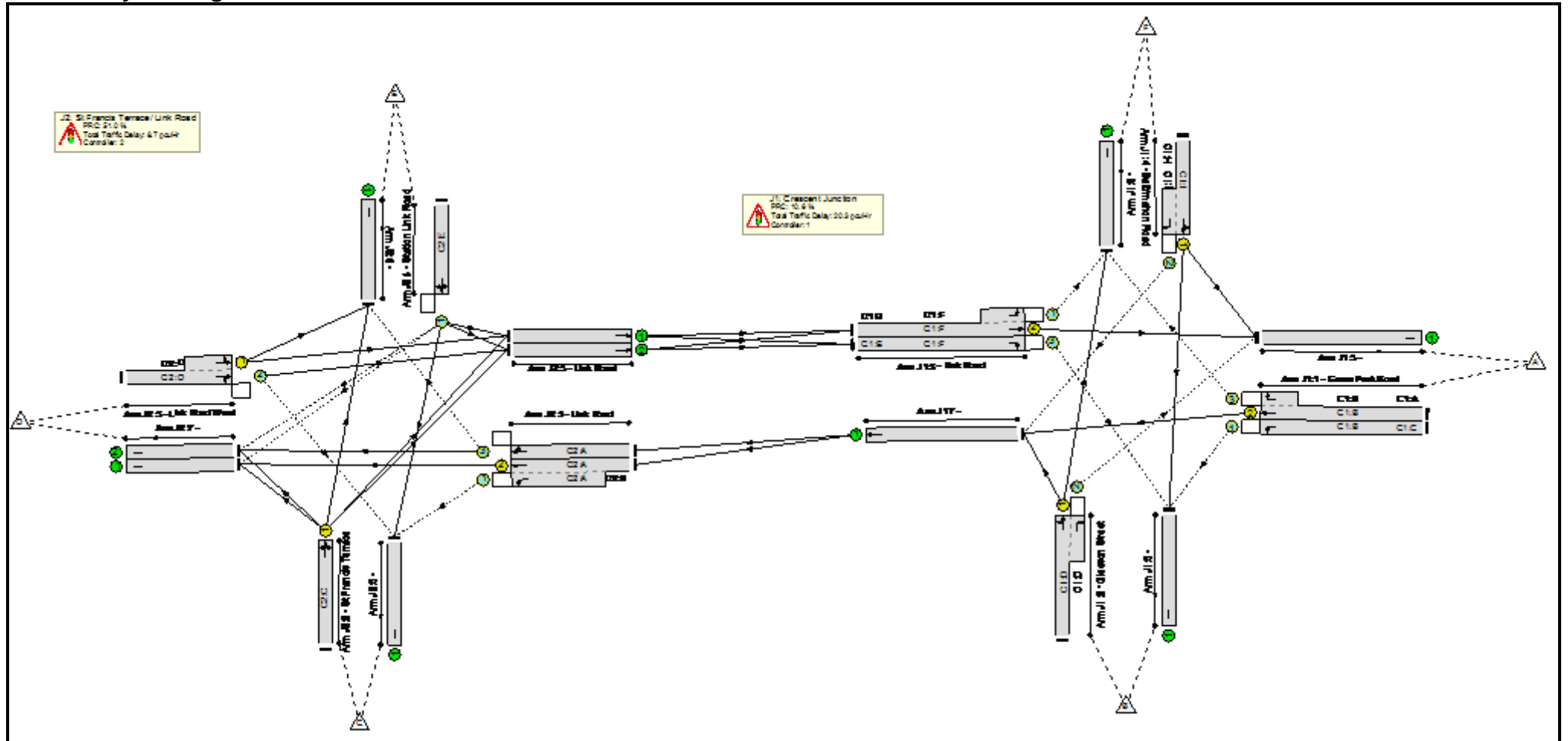
Stage Timings

Stage	1	2	3	1	2	3	4
Duration	15	58	16	29	52	14	9
Change Point	197	227	48	69	103	160	179

Signal Timings Diagram



Full Input Data And Results
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	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.4%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	36	1665	1008	3.6%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	87	0	612	1915:1807	479+273	81.4 : 81.4%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	92	-	577	1834:1915	691+25	80.6 : 80.6%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	98:212	210	241	1915:1781	463+444	26.6 : 26.6%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	98	10	99	1824	754	13.1%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	111	8	538	1815:1741	744+122	62.1 : 62.1%
5/1		U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	59.6%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	110:116	116	475	2055:1665	951+117	44.5 : 44.5%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	110	-	317	1909	884	35.9%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	30	-	136	1726	228	59.6%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	44	-	278	2006:1904	266+247	54.1 : 54.1%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	30	-	11	1699	173	6.4%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

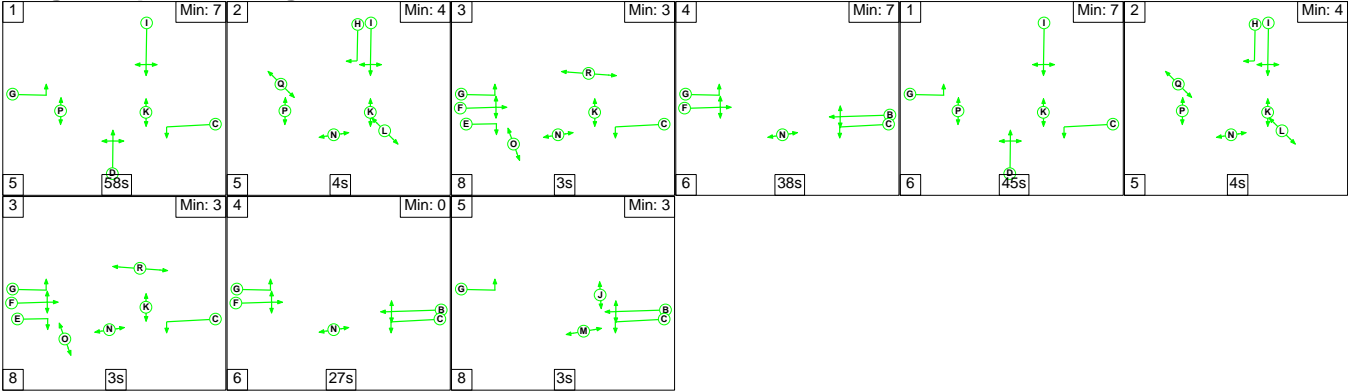
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	90	574	8	21.3	7.3	0.6	29.1	-	-	-	-
J1: Crescent Junction	-	-	85	479	6	14.6	5.2	0.5	20.3	-	-	-	-
1/1	36	36	15	21	0	0.0	0.0	0.0	0.1	5.9	0.1	0.0	0.2
1/2+1/3	612	612	0	218	4	5.6	2.1	0.0	7.7	45.4	17.8	2.1	19.9
2/1+2/2	577	577	20	0	0	5.3	2.0	0.1	7.4	45.9	17.9	2.0	20.0
3/2+3/1	241	241	0	118	0	0.1	0.2	0.0	0.3	4.6	9.8	0.2	10.0
3/3	99	99	0	98	1	0.1	0.1	0.0	0.1	4.7	0.9	0.1	1.0
4/1+4/2	538	538	51	24	1	3.5	0.8	0.5	4.8	32.0	13.5	0.8	14.3
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	95	2	6.7	2.0	0.0	8.7	-	-	-	-
1/2+1/1	475	475	0	51	1	0.7	0.4	0.0	1.1	8.6	2.3	0.4	2.7
1/3	317	317	0	10	0	0.6	0.3	0.0	0.9	9.9	1.7	0.3	2.0
2/1	136	136	-	-	-	1.9	0.7	-	2.6	69.1	4.7	0.7	5.4
3/2+3/1	278	278	0	34	1	3.3	0.6	0.0	3.9	50.8	4.6	0.6	5.2
4/1	11	11	5	0	0	0.1	0.0	0.0	0.2	61.3	0.4	0.0	0.4
5/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	20.35	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	51.0	Total Delay for Signalled Lanes (pcuHr):	8.73	Cycle Time (s):	242
	PRC Over All Lanes (%):	10.6	Total Delay Over All Lanes(pcuHr):	29.08		

Full Input Data And Results
Scenario 5: 'Option C AM' (FG5: 'Option C AM', Plan 1: 'Network Control Plan 1')
C1

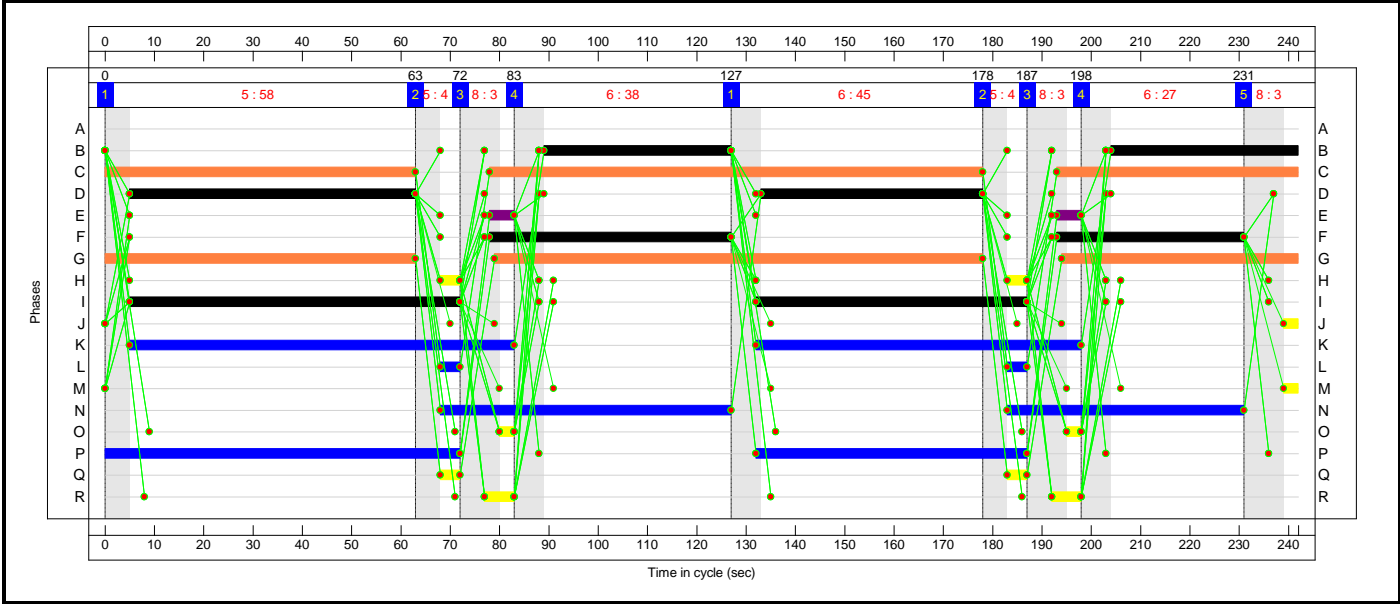
Stage Sequence Diagram



Stage Timings

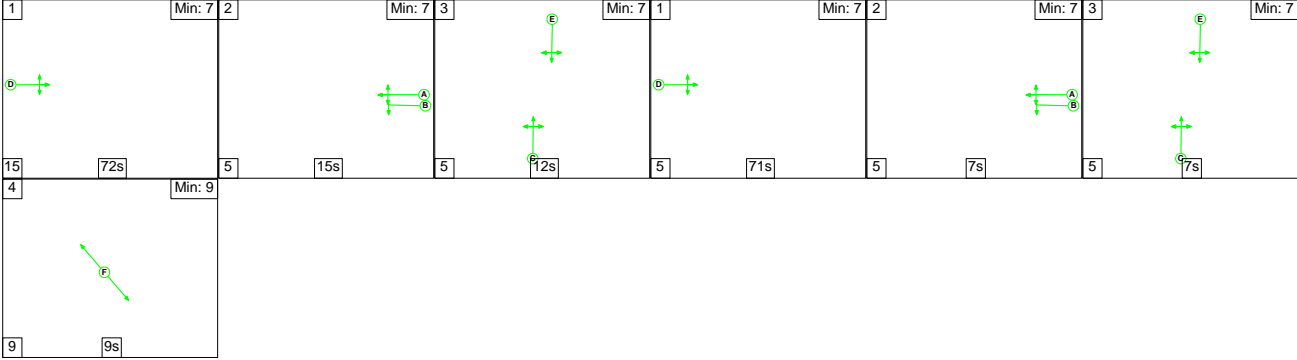
Stage	1	2	3	4	1	2	3	4	5
Duration	58	4	3	38	45	4	3	27	3
Change Point	0	63	72	83	127	178	187	198	231

Signal Timings Diagram



C2

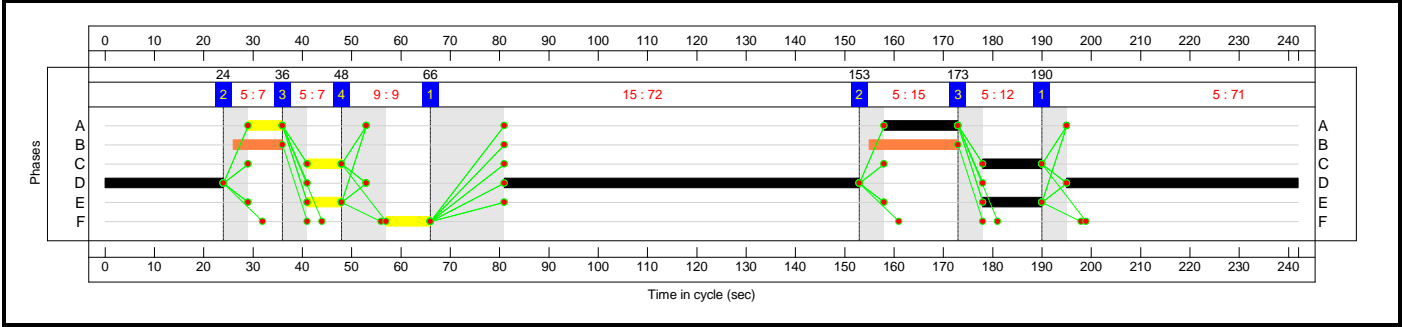
Stage Sequence Diagram



Stage Timings

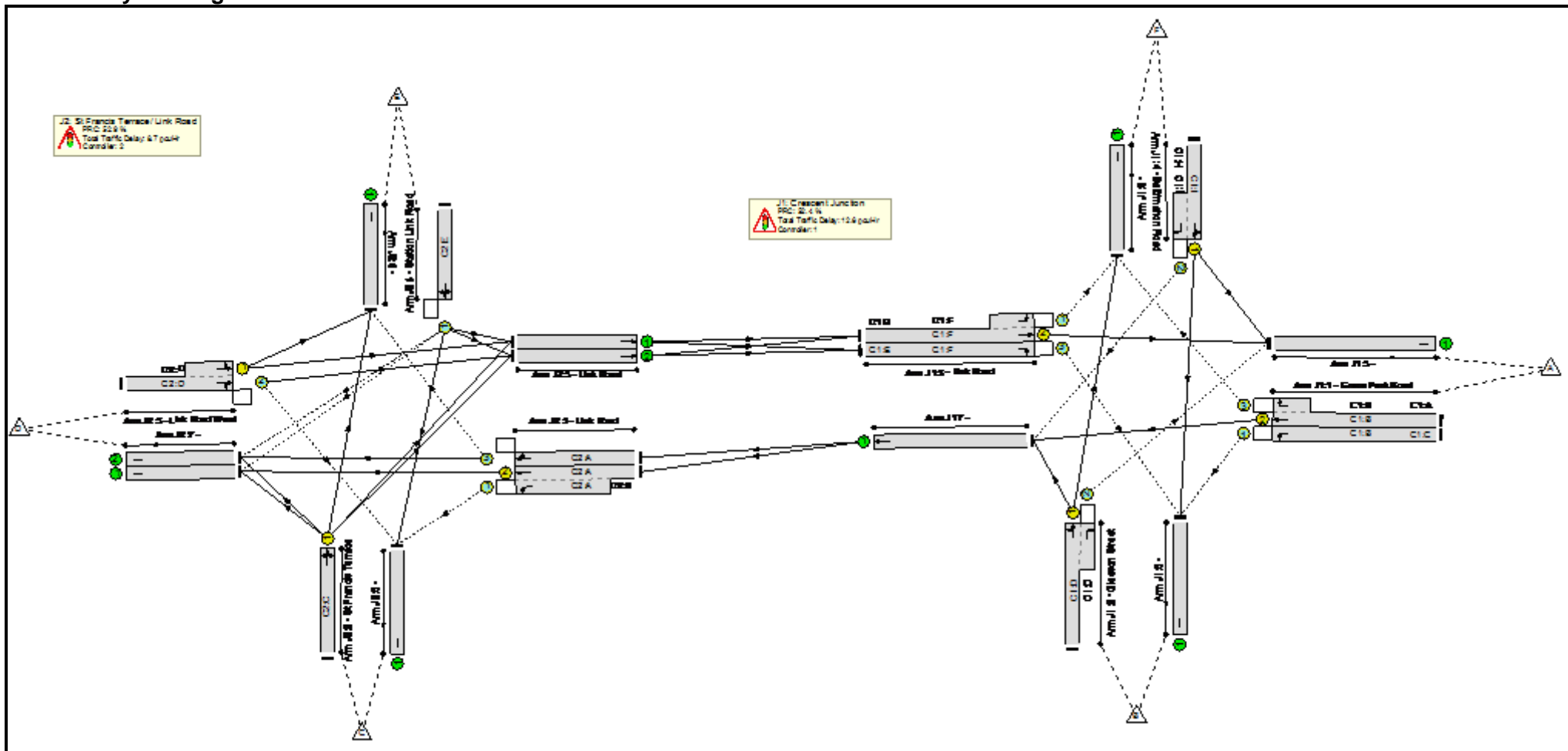
Stage	1	2	3	1	2	3	4
Duration	72	15	12	71	7	7	9
Change Point	66	153	173	190	24	36	48

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	59.1%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.1%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	25	1665	982	2.5%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	76	0	276	1915:1807	236+422	41.9 : 41.9%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	103	-	152	1870:1915	772+43	18.7 : 18.7%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	87:212	210	423	1915:1781	627+96	58.5 : 58.5%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	87	10	338	1824	671	50.4%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	122	8	562	1813:1741	797+154	59.1 : 59.1%
5/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	58.9%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	22:28	28	129	2055:1665	204+206	33.4 : 29.6%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	22	-	107	1897	188	56.9%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	19	-	87	1739	151	57.7%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	143	-	775	2013:1911	683+634	58.9 : 58.9%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	19	-	10	1702	127	7.8%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

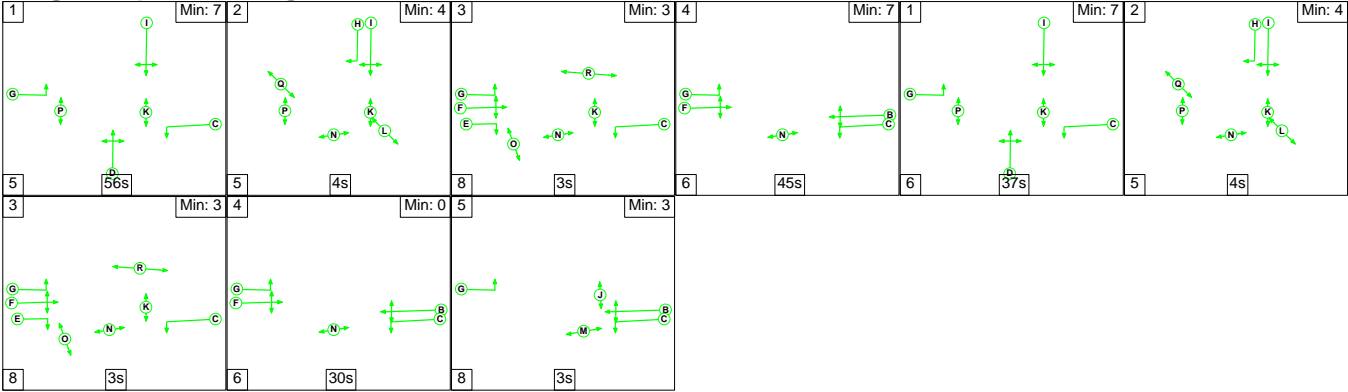
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	122	721	11	16.5	4.7	0.1	21.4	-	-	-	-
J1: Crescent Junction	-	-	117	568	9	10.1	2.4	0.1	12.6	-	-	-	-
1/1	25	25	11	14	0	0.0	0.0	0.0	0.0	5.7	0.1	0.0	0.1
1/2+1/3	276	276	0	174	3	2.3	0.4	0.0	2.7	35.3	5.3	0.4	5.6
2/1+2/2	152	152	8	0	0	0.9	0.1	0.0	1.0	24.5	3.0	0.1	3.1
3/2+3/1	423	423	14	42	0	2.0	0.7	0.0	2.7	22.9	7.9	0.7	8.6
3/3	338	338	0	333	5	1.8	0.5	0.0	2.3	24.8	4.6	0.5	5.1
4/1+4/2	562	562	84	5	2	3.1	0.7	0.1	3.8	24.6	11.8	0.7	12.6
5/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	153	2	6.4	2.3	0.0	8.7	-	-	-	-
1/2+1/1	129	129	0	61	0	1.2	0.2	0.0	1.4	38.8	2.4	0.2	2.6
1/3	107	107	0	10	0	1.0	0.6	0.0	1.7	56.3	3.8	0.6	4.5
2/1	87	87	-	-	-	1.3	0.7	-	2.0	82.2	3.3	0.7	3.9
3/2+3/1	775	775	0	83	1	2.8	0.7	0.0	3.5	16.1	12.2	0.7	12.9
4/1	10	10	5	0	0	0.1	0.0	0.0	0.2	70.6	0.4	0.0	0.4
5/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	12.63	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	52.9	Total Delay for Signalled Lanes (pcuHr):	8.72	Cycle Time (s):	242
	PRC Over All Lanes (%):	52.4	Total Delay Over All Lanes(pcuHr):	21.35		

Full Input Data And Results
Scenario 6: 'Option C PM' (FG6: 'Option C PM ', Plan 1: 'Network Control Plan 1')
C1

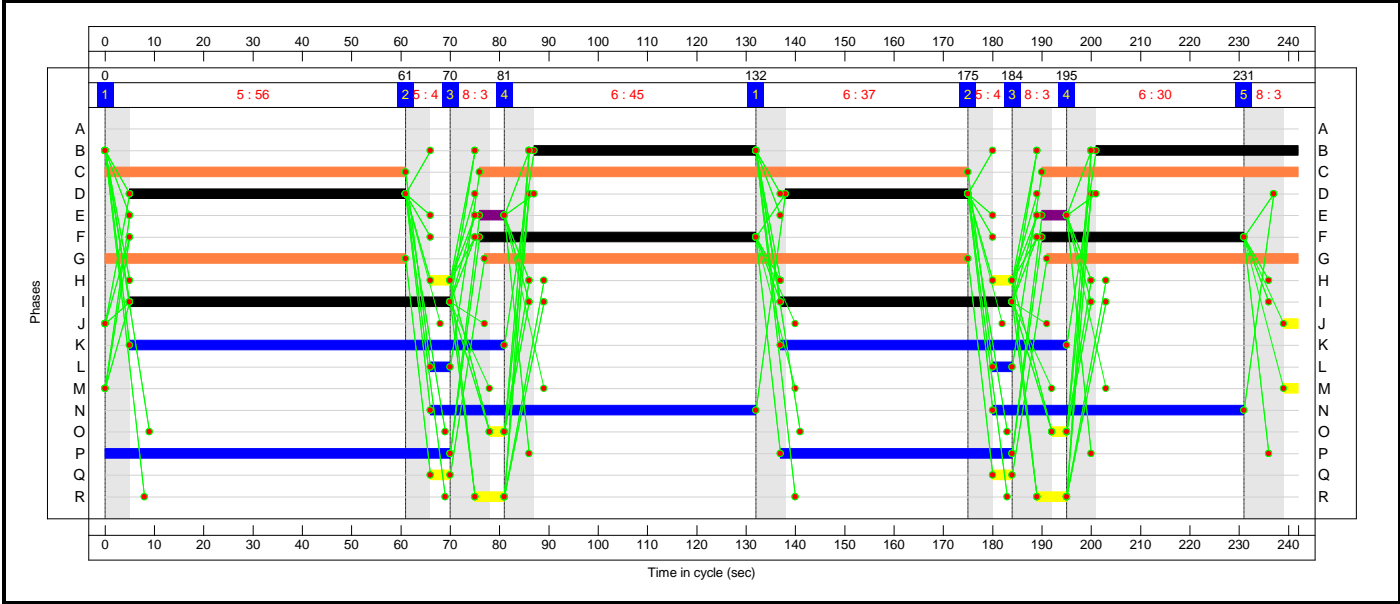
Stage Sequence Diagram



Stage Timings

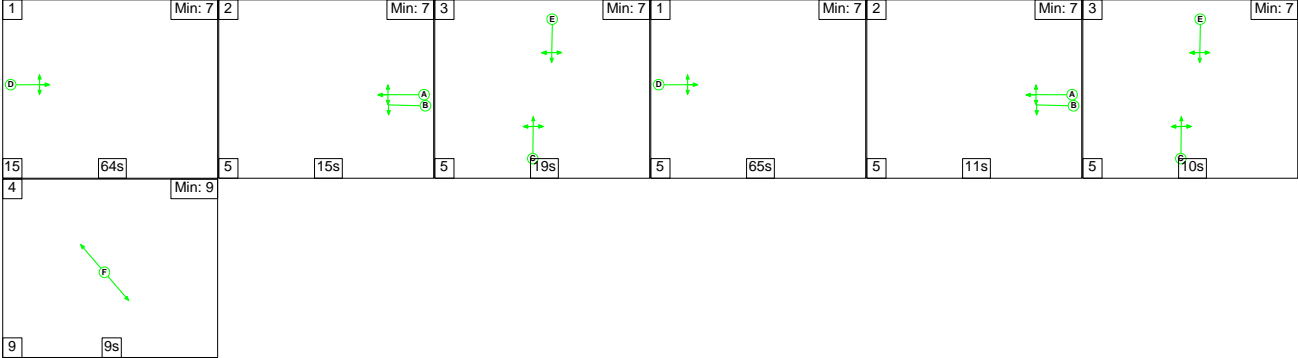
Stage	1	2	3	4	1	2	3	4	5
Duration	56	4	3	45	37	4	3	30	3
Change Point	0	61	70	81	132	175	184	195	231

Signal Timings Diagram



C2

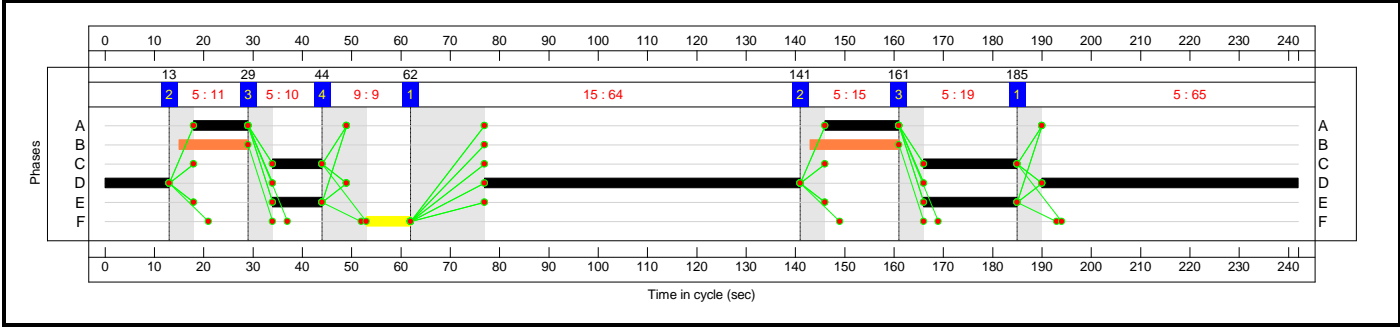
Stage Sequence Diagram



Stage Timings

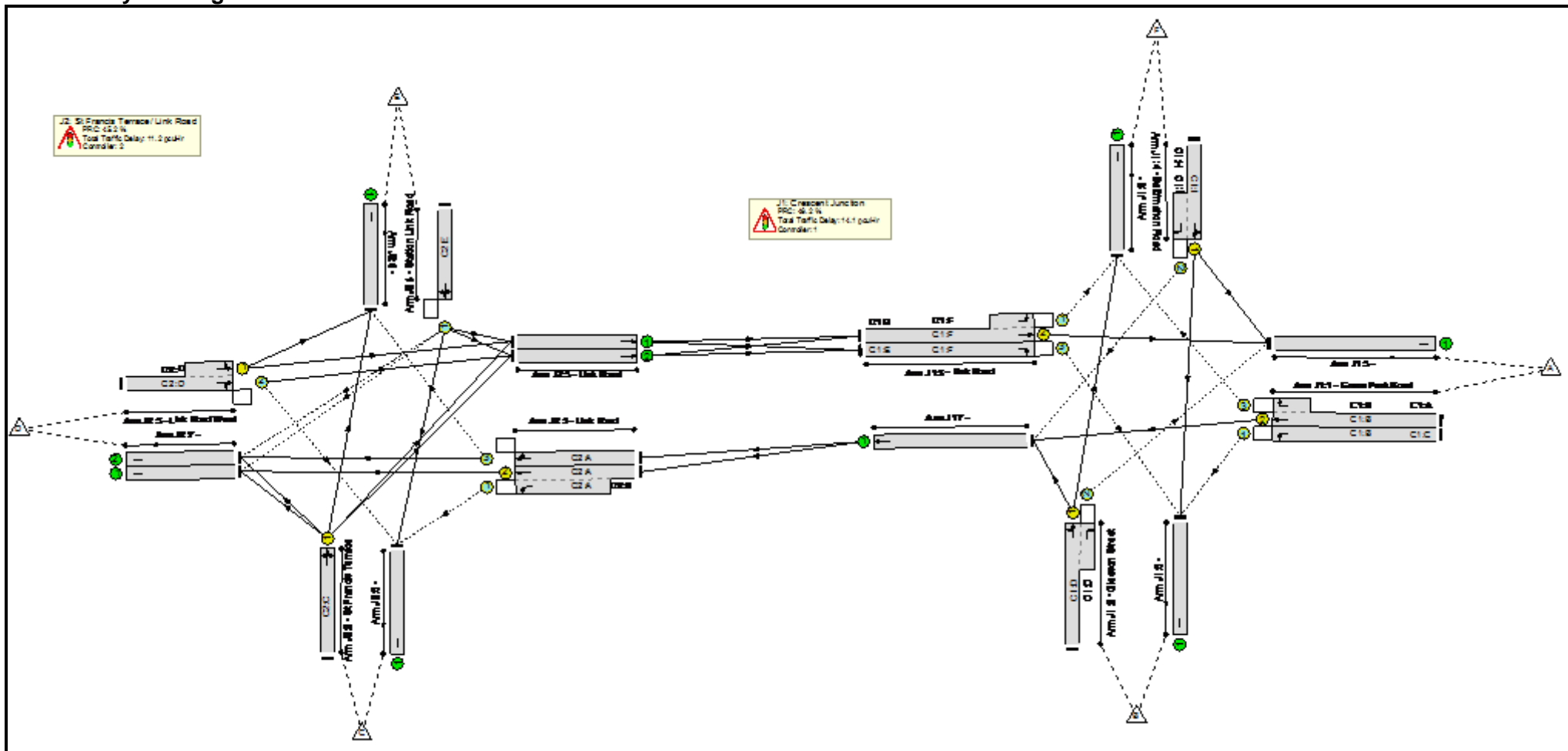
Stage	1	2	3	1	2	3	4
Duration	64	15	19	65	11	10	9
Change Point	62	141	161	185	13	29	44

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	35	1665	1008	3.5%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	86	0	322	1915:1807	246+482	44.2 : 44.2%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	93	-	323	1877:1915	697+44	43.6 : 43.6%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	97:212	210	508	1915:1781	604+221	61.6 : 61.6%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	97	10	302	1824	746	40.5%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	112	8	539	1816:1741	744+132	61.5 : 61.5%
5/1		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	26:32	32	198	2055:1665	238+82	61.8 : 61.8%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	26	-	74	1889	219	33.9%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	29	-	137	1726	221	62.0%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	129	-	749	2036:1911	625+585	61.9 : 61.9%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	29	-	11	1699	173	6.4%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

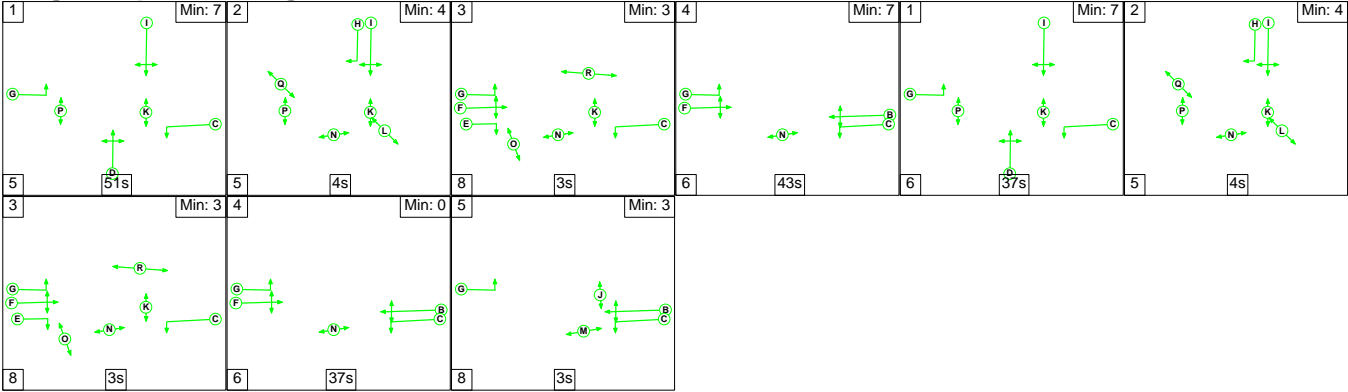
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	137	740	11	19.6	5.4	0.3	25.3	-	-	-	-
J1: Crescent Junction	-	-	132	645	9	11.0	2.7	0.3	14.1	-	-	-	-
1/1	35	35	14	21	0	0.0	0.0	0.0	0.1	5.8	0.1	0.0	0.2
1/2+1/3	322	322	0	209	4	2.5	0.4	0.0	2.9	32.3	6.8	0.4	7.2
2/1+2/2	323	323	19	0	0	2.4	0.4	0.1	2.9	31.9	7.9	0.4	8.2
3/2+3/1	508	508	23	113	0	1.5	0.8	0.0	2.4	16.8	11.5	0.8	12.3
3/3	302	302	0	298	4	1.2	0.3	0.0	1.5	18.0	3.3	0.3	3.7
4/1+4/2	539	539	75	5	1	3.4	0.8	0.1	4.4	29.2	12.7	0.8	13.5
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	95	2	8.5	2.7	0.0	11.2	-	-	-	-
1/2+1/1	198	198	0	50	1	2.3	0.8	0.0	3.1	56.9	5.2	0.8	6.0
1/3	74	74	0	10	0	0.6	0.3	0.0	0.9	43.5	1.6	0.3	1.9
2/1	137	137	-	-	-	1.9	0.8	-	2.7	72.1	5.0	0.8	5.8
3/2+3/1	749	749	0	35	1	3.5	0.8	0.0	4.3	20.5	13.4	0.8	14.2
4/1	11	11	5	0	0	0.1	0.0	0.0	0.2	62.4	0.4	0.0	0.4
5/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	46.2	Total Delay for Signalled Lanes (pcuHr):	14.07	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	11.22	Cycle Time (s):	242
	PRC Over All Lanes (%):	45.2	Total Delay Over All Lanes(pcuHr):	25.30		

Full Input Data And Results
Scenario 7: 'Option D AM' (FG7: 'Option D AM', Plan 1: 'Network Control Plan 1')
C1

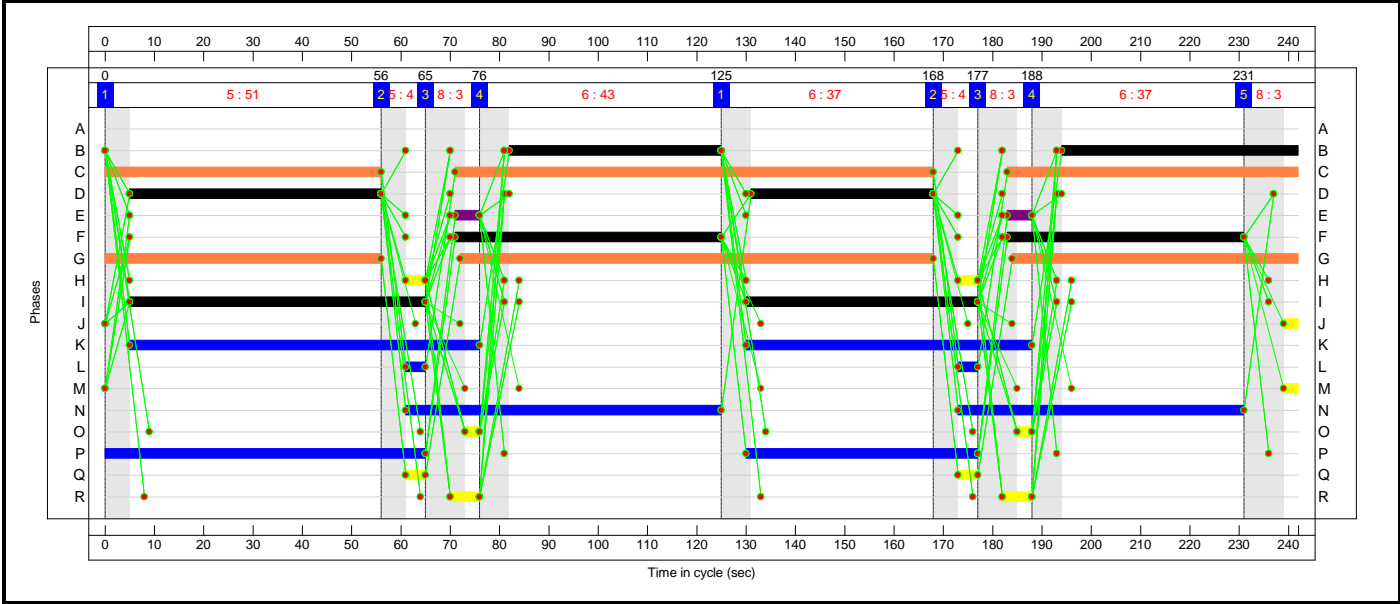
Stage Sequence Diagram



Stage Timings

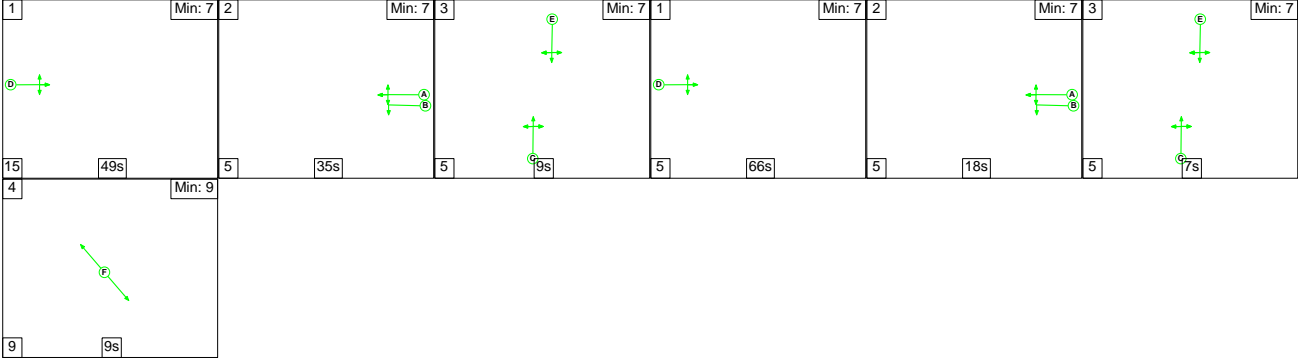
Stage	1	2	3	4	1	2	3	4	5
Duration	51	4	3	43	37	4	3	37	3
Change Point	0	56	65	76	125	168	177	188	231

Signal Timings Diagram



C2

Stage Sequence Diagram

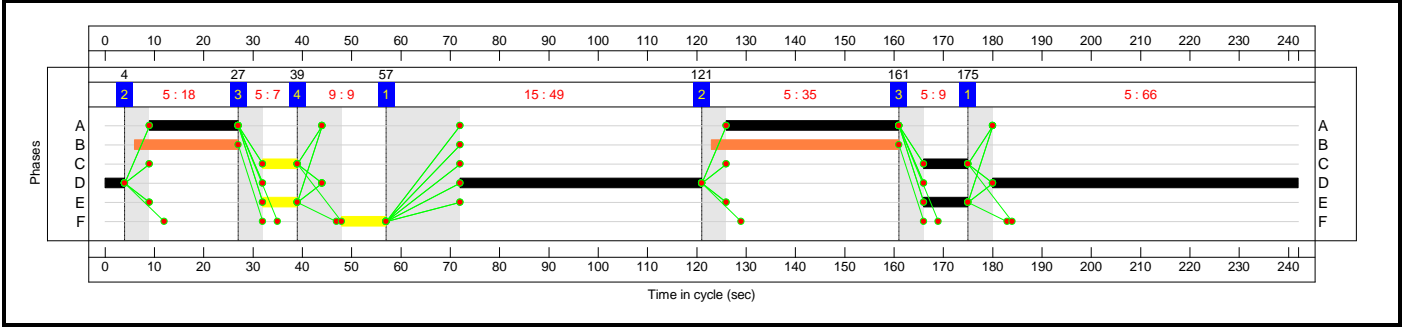


Full Input Data And Results

Stage Timings

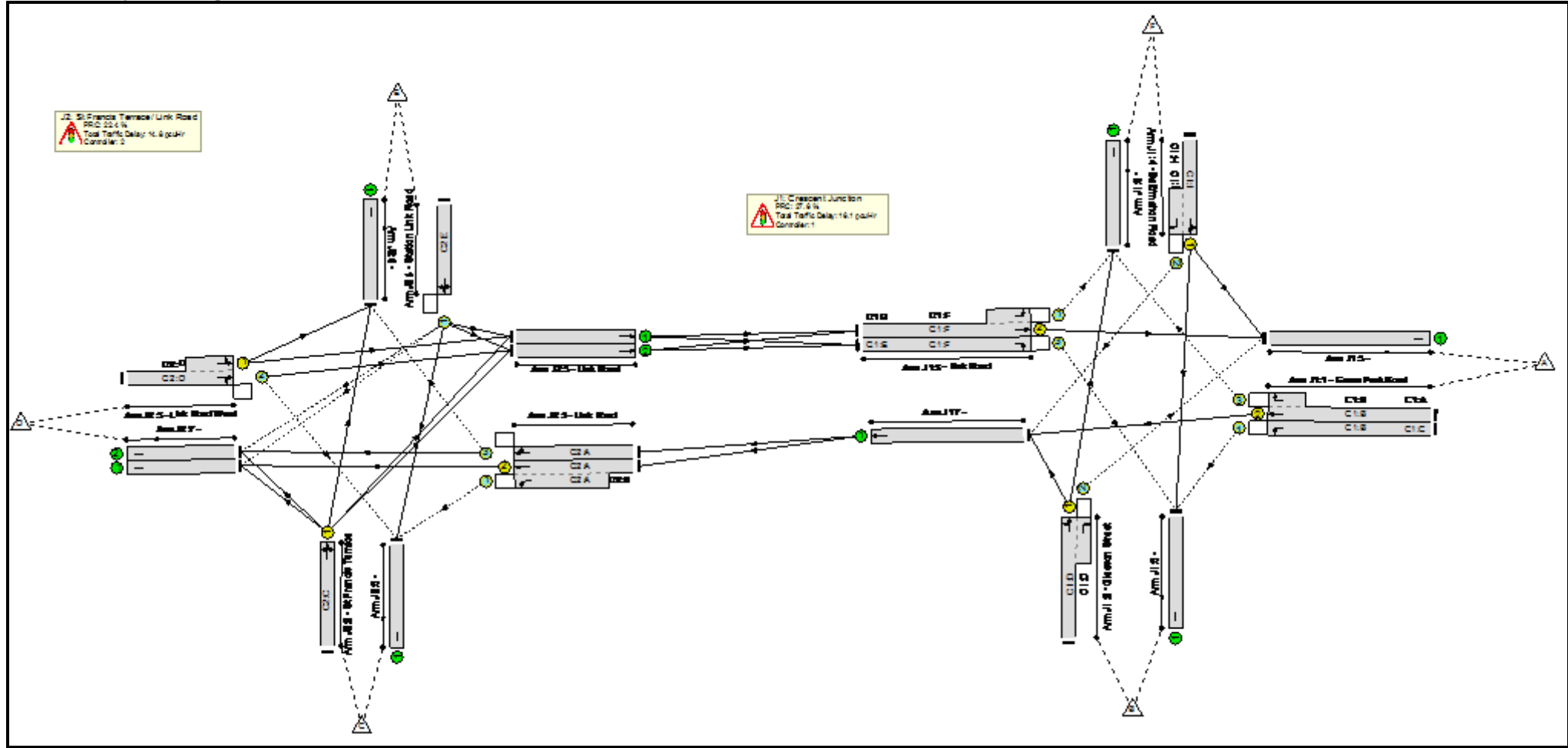
Stage	1	2	3	1	2	3	4
Duration	49	35	9	66	18	7	9
Change Point	57	121	161	175	4	27	39

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.5%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	29	1665	977	3.0%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	91	0	536	1915:1807	502+280	68.5 : 68.5%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	88	-	276	1832:1915	660+25	40.3 : 40.3%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	102:212	210	487	1915:1781	613+257	56.0 : 56.0%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	102	10	311	1824	784	39.7%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	107	8	590	1813:1741	716+121	70.5 : 70.5%
5/1		U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	53:59	59	407	2055:1665	467+87	73.4 : 73.4%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	53	-	182	1905	433	42.0%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	16	-	91	1740	129	70.3%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	115	-	803	2015:1911	562+531	73.5 : 73.5%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	16	-	11	1699	119	9.2%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%

Full Input Data And Results

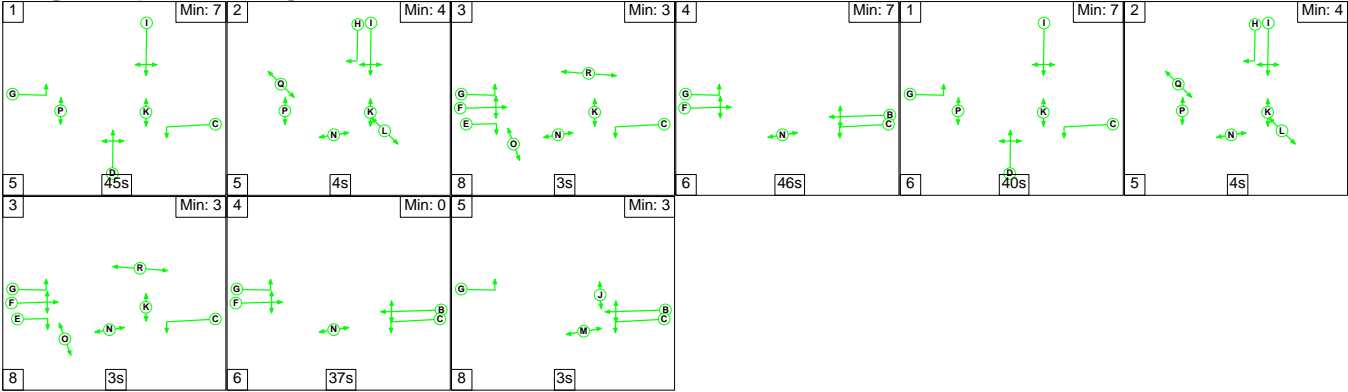
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	115	803	13	22.9	7.8	0.2	31.0	-	-	-	-
J1: Crescent Junction	-	-	110	652	9	12.3	3.6	0.2	16.1	-	-	-	-
1/1	29	29	11	18	0	0.0	0.0	0.0	0.1	7.1	0.1	0.0	0.1
1/2+1/3	536	536	0	189	3	4.4	1.1	0.0	5.5	36.7	13.7	1.1	14.8
2/1+2/2	276	276	10	0	0	2.1	0.3	0.1	2.5	33.1	6.8	0.3	7.1
3/2+3/1	487	487	10	134	0	0.8	0.6	0.0	1.5	11.0	9.5	0.6	10.2
3/3	311	311	0	306	5	0.7	0.3	0.0	1.1	12.2	2.6	0.3	3.0
4/1+4/2	590	590	79	5	1	4.2	1.2	0.1	5.6	33.9	15.5	1.2	16.7
5/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	5	151	4	10.5	4.3	0.0	14.8	-	-	-	-
1/2+1/1	407	407	0	62	2	2.9	1.4	0.0	4.3	37.9	10.3	1.4	11.6
1/3	182	182	0	10	0	1.2	0.4	0.0	1.5	30.2	2.9	0.4	3.2
2/1	91	91	-	-	-	1.4	1.1	-	2.5	99.8	3.3	1.1	4.5
3/2+3/1	803	803	0	80	1	4.9	1.4	0.0	6.3	28.0	17.1	1.4	18.5
4/1	11	11	5	0	0	0.2	0.1	0.0	0.2	72.3	0.4	0.1	0.4
5/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	16.15	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	22.4	Total Delay for Signalled Lanes (pcuHr):	14.81	Cycle Time (s):	242
	PRC Over All Lanes (%):	22.4	Total Delay Over All Lanes(pcuHr):	30.96		

Full Input Data And Results
Scenario 8: 'Option D PM' (FG8: 'Option D PM', Plan 1: 'Network Control Plan 1')
C1

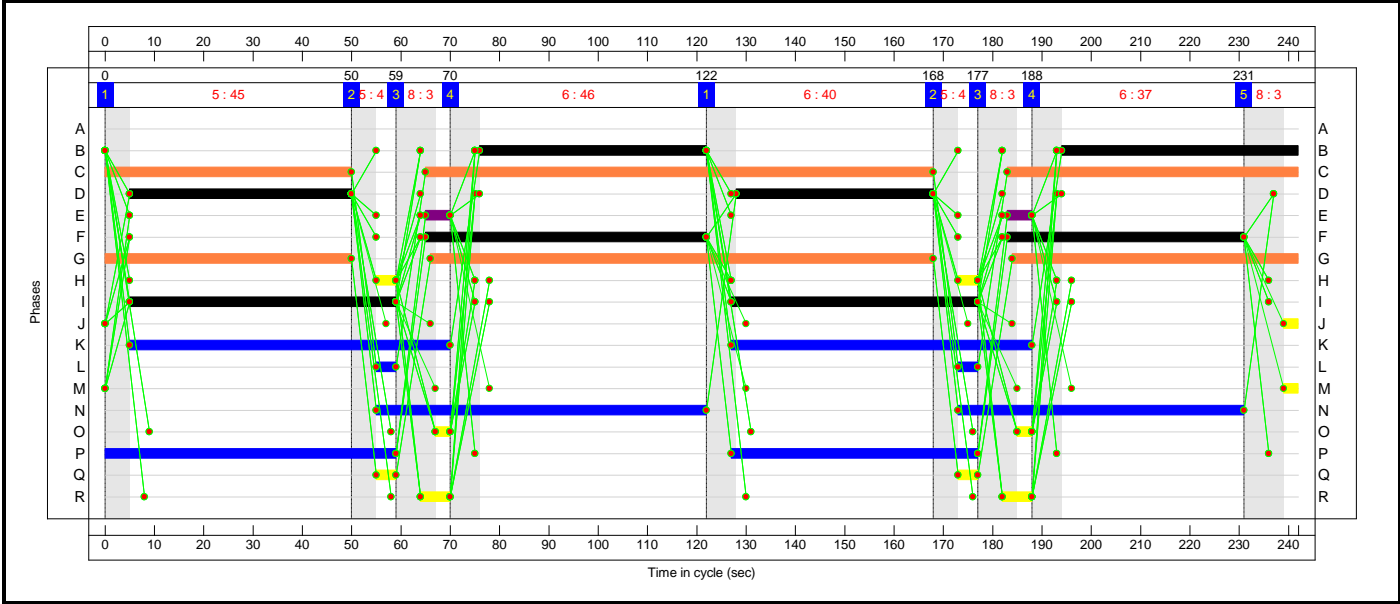
Stage Sequence Diagram



Stage Timings

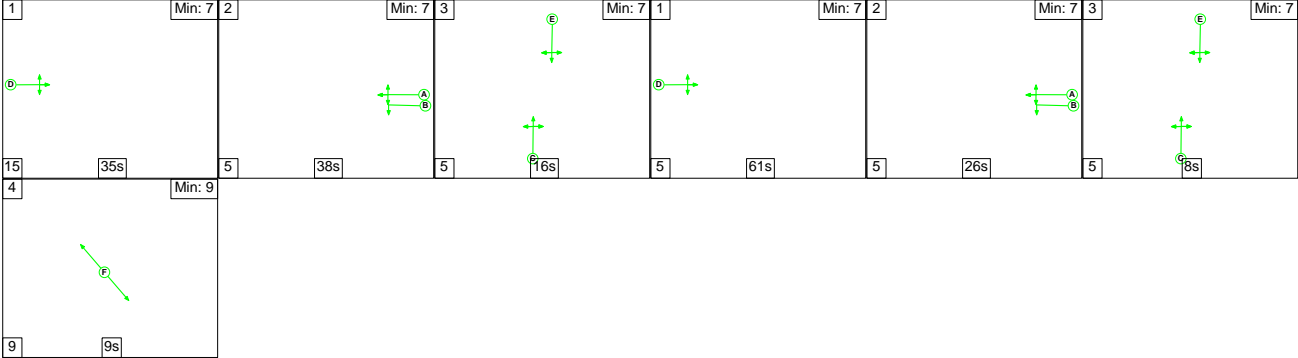
Stage	1	2	3	4	1	2	3	4	5
Duration	45	4	3	46	40	4	3	37	3
Change Point	0	50	59	70	122	168	177	188	231

Signal Timings Diagram



C2

Stage Sequence Diagram

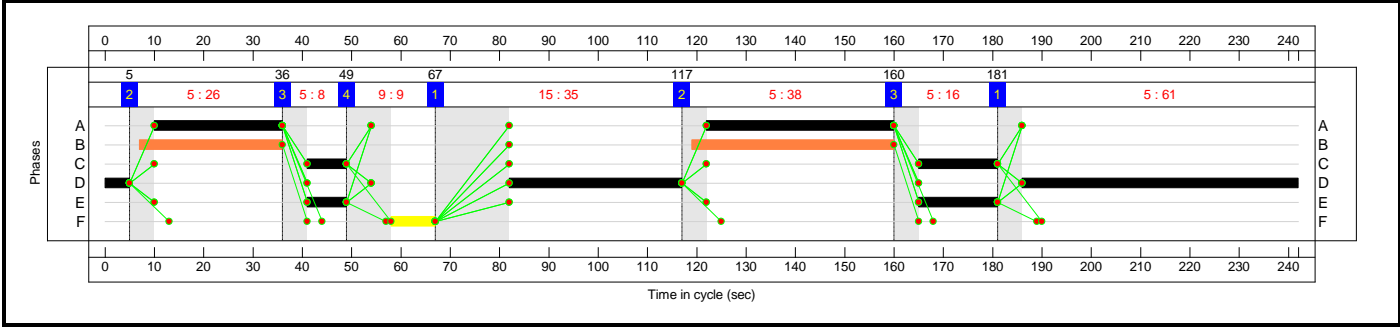


Full Input Data And Results

Stage Timings

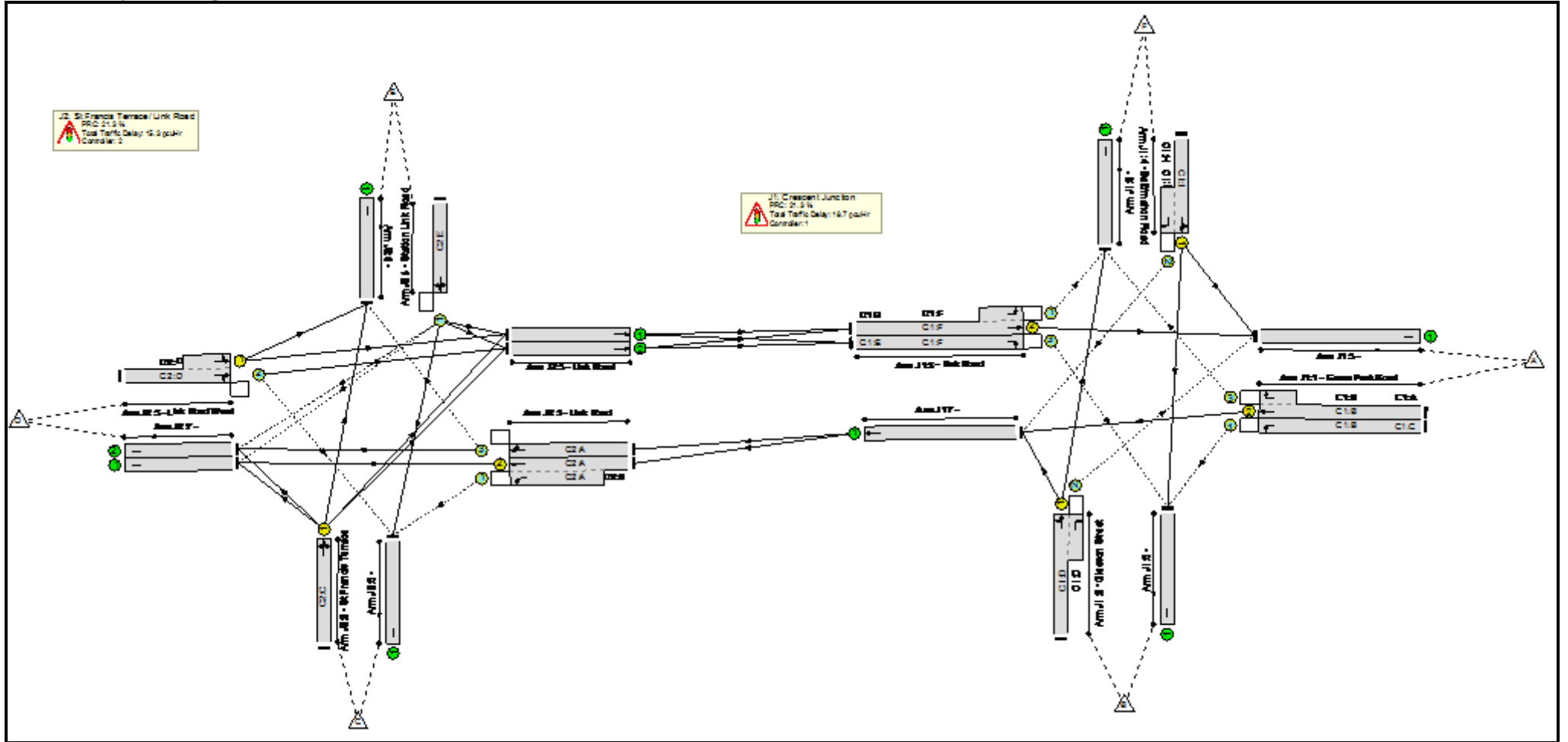
Stage	1	2	3	1	2	3	4
Duration	35	38	16	61	26	8	9
Change Point	67	117	160	181	5	36	49

Signal Timings Diagram



Full Input Data And Results

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	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
J1: Crescent Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1	Grace Park Road Left	O	N/A	N/A	C1:B	C1:C	2	212	212	36	1665	1020	3.5%
1/2+1/3	Grace Park Road Ahead Right	U+O	N/A	N/A	C1:B	C1:A	2	94	0	598	1915:1807	515+291	74.2 : 74.2%
2/1+2/2	Gleeson Street Right Left Ahead	U+O	N/A	N/A	C1:D		2	85	-	442	1849:1915	639+29	66.2 : 66.2%
3/2+3/1	Link Road Ahead Left	U+O	N/A	N/A	C1:F	C1:G	2	105:212	210	478	1915:1781	643+245	53.8 : 53.8%
3/3	Link Road Right	O	N/A	N/A	C1:F	C1:E	2	105	10	281	1824	806	34.8%
4/1+4/2	Ballymahon Road Left Ahead Right	U+O	N/A	N/A	C1:I	C1:H	2	104	8	535	1816:1741	697+119	65.6 : 65.6%
5/1		U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	571	Inf	Inf	0.0%
J2: St Francis Terrace/ Link Road	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/2+1/1	Link Road Left Ahead	U+O	N/A	N/A	C2:A	C2:B	2	64:70	70	465	2055:1665	560+71	73.7 : 73.7%
1/3	Link Road Ahead Right	O	N/A	N/A	C2:A		2	64	-	195	1904	519	37.6%
2/1	St Francis Terrace Right Left Ahead	U	N/A	N/A	C2:C		2	24	-	135	1726	185	72.8%
3/2+3/1	Link Road West Ahead Right Left	O+U	N/A	N/A	C2:D		2	96	-	698	2035:1911	485+456	74.2 : 74.2%

Full Input Data And Results

4/1	Station Link Road Left Ahead Right	O	N/A	N/A	C2:E		2	24	-	11	1699	148	7.4%
5/1	Link Road Ahead	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
5/2	Link Road Ahead	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	21	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	-	-	116	736	13	25.0	8.6	0.4	34.0	-	-	-	-
J1: Crescent Junction	-	-	112	641	9	14.1	4.2	0.4	18.7	-	-	-	-
1/1	36	36	14	22	0	0.0	0.0	0.0	0.1	6.2	0.1	0.0	0.2
1/2+1/3	598	598	0	212	4	4.9	1.4	0.0	6.3	37.8	15.0	1.4	16.4
2/1+2/2	442	442	19	0	0	4.0	1.0	0.1	5.0	40.9	12.3	1.0	13.3
3/2+3/1	478	478	7	125	0	0.8	0.6	0.0	1.4	10.5	11.5	0.6	12.1
3/3	281	281	0	277	4	0.6	0.3	0.0	0.8	10.7	2.7	0.3	2.9
4/1+4/2	535	535	72	5	1	3.9	0.9	0.3	5.1	34.3	13.3	0.9	14.2
5/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: St Francis Terrace/ Link Road	-	-	4	95	4	10.9	4.4	0.0	15.3	-	-	-	-
1/2+1/1	465	465	0	50	2	2.6	1.4	0.0	4.0	31.0	13.2	1.4	14.5
1/3	195	195	0	11	0	0.8	0.3	0.0	1.1	20.7	1.6	0.3	1.9
2/1	135	135	-	-	-	2.0	1.3	-	3.2	86.5	4.7	1.3	5.9
3/2+3/1	698	698	0	34	1	5.3	1.4	0.0	6.8	34.8	15.5	1.4	16.9
4/1	11	11	4	0	1	0.1	0.0	0.0	0.2	65.9	0.4	0.0	0.4
5/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	21.3	Total Delay for Signalled Lanes (pcuHr):	18.69	Cycle Time (s):	242
C2	PRC for Signalled Lanes (%):	21.3	Total Delay for Signalled Lanes (pcuHr):	15.33	Cycle Time (s):	242
	PRC Over All Lanes (%):	21.3	Total Delay Over All Lanes(pcuHr):	34.02		