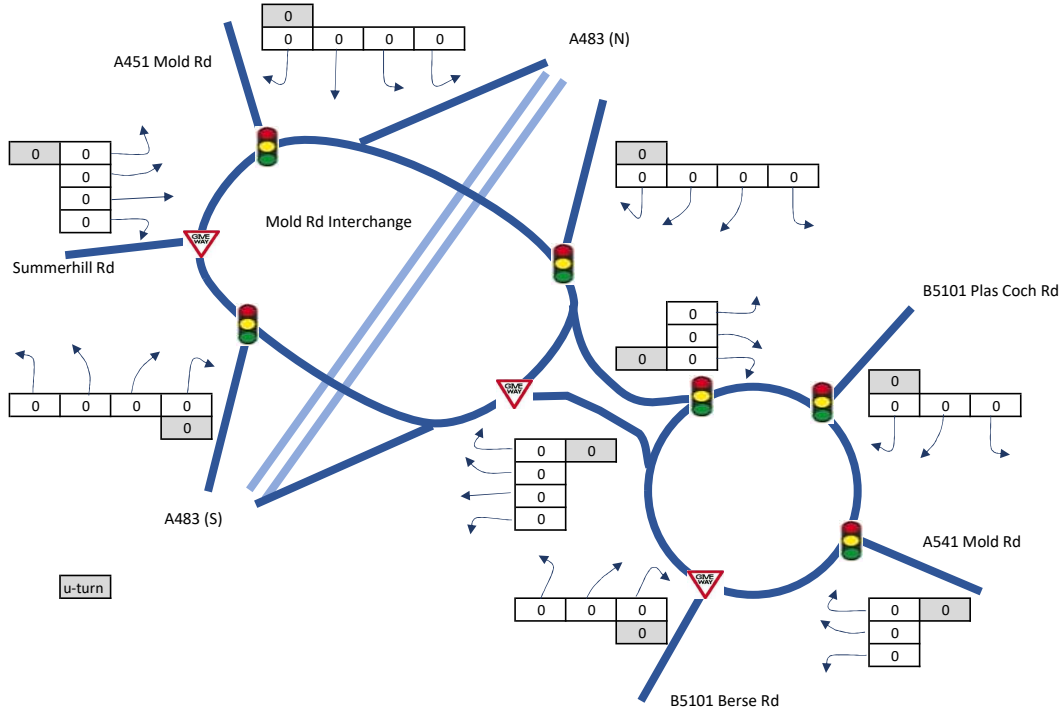


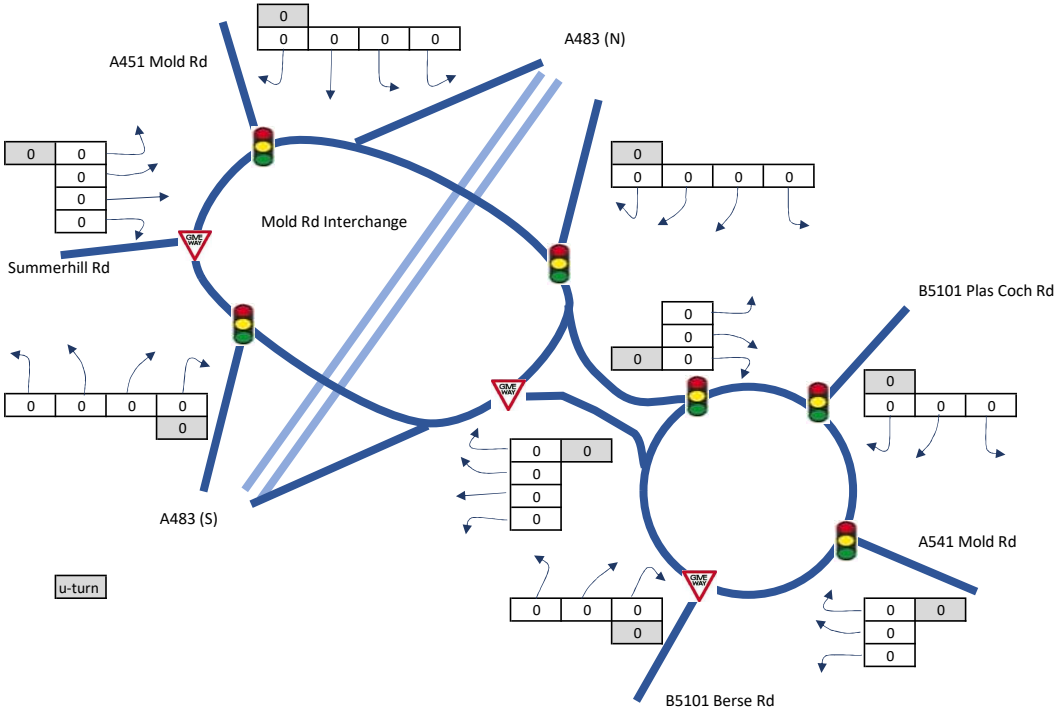
2022 AM Observed

Flows in PCU



2022 PM Observed

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A B
D C

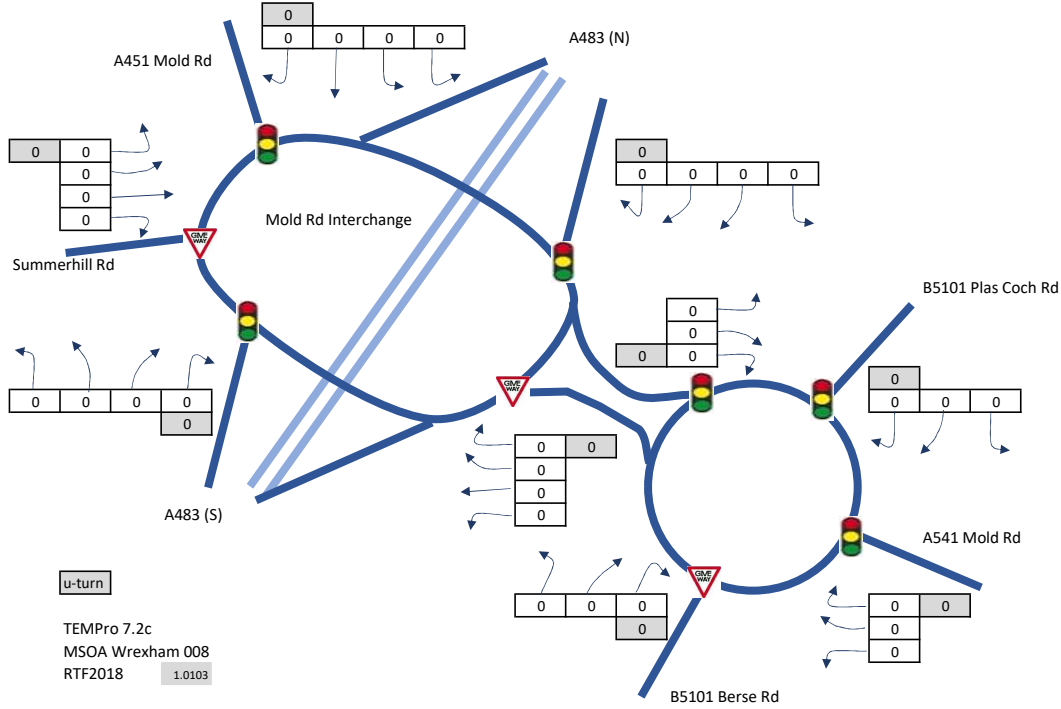
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a b
d c

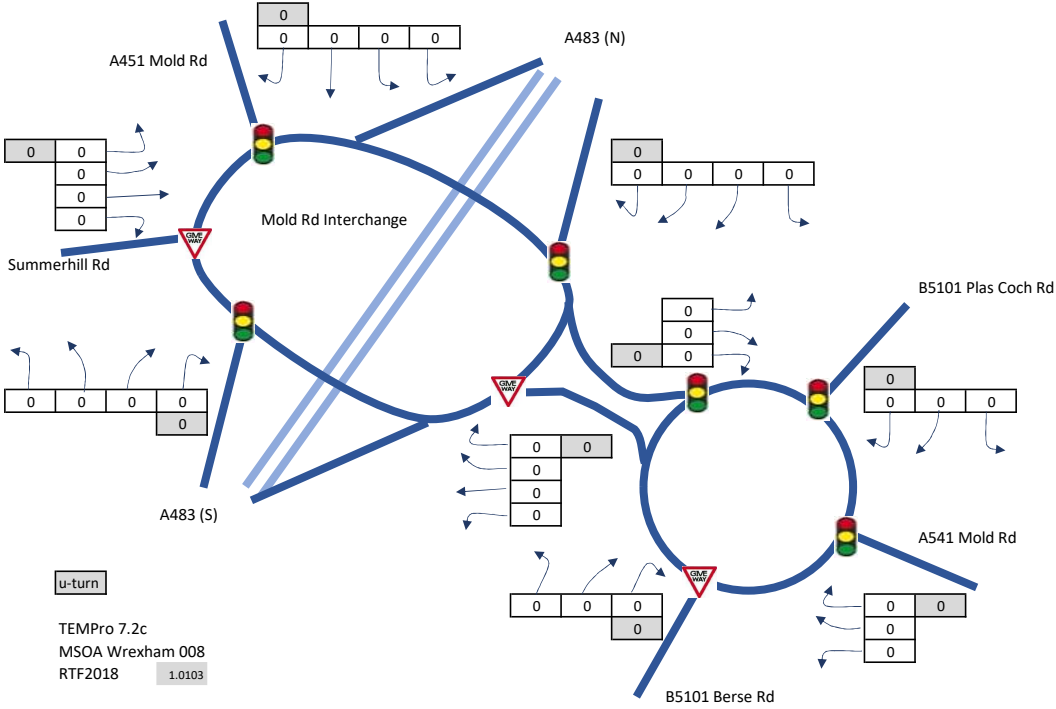
2023 AM Baseline

Flows in PCU



2023 PM Baseline

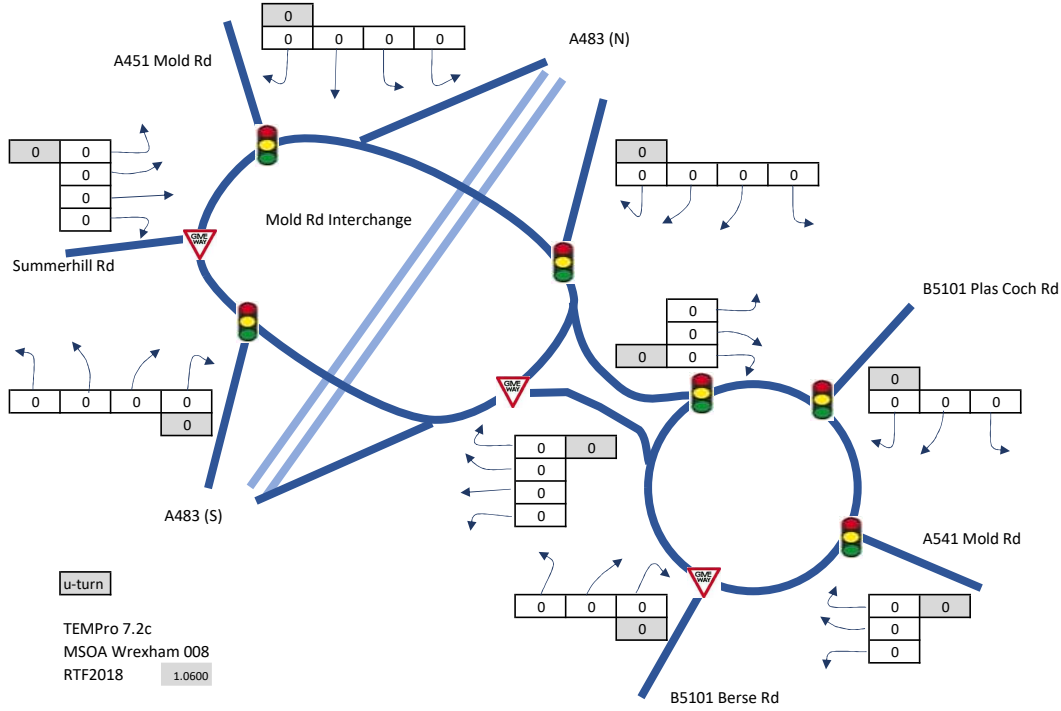
Flows in PCU



TEMPro 7.2c
MSOA Wrexham 008
RTF2018 1.0103

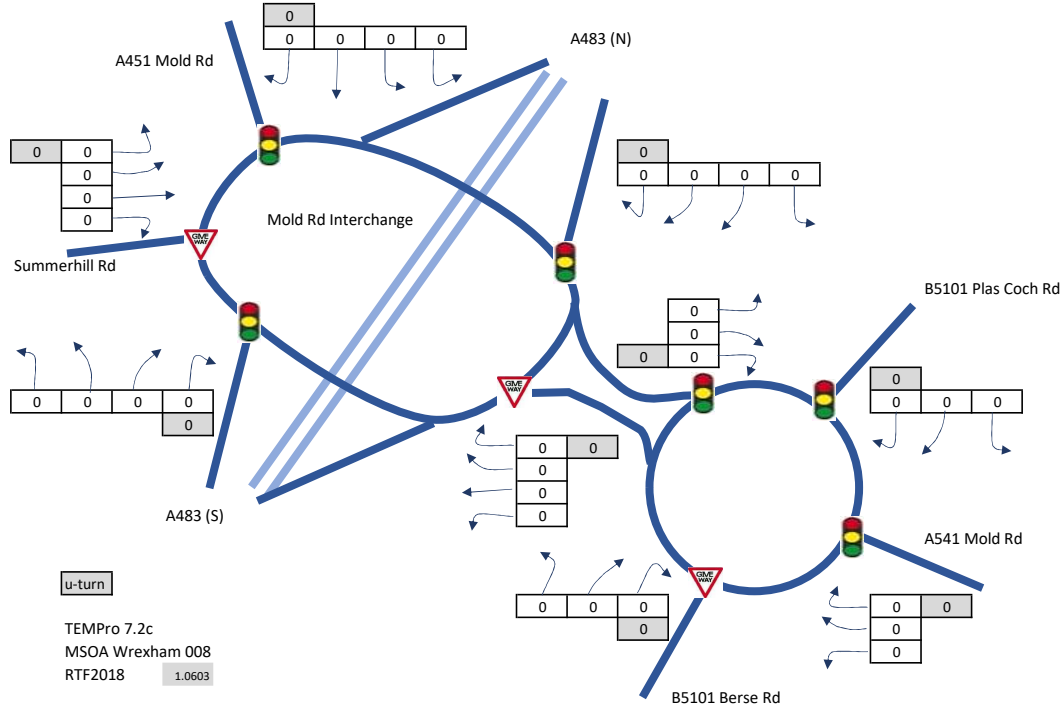
2028 AM Baseline

Flows in PCU



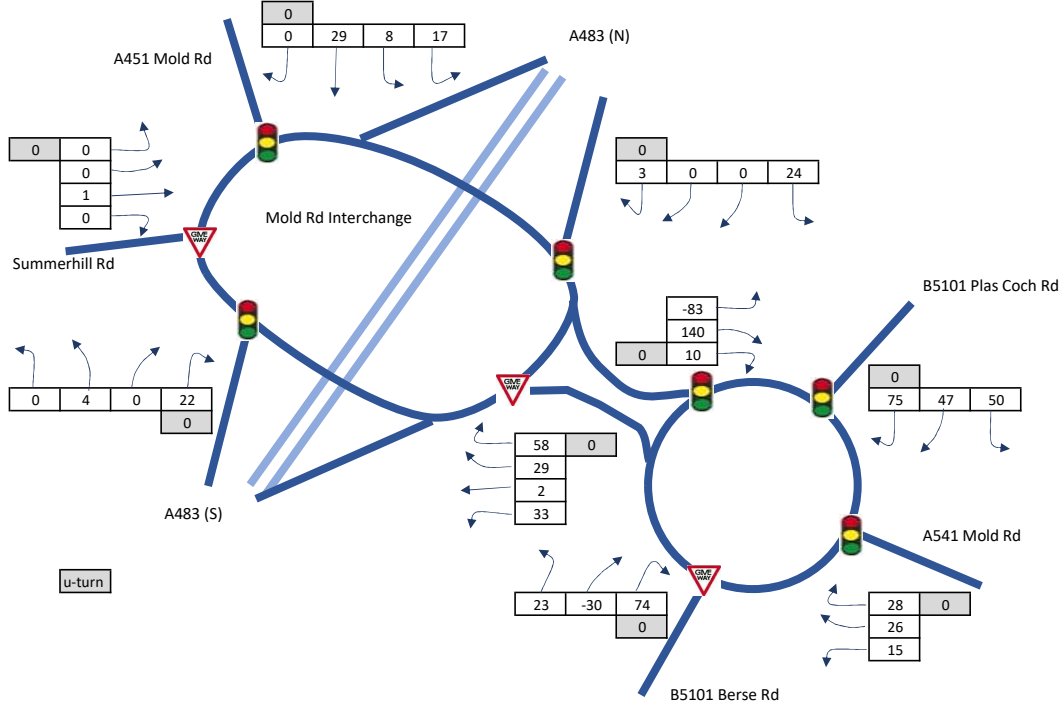
2028 PM Baseline

Flows in PCU



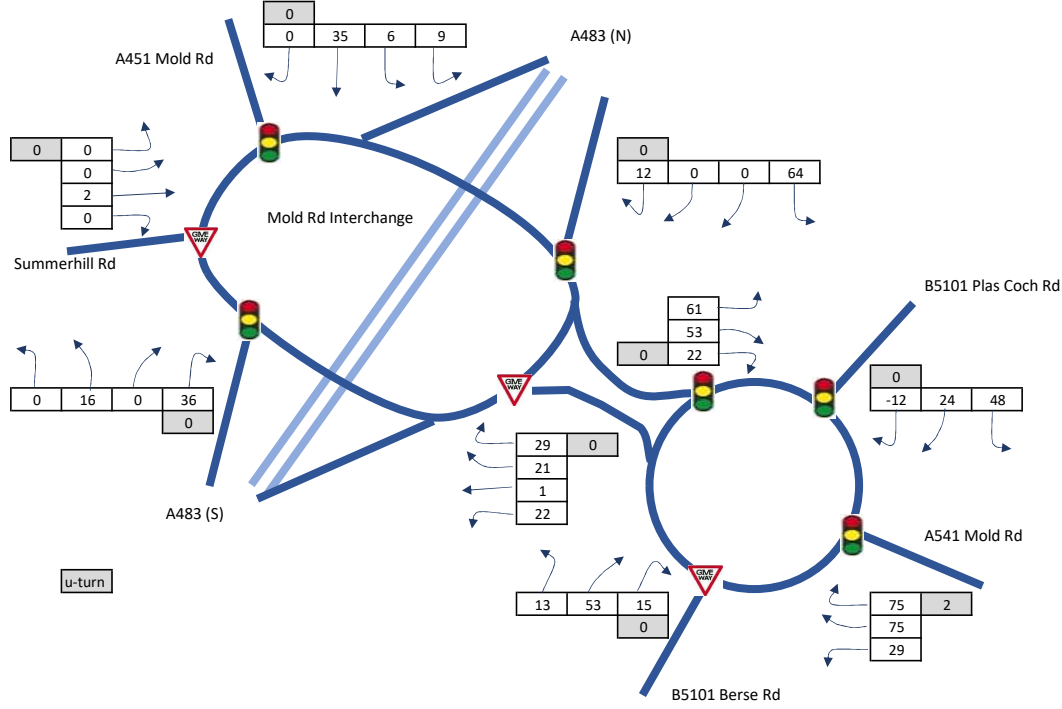
AM Committed Development

Flows in PCU

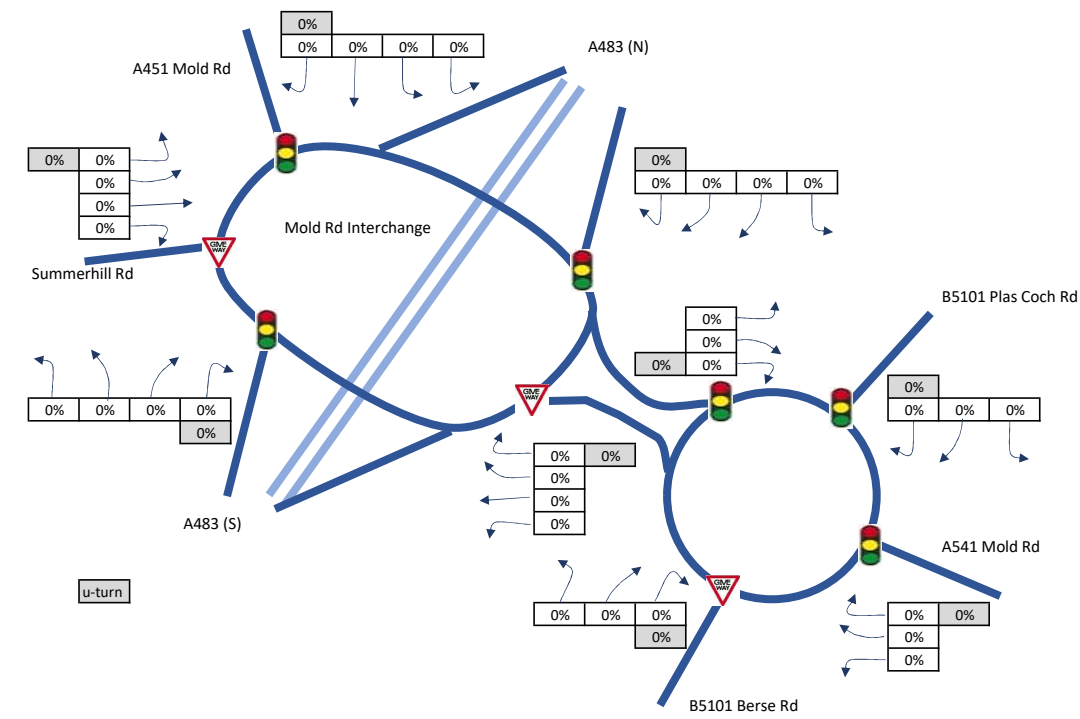


PM Committed Development

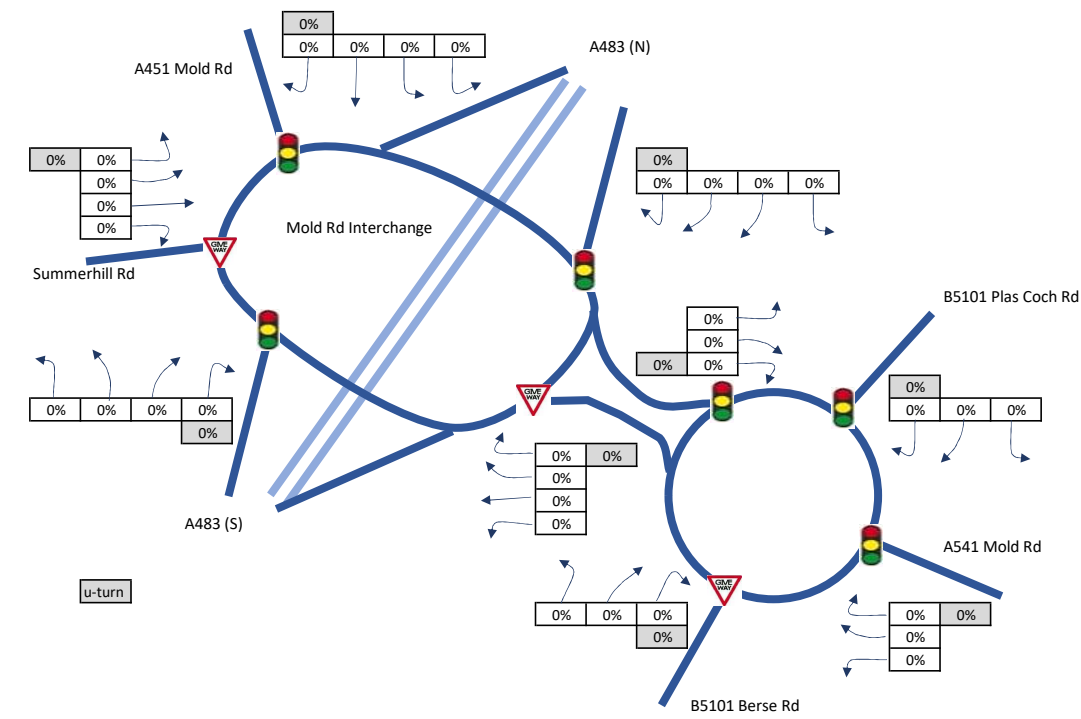
Flows in PCU



AM Development Distribution

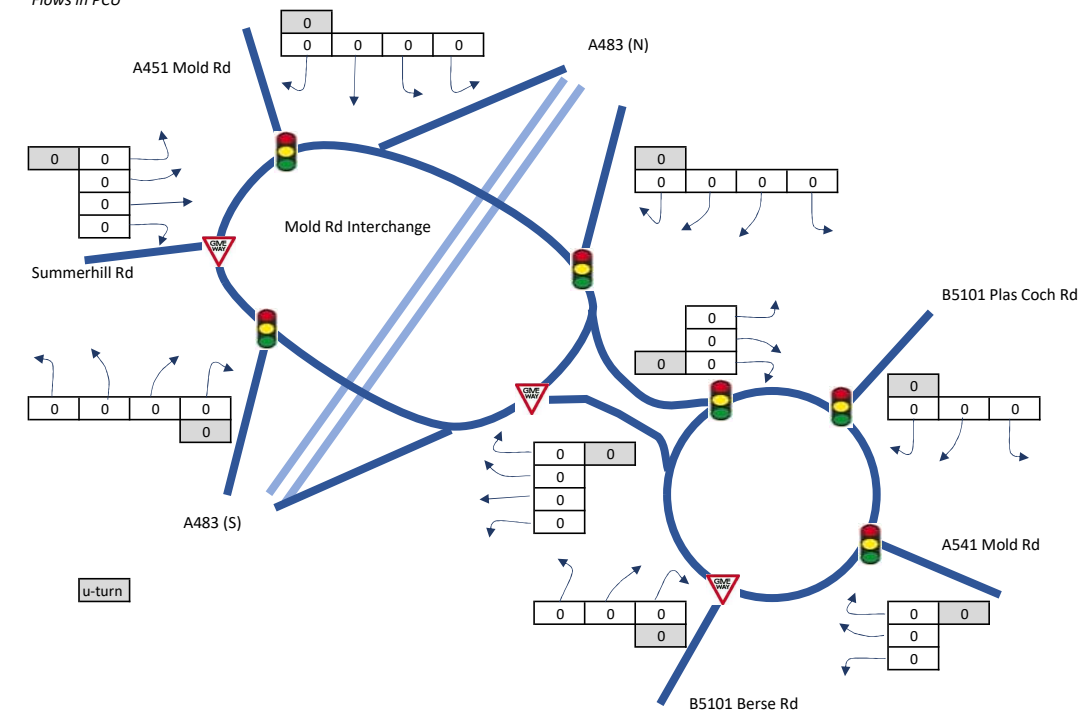


PM Development Distribution



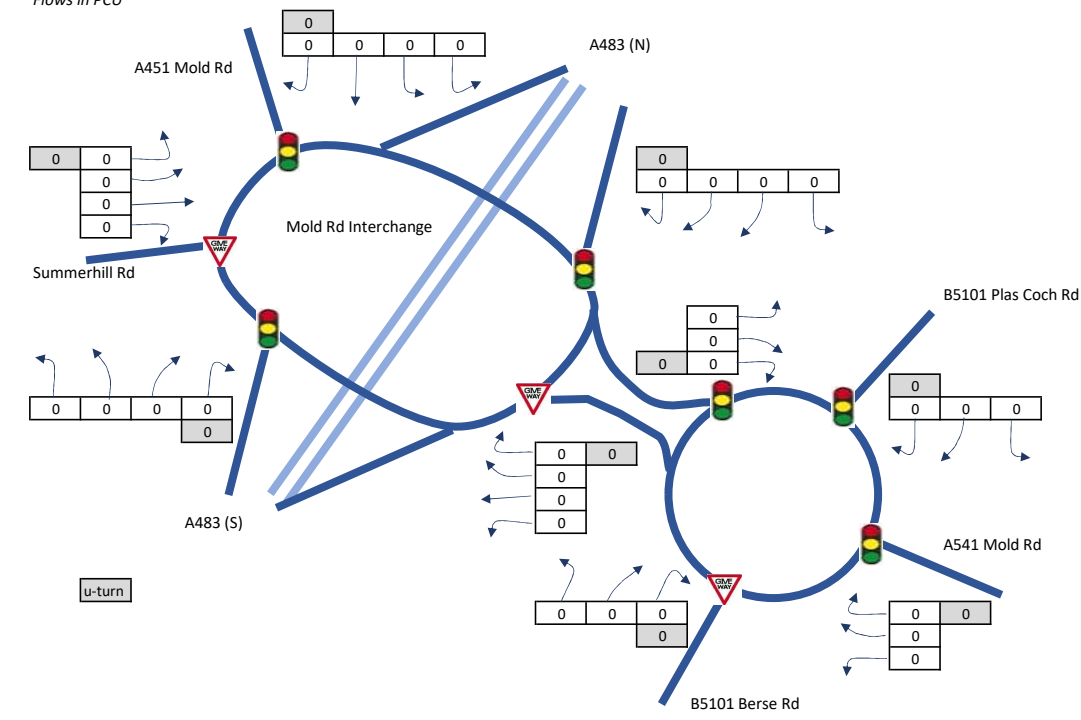
AM Development Assignment

Flows in PCU



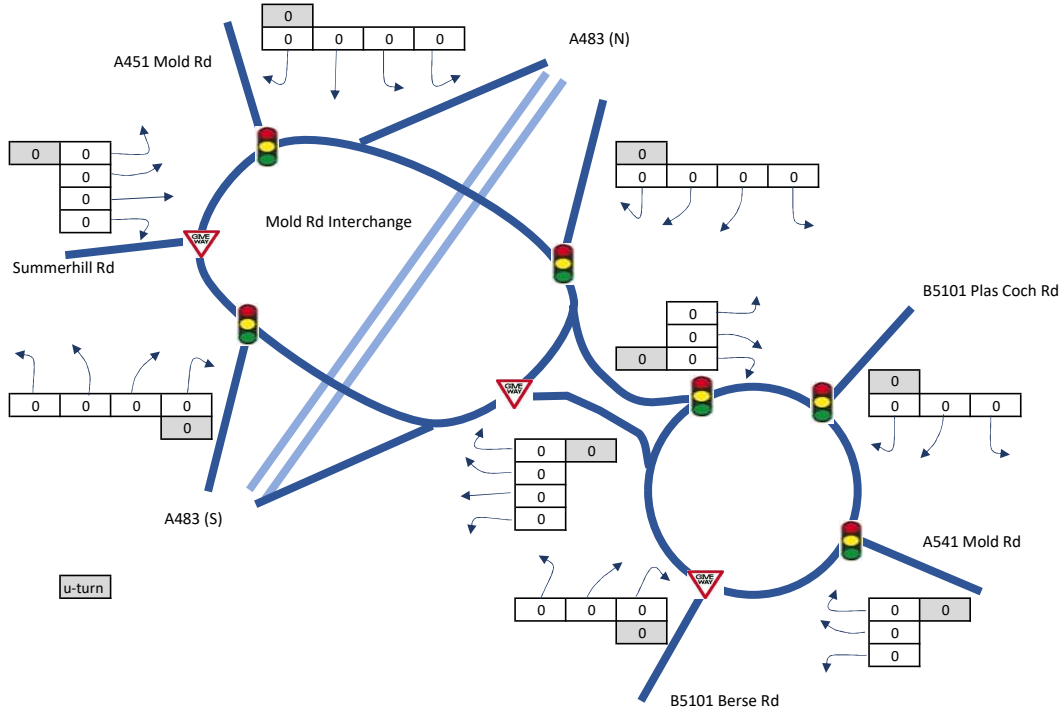
PM Development Assignment

Flows in PCU



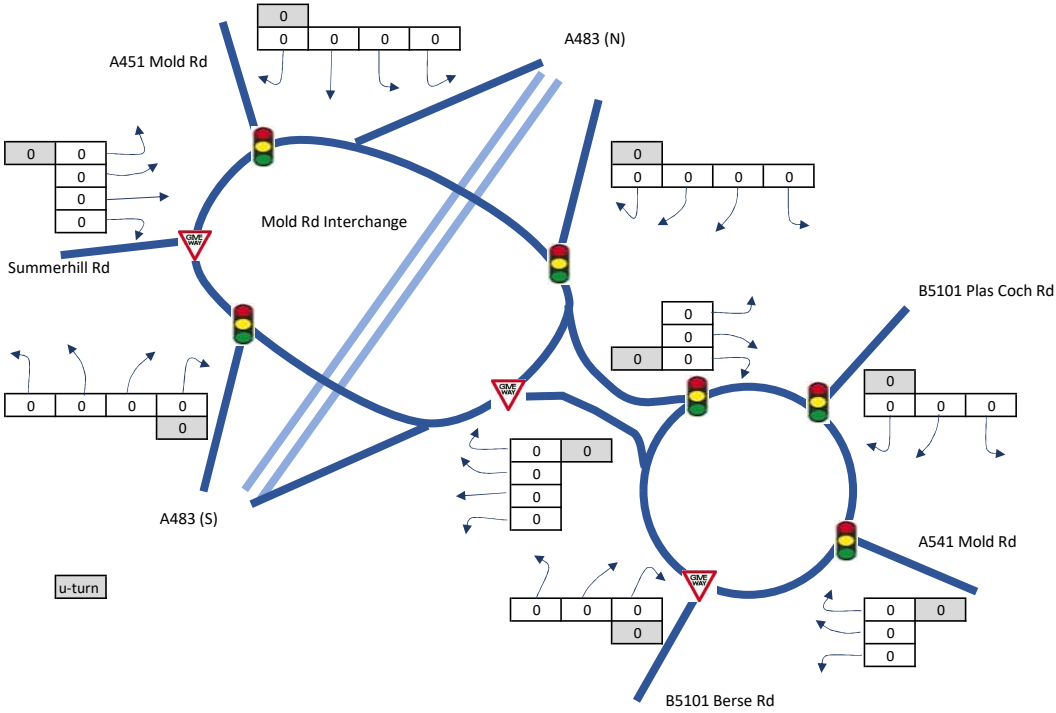
2022 AM Observed

Flows in PCU



2022 PM Observed

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A B
D C

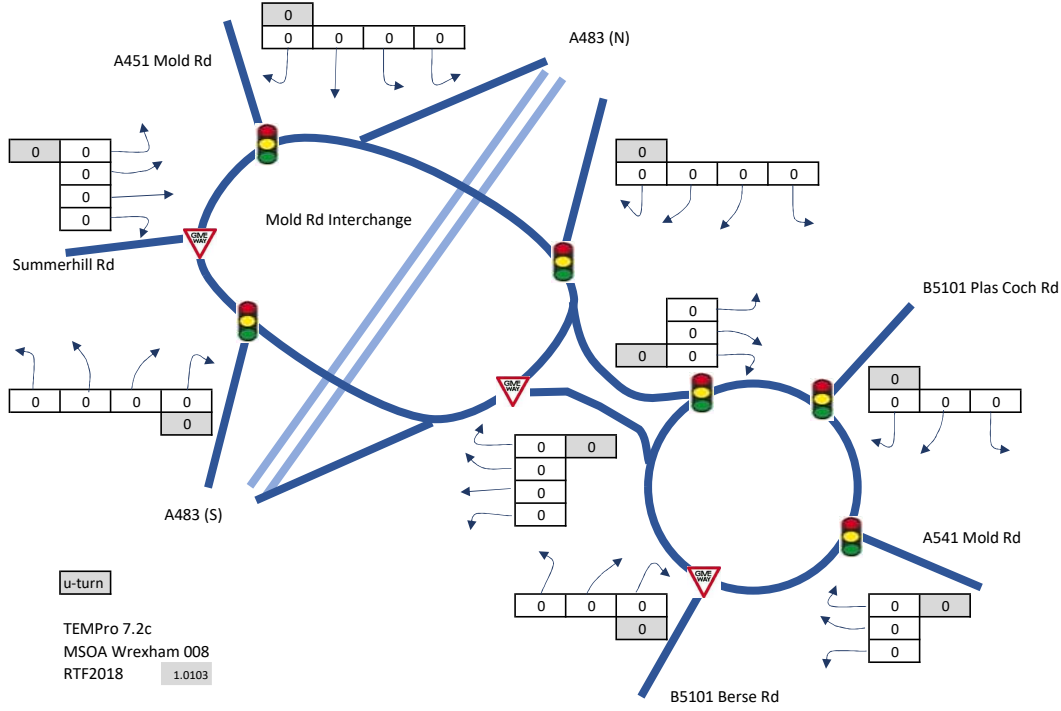
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a b
d c

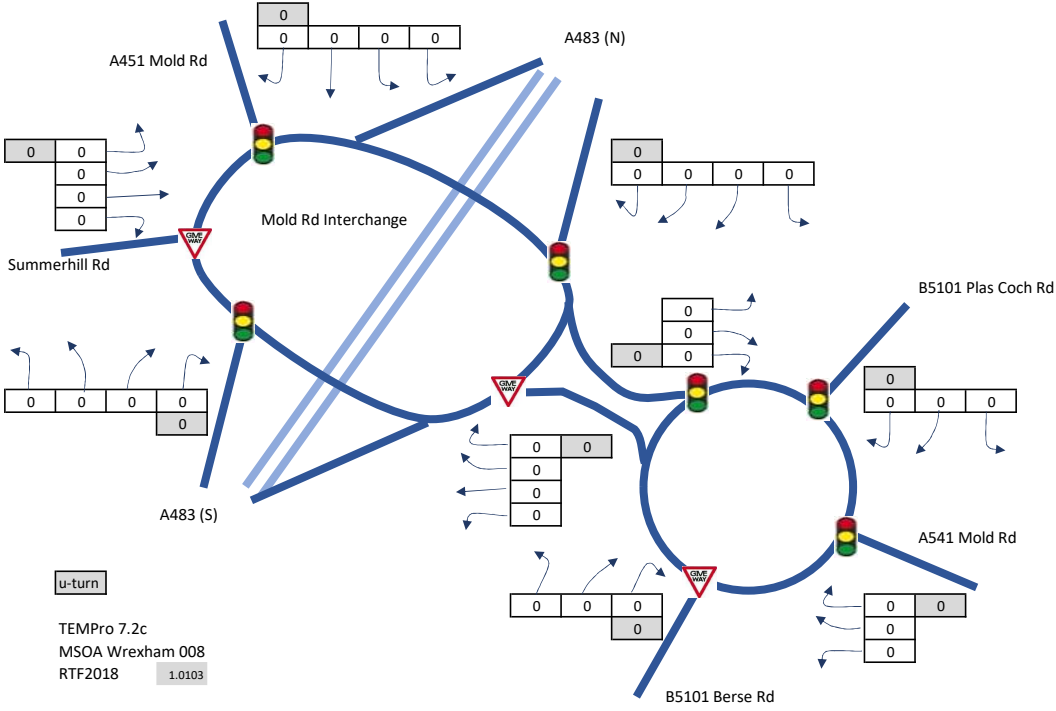
2023 AM Baseline

Flows in PCU



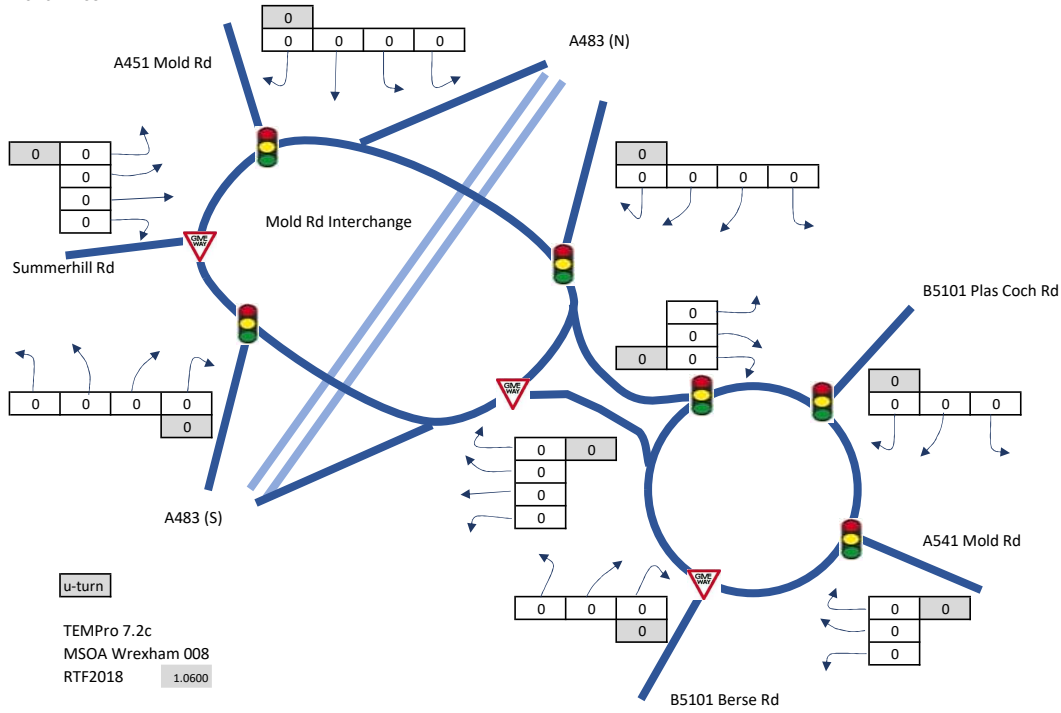
2023 PM Baseline

Flows in PCU



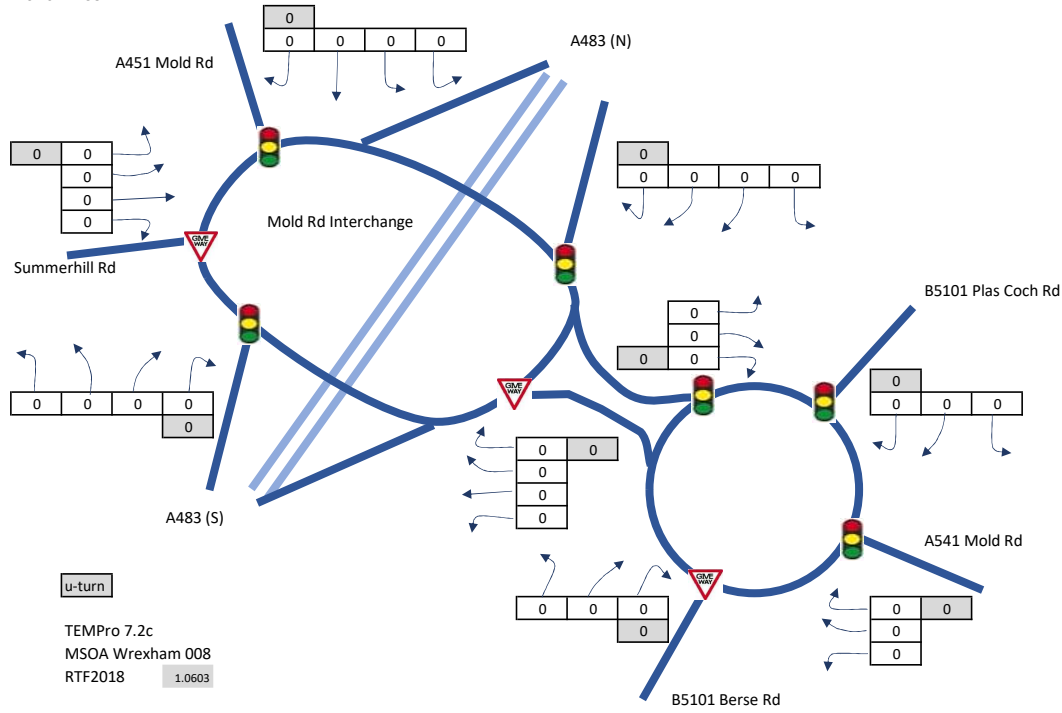
2028 AM Baseline

Flows in PCU



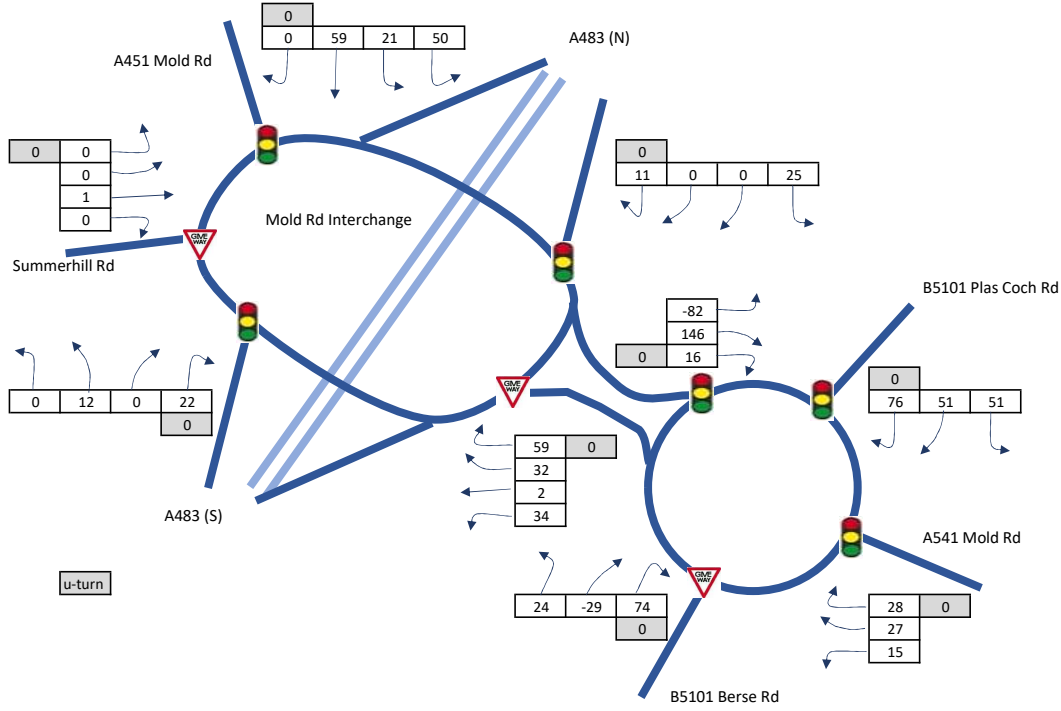
2028 PM Baseline

Flows in PCU



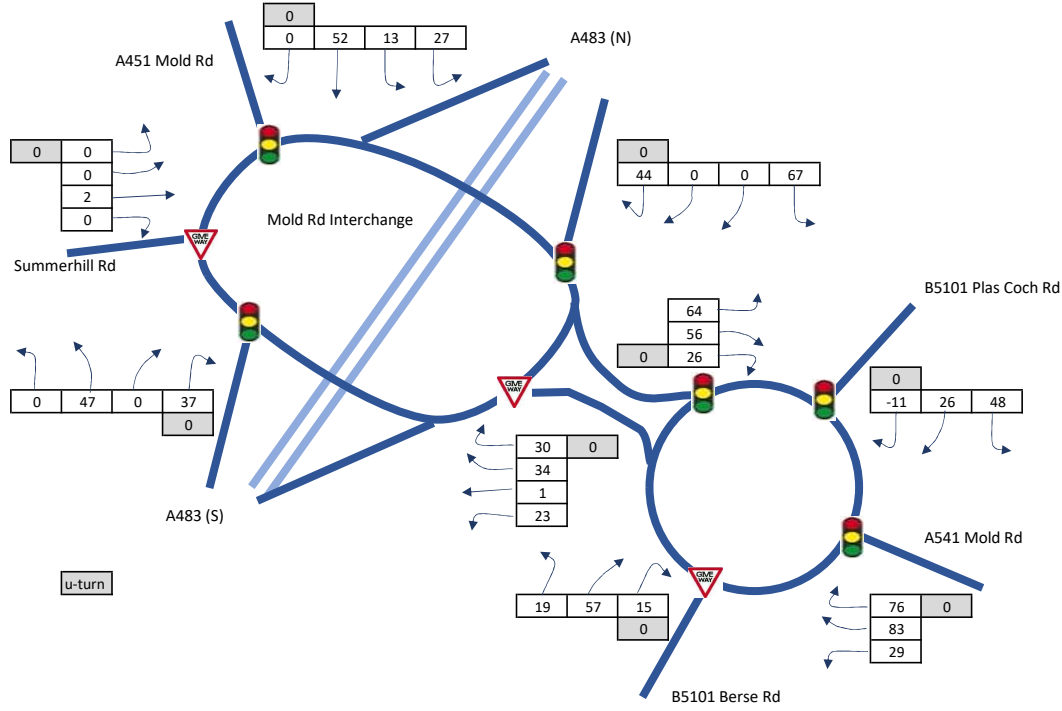
AM Committed Development

Flows in PCU

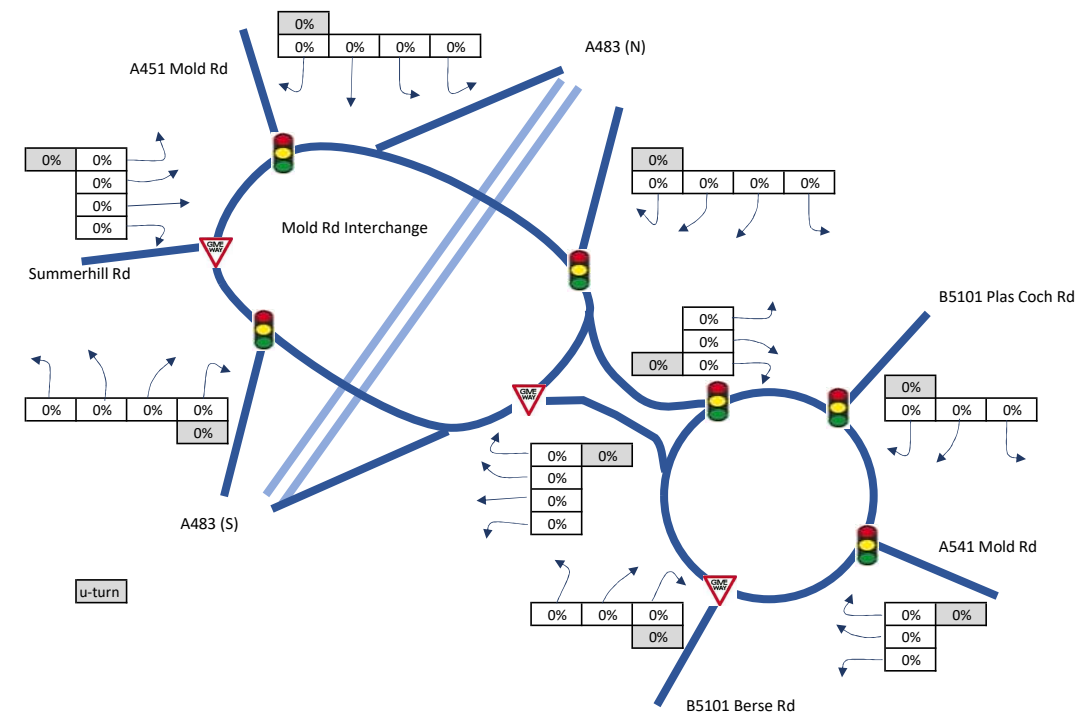


PM Committed Development

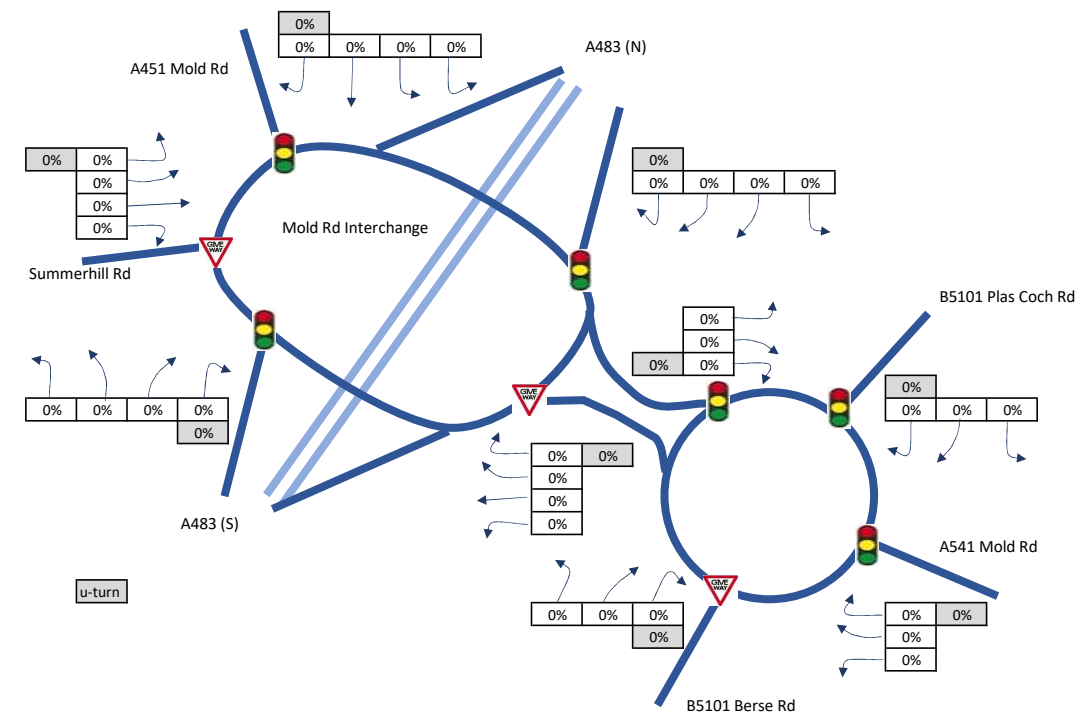
Flows in PCU



AM Development Distribution

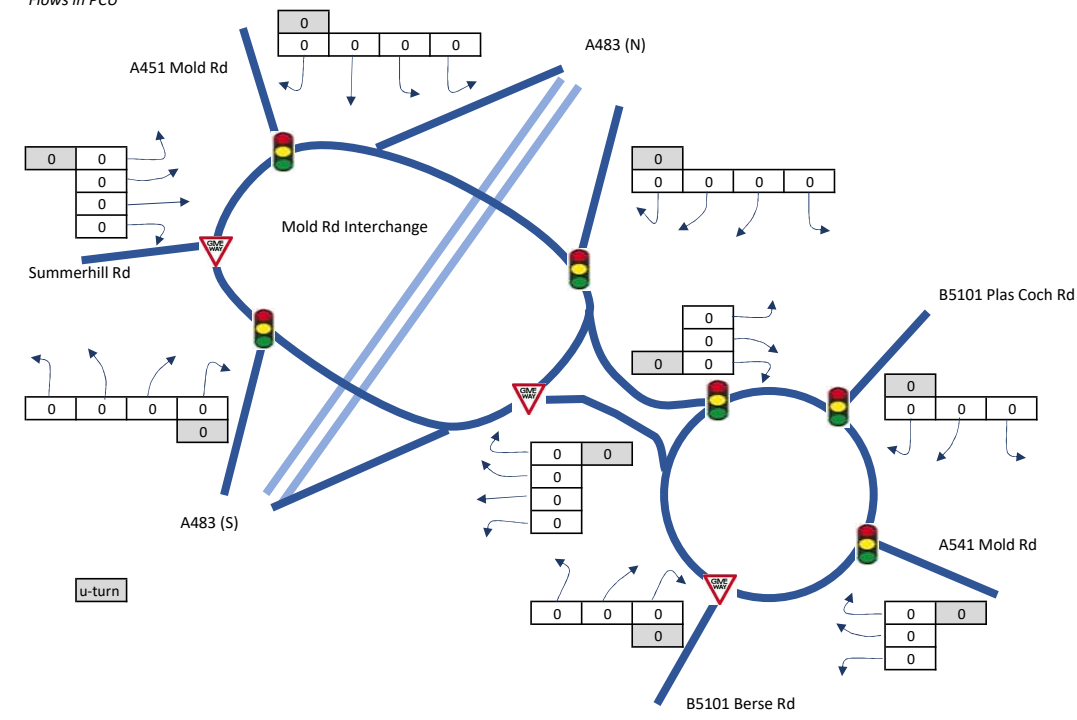


PM Development Distribution



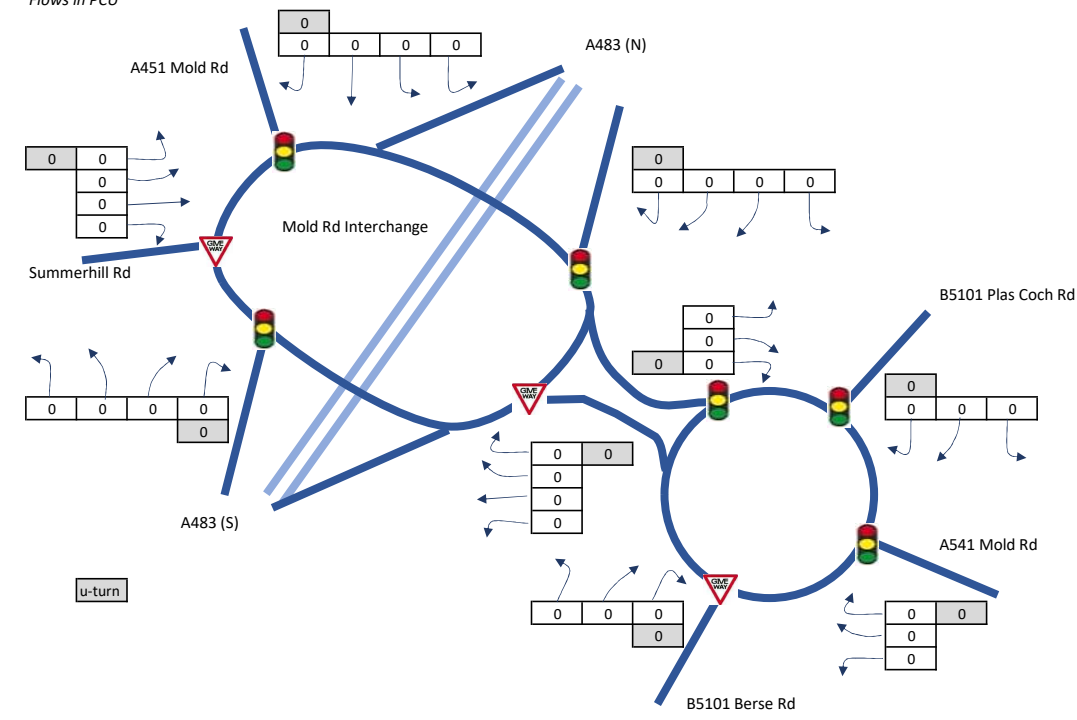
AM Development Assignment

Flows in PCU



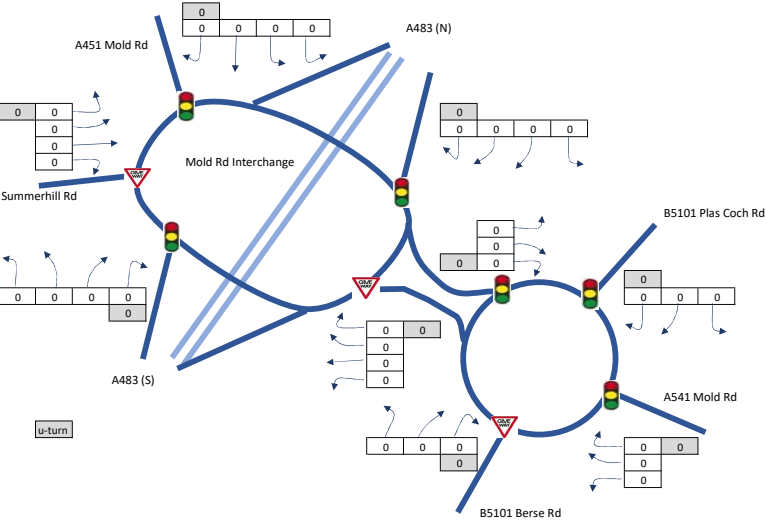
PM Development Assignment

Flows in PCU



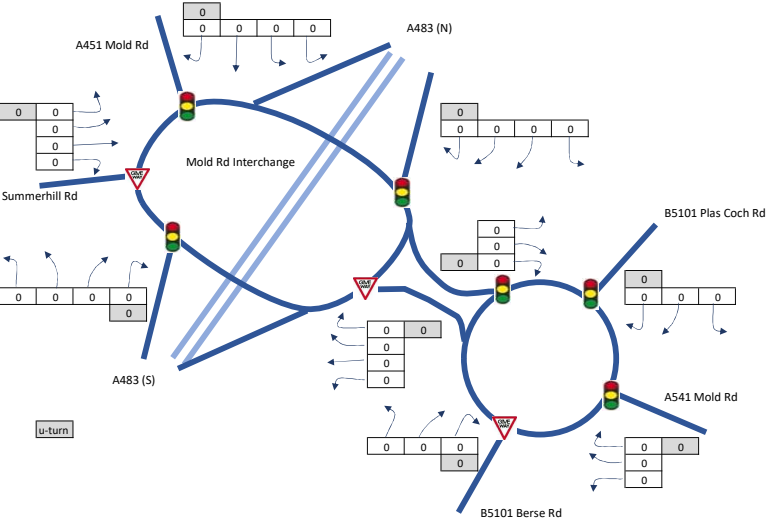
2022 AM Observed

Flows in PCU



2022 PM Observed

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A
D B
C

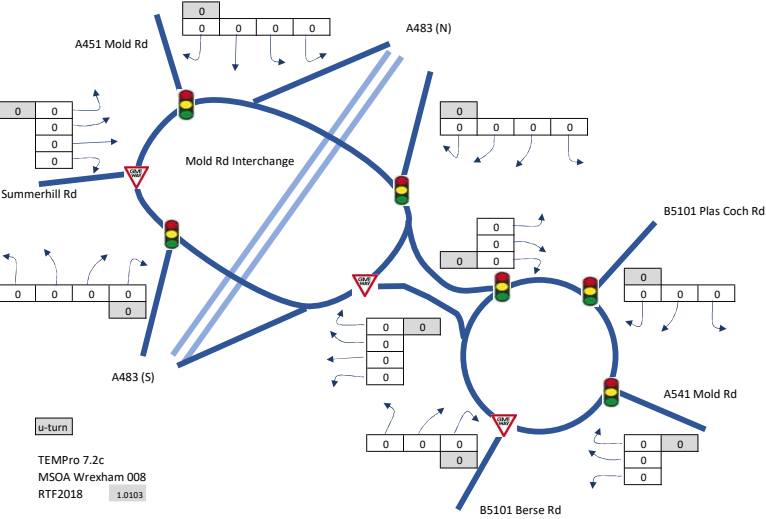
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a b
d c

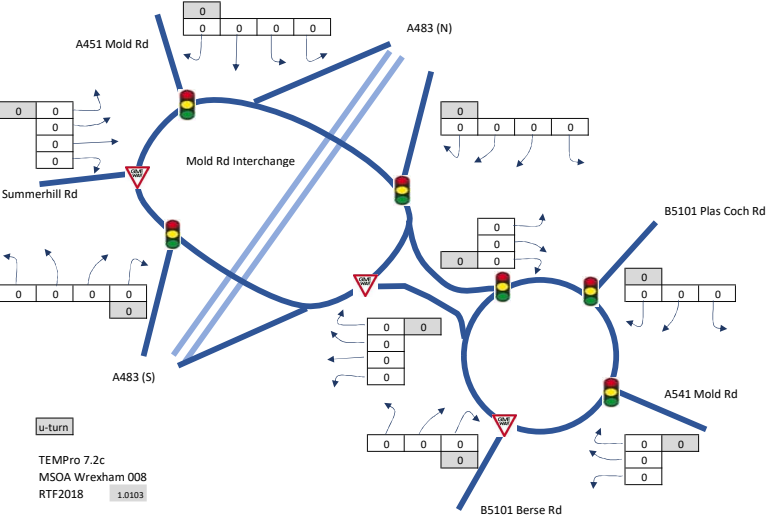
2023 AM Baseline

Flows in PCU



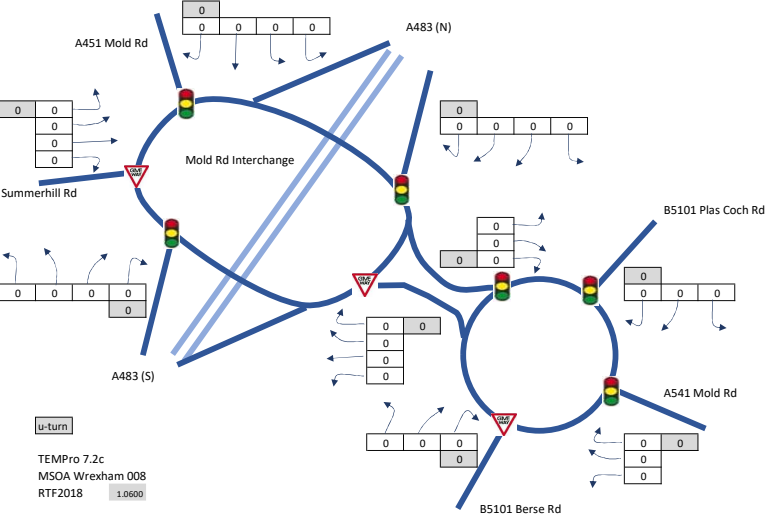
2023 PM Baseline

Flows in PCU



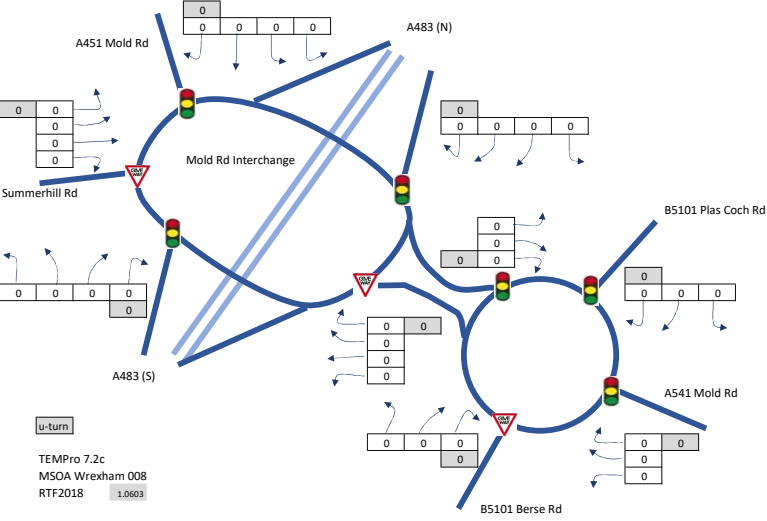
2028 AM Baseline

Flows in PCU



2028 PM Baseline

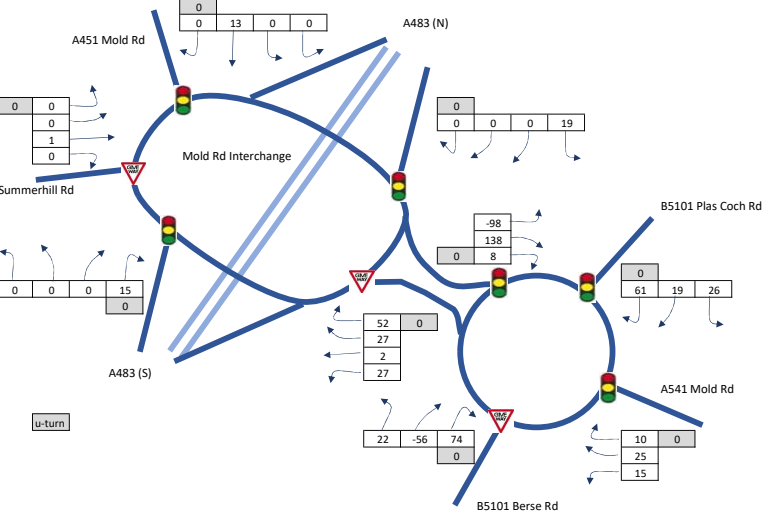
Flows in PCU



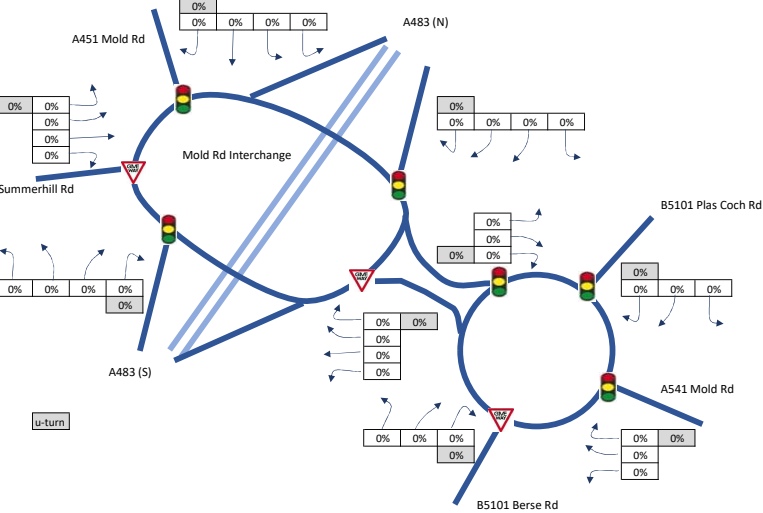
Source: Appendix D of Wrexham Glyndŵr University, Plas Coch Campus - Transport Assessment (July 2018)

AM Committed Development

Flows in PCU

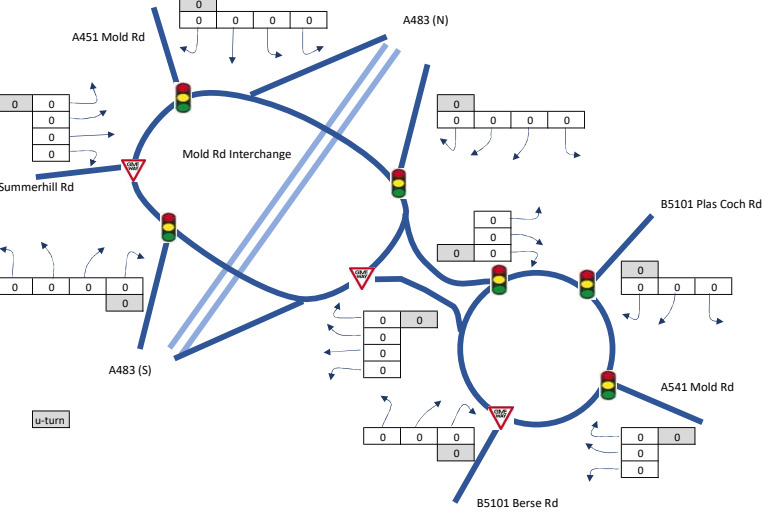


AM Development Distribution



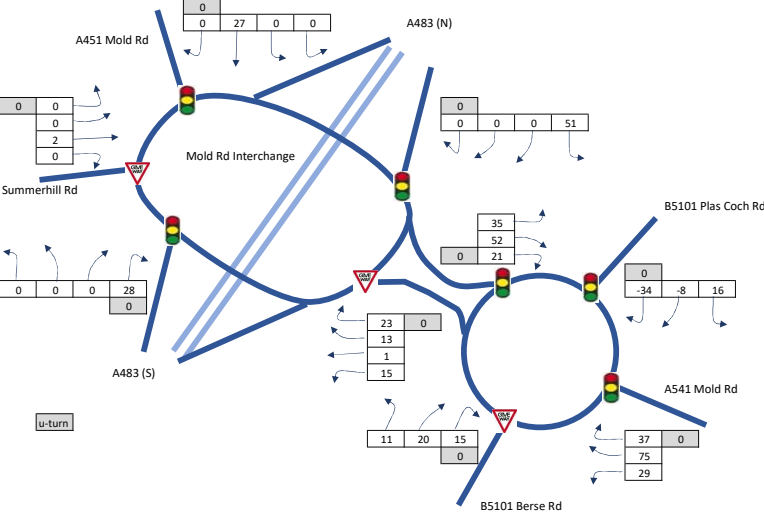
AM Development Assignment

Flows in PCU

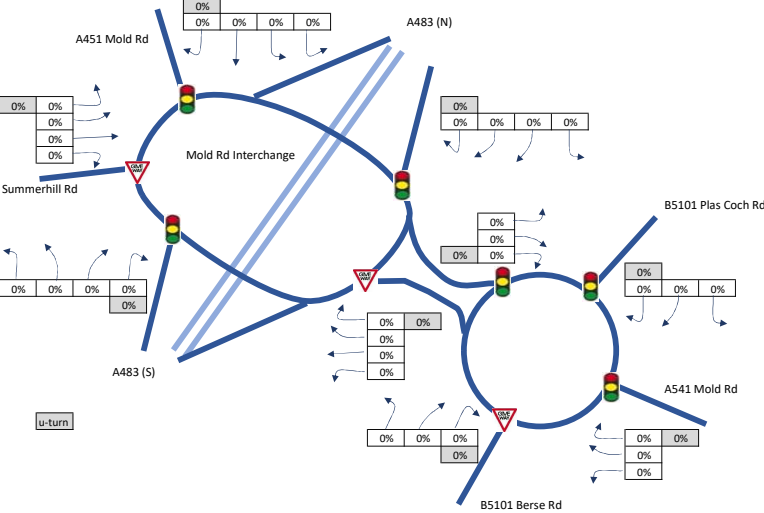


PM Committed Development

Flows in PCU

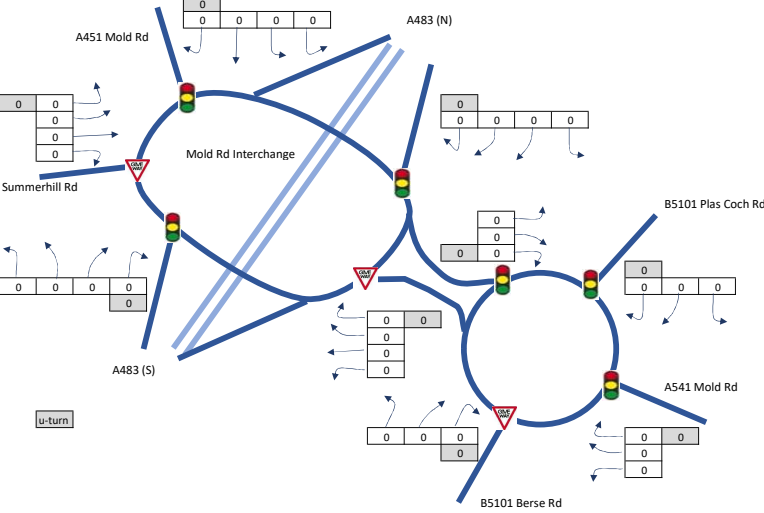


PM Development Distribution

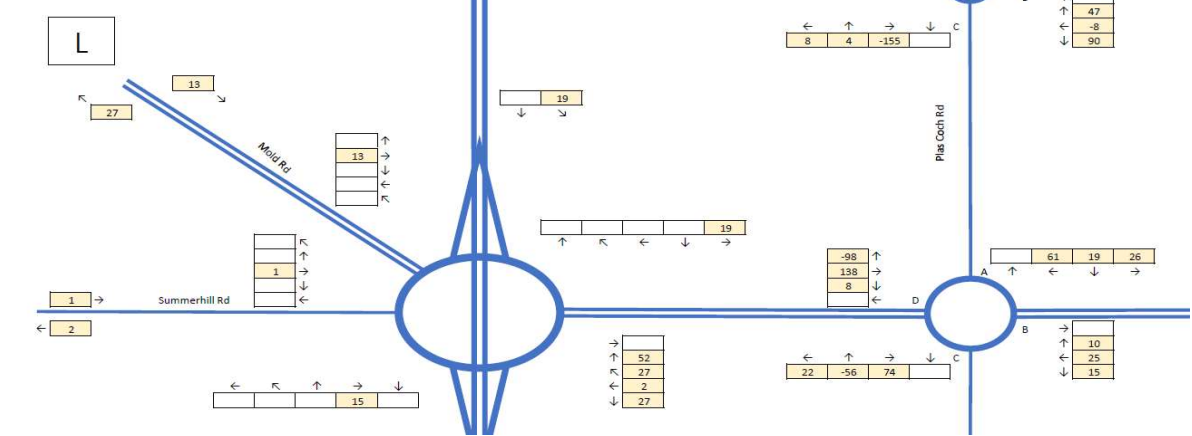


PM Development Assignment

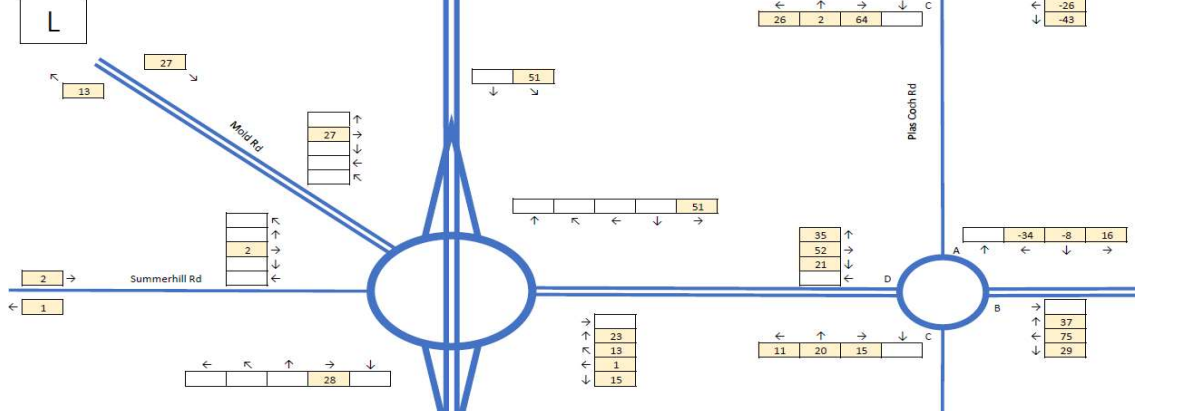
Flows in PCU



AM 08:00-09:00

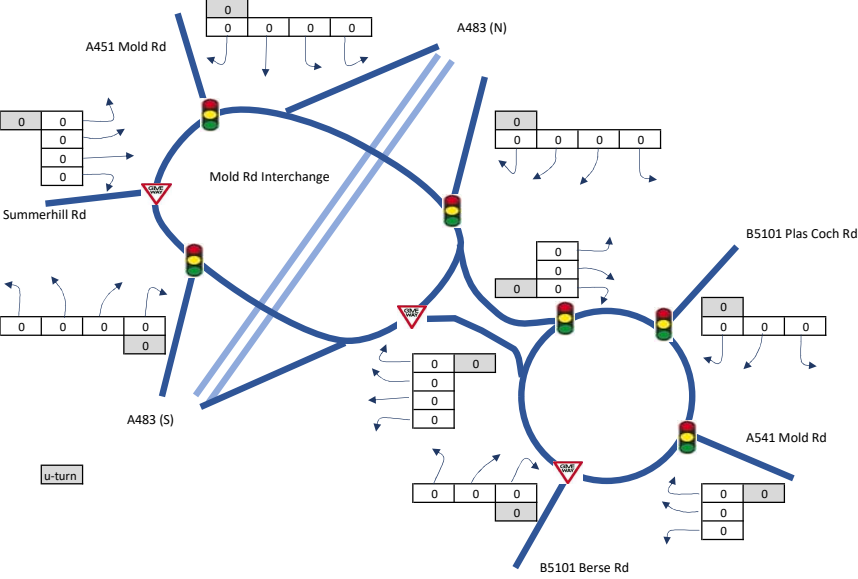


PM 17:00-18:00



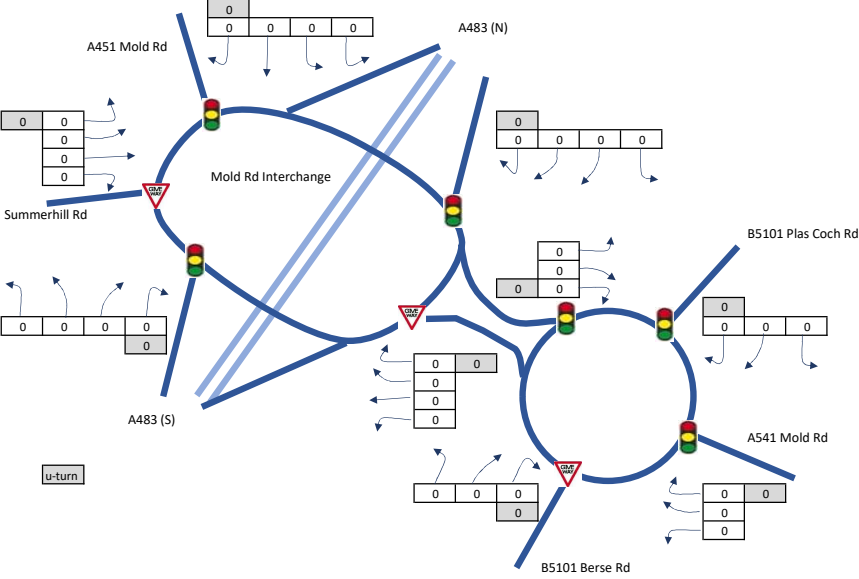
2022 AM Observed

Flows in PCU



2022 PM Observed

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A
D B
C

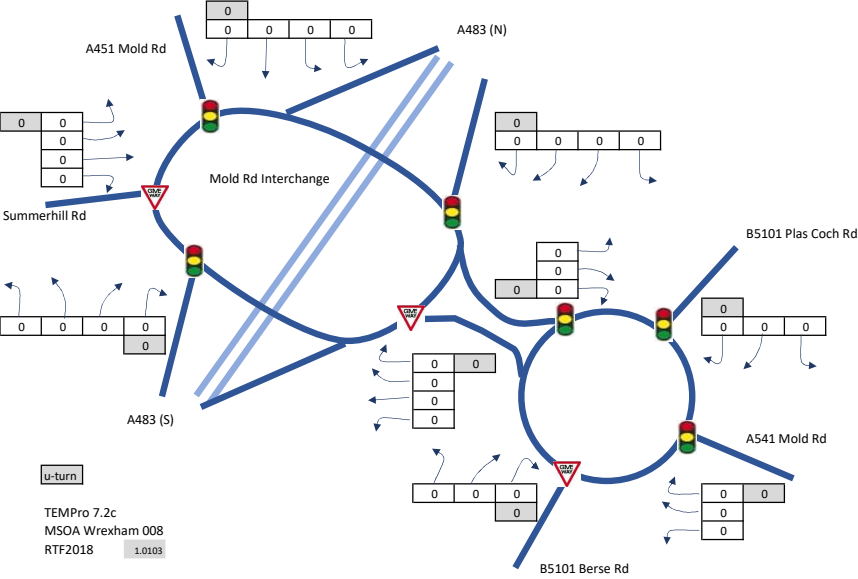
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a
d b
c

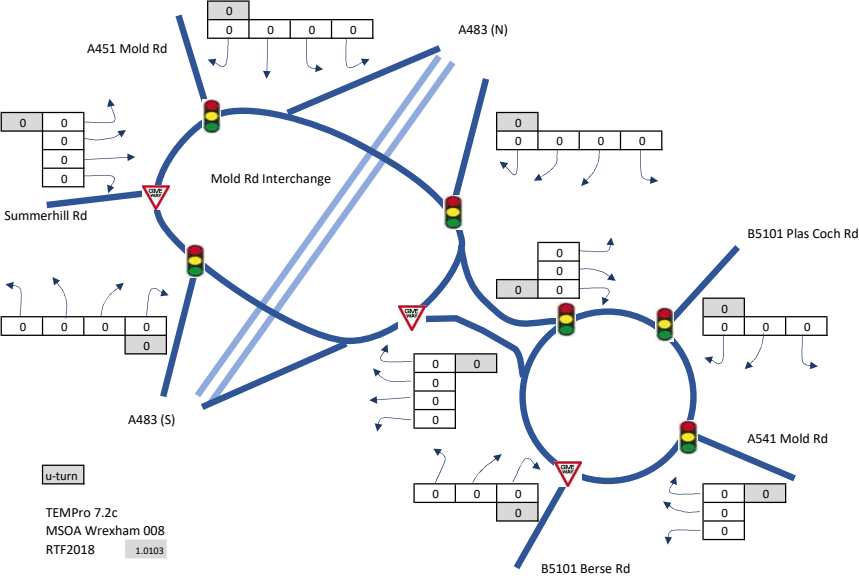
2023 AM Baseline

Flows in PCU



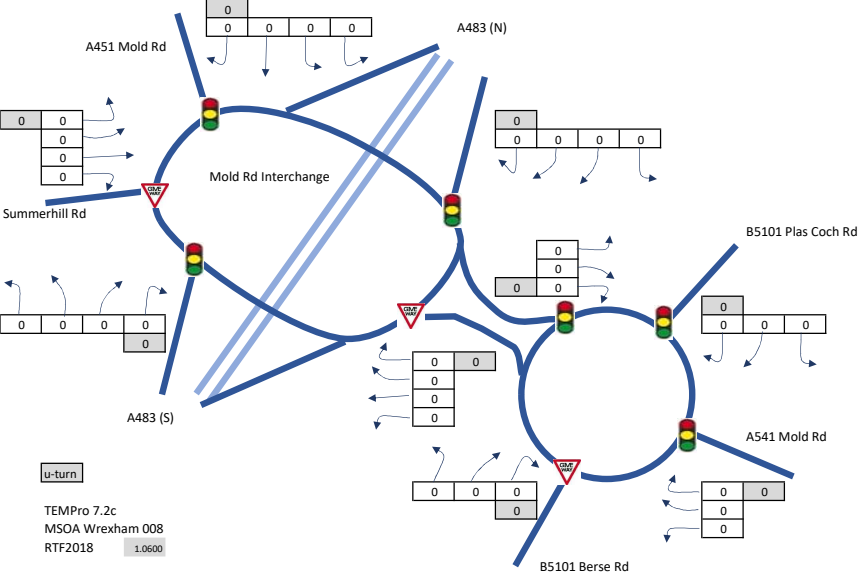
2023 PM Baseline

Flows in PCU



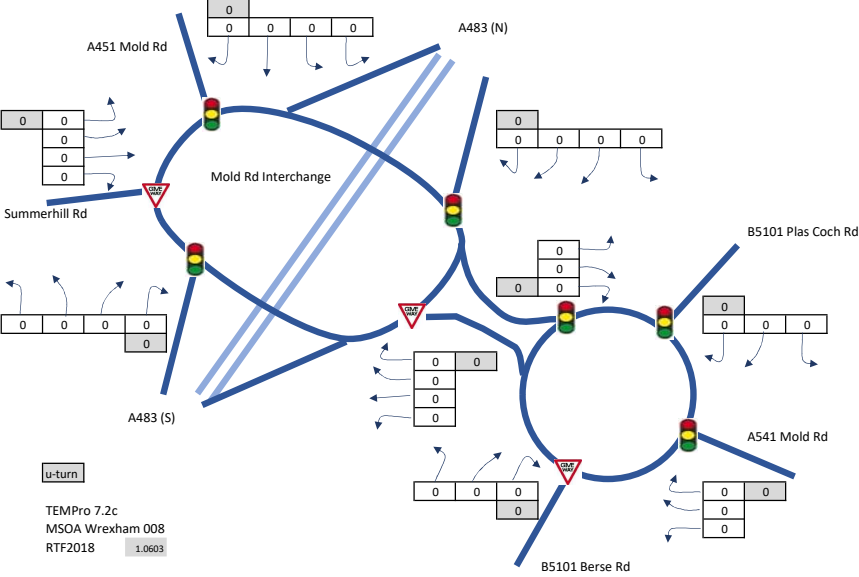
2028 AM Baseline

Flows in PCU



2028 PM Baseline

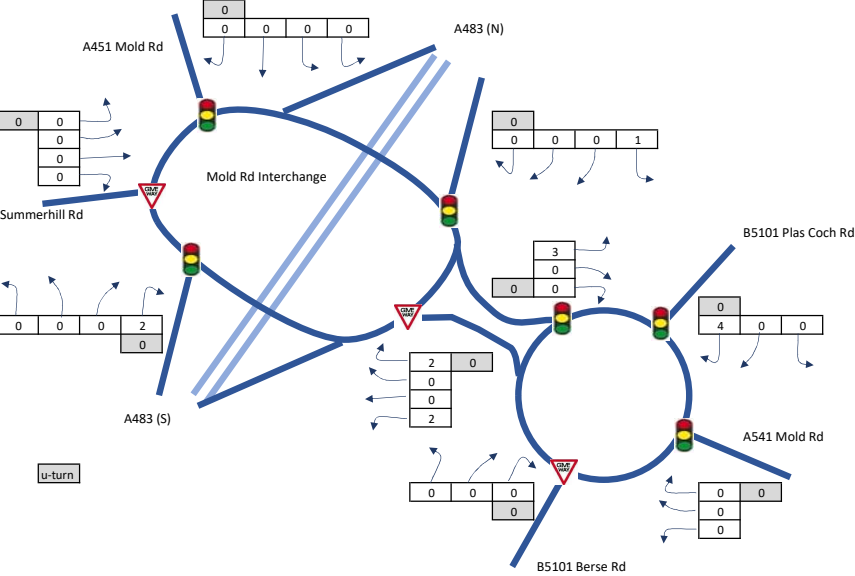
Flows in PCU



Source: Proposed Marston's Lodge, The Plas Coch Public House, Plas Coch, Wrexham - Transport Assessment (March 2018)

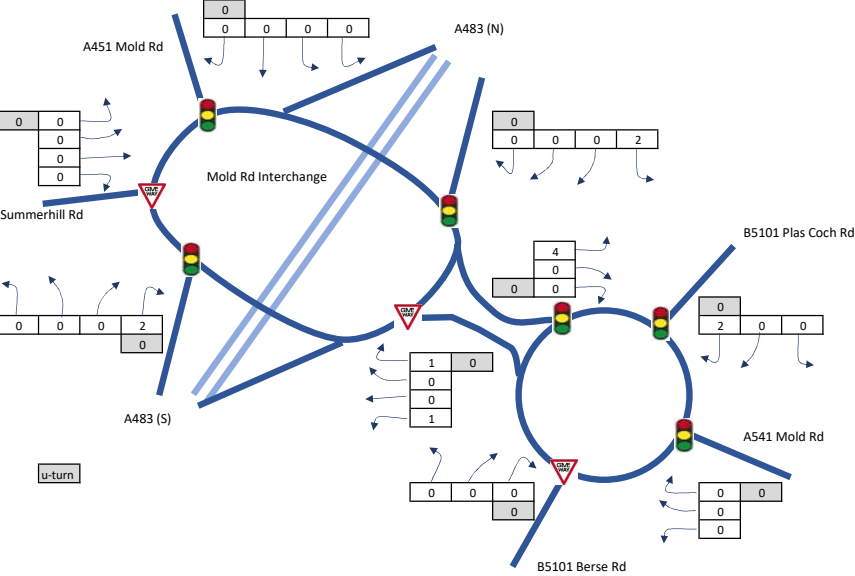
AM Committed Development

Flows in PCU



PM Committed Development

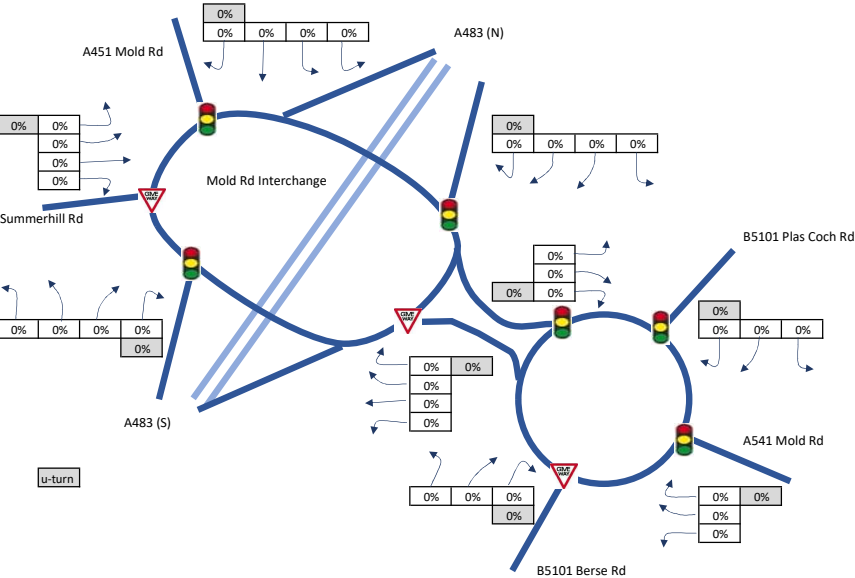
Flows in PCU



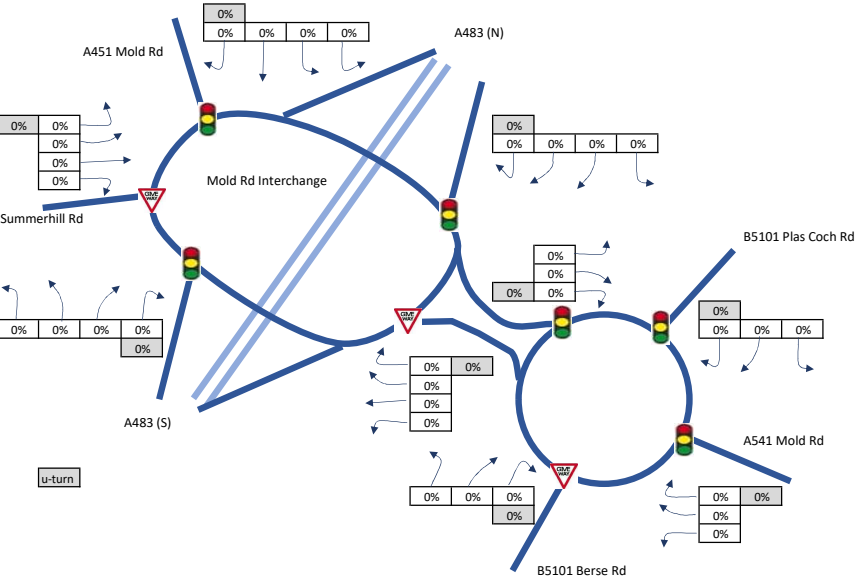
	Arrivals	Departures	Arrivals	Departures	Total
AM (08:00-09:00)	0.128	0.171	3	4	7
PM (17:00-18:00)	0.171	0.101	4	2	6
Daily	1.626	1.453	39	35	74

Vehicle trip generations (weekday) – 24 bed Hotel

AM Development Distribution

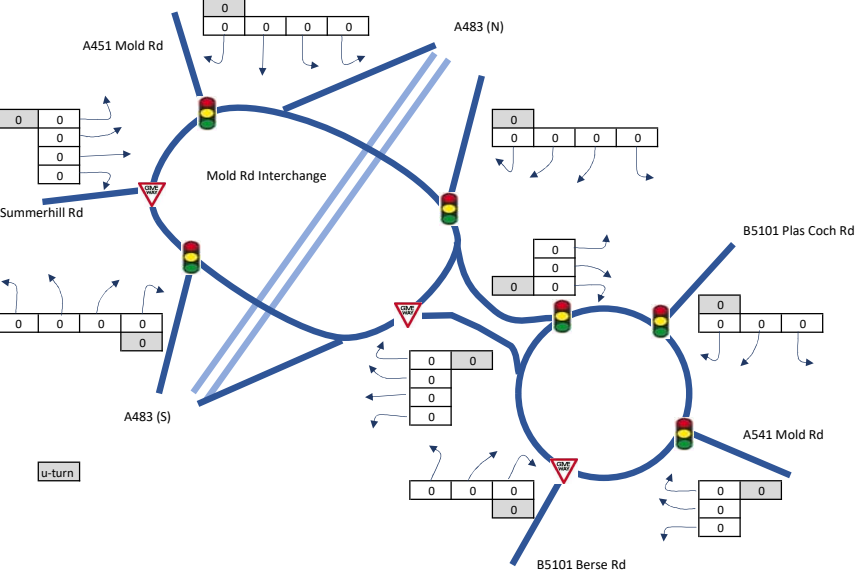


PM Development Distribution



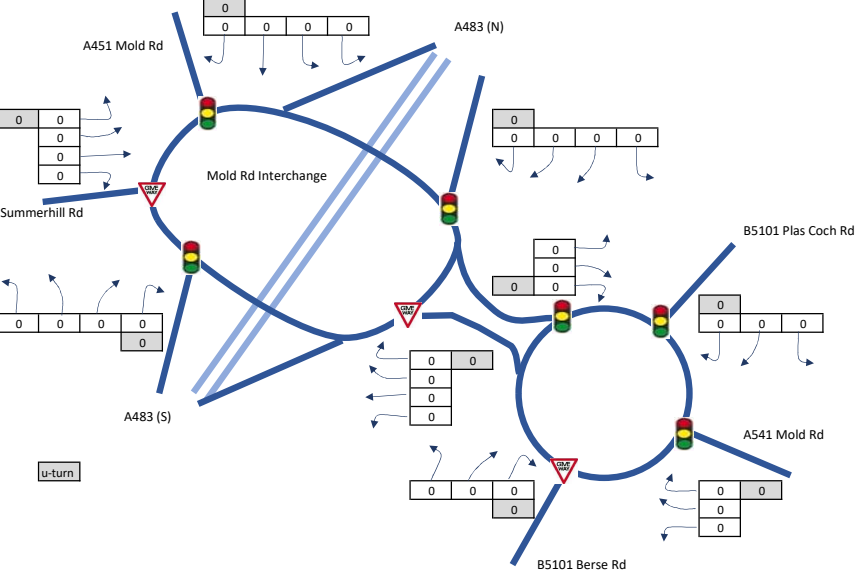
AM Development Assignment

Flows in PCU



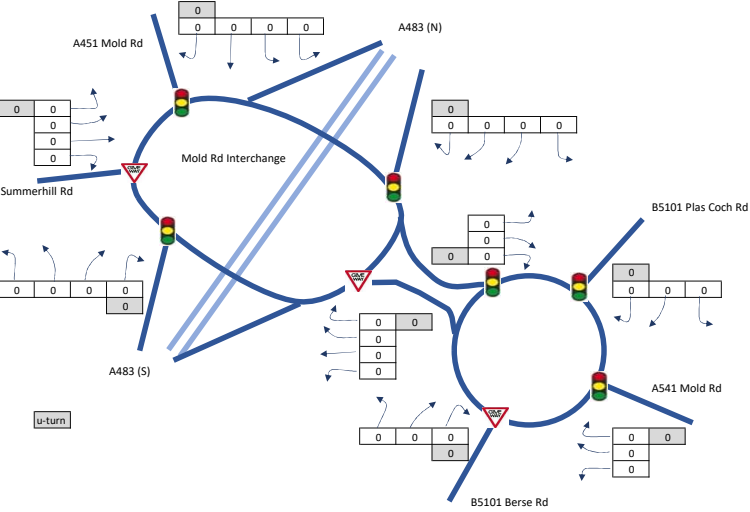
PM Development Assignment

Flows in PCU



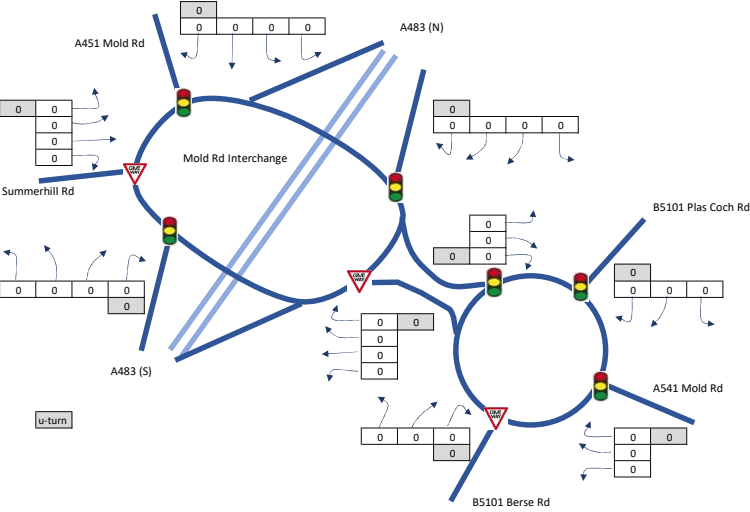
2022 AM Observed

Flows in PCU



2022 PM Observed

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E
A

D
B

C

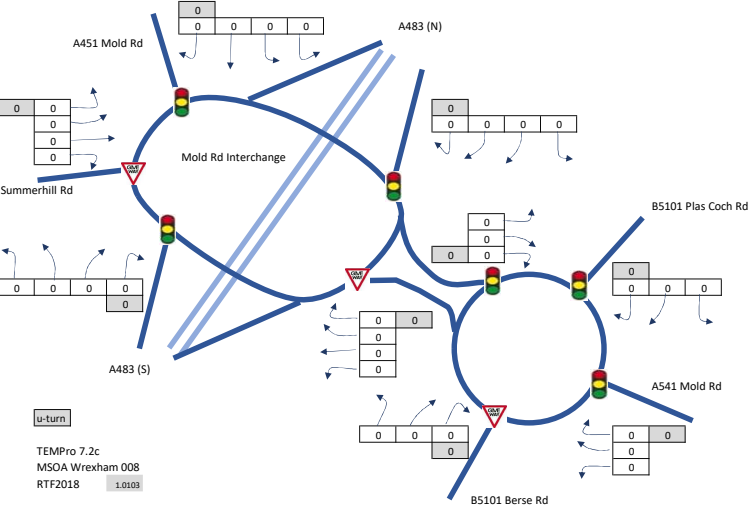
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a b
d c

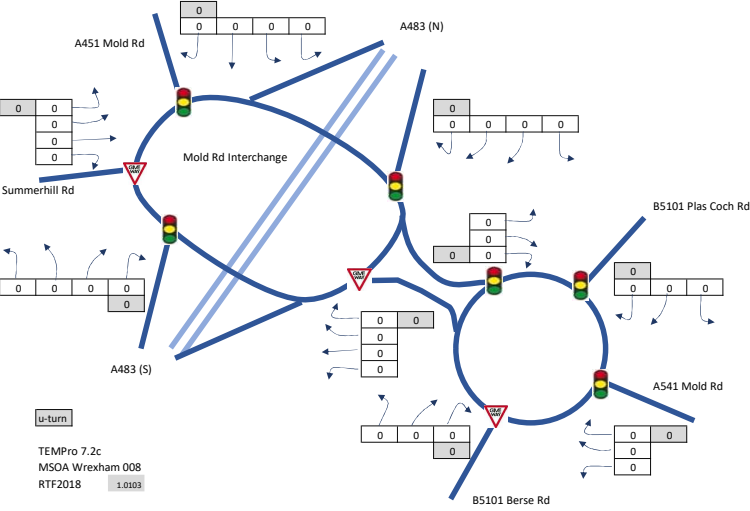
2023 AM Baseline

Flows in PCU



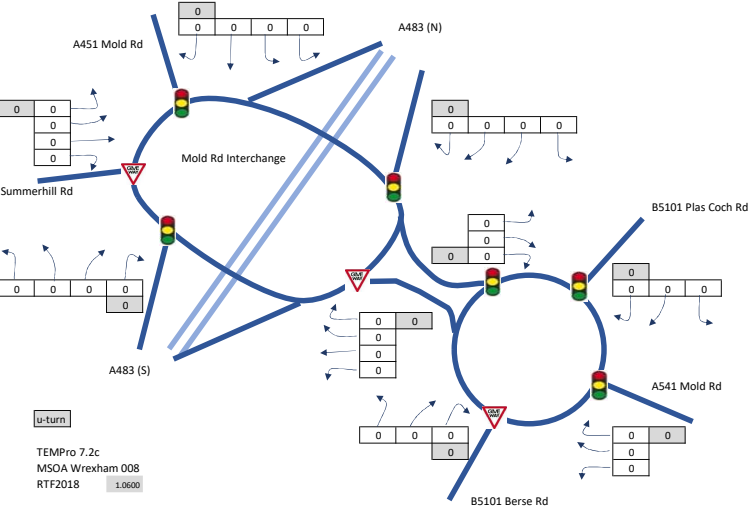
2023 PM Baseline

Flows in PCU



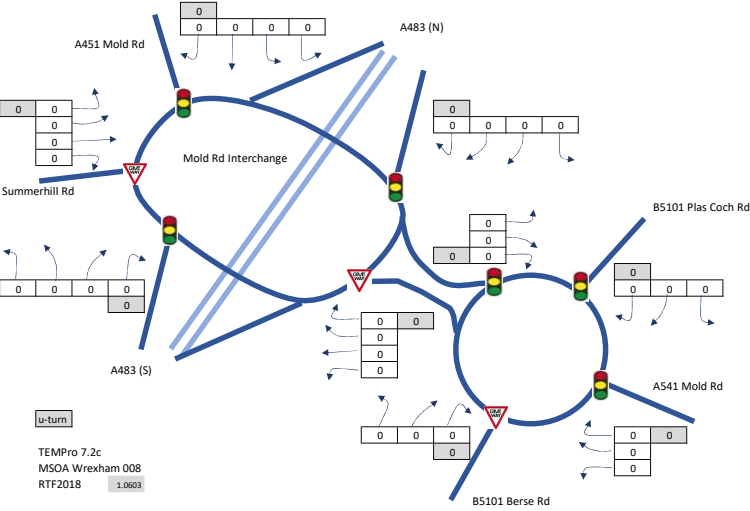
2028 AM Baseline

Flows in PCU



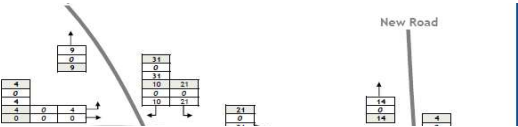
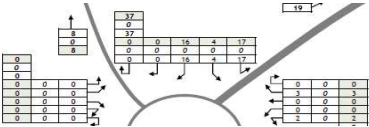
2028 PM Baseline

Flows in PCU



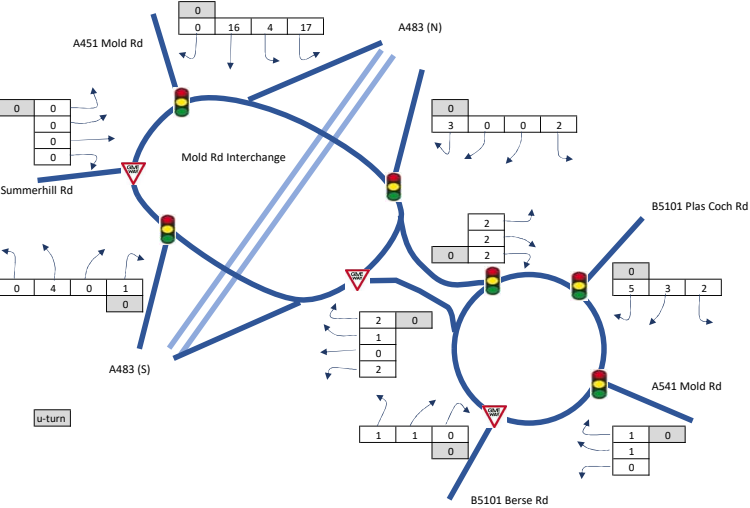
Source: Land at Mold Road, Wrexham Proposed Residential Development - Transport Assessment (December 2019)
And: Technical Note – Response to WCBC Highways Consultation

2024

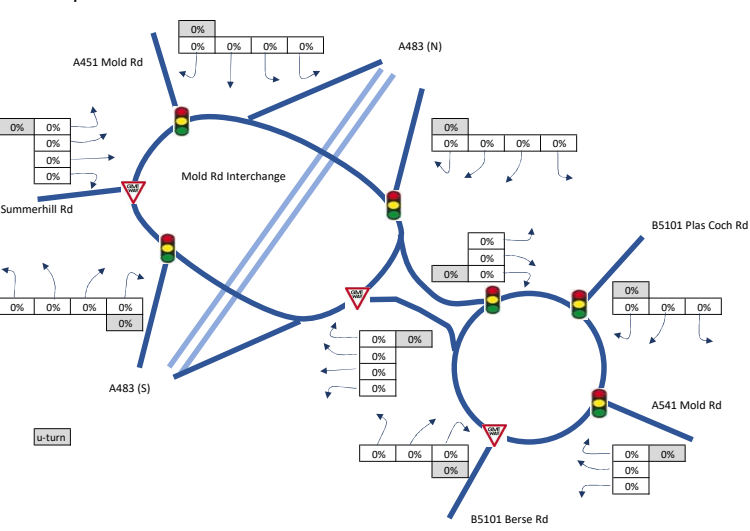


AM Committed Development

Flows in PCU

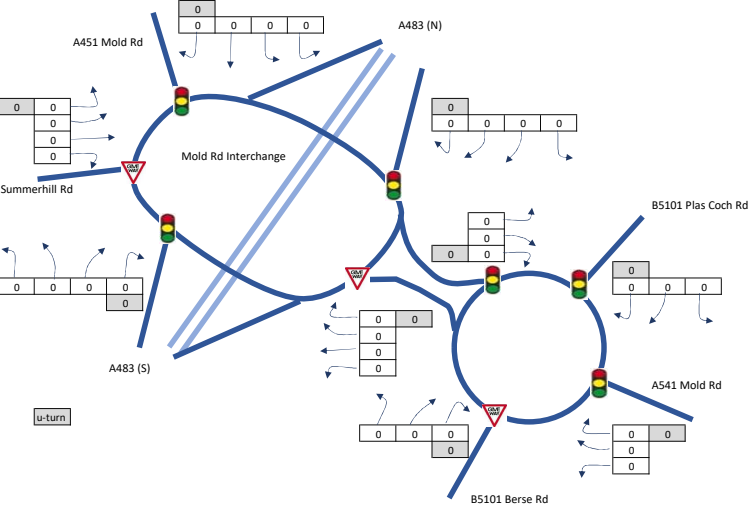


AM Development Distribution



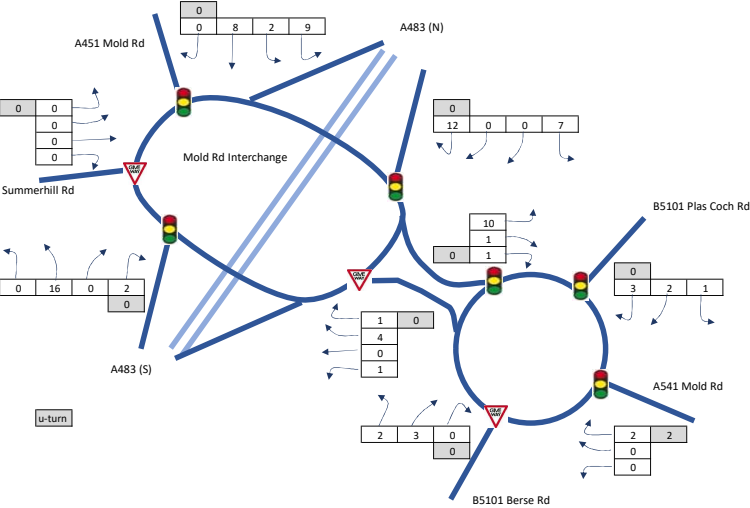
AM Development Assignment

Flows in PCU

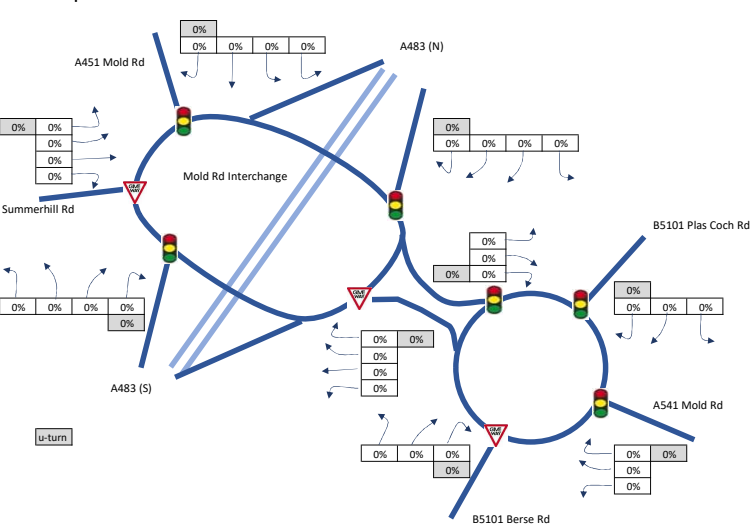


PM Committed Development

Flows in PCU



PM Development Distribution



PM Development Assignment

Flows in PCU

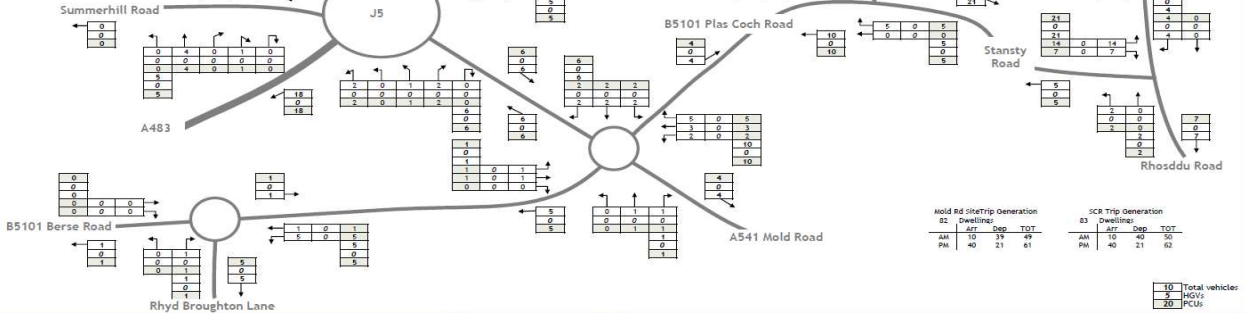
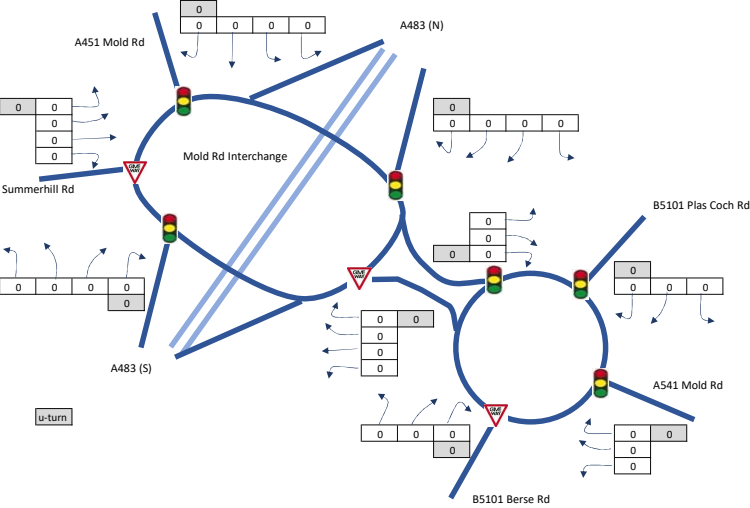


Figure TA21a Assignment of Development Traffic - 2024 AM Peak (165 Dwellings)

J000069

Land at Mold Road, Wrexham

October 2019

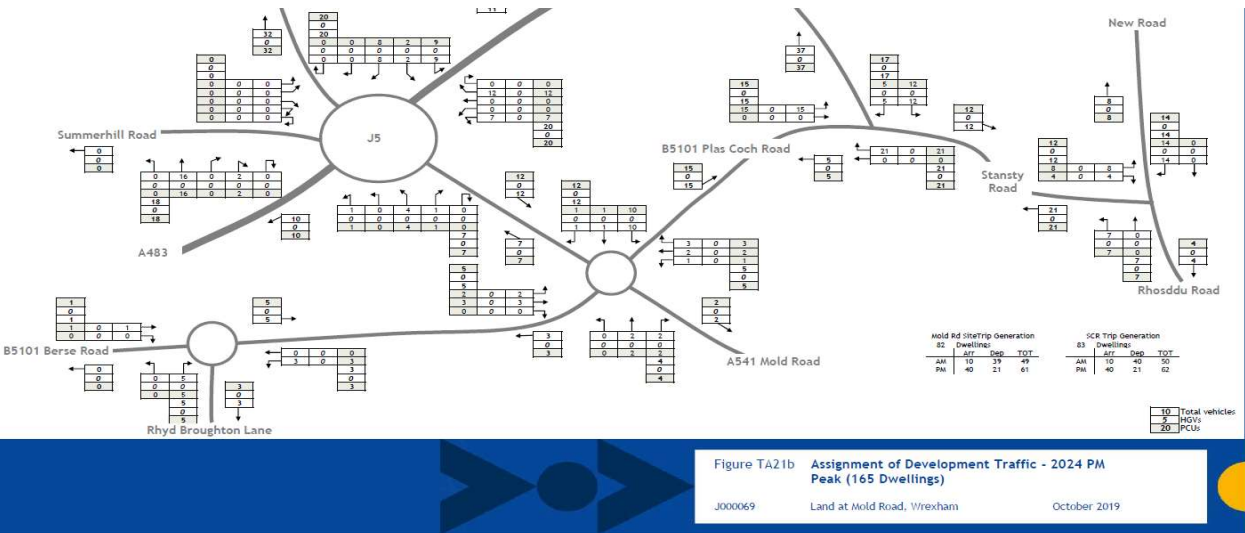


Figure TA21b Assignment of Development Traffic - 2024 PM Peak (165 Dwellings)

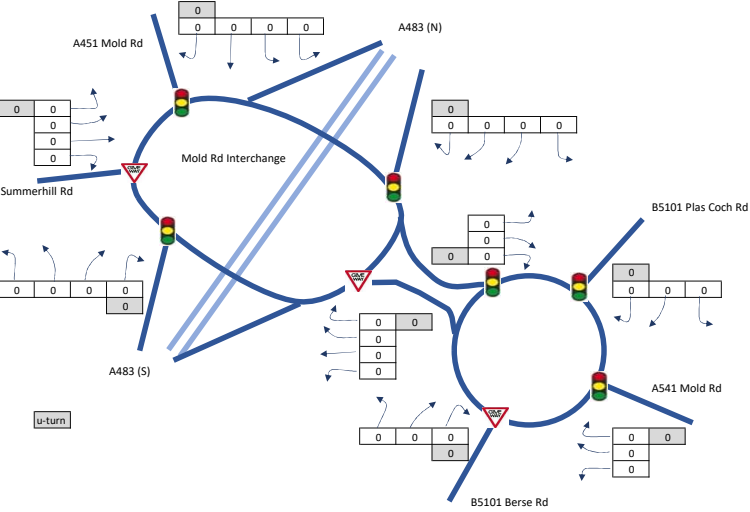
J000069

Land at Mold Road, Wrexham

October 2019

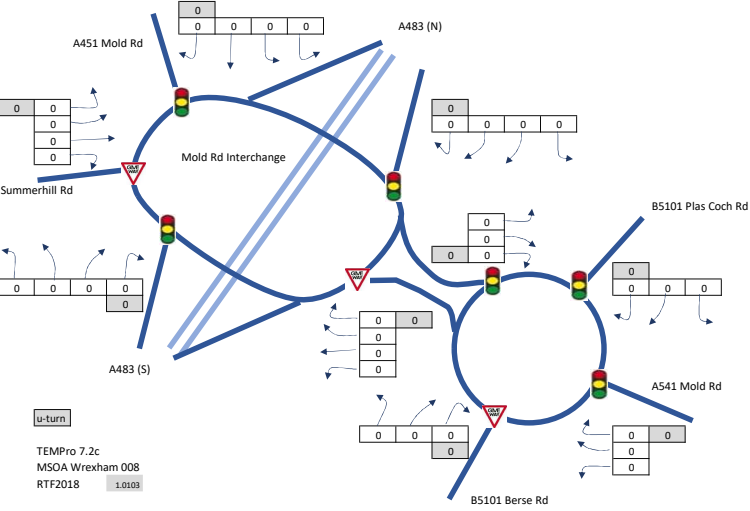
2022 AM Observed

Flows in PCU



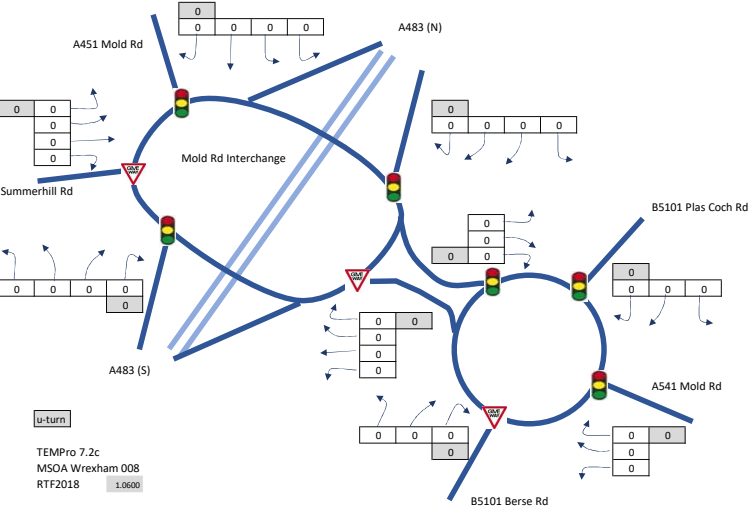
2023 AM Baseline

Flows in PCU



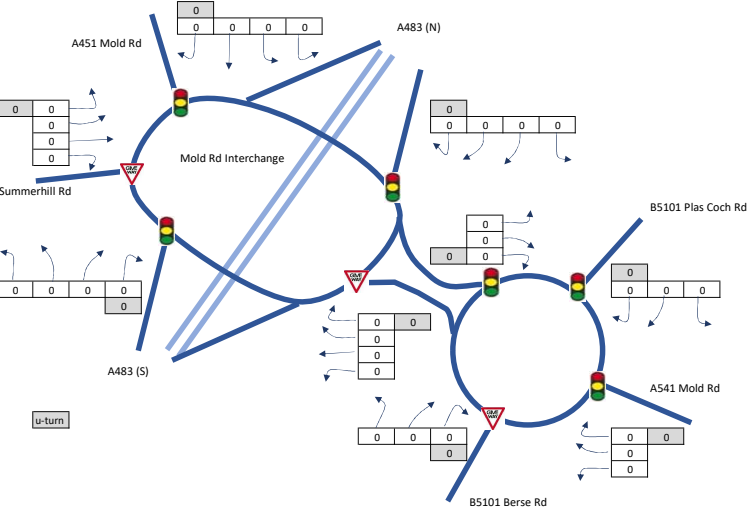
2028 AM Baseline

Flows in PCU



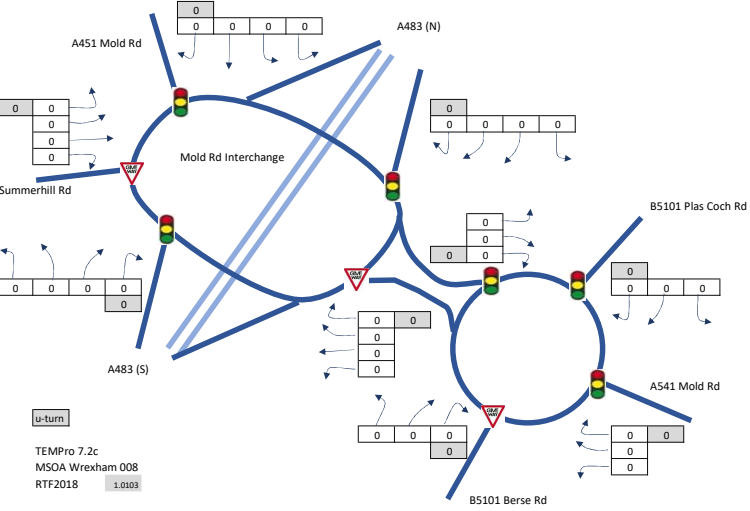
2022 PM Observed

Flows in PCU



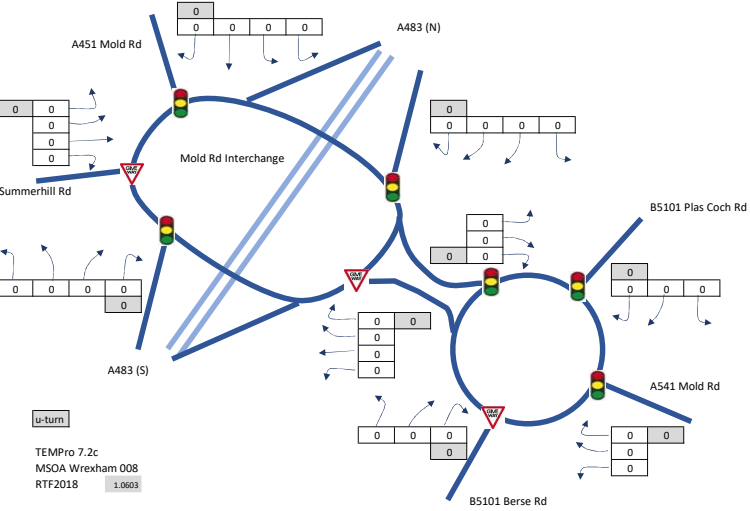
2023 PM Baseline

Flows in PCU



2028 PM Baseline

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A B
D C

am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

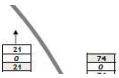
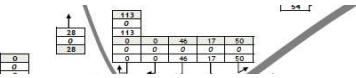
a b
d c

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Source: Land at Mold Road, Wrexham Proposed Residential Development - Transport Assessment (December 2019)
And: Technical Note – Response to WCBC Highways Consultation

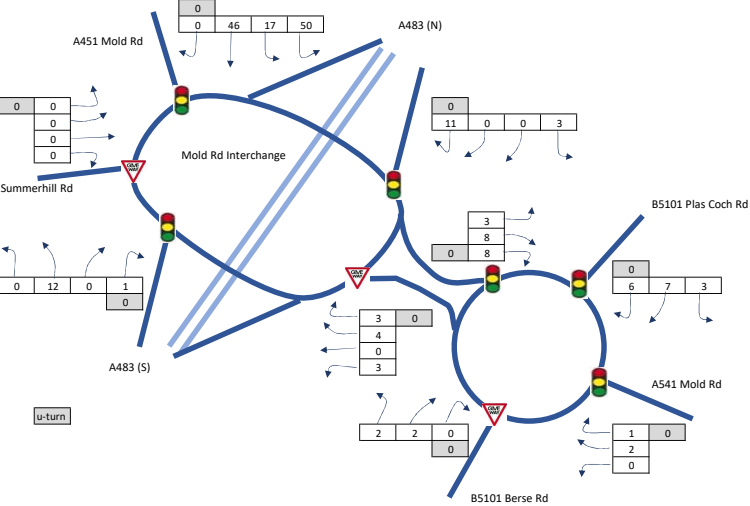
2024



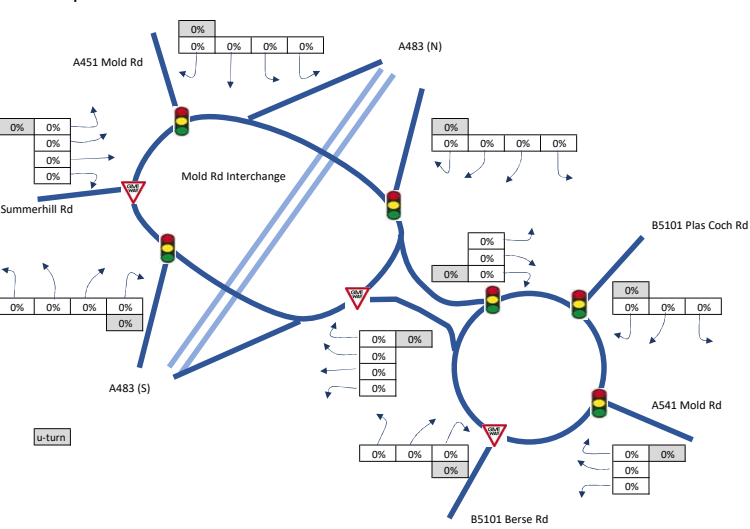
New Road

AM Committed Development

Flows in PCU

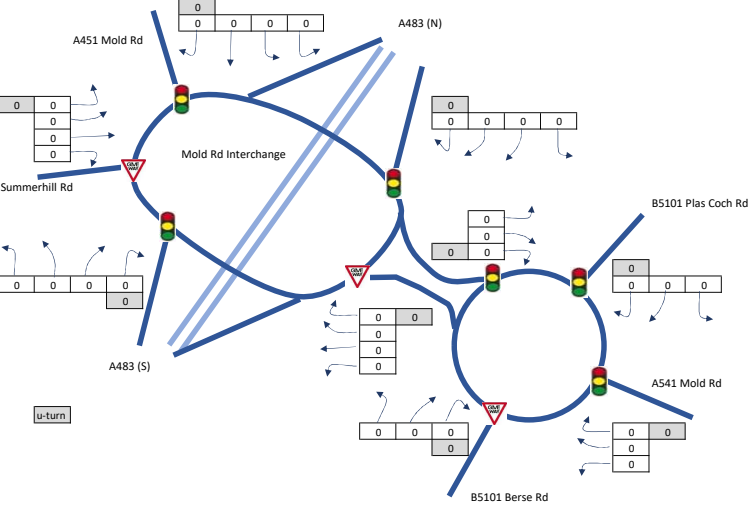


AM Development Distribution



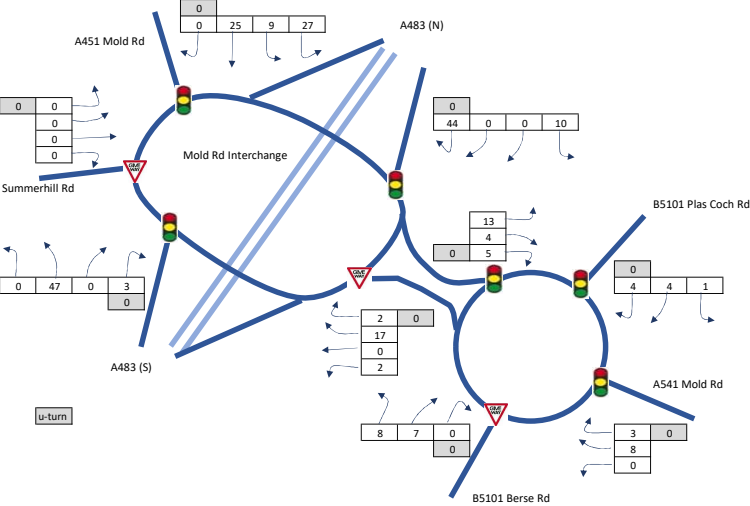
AM Development Assignment

Flows in PCU

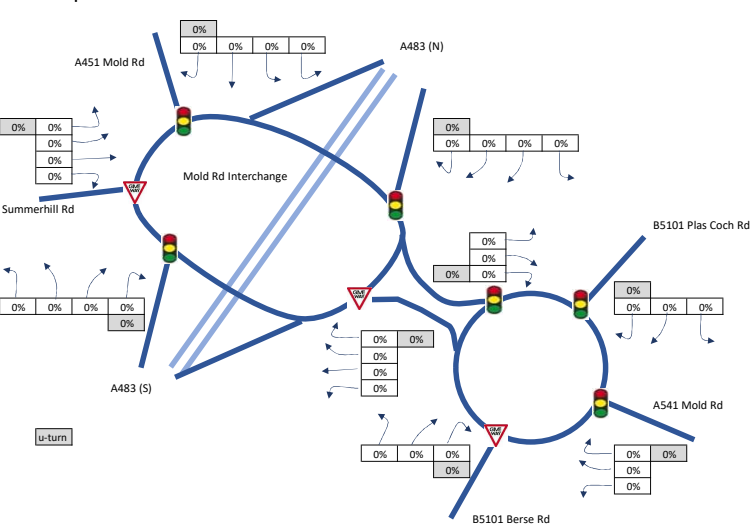


PM Committed Development

Flows in PCU

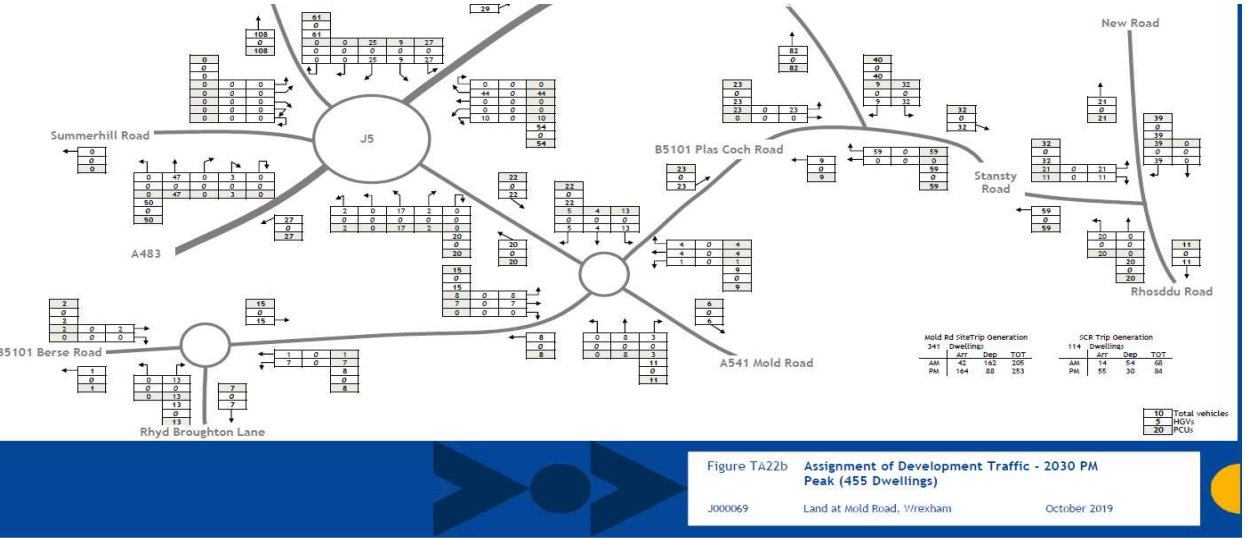
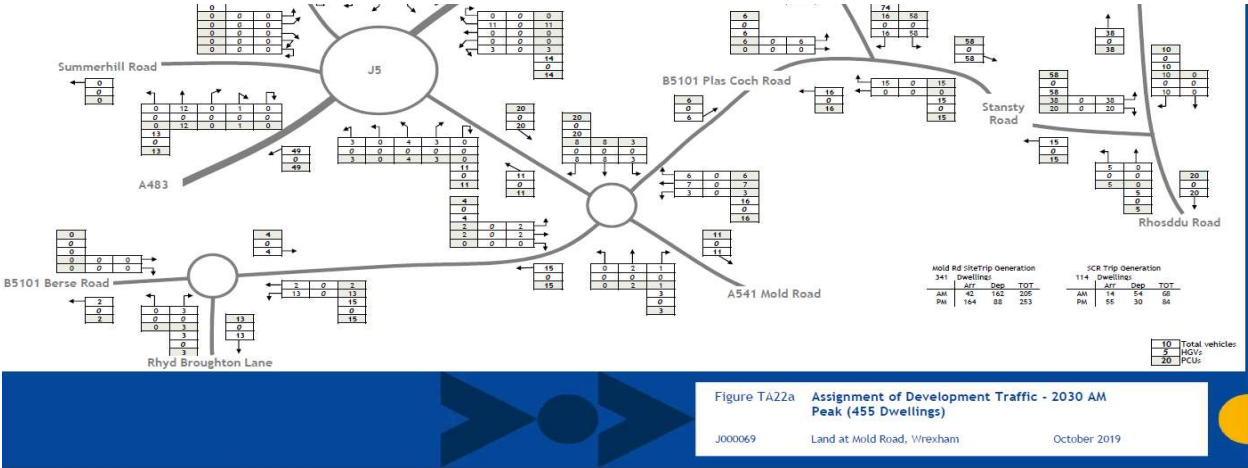
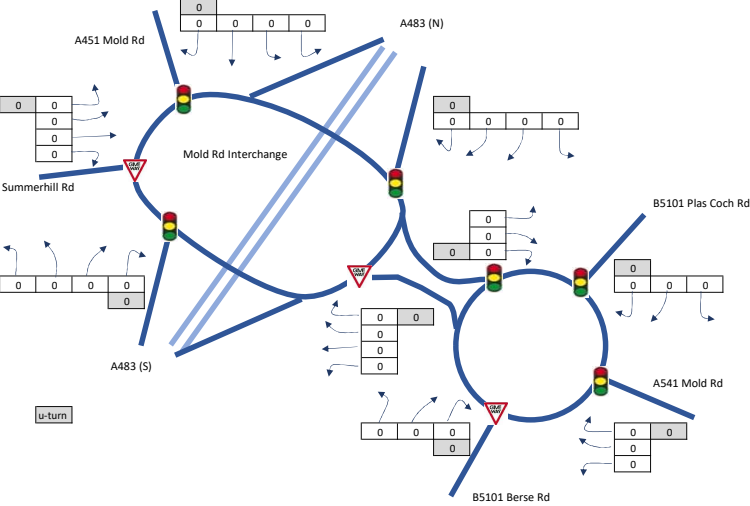


PM Development Distribution



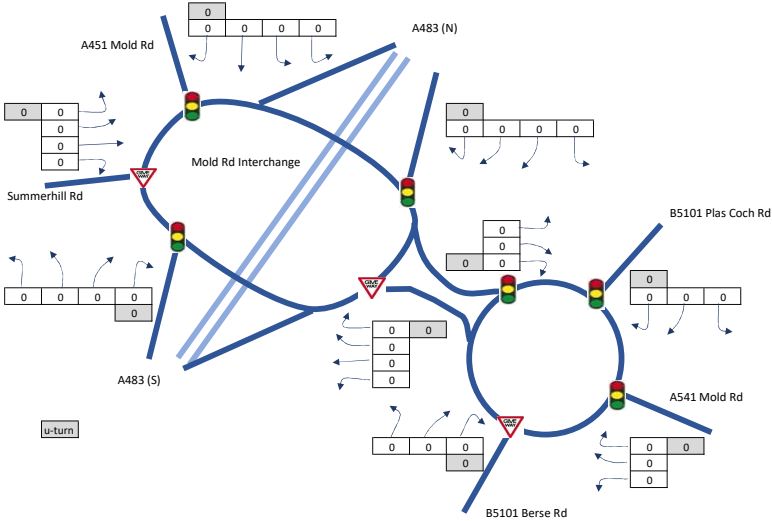
PM Development Assignment

Flows in PCU



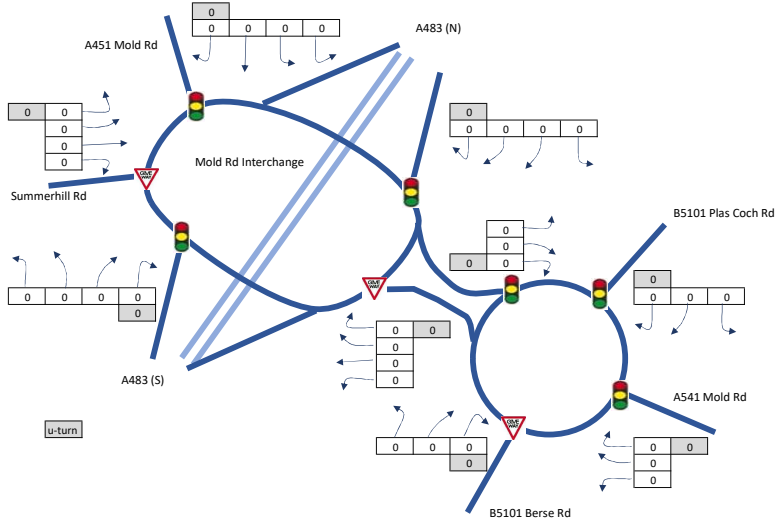
Flows in PCU

Flows in PCU



Flows in PCU

Flows in PCU



am	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

pm	A	B	C	D	E
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
E	0	0	0	0	0

E A
D B
C

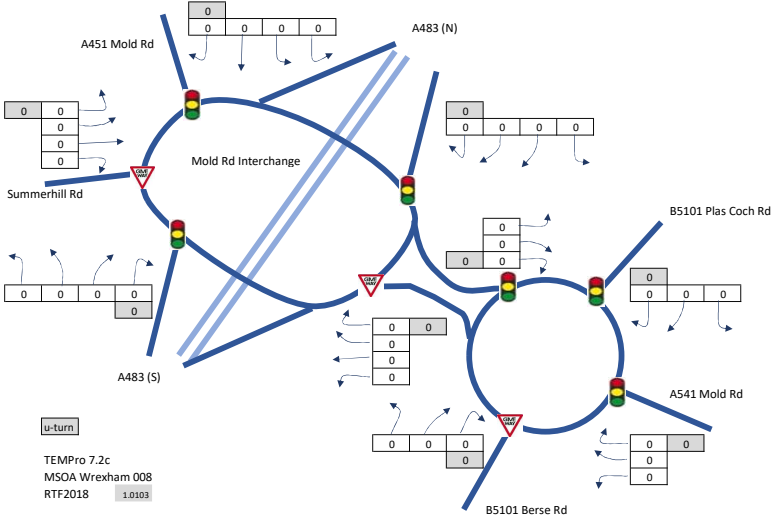
am	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

pm	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

a
d b
c

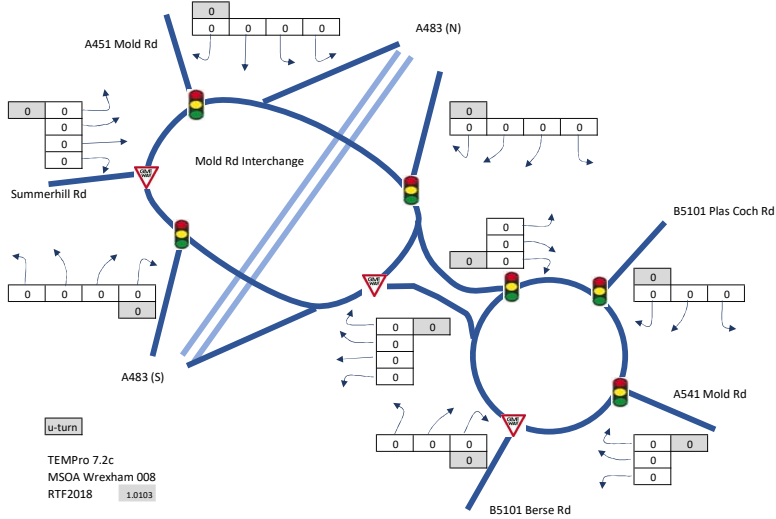
Flows in PCU

Flows in PCU



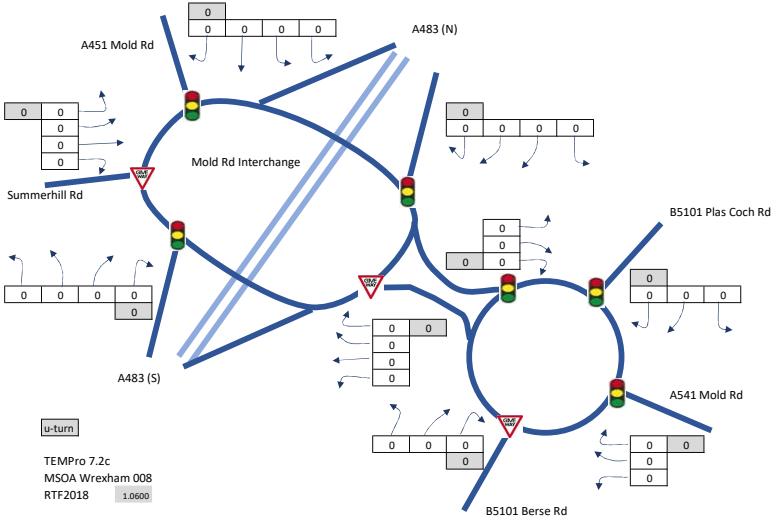
Flows in PCU

Flows in PCU



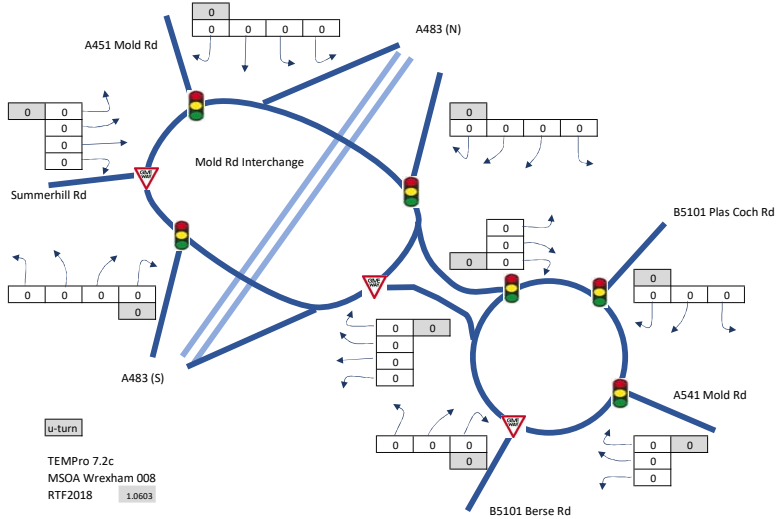
Flows in PCU

Flows in PCU



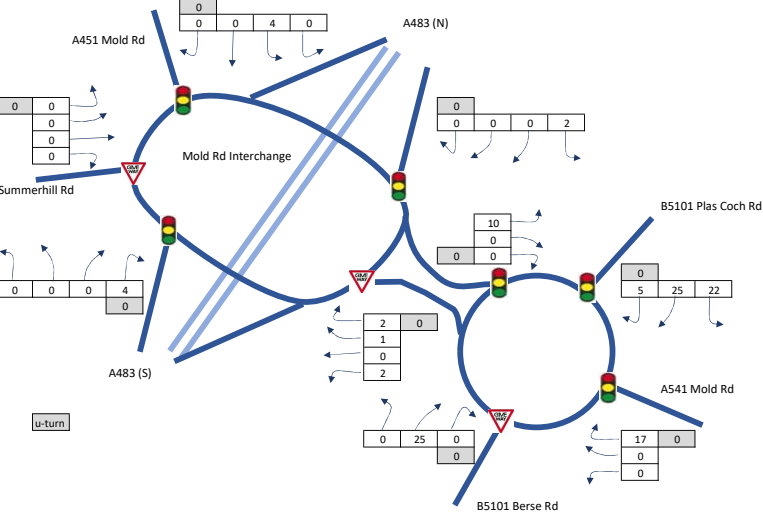
Flows in PCU

Flows in PCU



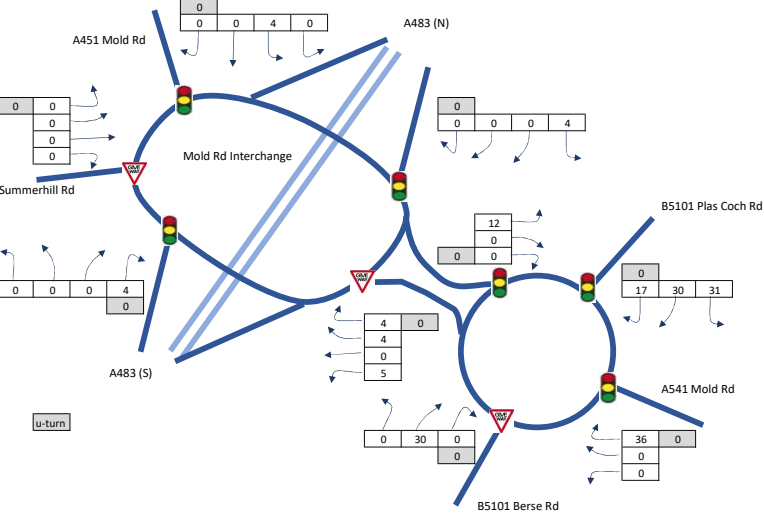
AM Committed Development

Flows in PCU

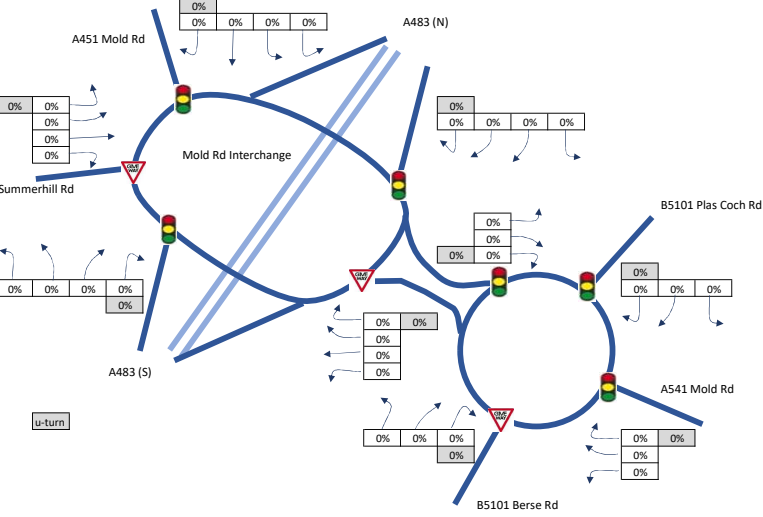


PM Committed Development

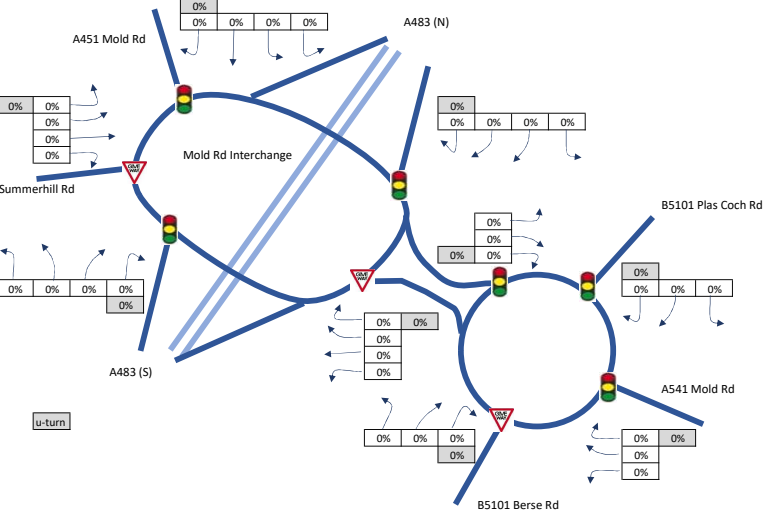
Flows in PCU



AM Development Distribution

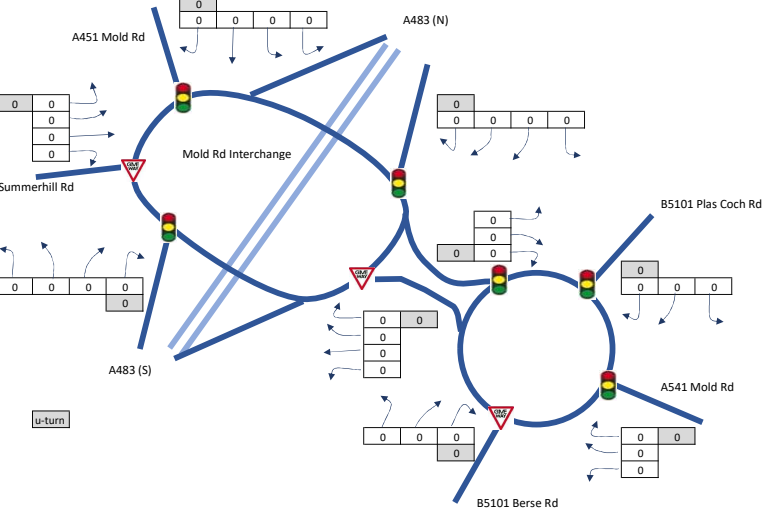


PM Development Distribution



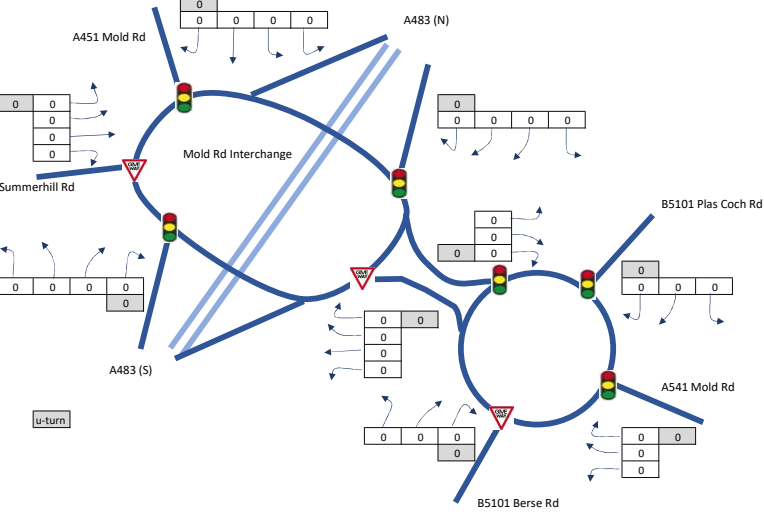
AM Development Assignment

Flows in PCU

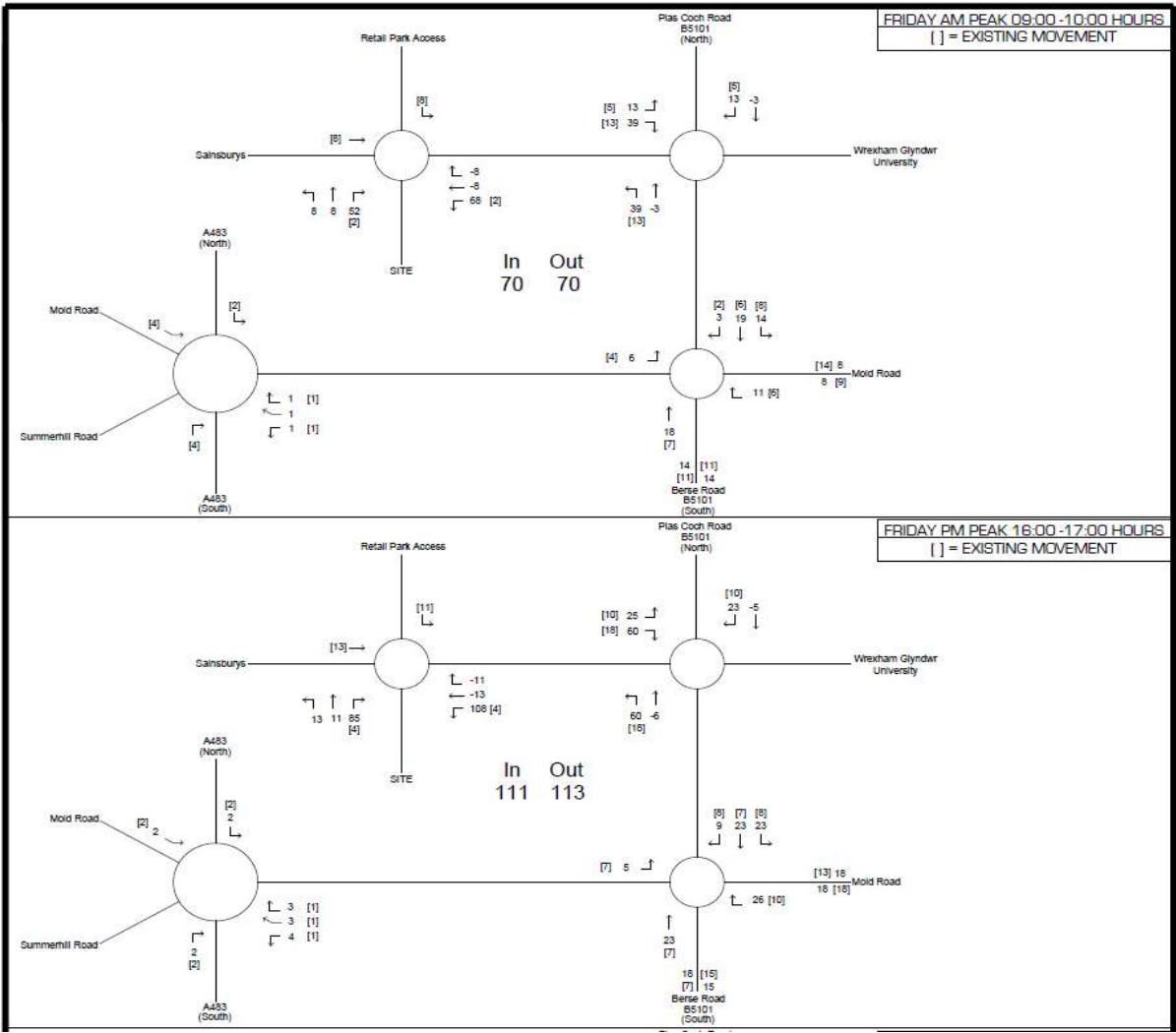


PM Development Assignment

Flows in PCU

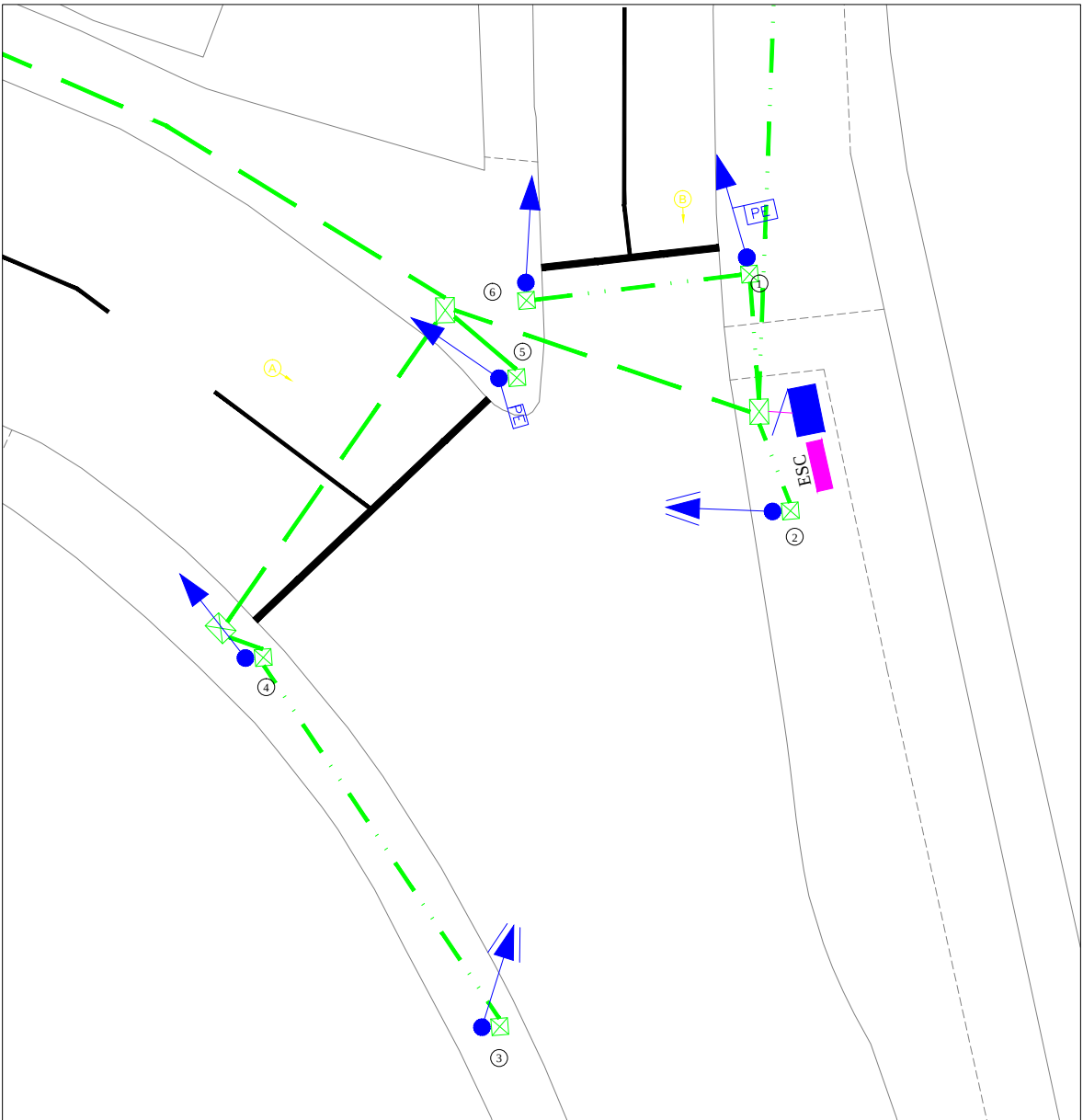
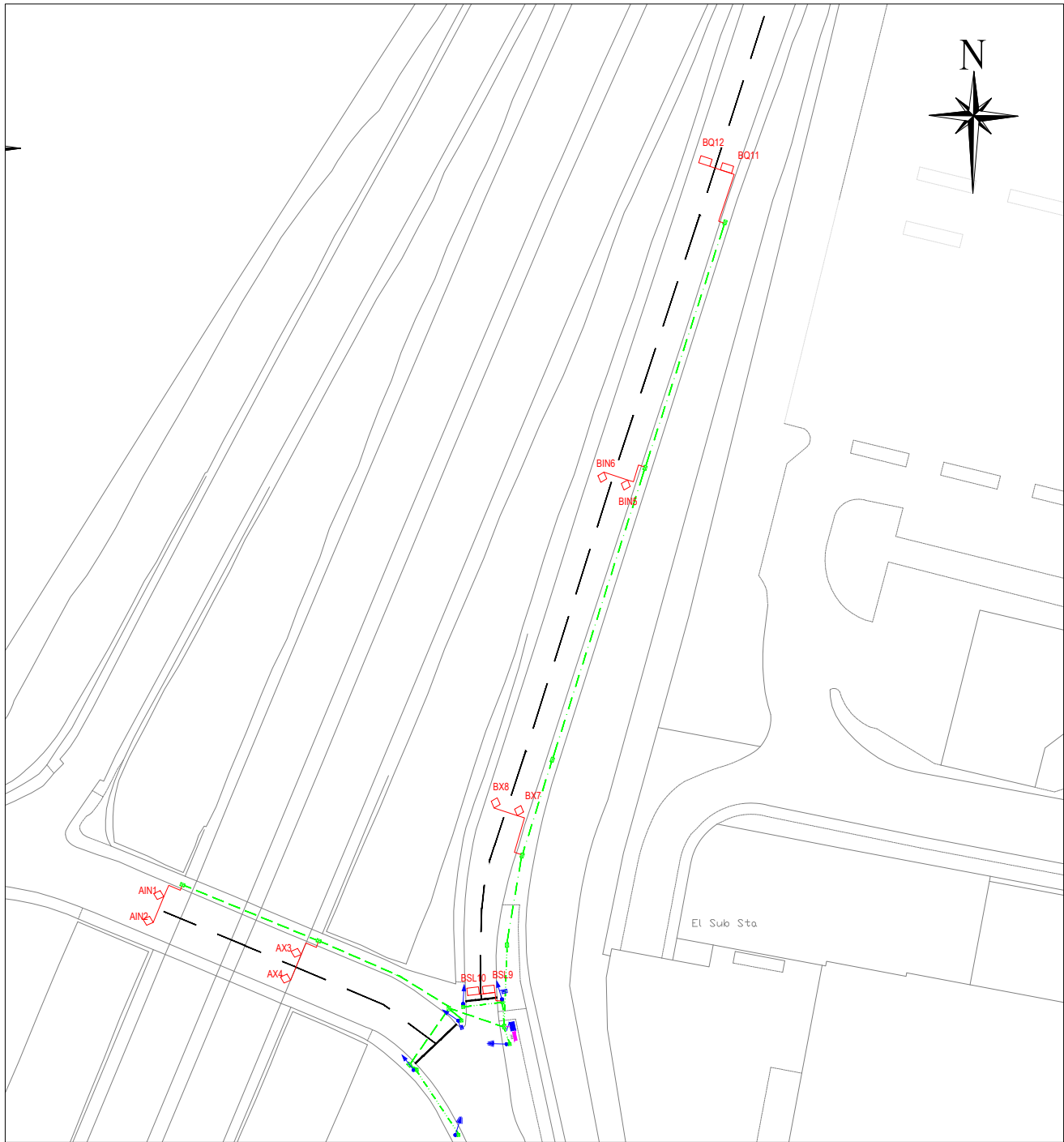


Source: APPENDICES 9.0 – 17.0 (PART 2 of 2) FOR TRANSPORT ASSESSMENT VOLUME 2 - PROPOSED McDONALD'S RESTAURANT LAND AT PLAS COCH RETAIL PARK, WREXHAM



APPENDIX 7

SIGNAL PHASING DATA



LOOP DIMENSIONS TABLE		
LOOP NAME	DISTANCE FROM STOPLINE (m)	NOTES
AX3	25	DIAMOND
AX4	25	DIAMOND
AIN1	50	DIAMOND
AIN2	50	DIAMOND
BSL9	2	RECTANGLE
BSL10	2	RECTANGLE
BX7	35	DIAMOND
BX8	35	DIAMOND
BIN5	93	DIAMOND
BIN6	93	DIAMOND
BQ11	150	RECTANGLE
BQ12	150	RECTANGLE

DISTANCE FROM STOP LINE

STOPLINE / "X" / "IN" LOOP DIMENSION DIAGRAM

DRAWING N°12106-AB-WT001

ISSUE1

KEY

SIGNAL EQUIPMENT

2m Stub Pole

4m Straight Traffic Signal Pole

4.32m Swan Neck Traffic Signal Pole

Primary 3 Aspect RAG Signal Head

Primary Signal Head Red/Amber/Right Green Arrow

Primary Signal Head Red/Amber/Left Green Arrow

Secondary 3 Aspect RAG Signal Head

Secondary 3 Aspect RAG Signal Head fitted with right arrow green aspect

No U Turn Box Sign

Near-sided Push Button Wait Indicator Unit fitted with Rotating Tactile Cone

Pedestrian Demand Unit fitted with Rotating Tactile Device

Photo electric cell

Kerbside Detector

On Crossing Detector

Overhead stopline detector

Pole Mounted Moving Vehicle Detector (MVD)

Far Sided Indicator

Traffic Signal Controller

Electricity Supply Cabinet

Dual Electricity Supply Pillar

Pole Number

Inductive loop MOVA vehicle detector

Phasing

CIVILS EQUIPMENT

Large Access Chamber

Medium Access Chamber

Pole Box

4 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct

3 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct

2 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct

1 x 100mm Dia Orange High Density Polyethylene Traffic Signal Duct

ISSUE DESCRIPTION

DRN

CHK

DATE

NicheTrafficSolutions
Your Ideas in Action

DRAWING STATUS

APPROVED

CUSTOMER

Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru
North & Mid Wales Trunk Road Agent

SCHEME TITLE

VREXHAM COUNTY BOROUGH COUNCIL
SITE REF - WT001 JS A483/A541
ASBUILT TRAFFIC SIGNAL EQUIPMENT

DATE: 24/03/14SCALEA/S

DRN: RE

CHKD: TT

APP: TT

Niche Traffic Solutions
147 Monmouth Lane
Walsby Green
S25 3WJ
Tel: 01753 803119
Email: tsm@nicetrafficsolutions.co.uk
www.nicetrafficsolutions.co.uk

DRAWING N°12106-WT001

PAPER SIZEA1

THIS DRAWING IS NOT PROVIDED AS A PLAN OF THE LOCATION OF ANY UNDERGROUND CONSTRUCTIONS OR UTILITY SERVICES. THE LOCATION OF SUCH CONSTRUCTIONS OR SERVICES SHOULD BE CONFIRMED BY THE USER OF THIS DRAWING PRIOR TO ANY EXCAVATION WORKS. NICHE TRAFFIC SOLUTIONS DOES NOT GUARANTEE THE ACCURACY OF ANY INFORMATION PROVIDED BY ANY UTILITY ORGANISATION OR OTHER AUTHORITY AND ACCEPTS NO LIABILITY FOR ANY LOSS, DAMAGE OR INJURY RESULTING FROM EXCAVATIONS UNDERTAKEN BY OTHERS.

MICROSENSE TRAFFIC CONTROLLER (MTC) CONFIGURATION FORMS

CUSTOMER : WREXHAM COUNTY BOROUGH COUNCIL

INTERSECTION DESCRIPTION : A483 / A541 INTERCHANGE, WREXHAM - CONTROLLER NO. 1 EAST SIDE

MICROSENSE TENDER No. :

MICROSENSE WORKS ORDER No. : TCT660

CUSTOMERS ORDER No. : 18077

DATED : 26/10/06

CUSTOMERS ENGINEER : JOHN YORKE

CUSTOMERS TELEPHONE No. : 01745-536383

EXT :

EQUIPMENT INSTALLATION BY : TRAFFIC SYSTEMS CO-OP

SLOT CUTTING BY :

CIVIL WORKS BY :

CONFIGURATION No. : CFGTCT16 **ISSUE :** 1.09 **CONFIGURATION ENGINEER:** D.A.LAWRENCE (TCT CONSULTANCY LTD)

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 1

GENERAL DATA

POWER SUPPLY DATA

MAINS VOLTAGE	240 Volts
MAINS FREQUENCY	50 Hz
PEAK CURRENT	0.0 Amps
DIMMING VOLTAGE	160

SOLAR SWITCH DATA

DETECTOR TIMING SET DATA	SET 1	SET 2	SET 3	SET 4
CALL DELAY PERIOD (seconds)	10.0	10.0	10.0	10.0
CANCEL DELAY PERIOD (seconds)	10.0	10.0	10.0	10.0
DFM ACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H
DFM INACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H

BRITISH SUMMERTIME CHANGE DATA

BST START WEEK	13	BST END WEEK	43
-----------------------	----	---------------------	----

MANUAL MODE DISABLE DATA

IS MANUAL DISABLE VIA HANDSET OPTION REQUIRED ?	No
--	----

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 2A

CONFIGURATION HISTORY

ISSUE	DATE	DESCRIPTION
1.00	2/12/06	INITIAL CONFIGURATION
1.01	7/12/06	INTERMEDIATE EDIT
1.02	17/1/07	INTERMEDIATE EDIT
1.03	18/1/07	INTERMEDIATE EDIT
1.04	21/1/07	INTERMEDIATE EDIT
1.05	22/1/07	INTERMEDIATE EDIT
1.06	24/1/07	INTERMEDIATE EDIT
1.07	1/2/07	INTERMEDIATE EDIT
1.08	2/2/07	INTERMEDIATE EDIT
1.09	21/2/07	CHANGES MADE POST FAT - ONLY RELEVANT FORMS PRINTED

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 2C

PHASE DATA 1

PHS. ID	ROAD NAME(S)	PHS. TYPE	TYPE	APPEARANCE ASSOC' TED PHASE(S)	TYPE	TERMINATION ASSOC' TED PHASE(S)	RESTART ALLWD.	APP. IN MAN.
A	CIRCULATORY EASTBOUND	T	0		0		No	0
B	SOUTHBOUND OFF SLIP	T	0		0		No	0

PHASE DATA 2									
PHASE ID	MIN. GREEN TIME	MIN. GREEN LIMIT	WINDOW TIME	SPEED MEASUREMENT FACILITIES		ASSOC. TO PED. PHASES	COND. DMD. TYPE	CONDITIONING PHASES	
				EXIST	PED. PHASES				
A	7.0	3.0	-	No		No	NONE		
B	7.0	3.0	-	No		No	NONE		

PHASE DATA 2_1

PHS ID	MAXIMUM GREENS (VA)								MAXIMUM GREENS (PTM)								MAXIMUM GREENS (FVP)							
	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8
A	25.0	20.0	25.0	25.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	14.0	12.0	14.0	14.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PHASE DATA 4				
PHASE ID	CONFLICTING GREENS	OPPOSED BY PHASE DEMANDS	OPPOSED BY STAGE DEMANDS	REVERTIVE PHASE DEMANDS
A	B	ALL		A
B	A	ALL		B

LAMP SEQUENCE DATA

PHS. TYPE	SEQUENCE DESCRIPTION	START-UP STARTING			START-UP STOPPING			NORMAL STARTING			NORMAL STOPPING			RUNNING			STOPPED			SHUTDOWN		
		State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration
FP	FAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	3	G	G	N/A	R	R	N/A	B	B	N/A
G	IND/FILTER	G	G	0	B	B	0	G	G	0	B	B	0	G	G	N/A	B	B	N/A	B	B	N/A
L	LRT	G	G	0	A	A	5	G	G	0	A	A	5	G	G	N/A	R	R	N/A	B	B	N/A
NP	NEAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	R	R	3	G	G	N/A	R	R	N/A	B	B	N/A
P	PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	PBT	G	G	N/A	R	R	N/A	B	B	N/A
PP	PELICAN PEDESTRIAN	R	R	0	B	G	3	G	G	0	B	G	0.1	G	G	N/A	R	R	N/A	B	B	N/A
PT	PELICAN TRAFFIC	B	A	5	A	A	3	B	A	6	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A
T	TRAFFIC	G	G	0	A	A	3	R,A	R,A	2	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A

REF No. TCT16 | ISSUE 1.09 | DATE 25/03/14

STAGE DATA

STREAM 1		START-UP STAGE NO.	1
STAGE	ACTIVE PHASES		
00			
01	A		
02	B		
03			
04			
05			
06			
07			
08			
09			
10			
11			
12			
13			
14			
15			

MODE DATA

STREAM 1		STARTING INTERGREEN DURATION	9.0
MODE	PRIORITY No.	ALL RED EXTENSIONS AUTO TO MAX	
C.L.F	6	No	
HURRY CALL 1	2	No	
HURRY CALL 2	3	No	
HURRY CALL 3			
HURRY CALL 4			
LRT			
MANUAL	1	No	
MANUAL FT	4	Yes	
MOVA			
NORMAL - VA	7	No	
PART TIME			
UTC	5	No	
PHASE DEMANDS TO BE INSERTED ON START-UP AND WHEN LEAVING MANUAL OR FIXED TIME MODES			
ALL			

REF No. TCT16 | **ISSUE** 1.09 | **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 12

PART TIME AND HURRY CALL MODE DATA

STREAM 1							
PART TIME MODE DATA							
SWITCH-OFF STAGE		PART-TIME HOLD DURATION	0H	PART-TIME PREVENT DURATION	0H	PART-TIME QUEUE DETECTOR(S)	
HURRY CALL MODE DATA							
HURRY CALL No.	CALL STAGE	REQUEST DETECTOR(S)	CANCEL DETECTOR(S)	OUTPUT NAME	DELAY PERIOD	HOLD PERIOD	PREVENT PERIOD
1	1	AIN1Q,AIN2Q		N/A	0.0	5.0	60.0
2	2	BQ11,BQ12		N/A	0.0	5.0	60.0
3				N/A	0.0	0.0	0.0
4				N/A	0.0	0.0	0.0

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 13

MANUAL MODE DATA

MANUAL BUTTON NO.	STAGE NUMBER FOR EACH STREAM								STREET NAME(S)
	1	2	3	4	5	6	7	8	
ALL RED	0								ALL RED
1	1								CIRCULATORY EASTBOUND
2	2								SOUTHBOUND OFF SLIP
3									
4									
5									
6									
7									
BUTTON NO. FOR INITIAL MANUAL STAGE SET								1	STREAMS THAT MUST BE IN MANUAL MODE TOGETHER

UTC GENERAL DATA, CONFIRM BIT DATA & SF/LO QUALIFICATION PERIODS

UTC GENERAL DATA

UTC OPTION	TF RESET TIME	STREAM LINKING OPTIONS	SYNC CONFIRM TIMES	TIME SYNC DATA																												
OPTION 1 (MCE 0105/0106)	00:00:00 HRS	<table><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr><tr><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td></tr></table>	1	2	3	4	5	6	7	8	U	U	U	U	U	U	U	U	<table><tr><td>RT REPLY BIT</td><td>3</td></tr><tr><td>SR REPLY BIT</td><td>3</td></tr></table>	RT REPLY BIT	3	SR REPLY BIT	3	<table><tr><td>DAY TYPE</td><td>ANY</td></tr><tr><td>REFERENCE TIME</td><td>06:00:00HRS</td></tr><tr><td>REPEAT RATE</td><td>24H</td></tr><tr><td>WINDOW TIME</td><td>24H</td></tr></table>	DAY TYPE	ANY	REFERENCE TIME	06:00:00HRS	REPEAT RATE	24H	WINDOW TIME	24H
1	2	3	4	5	6	7	8																									
U	U	U	U	U	U	U	U																									
RT REPLY BIT	3																															
SR REPLY BIT	3																															
DAY TYPE	ANY																															
REFERENCE TIME	06:00:00HRS																															
REPEAT RATE	24H																															
WINDOW TIME	24H																															
USE SERIAL INTERFACE FOR UTC	UTC ACTIVE STATE																															
FALSE	SHORT CIRCUIT																															

UTC CONFIRM DATA

STREAM	CONFIRM BIT(S) TO BE USED FOR MANUAL MODE RUNNING ON STREAM	CONFIRM BIT(S) TO BE REPLIED FOR FIXED TIME RUNNING ON STREAM
1		
2		
3		
4		
5		
6		
7		
8		

CONTROLLER STATE	CONFIRM BIT(S) TO BE USED FOR CONTROLLER STATE
MANUAL MODE SELECTED	CRB
SIGNALS OFF FAILED	CRB
SIGNALS OFF MANUALLY	CRB
DETECTOR FAULT	
CONTROLLER FAULT	
CONTROLLER WARNING	
MANUAL FIXED TIME SELECTED	CRB

SF/LO QUALIFICATION PERIODS

LO1	10.0	LO2	10.0	LO3	10.0	LO4	10.0	LO5	10.0	LO6	10.0	LO7	10.0	LO8	10.0
SF01	7.0	SF02	7.0	SF03	7.0	SF04	7.0	SF05	7.0	SF06	7.0	SF07	7.0	SF08	7.0
SF09	7.0	SF10	7.0	SF11	7.0	SF12	7.0	SF13	7.0	SF14	7.0	SF15	7.0	SF16	7.0

REF No. TCT16 ISSUE 1.09 DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 15

UTC FORCE BITS

Force Bit	PHASE DEMANDS TO BE CONSIDERED FOR DEMAND DEPENDANT STAGES	REQUIRED PHASE EXTENSIONS	STAGE TO FORCE IN EACH STREAM							
			1	2	3	4	5	6	7	8
F01			1							
F02			2							
F03			1							

UTC (STREAM/STAGE) CONFIRM DATA

STAGE No.	STREAM							
	1	2	3	4	5	6	7	8
00								
01	G1							
02	G2							
03								
04								
05								
06								
07								
08								
09								
10								
11								
12								
13								
14								
15								

REF No. TCT16 ISSUE 1.09 DATE 25/03/14

UTC TIMEOUT DATA & LOCAL LINK INHIBIT DATA

UTC TIMEOUT DATA

	UTC BITS									
	F	D	DX	SF	FM	LO	GO	LL	LRTI	PV
TIMEOUT DURATION	300	0	0	0	0	0	0	0	0	500
NO TIMEOUTS ALLOWED	False	True	True	True	True	True	True	True	True	False

UTC LOCAL LINK INHIBIT DATA

LL BITS	PHASES
LL01	
LL02	
LL03	
LL04	
LL05	
LL06	
LL07	
LL08	

FT AND VA MODE

STREAM 1

FT MODE DATA

NORMAL FT OR VA TO MAX

VA

FROM STAGE	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
STAGE TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TO STAGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DEMAND DEPENDANT PHASES DURING VA TO MAX

VA MODE DATA

ARTERIAL REVERSION TO STAGE/PHASE	1	VA STAGE SELECTION OPTION REQUIRED	NEAR
-----------------------------------	---	------------------------------------	------

REF No. TCT16 | ISSUE 1.09 | DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 21

MINIMUM INTERGREEN DURATIONS		
FROM PHS	TO PHASES	
	A	B
A		5.0
B	5.0	

INTERGREEN MINIMUM LIMIT VALUES

FROM PHS	TO PHASES	
	A	B
A		4.0
B	4.0	

REF No. TCT16 **ISSUE** 1.09 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 26

DETECTOR DATA 1

DET. NAME	Det. Type	Dummy	I/P No.	Assoc. I/P No.	Vis. Unit No.	Active State	Count Det.	Illuminate Wait Lamps on Phase(s)	Latched Phase Demand(s)	Unlatched Phase Demand(s)	Green Phase Extension(s)	Varimax Phase(s)
AIN1	NM	N	16			OC	N		A		A(4.0)	
AIN2	NM	N	17			OC	N		A		A(4.0)	
AX3	NM	N	18			OC	N		A		A(4.0)	
AX4	NM	N	19			OC	N		A		A(4.0)	
BIN5	NM	N	20			OC	N					
BIN6	NM	N	21			OC	N					
BX7	NM	N	22			OC	N		B		B(4.0)	
BX8	NM	N	23			OC	N		B		B(4.0)	
BSL9	NM	N	24			OC	N		B		B(0.5)	
BSL10	NM	N	25			OC	N		B		B(0.5)	
BQ11	NM	N	26			OC	N					
BQ12	NM	N	27			OC	N					
SYNC	NM	N	32			SC	N					
C2PHSC	NM	N	33			SC	N					
C2PHSD	NM	N	34			SC	N					
AIN1Q	NM	Y	DD			SC	N					
AIN2Q	NM	Y	DD			SC	N					

REF No. TCT16 | ISSUE 1.09 | DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 28

DETECTOR DATA 2

DET. NAME	DFM TIMINGS								DFM FORCE STATES		CALL/CANCEL TIMINGS								ASSOCIATED TO PED.	
	DFA SET 1	DFA SET 2	DFA SET 3	DFA SET 4	DFI SET 1	DFI SET 2	DFI SET 3	DFI SET 4	ACTIVE	INACTIVE	DCL SET 1	DCL SET 2	DCL SET 3	DCL SET 4	DCN SET 1	DCN SET 2	DCN SET 3	DCN SET 4	PHASE	EXTN.
AIN1	30M				18H				A	A									-	-
AIN2	30M				18H				A	A									-	-
AX3	30M				18H				A	A									-	-
AX4	30M				18H				A	A									-	-
BIN5	30M				18H				A	A									-	-
BIN6	30M				18H				A	A									-	-
BX7	30M				18H				A	A									-	-
BX8	30M				18H				A	A									-	-
BSL9	30M				18H				A	A									-	-
BSL10	30M				18H				A	A									-	-
BQ11	5M								I	I	6.0								-	-
BQ12	5M								I	I	6.0								-	-
SYNC									N	N	1.0	1.0	1.0	1.0					-	-
C2PHSC									N	N									-	-
C2PHSD									N	N									-	-
AIN1Q									N	N	6.0								-	-
AIN2Q									N	N	6.0								-	-

REF No. TCT16 | ISSUE 1.09 | DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 29

TIMETABLE ENTRY DATA

No.	DAY TYPE	TIME	EV. LST
1	WKD	07:30:00	1
2	WKD	15:30:00	2

TIMETABLE EVENT LIST DATA

LIST No.	EVENT TYPE	ACTION 1 PARAMS	EVENT TYPE	ACTION 2 PARAMS	EVENT TYPE	ACTION 3 PARAMS	EVENT TYPE	ACTION 4 PARAMS	EVENT TYPE	ACTION 5 PARAMS	EVENT TYPE	ACTION 6 PARAMS	EVENT TYPE	ACTION 7 PARAMS	EVENT TYPE	ACTION 8 PARAMS
1	TTS	1														
2	TTS	2														
3	TTS	3														
4	TTS	4														

SPECIAL CONDITIONING TIMER DATA

TIMER No.	TIMER NAME	DURATION	COMMENTS	FIXED
001	F1OVR	290.0	F1 OVERRIDE TIMER USED TO STOP MOVA DROP OFF IN REVERT STAGE	N
002	BQ11	2.0	BQ11 OUTPUT PULSE	N
003	BQ12	2.0	BQ12 OUTPUT PULSE	N
004	AQ13	2.0	AQ13 OUTPUT PULSE	N
005	M29ON	8.0	MOVA DET 29 ON DELAY (FORCE)	N
006	M29PLS	2.0	MOVA DET 29 PULSE	N
007	M30ON	10.0	MOVA DET 30 ON DELAY (HOLD)	N
008	M30OFF	10.0	MOVA DET 30 OFF DELAY (CLEAR)	N
009	M30OVR	90.0	OVERRIDE FOR MOVA DET 30 (HOLD)	N
010	M31ON	8.0	MOVA DET 31 ON DELAY (FORCE)	N
011	M31PLS	2.0	MOVA DET 31 PULSE	N
012	M32ON	10.0	MOVA DET 32 ON DELAY (HOLD)	N
013	M32OFF	10.0	MOVA DET 32 OFF DELAY (CLEAR)	N
014	M32OVR	90.0	OVERRIDE FOR MOVA DET 32 (HOLD)	N
015	CRBTOG	2.0	CRB TOGGLE DURATION	N
016	CRBDLY	180.0	DELAY BETWEEN CRB TOGGLES	N

REF No.	TCT16	ISSUE 1.09	DATE 25/03/14
----------------	-------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34A

SPECIAL CONDITIONING STATEMENTS

STATEMENT 001

COMMENTS: F1 active starts F1OVR timer, else stops it.

IF UTCBIT-F1
THEN SCTSTART-F1OVR
ELSE SCTSTOP-F1OVR

STATEMENT 002

COMMENTS: F1OVR timer expired and F1 still active removes F1 and sets F3 to stop UTC F-bit timeout expiry.

IF SCTEXPRD-F1OVR AND UTCBIT-F1
THEN UTCBITI-F1 UTCBITA-F3
ELSE UTCBITN-F1 UTCBITN-F3

STATEMENT 003

COMMENTS: SYNC input from West controller active after call delay sets the clock.

IF FDET-SYNC
THEN CLOCKSNC

STATEMENT 004

COMMENTS: AIN1 drives AIN1Q.

IF RDET-AIN1
THEN DETA-AIN1Q
ELSE DETN-AIN1Q

STATEMENT 005

COMMENTS: AIN2 drives AIN2Q.

IF RDET-AIN2
THEN DETA-AIN2Q
ELSE DETN-AIN2Q

SPECIAL CONDITIONING STATEMENTS

STATEMENT 006

COMMENTS: Loop BQ11 active after call delay or spare switch 3 starts BQ11 timer.

IF FDET-BQ11 **OR NOT** MANIP-SPARE3
THEN SCTSTART-BQ11

STATEMENT 007

COMMENTS: BQ11 timer running sets output BQ11.

IF SCTRUNNG-BQ11
THEN OUTPUTA-BQ11
ELSE OUTPUTN-BQ11

STATEMENT 008

COMMENTS: Loop BQ12 active after call delay or spare switch 3 starts BQ12 timer.

IF FDET-BQ12 **OR NOT** MANIP-SPARE3
THEN SCTSTART-BQ12

STATEMENT 009

COMMENTS: BQ12 timer running sets output BQ12.

IF SCTRUNNG-BQ12
THEN OUTPUTA-BQ12
ELSE OUTPUTN-BQ12

STATEMENT 010

COMMENTS: Either of dummy detectors AIN1Q or AIN2Q active after call delay or spare switch 2 starts AQ13 timer.

IF FDET-AIN1Q **OR** FDET-AIN2Q **OR NOT** MANIP-SPARE2
THEN SCTSTART-AQ13

REF No. TCT16 **ISSUE** 1.09 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 011

COMMENTS: AQ13 timer running sets output AQ13.

IF SCTRUNNG-AQ13
THEN OUTPUTA-AQ13
ELSE OUTPUTN-AQ13

STATEMENT 012

COMMENTS: MAN/UTC mode running inhibits HC1/HC2 modes.

IF MANMODE-1 **OR** UTCMODE-1
THEN HCINHIB-1.1 HCINHIB-1.2
ELSE HCALLOW-1.1 HCALLOW-1.2

STATEMENT 013

COMMENTS: Phase A starting with demand present sets flag1.

IF START-A **AND** PHSDMD-A
THEN SCFLGON-1

STATEMENT 014

COMMENTS: Phase A stopping removes flag1.

IF STOPNG-A
THEN SCFLGOFF-1

STATEMENT 015

COMMENTS: Phase A green, flag1 on and not in MSD mode sets C1PHSA output. SCB/7=1 to disable.

IF PHASE-A **AND** SCFLAG-1 **AND NOT** MSDMODE-1 **AND NOT** SCBITS-7
THEN OUTPUTA-C1PHSA
ELSE OUTPUTN-C1PHSA

REF No. TCT16 **ISSUE** 1.09 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 016

COMMENTS: Phase B green and not in MSD mode sets C1PHSB output. SCB/8=1 to disable.

IF PHASE-B **AND NOT** MSDMODE-1 **AND NOT** SCBITS-8
THEN OUTPUTA-C1PHSB
ELSE OUTPUTN-C1PHSB

STATEMENT 017

COMMENTS: C2PHSC input active starts M29ON and M30ON timers, else stops them.

IF FDET-C2PHSC
THEN SCTSTART-M29ON SCTSTART-M30ON
ELSE SCTSTOP-M29ON SCTSTOP-M30ON

STATEMENT 018

COMMENTS: M29ON timer expired and C2PHSC input still active starts M29PLS timer.

IF SCTEXPRD-M29ON **AND** FDET-C2PHSC
THEN SCTSTART-M29PLS

STATEMENT 019

COMMENTS: M29PLS timer running and SCB/1=1 then set output MOVA29.

IF SCTRUNNG-M29PLS **AND** SCBITS-1
THEN OUTPUTA-MOVA29
ELSE OUTPUTN-MOVA29

STATEMENT 020

COMMENTS: M30ON timer expired and C2PHSC input still active sets flag11 and starts M30OVR timer.

IF SCTEXPRD-M30ON **AND** FDET-C2PHSC
THEN SCFLGON-11 SCTSTART-M30OVR

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS
--

STATEMENT 021
COMMENTS: C3PHSC inactive and flag11 on starts M30OFF timer.

IF NOT FDET-C2PHSC AND SCFLAG-11
THEN SCTSTART-M30OFF

STATEMENT 022
COMMENTS: M30OFF or M30OVR timer expired removes flag11/12.

IF SCTEXPRD-M30OFF OR SCTEXPRD-M30OVR
THEN SCFLGOFF-11 SCFLGOFF-12

STATEMENT 023
COMMENTS: Flag11 on and NOT(extA) sets flag12 to ignore further extensions.

IF SCFLAG-11 AND NOT PHSEXT-A
THEN SCFLGON-12

STATEMENT 024
COMMENTS: ((extA.NOT(flag12)) + SCB/3=1) . flag11 sets output MOVA30. SCB/2=1 to disable.

IF PHSEXT-A AND NOT SCFLAG-12 OR SCBITS-3 AND SCFLAG-11 AND NOT SCBITS-2
THEN OUTPUTA-MOVA30
ELSE OUTPUTN-MOVA30

STATEMENT 025
COMMENTS: C2PHSD input active starts M31ON and M32ON timers, else stops them.

IF FDET-C2PHSD
THEN SCTSTART-M31ON SCTSTART-M32ON
ELSE SCTSTOP-M31ON SCTSTOP-M32ON

SPECIAL CONDITIONING STATEMENTS

STATEMENT 026

COMMENTS: M31ON timer expired and C2PHSD input still active starts M31PLS timer.

IF SCTEXPRD-M31ON **AND** FDET-C2PHSD
THEN SCTSTART-M31PLS

STATEMENT 027

COMMENTS: M31PLS timer running and SCB/4=1 then set output MOVA31.

IF SCTRUNNG-M31PLS **AND** SCBITS-4
THEN OUTPUTA-MOVA31
ELSE OUTPUTN-MOVA31

STATEMENT 028

COMMENTS: M32ON timer expired and C2PHSD input still active sets flag21 and starts M32OVR timer.

IF SCTEXPRD-M32ON **AND** FDET-C2PHSD
THEN SCFLGON-21 SCTSTART-M32OVR

STATEMENT 029

COMMENTS: C2PHSD inactive and flag21 on starts M32OFF timer.

IF **NOT** FDET-C2PHSD **AND** SCFLAG-21
THEN SCTSTART-M32OFF

STATEMENT 030

COMMENTS: M32OFF or M32OVR timer expired removes flag21/22.

IF SCTEXPRD-M32OFF **OR** SCTEXPRD-M32OVR
THEN SCFLGOFF-21 SCFLGOFF-22

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 031

COMMENTS: Flag21 on and NOT(extA) sets flag22 to ignore further extensions.

IF SCFLAG-21 **AND NOT** PHSEXT-A
THEN SCFLGON-22

STATEMENT 032

COMMENTS: ((extA.NOT(flag22)) + SCB/6=1) . flag21 sets output MOVA32. SCB/5=1 to disable.

IF PHSEXT-A **AND NOT** SCFLAG-22 **OR** SCBITS-6 **AND** SCFLAG-21 **AND NOT** SCBITS-5
THEN OUTPUTA-MOVA32
ELSE OUTPUTN-MOVA32

STATEMENT 033

COMMENTS: Stage 1 running lights PB1 led.

IF CURSTG-1.1 **AND** NXTSTG-1.1
THEN MPLEDON-PB1
ELSE MPLEDOFF-PB1

STATEMENT 034

COMMENTS: Stage 2 running lights PB2 led.

IF CURSTG-1.2 **AND** NXTSTG-1.2
THEN MPLEDON-PB2
ELSE MPLEDOFF-PB2

STATEMENT 035

COMMENTS: UTC mode running lights spare led 4.

IF UTCMODE-1
THEN MPLEDON-SPARE4
ELSE MPLEDOFF-SPARE4

REF No. TCT16 **ISSUE** 1.09 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 036

COMMENTS: Not used.

IF
THEN

STATEMENT 037

COMMENTS: Not used.

IF
THEN

STATEMENT 038

COMMENTS: Not used.

IF
THEN

STATEMENT 039

COMMENTS: BQ11 or BQ12 timer running lights spare led 3.

IF SCTRUNNG-BQ11 **OR** SCTRUNNG-BQ12
THEN MPLEDON-SPARE3
ELSE MPLEDOFF-SPARE3

STATEMENT 040

COMMENTS: AQ13 timer running lights spare led 2.

IF SCTRUNNG-AQ13
THEN MPLEDON-SPARE2
ELSE MPLEDOFF-SPARE2

REF No. TCT16 **ISSUE** 1.09 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 041

COMMENTS: HC1/HC2 mode running lights spare led 1.

IF HC1MODE-1 **OR** HC2MODE-1
THEN MPLEDON-SPARE1
ELSE MPLEDOFF-SPARE1

STATEMENT 042

COMMENTS: VA mode select switch (using PTI).

IF MANIP-MANSEL **OR** MANIP-FTSEL **OR** MANIP-PTI **NOT**
THEN CLFINHIB-1 UTCI-1
ELSE CLFALLOW-1 UTCN-1

STATEMENT 043

COMMENTS: UTC mode inactive starts CRBTOG and CRBDLY timers, else stops CRBDLY timer.

IF **NOT** UTCMODE-1
THEN SCTSTART-CRBTOG SCTSTART-CRBDLY
ELSE SCTSTOP-CRBDLY

STATEMENT 044

COMMENTS: CRBDLY timer expired and UTC mode still inactive starts CRBTOG and CRBDLY timers.

IF SCTEXPRD-CRBDLY **AND NOT** UTCMODE-1
THEN SCTSTART-CRBTOG SCTSTART-CRBDLY

STATEMENT 045

COMMENTS: SHD/MSD/STU/HC1/HC2 mode or CRBTOG timer running or VA select switch toggles CRB reply.

IF SHDMODE-1 **OR** MSDMODE-1 **OR** STUMODE-1 **OR** HC1MODE-1 **OR** HC2MODE-1
OR SCTRUNNG-CRBTOG **OR** STMNT-42
THEN OUTPUTA-CRB
ELSE OUTPUTN-CRB

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS
--

STATEMENT 046
COMMENTS: Phase A green, flag1 on and not in MSD mode sets AGREEN output. SCB/9=1 to disable.

IF	PHASE-A	AND	SCFLAG-1	AND NOT	MSDMODE-1	AND NOT	SCBITS-9
THEN	OUTPUTA-AGREEN						
ELSE	OUTPUTN-AGREEN						

STATEMENT 047
COMMENTS: Phase B green and not in MSD mode sets BGREEN output. SCB/10=1 to disable.

IF	PHASE-B	AND NOT	MSDMODE-1	AND NOT	SCBITS-10
THEN	OUTPUTA-BGREEN				
ELSE	OUTPUTN-BGREEN				

INPUT DATA

INPUT No.	INPUT NAME	MODE
00	F1	Parallel
01	F2	Parallel
02	IP02	Parallel
03	IP03	Parallel
04	IP04	Parallel
05	IP05	Parallel
06	IP06	Parallel
07	IP07	Parallel
08	IP08	Parallel
09	IP09	Parallel
10	IP10	Parallel
11	IP11	Parallel
12	IP12	Parallel
13	IP13	Parallel
14	IP14	Parallel
15	TC	Parallel
16	*AIN1	Parallel
17	*AIN2	Parallel
18	*AX3	Parallel
19	*AX4	Parallel
20	*BIN5	Parallel
21	*BIN6	Parallel
22	*BX7	Parallel
23	*BX8	Parallel
24	*BSL9	Parallel
25	*BSL10	Parallel
26	*BQ11	Parallel
27	*BQ12	Parallel
28	IP28	Parallel
29	IP29	Parallel
30	IP30	Parallel
31	IP31	Parallel
32	*SYNC	Parallel

33	*C2PHSC	Parallel
INPUT No.	INPUT NAME	MODE
34	*C2PHSD	Parallel

REF No.	TCT16	ISSUE	1.09	DATE	25/03/14
---------	-------	-------	------	------	----------

MTC TR0141C CONFIGURATION FORM 52

OUTPUT DATA

OUTPUT NUMBER	OUTPUT NAME	INVERT STATE
00	G1	ON
01	G2	ON
02	OP02	ON
03	OP03	ON
04	OP04	ON
05	OP05	ON
06	OP06	ON
07	OP07	ON
08	BQ11	OFF
09	BQ12	OFF
10	AQ13	OFF
11	OP11	ON
12	OP12	ON
13	OP13	ON
14	OP14	ON
15	CRB	ON
16	C1PHSA	OFF
17	C1PHSB	OFF
18	MOVA29	OFF
19	MOVA30	OFF
20	MOVA31	OFF
21	MOVA32	OFF
22	AGREEN	OFF
23	BGREEN	OFF

REF No. TCT16	ISSUE 1.09	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 53

CONFIGURATION NOTES

A483 / A541 INTERCHANGE, WREXHAM **CONTROLLER No. 1 EAST SIDE**

Queue Detection

The action of queue loops in MOVA (using loops with call delays, which activate MOVA detector inputs) is as follows:-

Stream 1: Loops which detect A483 S/B queuing:

- After a call delay from detector BQ11 into MOVA as detector 11 (via output BQ11) – 2 second pulse (SCT/2).
- After a call delay from detector BQ12 into MOVA as detector 12 (via output BQ12) – 2 second pulse (SCT/3).

Stream 1: Loops which detect roundabout lock-up:

- After a call delay from detector AIN1 or AIN2 into MOVA as detector 13 (via output AQ13) – 2 second pulse (SCT/4).

Action of Queue Loops When Running Fallback VA

Fallback is VA run from the MOVA IN, X and stop line loops. Also during VA the loops which detect queuing are used for Hurry Calls.

MOVA Linking FROM this Controller

There is a controller output for each traffic phase that is sent to downstream controller 2 (West Side) when the appropriate phase is on green. Note that the circulatory output is only sent when it starts with a demand present. Phases with outputs are:-

Phase A - (output ref. C1PHSA). Initially enabled, but can be disabled by setting SCB/7=1.

Phase B - (output ref. C1PHSB). Initially enabled, but can be disabled by setting SCB/8=1.

There is a controller output for each traffic phase that is sent to the downstream B & Q controller when the appropriate phase is on green. Note that the circulatory output is only sent when it starts with a demand present. Phases with outputs are:-

Phase A - (output ref. AGREEN). Initially enabled, but can be disabled by setting SCB/9=1.

Phase B - (output ref. BGREEN). Initially enabled, but can be disabled by setting SCB/10=1.

MOVA Linking TO this Controller

Link from Controller 2 (West Side): Link from West Circulatory (input ref. C2PHSC):

- **FORCE:** On receipt of the linking output from upstream controller 2, input to MOVA Det.29 (via output MOVA29) after the duration of SCT/5, for 2 seconds (SCT/6). This is initially disabled, but can be enabled by setting SCB/1=1.
- **HOLD:** On receipt of the linking output from upstream controller 2, input to MOVA Det.30 (via output MOVA30) after the duration of SCT/7, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/2=1.

NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase A and is terminated by the first gap. This can be disabled by setting SCB/3=1, (HOLD is then passed to MOVA in accordance with the timers).

- **CLEAR:** Following termination of the linking output from upstream controller 2, input to MOVA Det.30 continues for the duration of SCT/8. An override timer also exists (SCT/9).

Link from Controller 2 (West Side): Link from A541 E/B (input ref: C2PHSD):

- **FORCE:** On receipt of the linking output from upstream controller 2, input to MOVA Det.31 (via output MOVA31) after the duration of SCT/10, for 2 seconds (SCT/11). This is initially disabled, but can be enabled by setting SCB/4=1.
- **HOLD:** On receipt of the linking output from upstream controller 2, input to MOVA Det.32 (via output MOVA32) after the duration of SCT/12, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/5=1.

NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase A and is terminated by the first gap. This can be disabled by setting SCB/6=1, (HOLD is then passed to MOVA in accordance with the timers).

- **CLEAR:** Following termination of the linking output from upstream controller 2, input to MOVA Det.32 continues for the duration of SCT/13. An override timer also exists (SCT/14).

Manual Panel

- PB LEDs are permanently active.
- Spare LED 4 (top) indicates MOVA is operational.
- Spare LED 3 indicates a valid qualifying call for one of the A483 S/B queue detectors (MOVA detectors 11/12, BQ11/BQ12 active).
- Spare LED 2 indicates a valid qualifying call for one of the roundabout lock-up queue detectors (MOVA detector 13, AQ13 active).
- Spare LED 1 indicates that Hurry Call mode is operational.
- The Part-Time Inhibit switch is reconfigured as VA mode select.
- Spare switch 3 (top) is a momentary call for the A483 S/B queue detectors, (MOVA detectors 11/12, BQ11/12), for testing purposes.
- Spare switch 2 is a momentary call for the roundabout lock-up queue detector input, (MOVA detector 13, AQ13), for testing purposes.

MICROSENSE TRAFFIC CONTROLLER (MTC) CONFIGURATION FORMS

CUSTOMER : WREXHAM COUNTY BOROUGH COUNCIL

INTERSECTION DESCRIPTION : A483 / A541 INTERCHANGE, WREXHAM - CONTROLLER NO. 2 WEST SIDE

MICROSENSE TENDER No. :

MICROSENSE WORKS ORDER No. : TCT660

CUSTOMERS ORDER No. : 18077

DATED : 26/10/06

CUSTOMERS ENGINEER : JOHN YORKE

CUSTOMERS TELEPHONE No. : 01745-536383

EXT :

EQUIPMENT INSTALLATION BY : TRAFFIC SYSTEMS CO-OP

SLOT CUTTING BY :

CIVIL WORKS BY :

CONFIGURATION No. : CFGTCT17 **ISSUE :** 1.08 **CONFIGURATION ENGINEER:** D.A.LAWRENCE (TCT CONSULTANCY LTD)

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 1

GENERAL DATA

POWER SUPPLY DATA	
--------------------------	--

MAINS VOLTAGE	240 Volts
MAINS FREQUENCY	50 Hz
PEAK CURRENT	0.0 Amps
DIMMING VOLTAGE	160

SOLAR SWITCH DATA				
--------------------------	--	--	--	--

DETECTOR TIMING SET DATA	SET 1	SET 2	SET 3	SET 4
CALL DELAY PERIOD (seconds)	10.0	10.0	10.0	10.0
CANCEL DELAY PERIOD (seconds)	10.0	10.0	10.0	10.0
DFM ACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H
DFM INACTIVE TIMES (Hours or Minutes)	18H	18H	18H	18H

BRITISH SUMMERTIME CHANGE DATA			
---------------------------------------	--	--	--

BST START WEEK	13	BST END WEEK	43
-----------------------	----	---------------------	----

MANUAL MODE DISABLE DATA	
---------------------------------	--

IS MANUAL DISABLE VIA HANDSET OPTION REQUIRED ?	No
--	----

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 2A

CONFIGURATION NOTES

SEE SEPARATE NOTES.

IMPORTANT NOTE

=====

DUE TO THE COMPLEXITY OF THIS CONFIGURATION A FAST (16 MHZ) CPU BOARD IS REQUIRED.

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 2B

CONFIGURATION HISTORY

ISSUE	DATE	DESCRIPTION
1.00	02/12/06	INITIAL CONFIGURATION
1.01	2/12/06	INTERMEDIATE EDIT
1.02	22/1/07	INTERMEDIATE EDIT
1.03	23/1/07	INTERMEDIATE EDIT
1.04	23/1/07	INTERMEDIATE EDIT
1.05	24/1/07	INTERMEDIATE EDIT
1.06	1/2/07	INTERMEDIATE EDIT
1.07	2/2/07	INTERMEDIATE EDIT
1.08	21/2/07	CHANGES MADE POST FAT - ONLY RELEVANT FORMS PRINTED

PHASE DATA 1

PHS. ID	ROAD NAME(S)	PHS. TYPE	TYPE	APPEARANCE ASSOC' TED PHASE(S)	TYPE	TERMINATION ASSOC' TED PHASE(S)	RESTART ALLWD.	APP. IN MAN.
A	CIRCULATORY NORTHBOUND	T	0		0		No	0
B	A541 MOLD ROAD	T	0		0		No	0
C	CIRCULATORY WESTBOUND	T	0		0		No	0
D	NORTHBOUND OFF SLIP	T	0		0		No	0

PHASE DATA 2								
PHASE ID	MIN. GREEN TIME	MIN. GREEN LIMIT	WINDOW TIME	SPEED MEASUREMENT FACILITIES		ASSOC. TO PED. PHASES	COND. DMD. TYPE	CONDITIONING PHASES
				EXIST	PED. PHASES			
A	7.0	3.0	-	No		No	NONE	
B	7.0	3.0	-	No		No	NONE	
C	7.0	3.0	-	No		No	NONE	
D	7.0	3.0	-	No		No	NONE	

PHASE DATA 2_1

PHS ID	MAXIMUM GREENS (VA)								MAXIMUM GREENS (PTM)								MAXIMUM GREENS (FVP)							
	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8	SET 1	SET 2	SET 3	SET 4	SET 5	SET 6	SET 7	SET 8
A	23.0	20.0	23.0	23.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	16.0	12.0	16.0	16.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	25.0	20.0	25.0	25.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	14.0	12.0	14.0	14.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PHASE DATA 4				
PHASE ID	CONFLICTING GREENS	OPPOSED BY PHASE DEMANDS	OPPOSED BY STAGE DEMANDS	REVERTIVE PHASE DEMANDS
A	B	ALL		A
B	A	ALL		B
C	D	ALL		C
D	C	ALL		D

LAMP SEQUENCE DATA

PHS. TYPE	SEQUENCE DESCRIPTION	START-UP STARTING			START-UP STOPPING			NORMAL STARTING			NORMAL STOPPING			RUNNING			STOPPED			SHUTDOWN		
		State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration
FP	FAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	3	G	G	N/A	R	R	N/A	B	B	N/A
G	IND/FILTER	G	G	0	B	B	0	G	G	0	B	B	0	G	G	N/A	B	B	N/A	B	B	N/A
L	LRT	G	G	0	A	A	5	G	G	0	A	A	5	G	G	N/A	R	R	N/A	B	B	N/A
NP	NEAR/SIDE PEDESTRIAN	G	G	0	R	R	0	G	G	0	R	R	3	G	G	N/A	R	R	N/A	B	B	N/A
P	PEDESTRIAN	G	G	0	R	R	0	G	G	0	B	B	PBT	G	G	N/A	R	R	N/A	B	B	N/A
PP	PELICAN PEDESTRIAN	R	R	0	B	G	3	G	G	0	B	G	0.1	G	G	N/A	R	R	N/A	B	B	N/A
PT	PELICAN TRAFFIC	B	A	5	A	A	3	B	A	6	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A
T	TRAFFIC	G	G	0	A	A	3	R,A	R,A	2	A	A	3	G	G	N/A	R	R	N/A	B	B	N/A

REF No. TCT17 ISSUE 1.08 DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 8

STAGE DATA

STREAM 1		START-UP STAGE NO.	1
STAGE	ACTIVE PHASES		
00			
01	A		
02	B		
03			
04			
05			
06			
07			
08			
09			
10			
11			
12			
13			
14			
15			

STREAM 2		START-UP STAGE NO.	1
STAGE	ACTIVE PHASES		
00			
01	C		
02	D		
03			
04			
05			
06			
07			
08			
09			
10			
11			
12			
13			
14			
15			

REF No. TCT17 | ISSUE 1.08 | DATE 25/03/14

MODE DATA

STREAM 1		STARTING INTERGREEN DURATION	9.0
MODE	PRIORITY No.	ALL RED EXTENSIONS AUTO TO MAX	
C.L.F	6	No	
HURRY CALL 1	2	No	
HURRY CALL 2	3	No	
HURRY CALL 3			
HURRY CALL 4			
LRT			
MANUAL	1	No	
MANUAL FT	4	Yes	
MOVA			
NORMAL - VA	7	No	
PART TIME			
UTC	5	No	
PHASE DEMANDS TO BE INSERTED ON START-UP AND WHEN LEAVING MANUAL OR FIXED TIME MODES			
ALL			

STREAM 2		STARTING INTERGREEN DURATION	9.0
MODE	PRIORITY No.	ALL RED EXTENSIONS AUTO TO MAX	
C.L.F	5	No	
HURRY CALL 1	2	No	
HURRY CALL 2			
HURRY CALL 3			
HURRY CALL 4			
LRT			
MANUAL	1	No	
MANUAL FT	3	Yes	
MOVA			
NORMAL - VA	6	No	
PART TIME			
UTC	4	No	
PHASE DEMANDS TO BE INSERTED ON START-UP AND WHEN LEAVING MANUAL OR FIXED TIME MODES			
ALL			

REF No. TCT17 | ISSUE 1.08 | DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 12

PART TIME AND HURRY CALL MODE DATA

STREAM 1							
PART TIME MODE DATA							
SWITCH-OFF STAGE		PART-TIME HOLD DURATION	0H	PART-TIME PREVENT DURATION	0H	PART-TIME QUEUE DETECTOR(S)	
HURRY CALL MODE DATA							
HURRY CALL No.	CALL STAGE	REQUEST DETECTOR(S)	CANCEL DETECTOR(S)	OUTPUT NAME	DELAY PERIOD	HOLD PERIOD	PREVENT PERIOD
1	1	AIN1Q,AIN2Q		N/A	0.0	5.0	60.0
2	2	BQ11,BQ12		N/A	0.0	5.0	60.0
3				N/A	0.0	0.0	0.0
4				N/A	0.0	0.0	0.0

STREAM 2							
PART TIME MODE DATA							
SWITCH-OFF STAGE		PART-TIME HOLD DURATION	0H	PART-TIME PREVENT DURATION	0H	PART-TIME QUEUE DETECTOR(S)	
HURRY CALL MODE DATA							
HURRY CALL No.	CALL STAGE	REQUEST DETECTOR(S)	CANCEL DETECTOR(S)	OUTPUT NAME	DELAY PERIOD	HOLD PERIOD	PREVENT PERIOD
1	1	CQ42		N/A	0.0	5.0	60.0
2				N/A	0.0	0.0	0.0
3				N/A	0.0	0.0	0.0
4				N/A	0.0	0.0	0.0

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 13

MANUAL MODE DATA

MANUAL BUTTON NO.	STAGE NUMBER FOR EACH STREAM								STREET NAME(S)
	1	2	3	4	5	6	7	8	
ALL RED	0	0							ALL RED
1	1	1							CIRCULATORY NORTHBOUND & WESTBOUND
2	2	2							A541 MOLD ROAD & NORTHBOUND OFF SLIP
3									
4									
5									
6									
7									
BUTTON NO. FOR INITIAL MANUAL STAGE SET								1	STREAMS THAT MUST BE IN MANUAL MODE TOGETHER

UTC GENERAL DATA, CONFIRM BIT DATA & SF/LO QUALIFICATION PERIODS

UTC GENERAL DATA

UTC OPTION	TF RESET TIME	STREAM LINKING OPTIONS	SYNC CONFIRM TIMES	TIME SYNC DATA																												
OPTION 1 (MCE 0105/0106)	00:00:00 HRS	<table><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr><tr><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td><td>U</td></tr></table>	1	2	3	4	5	6	7	8	U	U	U	U	U	U	U	U	<table><tr><td>RT REPLY BIT</td><td>3</td></tr><tr><td>SR REPLY BIT</td><td>3</td></tr></table>	RT REPLY BIT	3	SR REPLY BIT	3	<table><tr><td>DAY TYPE</td><td>ANY</td></tr><tr><td>REFERENCE TIME</td><td>00:00:00HRS</td></tr><tr><td>REPEAT RATE</td><td>24H</td></tr><tr><td>WINDOW TIME</td><td>24H</td></tr></table>	DAY TYPE	ANY	REFERENCE TIME	00:00:00HRS	REPEAT RATE	24H	WINDOW TIME	24H
1	2	3	4	5	6	7	8																									
U	U	U	U	U	U	U	U																									
RT REPLY BIT	3																															
SR REPLY BIT	3																															
DAY TYPE	ANY																															
REFERENCE TIME	00:00:00HRS																															
REPEAT RATE	24H																															
WINDOW TIME	24H																															
USE SERIAL INTERFACE FOR UTC	UTC ACTIVE STATE																															
FALSE	SHORT CIRCUIT																															

UTC CONFIRM DATA

STREAM	CONFIRM BIT(S) TO BE USED FOR MANUAL MODE RUNNING ON STREAM	CONFIRM BIT(S) TO BE REPLIED FOR FIXED TIME RUNNING ON STREAM
1		
2		
3		
4		
5		
6		
7		
8		

CONTROLLER STATE	CONFIRM BIT(S) TO BE USED FOR CONTROLLER STATE
MANUAL MODE SELECTED	CRB1,CRB2
SIGNALS OFF FAILED	CRB1,CRB2
SIGNALS OFF MANUALLY	CRB1,CRB2
DETECTOR FAULT	
CONTROLLER FAULT	
CONTROLLER WARNING	
MANUAL FIXED TIME SELECTED	CRB1,CRB2

SF/LO QUALIFICATION PERIODS

LO1	10.0	LO2	10.0	LO3	10.0	LO4	10.0	LO5	10.0	LO6	10.0	LO7	10.0	LO8	10.0
SF01	7.0	SF02	7.0	SF03	7.0	SF04	7.0	SF05	7.0	SF06	7.0	SF07	7.0	SF08	7.0
SF09	7.0	SF10	7.0	SF11	7.0	SF12	7.0	SF13	7.0	SF14	7.0	SF15	7.0	SF16	7.0

REF No.	TCT17	ISSUE	1.08	DATE	25/03/14
---------	-------	-------	------	------	----------

UTC FORCE BITS

Force Bit	PHASE DEMANDS TO BE CONSIDERED FOR DEMAND DEPENDANT STAGES	REQUIRED PHASE EXTENSIONS	STAGE TO FORCE IN EACH STREAM							
			1	2	3	4	5	6	7	8
F01			1							
F02			2							
F03				1						
F04				2						
F05			1							
F06				1						

UTC (STREAM/STAGE) CONFIRM DATA

STAGE No.	STREAM							
	1	2	3	4	5	6	7	8
00								
01	G1	G3						
02	G2	G4						
03								
04								
05								
06								
07								
08								
09								
10								
11								
12								
13								
14								
15								

REF No. TCT17 ISSUE 1.08 DATE 25/03/14

UTC TIMEOUT DATA & LOCAL LINK INHIBIT DATA

UTC TIMEOUT DATA

	UTC BITS									
	F	D	DX	SF	FM	LO	GO	LL	LRTI	PV
TIMEOUT DURATION	300	0	0	0	0	0	0	0	0	500
NO TIMEOUTS ALLOWED	False	True	True	True	True	True	True	True	True	False

UTC LOCAL LINK INHIBIT DATA

LL BITS	PHASES
LL01	
LL02	
LL03	
LL04	
LL05	
LL06	
LL07	
LL08	

FT AND VA MODE

STREAM 1

FT MODE DATA

NORMAL FT OR VA TO MAX

VA

FROM STAGE	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
STAGE TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TO STAGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DEMAND DEPENDANT PHASES DURING VA TO MAX

VA MODE DATA

ARTERIAL REVERSION TO STAGE/PHASE

1

VA STAGE SELECTION OPTION REQUIRED

NEAR

STREAM 2

FT MODE DATA

NORMAL FT OR VA TO MAX

VA

FROM STAGE	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
STAGE TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TO STAGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DEMAND DEPENDANT PHASES DURING VA TO MAX

VA MODE DATA

ARTERIAL REVERSION TO STAGE/PHASE

1

VA STAGE SELECTION OPTION REQUIRED

NEAR

REF No. TCT17 | ISSUE 1.08 | DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 21

MINIMUM INTERGREEN DURATIONS

FROM PHS	TO PHASES			
	A	B	C	D
A		5.0		
B	6.0			
C				5.0
D			5.0	

INTERGREEN MINIMUM LIMIT VALUES

FROM PHS	TO PHASES			
	A	B	C	D
A		4.0		
B	5.0			
C				4.0
D			4.0	

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 26

DETECTOR DATA 1

DET. NAME	Det. Type	Du-mmy	I/P No.	Assoc. I/P No.	Vis. Unit No.	Active State	Count Det.	Illuminate Wait Lamps on Phase(s)	Latched Phase Demand(s)	Unlatched Phase Demand(s)	Green Phase Extension(s)	Varimax Phase(s)
TO1	NM	N	7			SC	N					
TO2	NM	N	15			SC	N					
AIN1	NM	N	16			OC	N		A		A(4.0)	
AIN2	NM	N	17			OC	N		A		A(4.0)	
AX3	NM	N	18			OC	N		A		A(4.0)	
AX4	NM	N	19			OC	N		A		A(4.0)	
BIN5	NM	N	20			OC	N					
BIN6	NM	N	21			OC	N					
BX7	NM	N	22			OC	N		B		B(4.0)	
BX8	NM	N	23			OC	N		B		B(4.0)	
BSL9	NM	N	24			OC	N		B		B(0.5)	
BSL10	NM	N	25			OC	N		B		B(0.5)	
BQ11	NM	N	26			OC	N					
BQ12	NM	N	27			OC	N					
CIN33	NM	N	28			OC	N		C		C(4.0)	
CX34	NM	N	29			OC	N		C		C(3.0)	
CX35	NM	N	30			OC	N		C		C(3.0)	
SPARE1	NM	N	31			OC	N					
DIN36	NM	N	32			OC	N					
DIN37	NM	N	33			OC	N					
DX38	NM	N	34			OC	N		D		D(4.0)	
DX39	NM	N	35			OC	N		D		D(4.0)	
DSL40	NM	N	36			OC	N		D		D(0.5)	
DSL41	NM	N	37			OC	N		D		D(0.5)	
CQ42	NM	N	38			OC	N					
SPARE2	NM	N	39			OC	N					
C1PHSA	NM	N	44			SC	N					
C1PHSB	NM	N	45			SC	N					
AIN1Q	NM	Y	DD			SC	N					
AIN2Q	NM	Y	DD			SC	N					

REF No. TCT17 ISSUE 1.08 DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 28

DETECTOR DATA 2

DET. NAME	DFM TIMINGS								DFM FORCE STATES		CALL/CANCEL TIMINGS								ASSOCIATED TO PED.	
	DFA SET 1	DFA SET 2	DFA SET 3	DFA SET 4	DFI SET 1	DFI SET 2	DFI SET 3	DFI SET 4	ACTIVE	INACTIVE	DCL SET 1	DCL SET 2	DCL SET 3	DCL SET 4	DCN SET 1	DCN SET 2	DCN SET 3	DCN SET 4	PHASE	EXTN.
TO1									N	N									-	-
TO2									N	N									-	-
AIN1	30M				18H				A	A									-	-
AIN2	30M				18H				A	A									-	-
AX3	30M				18H				A	A									-	-
AX4	30M				18H				A	A									-	-
BIN5	30M				18H				A	A									-	-
BIN6	30M				18H				A	A									-	-
BX7	30M				18H				A	A									-	-
BX8	30M				18H				A	A									-	-
BSL9	30M				18H				A	A									-	-
BSL10	30M				18H				A	A									-	-
BQ11	5M								I	I	6.0								-	-
BQ12	5M								I	I	6.0								-	-
CIN33	30M				18H				A	A									-	-
CX34	30M				18H				A	A									-	-
CX35	30M				18H				A	A									-	-
SPARE1									N	N									-	-
DIN36	30M				18H				A	A									-	-
DIN37	30M				18H				A	A									-	-
DX38	30M				18H				A	A									-	-
DX39	30M				18H				A	A									-	-
DSL40	30M				18H				A	A									-	-
DSL41	30M				18H				A	A									-	-
CQ42	5M								I	I	6.0								-	-
SPARE2									N	N									-	-
C1PHSA									N	N									-	-
C1PHSB									N	N									-	-
AIN1Q									N	N	6.0								-	-
AIN2Q									N	N	6.0								-	-

REF No. TCT17 ISSUE 1.08 DATE 25/03/14

MTC TR0141C CONFIGURATION FORM 29

TIMETABLE ENTRY DATA

No.	DAY TYPE	TIME	EV. LST
1	WKD	07:30:00	1
2	WKD	15:30:00	2

TIMETABLE EVENT LIST DATA

LIST No.	EVENT TYPE	ACTION 1 PARAMS	EVENT TYPE	ACTION 2 PARAMS	EVENT TYPE	ACTION 3 PARAMS	EVENT TYPE	ACTION 4 PARAMS	EVENT TYPE	ACTION 5 PARAMS	EVENT TYPE	ACTION 6 PARAMS	EVENT TYPE	ACTION 7 PARAMS	EVENT TYPE	ACTION 8 PARAMS
1	TTS	1														
2	TTS	2														
3	TTS	3														
4	TTS	4														

SPECIAL CONDITIONING TIMER DATA

TIMER No.	TIMER NAME	DURATION	COMMENTS	FIXED
001	F1OVR	290.0	F1 OVERRIDE TIMER USED TO STOP MOVA DROP OFF IN REVERT STAGE	N
002	F3OVR	290.0	F3 OVERRIDE TIMER USED TO STOP MOVA DROP OFF IN REVERT STAGE	N
003	BQ11	2.0	BQ11 OUTPUT PULSE	N
004	BQ12	2.0	BQ12 OUTPUT PULSE	N
005	AQ13	2.0	AQ13 OUTPUT PULSE	N
006	CQ42	2.0	CQ42 OUTPUT PULSE	N
007	M29ON	8.0	MOVA DET 29 ON DELAY (FORCE)	N
008	M29PLS	2.0	MOVA DET 29 PULSE	N
009	M30ON	10.0	MOVA DET 30 ON DELAY (HOLD)	N
010	M30OFF	10.0	MOVA DET 30 OFF DELAY (CLEAR)	N
011	M30OVR	90.0	OVERRIDE FOR MOVA DET 30 (HOLD)	N
012	M31ON	8.0	MOVA DET 31 ON DELAY (FORCE)	N
013	M31PLS	2.0	MOVA DET 31 PULSE	N
014	M32ON	10.0	MOVA DET 32 ON DELAY (HOLD)	N
015	M32OFF	10.0	MOVA DET 32 OFF DELAY (CLEAR)	N
016	M32OVR	90.0	OVERRIDE FOR MOVA DET 32 (HOLD)	N
017	M61ON	8.0	MOVA DET 61 ON DELAY (FORCE)	N
018	M61PLS	2.0	MOVA DET 61 PULSE	N
019	M62ON	10.0	MOVA DET 62 ON DELAY (HOLD)	N
020	M62OFF	10.0	MOVA DET 62 OFF DELAY (CLEAR)	N
021	M62OVR	90.0	OVERRIDE FOR MOVA DET 62 (HOLD)	N
022	M63ON	8.0	MOVA DET 63 ON DELAY (FORCE)	N
023	M63PLS	2.0	MOVA DET 63 PULSE	N
024	M64ON	10.0	MOVA DET 64 ON DELAY (HOLD)	N
025	M64OFF	10.0	MOVA DET 64 OFF DELAY (CLEAR)	N
026	M64OVR	90.0	OVERRIDE FOR MOVA DET 64 (HOLD)	N
027	CRBTG1	2.0	CRB TOGGLE DURATION - STREAM 1	N
028	CRBDY1	180.0	DELAY BETWEEN CRB TOGGLES - STREAM 1	N
029	CRBTG2	2.0	CRB TOGGLE DURATION - STREAM 2	N
030	CRBDY2	180.0	DELAY BETWEEN CRB TOGGLES - STREAM 2	N

REF No.	TCT17	ISSUE 1.08	DATE 25/03/14
---------	-------	------------	---------------

MTC TR0141C CONFIGURATION FORM 34A

SPECIAL CONDITIONING STATEMENTS

STATEMENT 001

COMMENTS: F1 active starts F1OVR timer, else stops it.

IF UTCBIT-F1
THEN SCTSTART-F1OVR
ELSE SCTSTOP-F1OVR

STATEMENT 002

COMMENTS: F1OVR timer expired and F1 still active removes F1 and sets F5 to stop UTC F-bit timeout expiry.

IF SCTEXPRD-F1OVR **AND** UTCBIT-F1
THEN UTCBITI-F1 UTCBITA-F5
ELSE UTCBITN-F1 UTCBITN-F5

STATEMENT 003

COMMENTS: F3 active starts F3OVR timer, else stops it.

IF UTCBIT-F3
THEN SCTSTART-F3OVR
ELSE SCTSTOP-F3OVR

STATEMENT 004

COMMENTS: F3OVR timer expired and F3 still active removes F3 and sets F6 to stop UTC F-bit timeout expiry.

IF SCTEXPRD-F3OVR **AND** UTCBIT-F3
THEN UTCBITI-F3 UTCBITA-F6
ELSE UTCBITN-F3 UTCBITN-F6

STATEMENT 005

COMMENTS: SYNC output to West controller for 2 secs starting at 05:59:59.

IF CURTOD-05:59:59 **OR** CURTOD-06:00:00
THEN OUTPUTA-SYNC
ELSE OUTPUTN-SYNC

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 006

COMMENTS: AIN1 drives AIN1Q.

IF RDET-AIN1
THEN DETA-AIN1Q
ELSE DETN-AIN1Q

STATEMENT 007

COMMENTS: AIN2 drives AIN2Q.

IF RDET-AIN2
THEN DETA-AIN2Q
ELSE DETN-AIN2Q

STATEMENT 008

COMMENTS: Loop BQ11 active after call delay or spare switch 3 starts BQ11 timer.

IF FDET-BQ11 **OR NOT** MANIP-SPARE3
THEN SCTSTART-BQ11

STATEMENT 009

COMMENTS: BQ11 timer running sets output BQ11.

IF SCTRUNNG-BQ11
THEN OUTPUTA-BQ11
ELSE OUTPUTN-BQ11

STATEMENT 010

COMMENTS: Loop BQ12 active after call delay or spare switch 3 starts BQ12 timer.

IF FDET-BQ12 **OR NOT** MANIP-SPARE3
THEN SCTSTART-BQ12

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 011

COMMENTS: BQ12 timer running sets output BQ12.

IF SCTRUNNG-BQ12
THEN OUTPUTA-BQ12
ELSE OUTPUTN-BQ12

STATEMENT 012

COMMENTS: Either of dummy detectors AIN1Q or AIN2Q active after call delay or spare switch 2 starts AQ13 timer.

IF FDET-AIN1Q **OR** FDET-AIN2Q **OR NOT** MANIP-SPARE2
THEN SCTSTART-AQ13

STATEMENT 013

COMMENTS: AQ13 timer running sets output AQ13.

IF SCTRUNNG-AQ13
THEN OUTPUTA-AQ13
ELSE OUTPUTN-AQ13

STATEMENT 014

COMMENTS: Loop CQ42 active after call delay or spare switch 2 starts CQ42 timer.

IF FDET-CQ42 **OR NOT** MANIP-SPARE2
THEN SCTSTART-CQ42

STATEMENT 015

COMMENTS: CQ42 timer running sets output CQ42.

IF SCTRUNNG-CQ42
THEN OUTPUTA-CQ42
ELSE OUTPUTN-CQ42

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 016

COMMENTS: MAN/UTC mode running inhibits HC1/HC2 modes on stream 1.

IF MANMODE-1 **OR** UTCMODE-1
THEN HCINHIB-1.1 HCINHIB-1.2
ELSE HCALLOW-1.1 HCALLOW-1.2

STATEMENT 017

COMMENTS: MAN/UTC mode running inhibits HC1 mode on stream 2.

IF MANMODE-2 **OR** UTCMODE-2
THEN HCINHIB-2.1
ELSE HCALLOW-2.1

STATEMENT 018

COMMENTS: Phase C starting with demand present sets flag1.

IF START-C **AND** PHSDMD-C
THEN SCFLGON-1

STATEMENT 019

COMMENTS: Phase C stopping removes flag1.

IF STOPNG-C
THEN SCFLGOFF-1

STATEMENT 020

COMMENTS: Phase C green, flag1 on and not in MSD mode sets C2PHSC output. SCB/13=1 to disable.

IF PHASE-C **AND** SCFLAG-1 **AND NOT** MSDMODE-2 **AND NOT** SCBITS-13
THEN OUTPUTA-C2PHSC
ELSE OUTPUTN-C2PHSC

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 021

COMMENTS: Phase D green and not in MSD mode sets C2PHSD output. SCB/14=1 to disable.

IF PHASE-D **AND NOT** MSDMODE-2 **AND NOT** SCBITS-14
THEN OUTPUTA-C2PHSD
ELSE OUTPUTN-C2PHSD

STATEMENT 022

COMMENTS: C1PHSA input active starts M29ON and M30ON timers, else stops them.

IF FDET-C1PHSA
THEN SCTSTART-M29ON SCTSTART-M30ON
ELSE SCTSTOP-M29ON SCTSTOP-M30ON

STATEMENT 023

COMMENTS: M29ON timer expired and C1PHSA input still active starts M29PLS timer.

IF SCTEXPRD-M29ON **AND** FDET-C1PHSA
THEN SCTSTART-M29PLS

STATEMENT 024

COMMENTS: M29PLS timer running and SCB/1=1 then set output MOVA29.

IF SCTRUNNG-M29PLS **AND** SCBITS-1
THEN OUTPUTA-MOVA29
ELSE OUTPUTN-MOVA29

STATEMENT 025

COMMENTS: M30ON timer expired and C1PHSA input still active sets flag11 and starts M30OVR timer.

IF SCTEXPRD-M30ON **AND** FDET-C1PHSA
THEN SCFLGON-11 SCTSTART-M30OVR

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 026

COMMENTS: C1PHSA inactive and flag11 on starts M30OFF timer.

IF NOT FDET-C1PHSA **AND** SCFLAG-11
THEN SCTSTART-M30OFF

STATEMENT 027

COMMENTS: M30OFF or M30OVR timer expired removes flag11/12.

IF SCTEXPRD-M30OFF **OR** SCTEXPRD-M30OVR
THEN SCFLGOFF-11 SCFLGOFF-12

STATEMENT 028

COMMENTS: Flag11 on and NOT(extA) sets flag12 to ignore further extensions.

IF SCFLAG-11 **AND NOT** PHSEXT-A
THEN SCFLGON-12

STATEMENT 029

COMMENTS: ((extA.NOT(flag12)) + SCB/3=1) . flag11 sets output MOVA30. SCB/2=1 to disable.

IF PHSEXT-A **AND NOT** SCFLAG-12 **OR** SCBITS-3 **AND** SCFLAG-11 **AND NOT** SCBITS-2
THEN OUTPUTA-MOVA30
ELSE OUTPUTN-MOVA30

STATEMENT 030

COMMENTS: C1PHSB input active starts M31ON and M32ON timers, else stops them.

IF FDET-C1PHSB
THEN SCTSTART-M31ON SCTSTART-M32ON
ELSE SCTSTOP-M31ON SCTSTOP-M32ON

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 031

COMMENTS: M31ON timer expired and C1PHSB input still active starts M31PLS timer.

IF SCTEXPRD-M31ON **AND** FDET-C1PHSB
THEN SCTSTART-M31PLS

STATEMENT 032

COMMENTS: M31PLS timer running and SCB/4=1 then set output MOVA31.

IF SCTRUNNG-M31PLS **AND** SCBITS-4
THEN OUTPUTA-MOVA31
ELSE OUTPUTN-MOVA31

STATEMENT 033

COMMENTS: M32ON timer expired and C1PHSB input still active sets flag21 and starts M32OVR timer.

IF SCTEXPRD-M32ON **AND** FDET-C1PHSB
THEN SCFLGON-21 SCTSTART-M32OVR

STATEMENT 034

COMMENTS: C1PHSB inactive and flag21 on starts M32OFF timer.

IF **NOT** FDET-C1PHSB **AND** SCFLAG-21
THEN SCTSTART-M32OFF

STATEMENT 035

COMMENTS: M32OFF or M32OVR timer expired removes flag21/22.

IF SCTEXPRD-M32OFF **OR** SCTEXPRD-M32OVR
THEN SCFLGOFF-21 SCFLGOFF-22

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 036

COMMENTS: Flag21 on and NOT(extA) sets flag22 to ignore further extensions.

IF SCFLAG-21 **AND NOT** PHSEXT-A
THEN SCFLGON-22

STATEMENT 037

COMMENTS: ((extA.NOT(flag22)) + SCB/6=1) . flag21 sets output MOVA32. SCB/5=1 to disable.

IF PHSEXT-A **AND NOT** SCFLAG-22 **OR** SCBITS-6 **AND** SCFLAG-21 **AND NOT** SCBITS-5
THEN OUTPUTA-MOVA32
ELSE OUTPUTN-MOVA32

STATEMENT 038

COMMENTS: Phase A starting with demand present sets flag2.

IF START-A **AND** PHSDMD-A
THEN SCFLGON-2

STATEMENT 039

COMMENTS: Phase A stopping removes flag2.

IF STOPNG-A
THEN SCFLGOFF-2

STATEMENT 040

COMMENTS: Phase A green and flag2 on starts M61ON and M62ON timers, else stops them.

IF PHASE-A **AND** SCFLAG-2
THEN SCTSTART-M61ON SCTSTART-M62ON
ELSE SCTSTOP-M61ON SCTSTOP-M62ON

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 041

COMMENTS: M61ON timer expired and previous statement still true starts M61PLS timer.

IF SCTEXPRD-M61ON **AND** STMNT-40
THEN SCTSTART-M61PLS

STATEMENT 042

COMMENTS: M61PLS timer running and SCB/7=1 then set output MOVA61.

IF SCTRUNNG-M61PLS **AND** SCBITS-7
THEN OUTPUTA-MOVA61
ELSE OUTPUTN-MOVA61

STATEMENT 043

COMMENTS: M62ON timer expired and statement 40 still active sets flag31 and starts M62OVR timer.

IF SCTEXPRD-M62ON **AND** STMNT-40
THEN SCFLGON-31 SCTSTART-M62OVR

STATEMENT 044

COMMENTS: Statement 40 inactive and flag31 on starts M62OFF timer.

IF **NOT** STMNT-40 **AND** SCFLAG-31
THEN SCTSTART-M62OFF

STATEMENT 045

COMMENTS: M62OFF or M62OVR timer expired removes flag31/32.

IF SCTEXPRD-M62OFF **OR** SCTEXPRD-M62OVR
THEN SCFLGOFF-31 SCFLGOFF-32

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 046

COMMENTS: Flag31 on and NOT(extC) sets flag32 to ignore further extensions.

IF SCFLAG-31 **AND NOT** PHSEXT-C
THEN SCFLGON-32

STATEMENT 047

COMMENTS: ((extC.NOT(flag32)) + SCB/9=1) . flag31 sets output MOVA62. SCB/8=1 to disable.

IF PHSEXT-C **AND NOT** SCFLAG-32 **OR** SCBITS-9 **AND** SCFLAG-31 **AND NOT** SCBITS-8
THEN OUTPUTA-MOVA62
ELSE OUTPUTN-MOVA62

STATEMENT 048

COMMENTS: Phase B green starts M63ON and M64ON timers, else stops them.

IF PHASE-B
THEN SCTSTART-M63ON SCTSTART-M64ON
ELSE SCTSTOP-M63ON SCTSTOP-M64ON

STATEMENT 049

COMMENTS: M63ON timer expired and phase B still green starts M63PLS timer.

IF SCTEXPRD-M63ON **AND** PHASE-B
THEN SCTSTART-M63PLS

STATEMENT 050

COMMENTS: M63PLS timer running and SCB/10=1 then set output MOVA63.

IF SCTRUNNG-M63PLS **AND** SCBITS-10
THEN OUTPUTA-MOVA63
ELSE OUTPUTN-MOVA63

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 051

COMMENTS: M64ON timer expired and phase B still green sets flag41 and starts M64OVR timer.

IF SCTEXPRD-M64ON **AND** PHASE-B
THEN SCFLGON-41 SCTSTART-M64OVR

STATEMENT 052

COMMENTS: Phase B not green and flag41 on starts M64OFF timer.

IF **NOT** PHASE-B **AND** SCFLAG-41
THEN SCTSTART-M64OFF

STATEMENT 053

COMMENTS: M64OFF or M64OVR timer expired removes flag41/42.

IF SCTEXPRD-M64OFF **OR** SCTEXPRD-M64OVR
THEN SCFLGOFF-41 SCFLGOFF-42

STATEMENT 054

COMMENTS: Flag41 on and NOT(extC) sets flag42 to ignore further extensions.

IF SCFLAG-41 **AND NOT** PHSEXT-C
THEN SCFLGON-42

STATEMENT 055

COMMENTS: ((extC.NOT(flag42)) + SCB/12=1) . flag41 sets output MOVA64. SCB/11=1 to disable.

IF PHSEXT-C **AND NOT** SCFLAG-42 **OR** SCBITS-12 **AND** SCFLAG-41 **AND NOT** SCBITS-11
THEN OUTPUTA-MOVA64
ELSE OUTPUTN-MOVA64

REF No. TCT17 **ISSUE** 1.08 **DATE** 25/03/14

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 056

COMMENTS: Stage 1 running in both streams lights PB1 led.

IF CURSTG-1.1 AND NXTSTG-1.1 AND CURSTG-2.1 AND NXTSTG-2.1
THEN MPLEDON-PB1
ELSE MPLEDOFF-PB1

STATEMENT 057

COMMENTS: Stage 2 running in both streams lights PB2 led.

IF CURSTG-1.2 AND NXTSTG-1.2 AND CURSTG-2.2 AND NXTSTG-2.2
THEN MPLEDON-PB2
ELSE MPLEDOFF-PB2

STATEMENT 058

COMMENTS: UTC mode running on both streams lights spare led 4.

IF UTCMODE-1 AND UTCMODE-2
THEN MPLEDON-SPARE4

STATEMENT 059

COMMENTS: UTC mode running on either stream (but not both of them) flashes spare led 4.

IF UTCMODE-1 OR UTCMODE-2 AND NOT STMNT-58
THEN MPLEDFLS-SPARE4

STATEMENT 060

COMMENTS: Previous 2 statements both false turns spare led 4 off.

IF STMNT-58 OR STMNT-59 NOT
THEN MPLEDOFF-SPARE4

REF No.	TCT17	ISSUE	1.08	DATE	25/03/14
---------	-------	-------	------	------	----------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 061

COMMENTS: Not used.

IF
THEN

STATEMENT 062

COMMENTS: Not used.

IF
THEN

STATEMENT 063

COMMENTS: BQ11 or BQ12 timer running lights spare led 3.

IF SCTRUNNG-BQ11 **OR** SCTRUNNG-BQ12
THEN MPLEDON-SPARE3
ELSE MPLEDOFF-SPARE3

STATEMENT 064

COMMENTS: AQ13 or CQ42 timer running lights spare led 2.

IF SCTRUNNG-AQ13 **OR** SCTRUNNG-CQ42
THEN MPLEDON-SPARE2
ELSE MPLEDOFF-SPARE2

STATEMENT 065

COMMENTS: HC1/HC2 mode running on stream 1 or HC1 mode running on stream 2 lights spare led 1.

IF HC1MODE-1 **OR** HC2MODE-1 **OR** HC1MODE-2
THEN MPLEDON-SPARE1
ELSE MPLEDOFF-SPARE1

REF No.	TCT17	ISSUE	1.08	DATE	25/03/14
----------------	-------	--------------	------	-------------	----------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 066

COMMENTS: VA mode select switch (using PTI). See statements 73 & 74 for UTC mode inhibits.

IF MANIP-MANSEL **OR** MANIP-FTSEL **OR** MANIP-PTI **NOT**
THEN CLFINHIB-1 CLFINHIB-2
ELSE CLFALLOW-1 CLFALLOW-2

STATEMENT 067

COMMENTS: UTC mode inactive on stream 1 starts CRBTG1 and CRBDY1 timers, else stops CRBDY1 timer.

IF **NOT** UTCMODE-1
THEN SCTSTART-CRBTG1 SCTSTART-CRBDY1
ELSE SCTSTOP-CRBDY1

STATEMENT 068

COMMENTS: CRBDY1 timer expired and UTC mode still inactive on stream 1 starts CRBTG1 and CRBDY1 timers.

IF SCTEXPRD-CRBDY1 **AND NOT** UTCMODE-1
THEN SCTSTART-CRBTG1 SCTSTART-CRBDY1

STATEMENT 069

COMMENTS: SHD/MSD/STU/HC1/HC2 mode on stream 1 or CRBTG1 timer running or VA select switch toggles CRB1 reply.

IF SHDMODE-1 **OR** MSDMODE-1 **OR** STUMODE-1 **OR** HC1MODE-1 **OR** HC2MODE-1
OR SCTRUNNG-CRBTG1 **OR** STMNT-66
THEN OUTPUTA-CRB1
ELSE OUTPUTN-CRB1

STATEMENT 070

COMMENTS: UTC mode inactive on stream 2 starts CRBTG2 and CRBDY2 timers, else stops CRBDY2 timer.

IF **NOT** UTCMODE-2
THEN SCTSTART-CRBTG2 SCTSTART-CRBDY2
ELSE SCTSTOP-CRBDY2

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

SPECIAL CONDITIONING STATEMENTS

STATEMENT 071

COMMENTS: CRBDY2 timer expired and UTC mode still inactive on stream 2 starts CRBTG2 and CRBDY2 timers.

IF SCTEXPRD-CRBDY2 **AND NOT** UTCMODE-2
THEN SCTSTART-CRBTG2 SCTSTART-CRBDY2

STATEMENT 072

COMMENTS: SHD/MSD/STU/HC1 mode on stream 2 or CRBTG2 timer running or VA select switch toggles CRB2 reply.

IF SHDMODE-2 **OR** MSDMODE-2 **OR** STUMODE-2 **OR** HC1MODE-2 **OR** SCTRUNNG-CRBTG2
OR STMNT-66
THEN OUTPUTA-CRB2
ELSE OUTPUTN-CRB2

STATEMENT 073

COMMENTS: VA select switch on (statement 66) or TO1 bit inactive inhibits UTC on stream 1.

IF STMNT-66 **OR NOT** FDET-TO1
THEN UTCI-1
ELSE UTCN-1

STATEMENT 074

COMMENTS: VA select switch on (statement 66) or TO2 bit inactive inhibits UTC on stream 2.

IF STMNT-66 **OR NOT** FDET-TO2
THEN UTCI-2
ELSE UTCN-2

STATEMENT 075

COMMENTS: At 05:59:58 and 06:00:00 set BQSYNC output for use at the B & Q controller.

IF CURTOD-05:59:58 **OR** CURTOD-06:00:00
THEN OUTPUTA-BQSYNC
ELSE OUTPUTN-BQSYNC

REF No. TCT17	ISSUE 1.08	DATE 25/03/14
----------------------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 34C

INPUT DATA

INPUT No.	INPUT NAME	MODE
00	F1	Parallel
01	F2	Parallel
02	IP02	Parallel
03	IP03	Parallel
04	IP04	Parallel
05	IP05	Parallel
06	IP06	Parallel
07	*TO1	Parallel
08	F3	Parallel
09	F4	Parallel
10	IP10	Parallel
11	IP11	Parallel
12	IP12	Parallel
13	IP13	Parallel
14	IP14	Parallel
15	*TO2	Parallel
16	*AIN1	Parallel
17	*AIN2	Parallel
18	*AX3	Parallel
19	*AX4	Parallel
20	*BIN5	Parallel
21	*BIN6	Parallel
22	*BX7	Parallel
23	*BX8	Parallel
24	*BSL9	Parallel
25	*BSL10	Parallel
26	*BQ11	Parallel
27	*BQ12	Parallel
28	*CIN33	Parallel
29	*CX34	Parallel
30	*CX35	Parallel
31	*SPARE1	Parallel
32	*DIN36	Parallel

33	*DIN37	Parallel
INPUT No.	INPUT NAME	MODE
34	*DX38	Parallel
35	*DX39	Parallel
36	*DSL40	Parallel
37	*DSL41	Parallel
38	*CQ42	Parallel
39	*SPARE2	Parallel
40	IP40	Parallel
41	IP41	Parallel
42	IP42	Parallel
43	IP43	Parallel
44	*C1PHSA	Parallel
45	*C1PHSB	Parallel

OUTPUT DATA

OUTPUT NUMBER	OUTPUT NAME	INVERT STATE
00	G1	ON
01	G2	ON
02	MOVA29	OFF
03	MOVA30	OFF
04	MOVA31	OFF
05	MOVA32	OFF
06	SYNC	OFF
07	CRB1	ON
08	G3	ON
09	G4	ON
10	MOVA61	OFF
11	MOVA62	OFF
12	MOVA63	OFF
13	MOVA64	OFF
14	BQSYNC	OFF
15	CRB2	ON
16	BQ11	OFF
17	BQ12	OFF
18	AQ13	OFF
19	CQ42	OFF
20	C2PHSC	OFF
21	C2PHSD	OFF

REF No.	TCT17	ISSUE 1.08	DATE 25/03/14
----------------	-------	-------------------	----------------------

MTC TR0141C CONFIGURATION FORM 53

CONFIGURATION NOTES

A483 / A541 INTERCHANGE, WREXHAM CONTROLLER No. 2 WEST SIDE

Queue Detection

The action of queue loops in MOVA (using loops with call delays, which activate MOVA detector inputs) is as follows:-

Stream 1 Loops which detect A483 N/B queuing:

- After a call delay from detector BQ11 into MOVA as detector 11 (via output BQ11) – 2 second pulse (SCT/3).
- After a call delay from detector BQ12 into MOVA as detector 12 (via output BQ12) – 2 second pulse (SCT/4).

Stream 1: Loops which detect roundabout lock-up:

- After a call delay from detector AIN1 or AIN2 into MOVA as detector 13 (via output AQ13) – 2 second pulse (SCT/5).

Stream 2: Loops which detect roundabout lock-up:

- After a call delay from detector CQ42 into MOVA as detector 42 (via output CQ42) – 2 second pulse (SCT/6).

Action of Queue Loops When Running Fallback VA

Fallback is VA run from the MOVA IN, X and stop line loops. Also during VA the loops which detect queuing are used for Hurry Calls.

MOVA Linking FROM this Controller

There is a controller output for the both traffic phases in stream 2 that is sent to downstream controller 1 (East Side) when the appropriate phase is on green. Note that the circulatory output is only sent when it starts with a demand present. Phases with outputs are:-

Phase C - (output ref. C2PHSC). Initially enabled, but can be disabled by setting SCB/13=1.

Phase D - (output ref. C2PHSD). Initially enabled, but can be disabled by setting SCB/14=1.

MOVA Linking TO this Controller

Link from Controller 1 (East Side) to Stream 1: Link from North Bridge (input ref. C1PHSA):

- **FORCE:** On receipt of the linking output from upstream controller 1, input to MOVA Det.29 (via output MOVA29) after the duration of SCT/7, for 2 seconds (SCT/8). This is initially disabled, but can be enabled by setting SCB/1=1.
- **HOLD:** On receipt of the linking output from upstream controller 1, input to MOVA Det.30 (via output MOVA30) after the duration of SCT/9, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/2=1.
NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase A and is terminated by the first gap. This can be disabled by setting SCB/3=1, (HOLD is then passed to MOVA in accordance with the timers).

- **CLEAR:** Following termination of the linking output from upstream controller 2, input to MOVA Det.30 continues for the duration of SCT/10. An override timer also exists (SCT/11).

Link from Controller 1 (East Side) to Stream 1: Link from A483 S/B (input ref: C1PHSB):

- **FORCE:** On receipt of the linking output from upstream controller 1, input to MOVA Det.31 (via output MOVA31) after the duration of SCT/12, for 2 seconds (SCT/13). This is initially disabled, but can be enabled by setting SCB/4=1.
- **HOLD:** On receipt of the linking output from upstream controller 1, input to MOVA Det.32 (via output MOVA32) after the duration of SCT/14, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/5=1.
NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase A and is terminated by the first gap. This can be disabled by setting SCB/6=1, (HOLD is then passed to MOVA in accordance with the timers).
- **CLEAR:** Following termination of the linking output from upstream controller 2, input to MOVA Det.32 continues for the duration of SCT/15. An override timer also exists (SCT/16).

Internal MOVA Linking

Link from Stream 1 to Stream 2: Link from South Bridge:

- **FORCE:** When phase A goes to green, input to MOVA Det.61 (via output MOVA61) after the duration of SCT/17, for 2 seconds (SCT/18). This is initially disabled, but can be enabled by setting SCB/7=1.
- **HOLD:** When phase A goes to green, input to MOVA Det.62 (via output MOVA62) after the duration of SCT/19, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/8=1.
NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase C and is terminated by the first gap. This can be disabled by setting SCB/9=1, (HOLD is then passed to MOVA in accordance with the timers).
- **CLEAR:** Following termination of phase A, input to MOVA Det.62 continues for the duration of SCT/20. An override timer also exists (SCT/21).

Link from Stream 1 to Stream 2: Link from A483 N/B:

- **FORCE:** When phase B goes to green, input to MOVA Det.63 (via output MOVA63) after the duration of SCT/22, for 2 seconds (SCT/23). This is initially disabled, but can be enabled by setting SCB/10=1.
- **HOLD:** When phase B goes to green, input to MOVA Det.64 (via output MOVA64) after the duration of SCT/24, until CLEAR condition. This is initially enabled, but can be disabled by setting SCB/11=1.
NB. Initially this input is only passed to MOVA whilst VA extensions exist on Phase C and is terminated by the first gap. This can be disabled by setting SCB/12=1, (HOLD is then passed to MOVA in accordance with the timers).
- **CLEAR:** Following termination of phase B, input to MOVA Det.64 continues for the duration of SCT/25). An override timer also exists (SCT/26).

Manual Panel

- PB LEDs are permanently active.
- Spare LED 4 (top) indicates MOVA is operational, (the LED will flash if only one stream is on MOVA control).
- Spare LED 3 indicates a valid qualifying call for one of the A483 N/B queue detectors (MOVA detectors 11/12, BQ11/BQ12 active).
- Spare LED 2 indicates a valid qualifying call for one of the roundabout lock-up queue detectors (MOVA detector 13, AQ13 active or MOVA detector 42, CQ42 active).
- Spare LED 1 indicates that Hurry Call mode is operational.
- The Part-Time Inhibit switch is reconfigured as VA mode select.
- Spare switch 3 (top) is a momentary call for the A483 N/B queue detectors, (MOVA detectors 11/12, BQ11/12), for testing purposes.
- Spare switch 2 is a momentary call for the roundabout lock-up queue detector inputs, (MOVA detector 13, AQ13 and MOVA detector 42, CQ42), for testing purposes.

Works Order : W06194
EM Number : E06194
Engineer : TIM TABOR
Intersection : MOLD ROAD GATEWAY

Administration

General Specifications

Customer Name

WREXHAM BOROUGH COUNCIL

Customer Order No.

Intersection/
General Description

MOLD ROAD GATEWAY

Controller/
Serial Number

S.T.S. /EM Number

E06194

Issue

1

Controller

☒ New

☐ Modification

Equipment
Installation by

Area Specifications/
Customer Drawings

Specification Section

Contract/Tender Ref.

Slot Cutting by

Civil Works by

Customer's Engineer

DARREN WILLIAMS

Quotation No.

Q06194

Telephone Number

Works Order No.

W06194

Signal Company Use Only

Signal Engineer

TIM TABOR

(IF Prom Label as >) Prom Number

16260

Prom Variant

0

Configuration Check Value

D4 54 68 D2

Controller Options

Hardware

T800

Firmware Type and Issue

PB800 ISS 16

Other Options

KTD LO

Mains Supply

240

Volts

50

Hz

☐ H.I.

Dimming
Voltage

☒ 160

☐ 140

☐ 120

☐ None

Peak Lamp Current

0

Amps

Answer Issue

3

Date
Created

25/10/06

Average Lamp Power

800

Watts

Edit Issue

4

Total Average Power

0

Watts

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : W06194
EM Number : E06194
Engineer : TIM TABOR
Intersection : MOLD ROAD GATEWAY

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

Streams	
☐	Current Number of Streams 1

Stages	
☐	Current Number of stages (inc. ALL-RED stages) 5

Phases	
☐	Current Total Number of Phases 9
☒	Number of Real Phases 8
☐	Number of Dummy Phases 1

Switched Signs	
☐	Number of Switched Signs 0

Action

Add At

Delete At

W06194
E06194
TIM TABOR
MOLD ROAD

Facilities

Facilities
☒ M

W06194
E06194
TIM TABOR
MOLD ROAD GATEWAY

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- ☒ Manual Control
☐ Manual Step On Mode
☒ CLF (Base Time)
☐ CLF (non-Base Time)
☒ UTC Facility
☒ Hurry Call Mode
☐ Priority
☐ Emergency Vehicles
☐ Starting Intergreen

- ☐ Part Time
☒ Master Time Clock
☒ RED Lamp Monitoring
☒ Lamp Monitoring
☐ Linked Fixed Time
☒ FT To Current MAX
☐ Speed Measurement
☐ Download To Level 3
☐ Extend All Red
☐ Fail To Hardware Flashing
☐ Ripple Change
☐ Non-UK

- ☐ Pelican/Puffin/Toucan Facilities
☐ Standalone Manual
☐ Holiday Clock
☐ Fail to Part Time
☒ Serial MOVA
☒
☐ Free-Standing OTU
☐ Integral OTU

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Emergency Vehicle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Hurry Call	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐
Selected Man Cntrl	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
UTC	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐
Manual Step On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Selected FT or VA or CLF	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
Cableless Link (CLF)	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐
Priority Vehicle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Vehicle Actuated	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐	☐
Fixed Time	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐

Configuration Complexity

☐ Low ☐ Medium ☐ High ☒ Maximum

standard.8DF

Default PROM data file

Correspondence Monitoring to inc.

- ☒ Reds ☒ Ambers
☐ Switched Signs ☐ Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

Off On

Works Order : W06194
 EM Number : E06194
 Engineer : TIM TABOR
 Intersection : MOLD ROAD GATEWAY

J06194
 E06194
 TIM TABOR
 MOLD ROAD GATEWAY

Phases in Stages

Phases

	A	B	C	D	E	F	G	H	I
In Stages									☐
0									
1	☒			☒	☐	☒			
2	☒			☒	☐		☒	☐	
3		☒	☒				☒	☐	
4		☒		☒			☒		

Stream Data
 Phase of Stage to
 absence of de
 Start

Last Mo

Last Modified 31/01/08, Issue 1.3.4

Form Ref: 1.4

W06194
: E06194
: TIM TABOR
: MOLD ROAD GATEWAY

Stages in Streams

Stream Data	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	4							
Startup Stage	4							
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Along Stream, the reversion must be to All Red stage or Traffic stage/phase to meet TR0141

Stages

	0	1	2	3	4
In Stream	☒	☒	☒	☒	☒

Who
EM
Eng
Inte

Works Order : W06194
EM Number : E06194
Engineer : TIM TABOR
Intersection : MOLD ROAD GATEWAY

Phase Type and Conditions

06194
E06194
TIM TABOR
MOLD ROAD GATEWAY
Opposite

Phase Type and Conditions

☒ Phases A to P

☐

Select Stream(s) To Configure
☐ All ☐ 0

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	A541 E/B	0 - UK Traffic	0	0 -	
B	ROUNDABOUT NW	0 - UK Traffic	0	0 -	
C	PLAS COCH ROAD	0 - UK Traffic	0	0 -	
D	ROUNDABOUT SW	0 - UK Traffic	0	0 -	
E	PEDESTRIANS X PLAS COCH ROAD	1 - UK Far Side Pedestrian	1	0 -	
F	A541 MOLD ROAD W/B	0 - UK Traffic	0	0 -	
G	ROUNDABOUT SE	0 - UK Traffic	0	0 -	
H	PEDESTRIANS X A541 MOLD ROAD W/B	1 - UK Far Side Pedestrian	1	0 -	
I	DUMMY	0 - UK Traffic	0	0 -	

App. Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd before end of window time
Term. Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.

Last Mod

Last Modified 31/01/08, Issue 1.3.4

Form Ref: 2.1

W06194
 E06194
 TIM TABOR
 MOLD ROAD GATEWAY

Opposing and Conflicting Phases

Select Stream(s) To Configure

☐ All
 ☐ 0
 ☐
☐
☐
☐
☐
☐
☐

Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H	I
	A	Co	o	o	o	o	o	o	o
	B	Co	o	o	o	o	o	o	o
	C	o	o	Co	Co	o	o	o	o
	D	o	o	Co	o	o	o	o	o
	E	o	o	Co	o	o	o	o	o
	F	o	o	o	o	Co	Co	Co	o
	G	o	o	o	o	Co	Co	o	o
	H	o	o	o	o	Co	o	Co	o
	I	o	o	o	o	o	o	o	Co

Leaving

W06194
 : E06194
 : TIM TABOR
 : MOLD ROAD GATEWAY

Phase Intergreen Times

Select Stream(s) To Configure

☐ All
 ☐ 0
 ☐
☐
☐
☐
☐
☐
☐

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase

	A	B	C	D	E	F	G	H	I
A		5							
B	5								
C				5	5				
D			5						
E			8						
F							5	5	
G						5			
H						10			
I									

Works Order : W06194
EM Number : E06194
Engineer : TIM TABOR
Intersection : MOLD ROAD GATEWAY

W06194
E06194
TIM TABOR
MOLD ROAD

Handset Intergreen Limits

HIGH 199

Copy Intergreen Values

		To Phase								
From Phase	A	B	C	D	E	F	G	H	I	
	A		5							
	B	5								
	C				5	5				
	D			5						
	E			5						
	F									
	G						5	5		
	H						5			
I										

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase

-Max. Green

Min. 0 Max. 255

—Vehicle Extension

Min. Max.

—Phase Delay

Min. Max.

-Starting I/G:

Min. Max. -Min Ped Clr (PBT):Min. Max.

—Traffic Phase Leaving

Min. 3.0 Max. 3.0

—Traffic Phase Red/Amber

Min Max.

Window Times

W06194
E06194
TIM TABOR
MOLD ROAD GATEWAY

Phase delays

Phase delays

☒ Phase Delays 0-29

☐ Phase Delays 30-59

☐ Phase Delays 60-89

☐ Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	D	2	3	4	15				0
1	G	3	1	5	16				0
2	D	1	3	4	17				0
3				0	18				0
4				0	19				0
5				0	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Norks Order : W06194
EM Number : E06194
Engineer : TIM TABOR
Intersection : MOLD ROAD GATEWAY

W06194
E06194
TIM TABOR
MOLD ROAD GATEWAY

LMU - General

LMU - Sensors
On-Board Sensors
Sensor
Phase
11

LMU - General

Lamp Monitoring - LMU Voltage

- ☒ 200-240
☐ 50-0-50, 100-120

Red Lamp Monitoring

Max Red Bulb Wattage

50

- ☐ RLF2 Cancels RLM additional Intergreens
☐ RLF2 Only Cleared by RFL = 1
☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum

Maximum

2

10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Last Mo

W06194
 : E06194
 : TIM TABOR
 : MOLD ROAD GATEWAY

LMU - Sensors

LMU - Sensors

On-Board Sensors

Sensor/ Phase	Type	Bulb Wattage
1 \ A	As Seq.	40
2 \ B	As Seq.	40
3 \ C	As Seq.	40
4 \ D	As Seq.	40
5 \ E	As Seq.	40
6 \ F	As Seq.	40
7 \ G	As Seq.	40
8 \ H	As Seq.	40
9 \ I		
10 \ J		
11 \ K		
12 \ L		
13 \ M		
14 \ N		
15 \ O		
16 \ P		

On-Board Sensors

Sensor/ Phase	Type	Bulb Wattage
17 \ Q		
18 \ R		
19 \ S		
20 \ T		
21 \ U		
22 \ V		
23 \ W		
24 \ X		
25 \ Y		
26 \ Z		
27 \ A2		
28 \ B2		
29 \ C2		
30 \ D2		
31 \ E2		
32 \ F2		

External Sensors

Sensor/ Pin	Drive	Type	Bulb Wattage
33 \ b14		Reg. Sign	7
34 \ z16		Reg. Sign	7
35 \ z14		Reg. Sign	7
36 \ z12		Reg. Sign	7
37 \ b14			
38 \ z16			
39 \ z14			
40 \ z12			
41 \ b14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ b14			
46 \ z16			
47 \ z14			
48 \ z12			

Works Order : W06194
 M Number : E06194
 Engineer : TIM TABOR
 Intersection : MOLD ROAD GATEWAY

Manual Mode - Optional Phases Appearance

Function
 Administration
 Streams, S
 Facilities/Mo
 Phases in St
 1.4
 1.5
 Phases
 2.1

Manual Mode - Optional Phases Appearance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Never Appears	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Demand Dependant	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Always Appears	☒	☒	☒	☒	☒	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Never Appears	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Demand Dependant	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Always Appears	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

W06194
: E06194
: TIM TABOR
: MOLD ROAD GATEWAY

Special Conditioning

```
-----
RETAIL EXIT CONDITIONING
-----
MTCF3.CIN9=MOVADET64
;MOVADET22 CONDITIONING
-----
CCTO0.NOT 2SCRT16+MAUXSW1=2SCRT17
2SCRT17=+2SCRT16
CCTO0=.2SCRT16
IFT 2SCRT17.NOT 2SCRT18 THN
  LOD<10> 1SCRTCH2
  TRUE=2SCRT18
END
NOT(1SCRTST2 EQL<0>)=.2SCRT18
IFT(1SCRTST2 GRT<0>) THN
  DEC 1SCRTCH2
END
2SCRT18=+MOVADET22
;MOVADET23 CONDITIONING
;-----
CCTO1.NOT 2SCRT24+MAUXSW1=2SCRT25
2SCRT25=+2SCRT24
CCTO1=.2SCRT24
IFT 2SCRT25.NOT 2SCRT26 THN
  LOD<10> 1SCRTCH3
  TRUE=2SCRT26
END
NOT(1SCRTST3 EQL<0>)=.2SCRT26
IFT(1SCRTST3 GRT<0>) THN
  DEC 1SCRTCH3
END
2SCRT26=+MOVADET23
;MOVADET24 CONDITIONING
;-----
CCTO2.NOT 2SCRT32+MAUXSW2=2SCRT33
2SCRT33=+2SCRT32
CCTO2=.2SCRT32
IFT 2SCRT33.NOT 2SCRT34 THN
  LOD<10> 1SCRTCH4
  TRUE=2SCRT34
END
NOT(1SCRTST4 EQL<0>)=.2SCRT34
IFT(1SCRTST4 GRT<0>) THN
  DEC 1SCRTCH4
END
2SCRT34=+MOVADET24
;MOVADET25 CONDITIONING
;-----
CCTO3.NOT 2SCRT40+MAUXSW2=2SCRT41
2SCRT41=+2SCRT40
CCTO3=.2SCRT40
IFT 2SCRT41.NOT 2SCRT42 THN
  LOD<10> 1SCRTCH5
  TRUE=2SCRT42
END
NOT(1SCRTST5 EQL<0>)=.2SCRT42
IFT(1SCRTST5 GRT<0>) THN
  DEC 1SCRTCH5
END
2SCRT42=+MOVADET25
;MOVADET26 CONDITIONING
;-----
CCTO4.NOT 2SCRT48+MAUXSW2=2SCRT49
```

;PROVIDE A 200ms OUTPUT TO TRIGGER INTERNAL TIMER

;START A 2 SEC INTERNAL TIMER FOR PULSED OUTPUT

;SEND PULSED 'MOVA FORCE' OUTPUT

;PROVIDE A 200ms OUTPUT TO TRIGGER INTERNAL TIMER

;START A 2 SEC INTERNAL TIMER FOR PULSED OUTPUT

;SEND PULSED 'MOVA FORCE' OUTPUT

;PROVIDE A 200ms OUTPUT TO TRIGGER INTERNAL TIMER

;START A 2 SEC INTERNAL TIMER FOR PULSED OUTPUT

;SEND PULSED 'MOVA FORCE' OUTPUT

;PROVIDE A 200ms OUTPUT TO TRIGGER INTERNAL TIMER

;START A 2 SEC INTERNAL TIMER FOR PULSED OUTPUT

;SEND PULSED 'MOVA FORCE' OUTPUT

;PROVIDE A 200ms OUTPUT TO TRIGGER INTERNAL TIMER

WC404S AS41 MOLD Rd / Berse Rd.

MIN A:7 C:7 E:5 G:7 I:7
B:7 D:7 F:7 H:5 J:

IGN:

A-B:5 B-A:5 C-D:5 ~~D-C:5~~
A-A: B-A: C-E:5 E-C:8
F-G:5 G-F:5 H-F:10
F-H:5

IGS: 9555.

Max Green: A:25 E:0
B:0 F:10
C:10 G:0
D:0 H:0
I:0

Max Extension A:0 E:0
B:0 F:0
C:0 G:0
D:0 H:0
I:0

APPENDIX 8

LINSIG OUTPUT

A483 Mold Road Interchange and Plas Coch Road Roundabout - AM Assessment Scenarios

AM																	
			2022 AM Observed			2023 AM Base + Committed			2023 AM Base + Committed + Dev			2028 AM Base + Committed			2028 AM Base + Committed + Dev		
	Item	Lane Description	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)
	Network: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	41.1	-	73.9%	52.3	-	81.8%	62.9	-	88.2%	63.0	-	85.3%	73.6	-	90.0%
	J1: A483 Junction 5 Mold Rd Int.	-	22.3	-	73.9%	26.7	-	80.3%	32.4	-	88.2%	33.1	-	84.8%	38.7	-	90.0%
	1/1+1/2	A483 Southbound Offslip Ahead Left	4.7 (2.3+2.3)	5.7	73.5 : 73.9%	4.6 (2.3+2.3)	5.9	67.7 : 68.3%	7.3 (3.6+3.6)	8.8	83.8 : 84.2%	7.2 (3.6+3.6)	8.5	84.1 : 84.6%	9.6 (4.8+4.8)	11.3	89.8 : 90.0%
	2/1	Mold Rd (E) Left	0.2	0.2	28.3%	0.3	0.8	32.9%	0.3	0.7	32.9%	0.3	0.8	36.7%	0.3	0.6	36.7%
	2/2	Mold Rd (E) Ahead	0.4	0.5	46.4%	0.6	1.3	52.0%	0.8	3.7	51.9%	0.9	3.7	59.7%	1.2	6.7	59.7%
	2/3	Mold Rd (E) Ahead	0.4	0.5	44.5%	0.6	1.3	53.2%	0.9	5.5	53.1%	1.0	4.8	60.5%	1.4	7.4	60.5%
	3/1+3/2	A483 Northbound Offslip Ahead Left	3.4 (1.6+1.8)	5.1	53.7 : 60.4%	3.6 (1.6+2.0)	5.7	51.2 : 60.2%	4.6 (1.8+2.8)	8.0	50.8 : 73.1%	5.5 (2.5+3.0)	7.8	66.7 : 76.3%	5.2 (2.1+3.2)	9.1	54.2 : 75.3%
	4/1	Summerhill Rd Ahead Left	0.3	0.8	27.5%	0.3	0.9	25.6%	0.6	1.4	38.3%	0.5	1.5	40.0%	0.8	1.9	44.2%
	5/1	Mold Rd (NW) Ahead Left	2.9	6.7	68.7%	3.6	8.4	73.9%	3.3	8.6	69.1%	3.6	9.3	72.4%	3.9	9.9	72.7%
	5/2	Mold Rd (NW) Ahead	2.5	6.2	64.3%	2.9	7.1	67.0%	2.5	6.8	60.0%	3.6	9.3	72.5%	3.8	9.9	72.6%
	6/1	North Circ Ahead	0.3	1.8	46.0%	0.3	4.8	48.8%	0.1	1.0	41.2%	0.2	1.8	42.5%	0.5	3.2	45.6%
	6/2	North Circ Right Ahead	1.0	5.2	73.0%	1.0	8.0	80.3%	3.5	16.0	88.2%	2.0	9.0	84.8%	2.6	10.2	90.0%
	7/1	East Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/2	East Circ Right Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	8/1	South Circ Right Ahead	1.0	3.3	50.3%	2.4	7.7	55.2%	1.1	2.4	54.2%	0.9	2.4	51.2%	1.2	2.9	57.1%
	8/2	South Circ Right	0.8	3.1	40.8%	2.0	6.5	48.2%	1.0	3.7	47.4%	0.8	3.2	43.7%	1.1	4.5	48.7%
	9/1	SW Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	9/2	SW Circ Right	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	9/3	SW Circ Right	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	10/1	NW Circ Right Ahead	3.7	8.7	72.8%	2.6	5.1	77.1%	5.4	10.6	73.1%	5.8	11.4	81.1%	5.4	11.1	82.8%
	10/2	NW Circ Right	0.7	1.2	40.8%	1.8	5.7	43.3%	1.2	4.6	64.5%	0.8	1.8	51.0%	1.5	8.8	56.5%
	11/1	A483 Northbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	11/2	A483 Northbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/1	MR (E) Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/2	MR (E) Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	13/1	A483 Southbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	13/2	A483 Southbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	14/1	SR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	15/1	MR (NW) Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	15/2	MR (NW) Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	J2: A541 / B5101 Rbt	-	18.7	-	73.8%	25.6	-	81.8%	30.5	-	87.6%	29.9	-	85.3%	35.0	-	88.4%
	1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	2.8 (2.3+0.5)	4.5	70.2 : 70.2%	4.4 (3.3+1.1)	6.6	81.5 : 81.5%	4.8 (3.5+1.2)	7.2	82.5 : 82.5%	4.6 (3.4+1.2)	7.2	81.1 : 81.1%	5.9 (4.4+1.5)	8.9	86.9 : 86.9%
	1/3	B5101 Plas Coch Rd Ahead	2.1	3.8	63.2%	3.3	6.0	75.7%	3.6	6.6	77.2%	3.5	6.6	75.3%	4.5	8.1	82.6%
	2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	2.2 (1.0+1.2)	2.8	50.0 : 50.0%	2.5 (1.3+1.2)	3.0	50.6 : 50.6%	2.4 (1.2+1.2)	3.1	48.3 : 48.3%	2.8 (1.4+1.5)	3.5	55.0 : 55.0%	2.6 (1.3+1.3)	3.3	48.5 : 48.5%
	2/3	A541 Mold Rd (S) Ahead	0.4	0.5	44.5%	0.6	1.3	53.2%	0.9	5.5	53.1%	1.0	4.8	60.5%	1.4	7.4	60.5%
	3/1	B5101 Berse Rd Left	0.7	1.0	51.4%	1.0	1.5	57.9%	1.0	1.5	57.6%	1.2	1.7	61.2%	1.3	3.2	61.4%
	3/2	B5101 Berse Rd Ahead	0.7	0.9	49.6%	1.1	2.6	59.0%	1.2	2.8	59.0%	1.4	3.1	62.3%	1.5	3.4	62.6%
	4/2+4/1	Mold Rd Ahead Ahead2	3.2 (2.2+1.0)	6.2	69.9 : 69.9%	4.3 (3.4+0.9)	9.0	81.8 : 81.8%	6.2 (4.9+1.2)	11.4	87.6 : 87.6%	5.6 (4.4+1.3)	10.4	85.3 : 85.3%	6.4 (5.1+1.3)	12.5	88.4 : 88.4%
	4/3	Mold Rd Ahead	3.2	7.4	73.8%	3.5	8.7	77.0%	5.2	12.1	84.2%	4.4	10.5	80.1%	5.6	13.5	85.4%
	5/1	N Circ Ahead	2.9	6.7	68.7%	3.6	8.4	73.9%	3.3	8.6	69.1%	3.6	9.3	72.4%	3.9	9.9	72.7%
	5/2	N Circ Right Ahead	2.5	6.2	64.3%	2.9	7.1	67.0%	2.5	6.8	60.0%	3.6	9.3	72.5%	3.8	9.9	72.6%
	6/1	E Circ Ahead	0.3	1.8	46.0%	0.3	4.8	48.8%	0.1	1.0	41.2%	0.2	1.8	42.5%	0.5	3.2	45.6%
	6/2	E Circ Right Ahead	1.0	5.2	73.0%	1.0	8.0	80.3%	3.5	16.0	88.2%	2.0	9.0	84.8%	2.6	10.2	90.0%
	6/3	E Circ Right	0.0	0.0	19.7%	0.0	0.0	26.0%	0.0	0.0	27.1%	0.0	0.0	27.0%	0.0	0.0	28.9%
	7/1	S Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/2	S Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/3	S Circ Right Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	8/1	W Circ Ahead	1.0	3.3	50.3%	2.4	7.7	55.2%	1.1	2.4	54.2%	0.9	2.4	51.2%	1.2	2.9	57.1%
	8/2	W Circ Right Ahead	0.8	3.1	40.8%	2.0	6.5	48.2%	1.0	3.7	47.4%	0.8	3.2	43.7%	1.1	4.5	48.7%
	8/3	W Circ Right	0.4	1.1	14.0%	0.6	1.8	19.4%	0.7	2.1	21.2%	0.7	2.1	20.6%	0.8	2.4	22.6%
	9/1	PCR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	9/2	PCR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	10/1	MR S Exit	3.7	8.7	72.8%	2.6	5.1	77.1%	5.4	10.6	73.1%	5.8	11.4	81.1%	5.4	11.1	82.8%
	10/2	MR S Exit	0.7	1.2	40.8%	1.8	5.7	43.3%	1.2	4.6	64.5%	0.8	1.8	51.0%	1.5	8.8	56.5%
	11/1	BR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	11/2	BR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/1	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/2	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/3	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%

A483 Mold Road Interchange and Plas Coch Road Roundabout - PM Assessment Scenarios

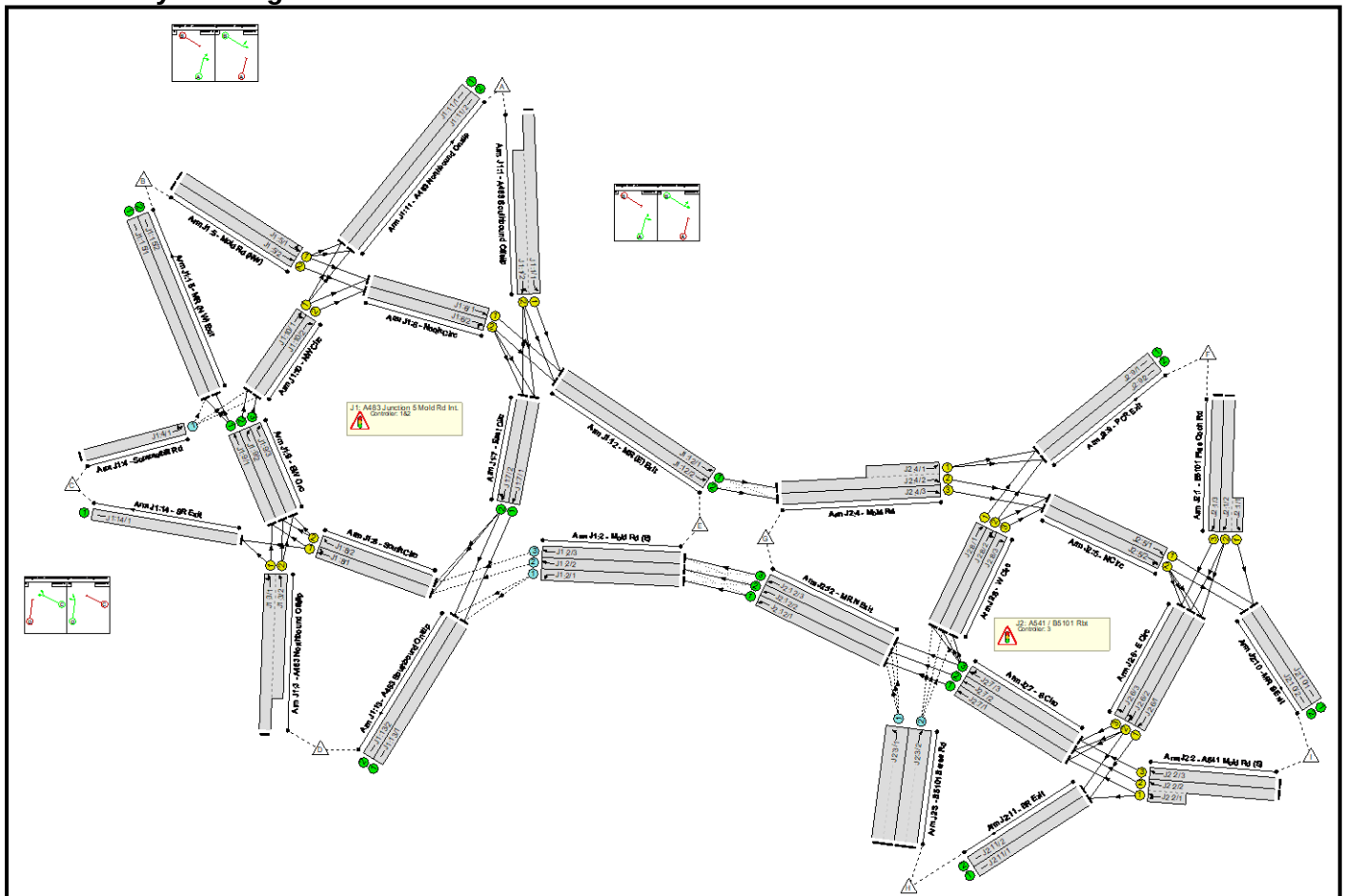
PM			2022 PM Observed			2023 PM Base + Committed			2023 PM Base + Committed + Dev			2028 PM Base + Committed			2028 PM Base + Committed + Dev		
	Item	Lane Description	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Mean Max Queue (pcu)	Deg Sat (%)
	Network: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	54.4	-	88.4%	72.8	-	97.1%	101.8	-	108.7%	109.4	-	109.1%	161.7	-	124.2%
	J1: A483 Junction 5 Mold Rd Int.	-	24.8	-	74.5%	30.8	-	75.3%	32.9	-	84.6%	37.8	-	84.5%	45.9	-	91.8%
	1/1+1/2	A483 Southbound Offslip Ahead Left	4.3 (2.1+2.2)	5.8	63.5 : 64.2%	5.6 (2.8+2.8)	7.6	71.3 : 71.4%	4.6 (2.3+2.3)	6.7	61.7 : 61.6%	6.1 (3.0+3.0)	8.3	73.7 : 73.6%	8.5 (4.2+4.3)	10.6	85.7 : 85.9%
	2/1	Mold Rd (E) Left	0.6	1.8	51.5%	0.9	3.6	55.4%	1.2	4.0	62.5%	1.8	7.6	57.0%	1.3	8.2	63.2%
	2/2	Mold Rd (E) Ahead	0.8	1.9	58.1%	1.1	2.8	63.4%	1.0	2.6	61.1%	2.2	8.0	73.9%	1.7	6.1	70.4%
	2/3	Mold Rd (E) Ahead	1.1	2.7	67.9%	1.7	3.7	75.3%	3.0	7.0	84.6%	3.4	10.8	82.9%	5.9	13.2	91.8%
	3/1+3/2	A483 Northbound Offslip Ahead Left	4.6 (2.6+2.0)	6.6	74.5 : 60.1%	5.3 (2.9+2.4)	7.7	74.4 : 63.7%	5.8 (3.1+2.6)	8.1	78.5 : 67.3%	6.2 (3.5+2.7)	9.1	83.1 : 66.8%	6.4 (3.6+2.8)	9.5	82.8 : 66.5%
	4/1	Summerhill Rd Ahead Left	0.3	0.6	26.2%	0.4	0.9	27.1%	0.4	0.9	30.3%	0.5	1.2	39.8%	0.9	1.9	49.3%
	5/1	Mold Rd (NW) Ahead Left	2.3	5.6	59.1%	3.1	7.1	67.4%	3.2	7.2	67.9%	3.2	7.9	67.7%	4.9	10.1	81.6%
	5/2	Mold Rd (NW) Ahead	2.0	4.9	54.2%	2.8	6.5	63.3%	2.7	6.4	62.8%	2.4	6.1	57.0%	3.3	7.5	68.8%
	6/1	North Circ Ahead	0.1	0.6	37.3%	0.1	0.7	40.3%	0.4	5.6	42.1%	0.0	0.2	39.6%	1.2	7.1	35.6%
	6/2	North Circ Right Ahead	1.5	9.6	71.2%	0.7	6.9	72.5%	1.0	7.2	81.6%	2.6	12.8	84.5%	1.7	8.5	77.4%
	7/1	East Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/2	East Circ Right Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	8/1	South Circ Right Ahead	1.4	4.6	60.9%	3.5	9.5	64.1%	3.3	9.4	61.2%	2.1	9.7	71.6%	3.6	9.6	69.5%
	8/2	South Circ Right	1.3	4.7	50.2%	1.9	7.1	53.1%	2.0	7.6	58.8%	1.8	6.2	54.3%	1.5	4.6	59.7%
	9/1	SW Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	9/2	SW Circ Right	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	9/3	SW Circ Right	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	10/1	NW Circ Right Ahead	3.8	10.3	68.4%	2.3	5.0	69.4%	3.0	6.0	75.0%	4.3	12.4	71.1%	4.6	11.6	67.7%
	10/2	NW Circ Right	0.6	1.2	38.3%	1.4	6.2	36.3%	1.3	6.9	38.6%	1.3	2.6	49.3%	0.5	1.0	43.5%
	11/1	A483 Northbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	11/2	A483 Northbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/1	MR (E) Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	12/2	MR (E) Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	13/1	A483 Southbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	13/2	A483 Southbound Onslip	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	14/1	SR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	15/1	MR (NW) Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	15/2	MR (NW) Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	J2: A541 / B5101 Rbt	-	29.6	-	88.4%	42.0	-	97.1%	68.9	-	108.7%	71.6	-	109.1%	115.8	-	124.2%
	1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	4.7 (3.7+1.0)	8.7	81.7 : 81.7%	5.2 (3.7+1.5)	9.4	82.1 : 82.1%	5.5 (3.8+1.6)	9.6	83.6 : 83.6%	5.5 (3.9+1.6)	10.0	83.6 : 83.6%	6.7 (4.7+2.0)	11.5	87.6 : 87.6%
	1/3	B5101 Plas Coch Rd Ahead	2.6	5.9	63.7%	3.7	8.1	73.1%	4.3	9.0	79.0%	4.5	9.5	79.5%	5.2	10.5	83.3%
	2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	4.5 (2.3+2.3)	5.7	74.2 : 74.2%	5.4 (2.7+2.7)	7.5	79.1 : 79.1%	7.0 (3.5+3.5)	10.4	86.6 : 86.6%	6.0 (3.0+3.0)	8.7	82.3 : 82.3%	7.5 (3.8+3.8)	11.8	87.8 : 87.8%
	2/3	A541 Mold Rd (S) Ahead	1.1	2.7	67.9%	1.7	3.7	75.3%	3.0	7.0	84.6%	3.4	10.8	82.9%	5.9	13.2	91.8%
	3/1	B5101 Berse Rd Left	4.7	5.9	88.4%	10.5	9.4	97.1%	33.8	28.7	108.7%	36.4	30.1	109.1%	73.2	48.1	124.2%
	3/2	B5101 Berse Rd Ahead	0.8	1.0	48.6%	1.7	1.8	67.4%	2.3	3.4	74.2%	2.4	3.6	75.1%	3.8	4.4	84.3%
	4/2+4/1	Mold Rd Ahead Ahead2	4.8 (1.9+2.8)	7.0	75.8 : 75.8%	5.1 (1.8+3.3)	9.3	82.8 : 82.8%	4.6 (1.6+3.0)	8.5	80.4 : 80.4%	5.8 (2.1+3.7)	17.0	87.0 : 87.0%	6.3 (2.1+4.2)	12.2	83.9 : 83.9%
	4/3	Mold Rd Ahead	2.2	4.7	58.5%	2.7	7.1	67.6%	2.5	6.9	66.1%	2.7	7.2	70.7%	3.4	9.6	68.4%
	5/1	N Circ Ahead	2.3	5.6	59.1%	3.1	7.1	67.4%	3.2	7.2	67.9%	3.2	7.9	67.7%	4.9	10.1	81.6%
	5/2	N Circ Right Ahead	2.0	4.9	54.2%	2.8	6.5	63.3%	2.7	6.4	62.8%	2.4	6.1	57.0%	3.3	7.5	68.8%
	6/1	E Circ Ahead	0.1	0.6	37.3%	0.1	0.7	40.3%	0.4	5.6	42.1%	0.0	0.2	39.6%	1.2	7.1	35.6%
	6/2	E Circ Right Ahead	1.5	9.6	71.2%	0.7	6.9	72.5%	1.0	7.2	81.6%	2.6	12.8	84.5%	1.7	8.5	77.4%
	6/3	E Circ Right	0.0	0.0	35.8%	0.0	0.0	43.0%	0.0	0.0	45.5%	0.0	0.0	46.7%	0.0	0.0	49.0%
	7/1	S Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/2	S Circ Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	7/3	S Circ Right Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%
	8/1	W Circ Ahead	1.4	4.6	60.9%	3.5	9.5	64.1%	3.3	9.4	61.2%	2.1	9.7	71.6%	3.6	9.6	69.5%
	8/2	W Circ Right Ahead	1.3	4.7	50.2%	1.9	7.1	53.1%	2.0	7.6	58.8%	1.8	6.2	54.3%	1.5	4.6	59.7%
	8/3	W Circ Right	0.1	0.3	3.2%	0.2	0.7	6.5%	0.3	0.7	8.9%	0.3	0.8	8.8%	0.2	0.5	7.0%
9/1	PCR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
9/2	PCR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
10/1	MR S Exit	3.8	10.3	68.4%	2.3	5.0	69.4%	3.0	6.0	75.0%	4.3	12.4	71.1%	4.6	11.6	67.7%	
10/2	MR S Exit	0.6	1.2	38.3%	1.4	6.2	36.3%	1.3	6.9	38.6%	1.3	2.6	49.3%	0.5	1.0	43.5%	
11/1	BR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
11/2	BR Exit	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
12/1	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
12/2	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	
12/3	MR N Exit Ahead	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	0.0	0.0	0.0%	

Full Input Data And Results

User and Project Details

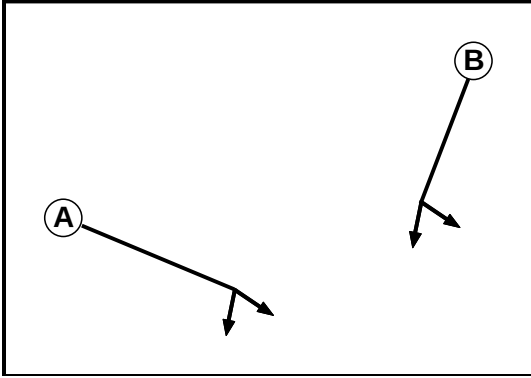
Project:	
Title:	A483 Mold Rd Interchange and Plas Coch Rd Rbt
Location:	
Additional detail:	
File name:	A483 J5_B5101 Rbt.lsg3x
Author:	al
Company:	Ramboll
Address:	

Network Layout Diagram



Full Input Data And Results

C1 - A483 Interchange East side Phase Diagram



Phase Input Data

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

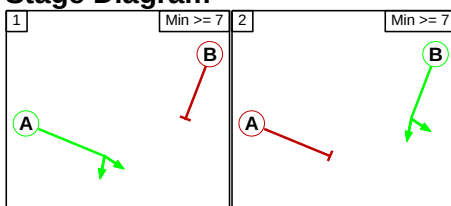
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	6	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

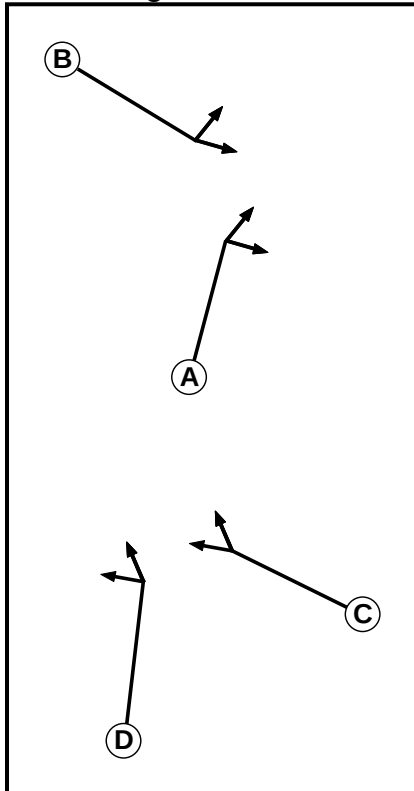
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	6	

Full Input Data And Results

C2 - A483 Interchange West Side Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

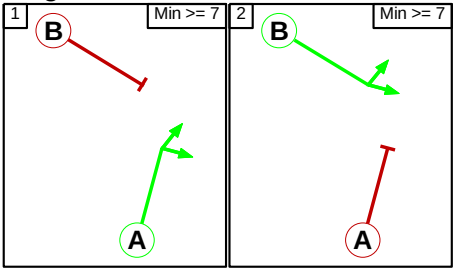
	Starting Phase				
Terminating Phase	A	B	C	D	
	A	5	-	-	
	B	6	-	-	
	C	-	-	5	
	D	-	-	5	

Phases in Stage

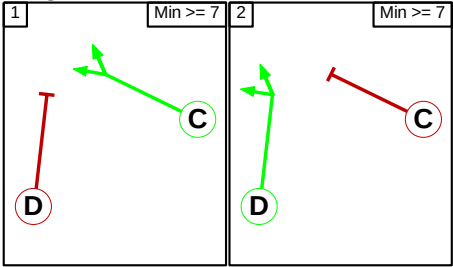
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

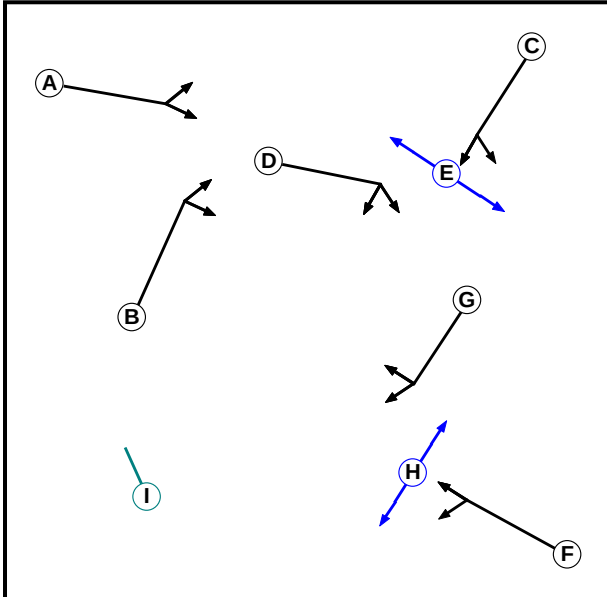
	To Stage		
From Stage		1	2
	1		5
	2	6	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

C3 - Mold Rd Gateway 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
E	Pedestrian		6	6
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		6	6
I	Dummy		3	3

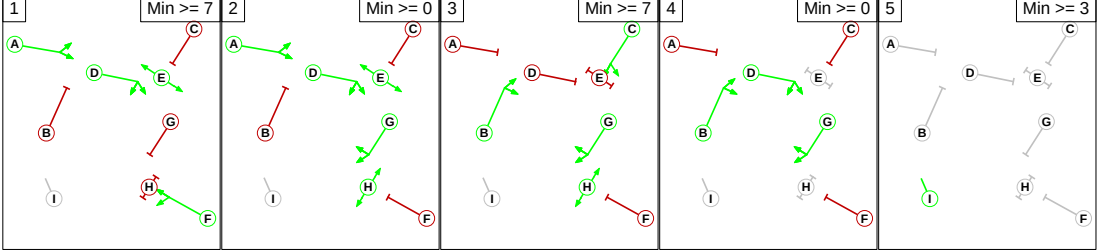
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		5	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-
	C	-	-		5	5	-	-	-	-
	D	-	-	5		-	-	-	-	-
	E	-	-	8	-		-	-	-	-
	F	-	-	-	-	-		5	5	-
	G	-	-	-	-	-	5		-	-
	H	-	-	-	-	-	10	-		-
	I	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A D E F
2	A D E G H
3	B C G H
4	B D G
5	I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	D	Losing	4	4
2	3	D	Losing	4	4
3	1	G	Losing	5	5

Prohibited Stage Change

	To Stage					
From Stage		1	2	3	4	5
	1		5	9	5	0
	2	10		9	5	0
	3	10	5		5	0
	4	5	5	5		0
	5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A483 Junction 5 Mold Rd Int.											
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)
J1:2/1 (Mold Rd (E))	J1:13/1 (Left)	1314	0	J1:7/1	1.00	All	-	-	-	-	-
	J1:13/2 (Left)	1314	0	J1:7/2	1.00	To J1:13/2 (Ahead)					
				J1:7/1	1.00	All					
				J1:7/2	1.00	To J1:13/2 (Ahead)					
J1:2/2 (Mold Rd (E))	J1:8/1 (Ahead)	1314	0	J1:7/1	1.00	All	-	-	-	-	-
J1:2/3 (Mold Rd (E))	J1:8/2 (Ahead)	1314	0	J1:7/2	1.00	All	-	-	-	-	-
				J1:7/2	1.00	All	-	-	-	-	-
J1:4/1 (Summerhill Rd)	J1:10/1 (Ahead)	1870	0	J1:9/1	1.00	All	-	-	-	-	-
				J1:9/2	1.00	All					
				J1:9/3	1.00	All					
	J1:10/2 (Ahead)	1870	0	J1:9/1	1.00	All					
				J1:9/2	1.00	All					
				J1:9/3	1.00	All					
J1:15/1 (Left)	1870	0	J1:9/1	1.00	All						

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt											
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)
J2:3/1 (B5101 Berse Rd)	J2:12/1 (Left)	1404	0	J2:7/1	1.00	All	-	-	-	-	-
				J2:7/2	1.00	All					
				J2:7/1	1.00	All					
	J2:12/2 (Left)	1404	0	J2:7/2	1.00	All					
				J2:7/1	1.00	All					
				J2:7/2	1.00	All					
	J2:12/3 (Left)	1404	0	J2:7/3	1.00	To J2:12/3 (Ahead)					
				J2:7/1	1.00	All					
				J2:7/2	1.00	All					
	J2:8/1 (Ahead)	1404	0	J2:7/3	1.00	All					
J2:3/2 (B5101 Berse Rd)	J2:8/2 (Ahead)	1404	0	J2:7/1	1.00	All	-	-	-	-	-
				J2:7/2	1.00	All					
				J2:7/3	1.00	All					
				J2:7/1	1.00	All					
	J2:8/3 (Ahead)	1404	0	J2:7/2	1.00	All					
				J2:7/3	1.00	All					

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.												
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 (A483 Southbound Offslip)	U	B	2	3	73.9	User	1900	-	-	-	-	-
J1:1/2 (A483 Southbound Offslip)	U	B	2	3	43.5	User	1900	-	-	-	-	-
J1:2/1 (Mold Rd (E))	O		2	3	15.1	Inf	-	-	-	-	-	-
J1:2/2 (Mold Rd (E))	O		2	3	15.1	Inf	-	-	-	-	-	-
J1:2/3 (Mold Rd (E))	O		2	3	15.1	Inf	-	-	-	-	-	-
J1:3/1 (A483 Northbound Offslip)	U	D	2	3	64.3	User	1900	-	-	-	-	-
J1:3/2 (A483 Northbound Offslip)	U	D	2	3	27.8	User	1900	-	-	-	-	-
J1:4/1 (Summerhill Rd)	O		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Mold Rd (NW))	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:5/2 (Mold Rd (NW))	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:6/1 (North Circ)	U	A	2	3	20.0	User	1900	-	-	-	-	-
J1:6/2 (North Circ)	U	A	2	3	20.0	User	1900	-	-	-	-	-
J1:7/1 (East Circ)	U		2	3	19.1	Inf	-	-	-	-	-	-
J1:7/2 (East Circ)	U		2	3	19.1	Inf	-	-	-	-	-	-
J1:8/1 (South Circ)	U	C	2	3	17.4	User	1900	-	-	-	-	-
J1:8/2 (South Circ)	U	C	2	3	17.4	User	1900	-	-	-	-	-
J1:9/1 (SW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
J1:9/2 (SW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
J1:9/3 (SW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
J1:10/1 (NW Circ)	U	A	2	3	7.0	User	1900	-	-	-	-	-

Full Input Data And Results

J1:10/2 (NW Circ)	U	A	2	3	7.0	User	1900	-	-	-	-	-
J1:11/1 (A483 Northbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/2 (A483 Northbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:12/1 (MR (E) Exit)	U		2	3	13.9	Inf	-	-	-	-	-	-
J1:12/2 (MR (E) Exit)	U		2	3	13.9	Inf	-	-	-	-	-	-
J1:13/1 (A483 Southbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:13/2 (A483 Southbound Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:14/1 (SR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/1 (MR (NW) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:15/2 (MR (NW) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt												
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 (B5101 Plas Coch Rd)	U	C	2	3	4.5	User	1900	-	-	-	-	-
J2:1/2 (B5101 Plas Coch Rd)	U	C	2	3	20.9	User	1900	-	-	-	-	-
J2:1/3 (B5101 Plas Coch Rd)	U	C	2	3	27.0	User	1900	-	-	-	-	-
J2:2/1 (A541 Mold Rd (S))	U	F	2	3	5.0	User	1900	-	-	-	-	-
J2:2/2 (A541 Mold Rd (S))	U	F	2	3	60.0	User	1900	-	-	-	-	-
J2:2/3 (A541 Mold Rd (S))	U	F	2	3	60.0	User	1900	-	-	-	-	-
J2:3/1 (B5101 Berse Rd)	O		2	3	57.4	User	1900	-	-	-	-	-
J2:3/2 (B5101 Berse Rd)	O		2	3	7.3	User	1900	-	-	-	-	-
J2:4/1 (Mold Rd)	U	A	2	3	9.6	User	1900	-	-	-	-	-
J2:4/2 (Mold Rd)	U	A	2	3	13.0	User	1900	-	-	-	-	-
J2:4/3 (Mold Rd)	U	A	2	3	13.0	User	1900	-	-	-	-	-
J2:5/1 (N Circ)	U	D	2	3	8.5	User	1900	-	-	-	-	-
J2:5/2 (N Circ)	U	D	2	3	8.5	User	1900	-	-	-	-	-
J2:6/1 (E Circ)	U	G	2	3	9.0	User	1900	-	-	-	-	-
J2:6/2 (E Circ)	U	G	2	3	9.0	User	1900	-	-	-	-	-
J2:6/3 (E Circ)	U	G	2	3	9.0	User	1900	-	-	-	-	-
J2:7/1 (S Circ)	U		2	3	9.6	Inf	-	-	-	-	-	-
J2:7/2 (S Circ)	U		2	3	9.6	Inf	-	-	-	-	-	-
J2:7/3 (S Circ)	U		2	3	9.6	Inf	-	-	-	-	-	-
J2:8/1 (W Circ)	U	B	2	3	5.6	User	1900	-	-	-	-	-
J2:8/2 (W Circ)	U	B	2	3	5.6	User	1900	-	-	-	-	-

Full Input Data And Results

J2:8/3 (W Circ)	U	B	2	3	5.6	User	1900	-	-	-	-	-
J2:9/1 (PCR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/2 (PCR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:10/1 (MR S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:10/2 (MR S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:11/1 (BR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:11/2 (BR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:12/1 (MR N Exit)	U		2	3	3.0	Inf	-	-	-	-	-	-
J2:12/2 (MR N Exit)	U		2	3	3.0	Inf	-	-	-	-	-	-
J2:12/3 (MR N Exit)	U		2	3	3.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM Observed'	07:45	08:45	01:00	
2: '2022 PM Observed'	16:30	17:30	01:00	
3: '2023 AM Base + Committed'	07:45	08:45	01:00	
4: '2023 PM Base + Committed'	16:30	17:30	01:00	
5: '2028 AM Base + Committed'	07:45	08:45	01:00	
6: '2028 PM Base + Committed'	16:30	17:30	01:00	
7: '2023 AM Base + Committed + Dev'	07:45	08:45	01:00	
8: '2023 PM Base + Committed + Dev'	16:30	17:30	01:00	
9: '2028 AM Base + Committed + Dev'	07:45	08:45	01:00	
10: '2028 PM Base + Committed + Dev'	16:30	17:30	01:00	

Full Input Data And Results

Scenario 1: '1' (FG1: '2022 AM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	39	33	1	599	0	0	0	0	672
	B	115	1	0	331	513	0	0	0	0	960
	C	95	1	0	37	40	0	0	0	0	173
	D	0	311	36	0	390	0	0	0	0	737
	E	388	361	44	267	0	0	0	0	0	1060
	F	0	0	0	0	0	0	274	227	63	564
	G	0	0	0	0	0	303	0	645	579	1527
	H	0	0	0	0	0	279	507	0	180	966
	I	0	0	0	0	0	64	281	87	0	432
	Tot.	598	713	113	636	1542	646	1062	959	822	7091

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 1
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	672(In) 335(Out)
J1:1/2 (short)	337
J1:2/1	267
J1:2/2	405
J1:2/3	388
J1:3/1 (with short)	737(In) 347(Out)
J1:3/2 (short)	390
J1:4/1	173
J1:5/1	496
J1:5/2	464
J1:6/1	507
J1:6/2	805
J1:7/1	185
J1:7/2	257
J1:8/1	478
J1:8/2	388
J1:9/1	712
J1:9/2	501
J1:9/3	277
J1:10/1	609
J1:10/2	341
J1:11/1	300
J1:11/2	298
J1:12/1	842
J1:12/2	700
J1:13/1	319
J1:13/2	317
J1:14/1	113
J1:15/1	358
J1:15/2	355
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	63
J2:1/2 (with short)	324(In) 261(Out)
J2:1/3	240
J2:2/1 (short)	190
J2:2/2 (with short)	352(In) 162(Out)
J2:2/3	80

Full Input Data And Results

J2:3/1	507
J2:3/2	459
J2:4/1 (short)	303
J2:4/2 (with short)	882(In) 579(Out)
J2:4/3	645
J2:5/1	658
J2:5/2	746
J2:6/1	409
J2:6/2	497
J2:6/3	240
J2:7/1	120
J2:7/2	179
J2:7/3	320
J2:8/1	205
J2:8/2	217
J2:8/3	101
J2:9/1	356
J2:9/2	290
J2:10/1	721
J2:10/2	101
J2:11/1	496
J2:11/2	463
J2:12/1	289
J2:12/2	348
J2:12/3	425

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2' (FG2: '2022 PM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	3	97	96	0	554	0	0	0	0	750
	B	52	1	0	319	372	0	0	0	0	744
	C	62	4	0	27	36	0	0	0	0	129
	D	0	359	53	0	332	0	0	0	0	744
	E	535	359	99	507	0	0	0	0	0	1500
	F	0	0	0	0	0	0	590	255	132	977
	G	0	0	0	0	0	515	0	358	421	1294
	H	0	0	0	0	0	212	603	0	81	896
	I	0	0	0	0	0	169	600	174	0	943
	Tot.	652	820	248	853	1294	896	1793	787	634	7977

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	750(In) 373(Out)
J1:1/2 (short)	377
J1:2/1	507
J1:2/2	458
J1:2/3	535
J1:3/1 (with short)	744(In) 412(Out)
J1:3/2 (short)	332
J1:4/1	129
J1:5/1	388
J1:5/2	356
J1:6/1	374
J1:6/2	713
J1:7/1	173
J1:7/2	370
J1:8/1	652
J1:8/2	538
J1:9/1	816
J1:9/2	570
J1:9/3	300
J1:10/1	638
J1:10/2	357
J1:11/1	327
J1:11/2	325
J1:12/1	747
J1:12/2	547
J1:13/1	427
J1:13/2	426
J1:14/1	248
J1:15/1	413
J1:15/2	407
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	132
J2:1/2 (with short)	581(In) 449(Out)
J2:1/3	396
J2:2/1 (short)	320
J2:2/2 (with short)	638(In) 318(Out)
J2:2/3	305

Full Input Data And Results

J2:3/1	603
J2:3/2	293
J2:4/1 (short)	515
J2:4/2 (with short)	890(In) 375(Out)
J2:4/3	404
J2:5/1	426
J2:5/2	434
J2:6/1	296
J2:6/2	511
J2:6/3	396
J2:7/1	243
J2:7/2	415
J2:7/3	701
J2:8/1	219
J2:8/2	213
J2:8/3	30
J2:9/1	476
J2:9/2	420
J2:10/1	558
J2:10/2	76
J2:11/1	470
J2:11/2	317
J2:12/1	444
J2:12/2	616
J2:12/3	733

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '3' (FG3: '2023 AM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	42	33	1	629	0	0	0	0	705
	B	133	0	0	363	526	0	0	0	0	1022
	C	96	1	0	37	41	0	0	0	0	175
	D	0	318	36	0	416	0	0	0	0	770
	E	450	394	46	303	0	0	0	0	0	1193
	F	0	0	0	0	0	0	352	276	114	742
	G	0	0	0	0	0	223	0	662	725	1610
	H	0	0	0	0	0	252	535	0	256	1043
	I	0	0	0	0	0	93	310	103	0	506
	Tot.	679	755	115	704	1612	568	1197	1041	1095	7766

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 3
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	705(In) 351(Out)
J1:1/2 (short)	354
J1:2/1	303
J1:2/2	440
J1:2/3	450
J1:3/1 (with short)	770(In) 354(Out)
J1:3/2 (short)	416
J1:4/1	175
J1:5/1	536
J1:5/2	486
J1:6/1	523
J1:6/2	860
J1:7/1	201
J1:7/2	275
J1:8/1	515
J1:8/2	450
J1:9/1	754
J1:9/2	562
J1:9/3	304
J1:10/1	666
J1:10/2	374
J1:11/1	340
J1:11/2	339
J1:12/1	874
J1:12/2	738
J1:13/1	353
J1:13/2	351
J1:14/1	115
J1:15/1	378
J1:15/2	377
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	114
J2:1/2 (with short)	428(In) 314(Out)
J2:1/3	314
J2:2/1 (short)	191
J2:2/2 (with short)	383(In) 192(Out)
J2:2/3	123

Full Input Data And Results

J2:3/1	535
J2:3/2	508
J2:4/1 (short)	223
J2:4/2 (with short)	918(In) 695(Out)
J2:4/3	692
J2:5/1	810
J2:5/2	833
J2:6/1	437
J2:6/2	539
J2:6/3	314
J2:7/1	107
J2:7/2	211
J2:7/3	437
J2:8/1	237
J2:8/2	223
J2:8/3	141
J2:9/1	348
J2:9/2	220
J2:10/1	924
J2:10/2	171
J2:11/1	540
J2:11/2	501
J2:12/1	285
J2:12/2	389
J2:12/3	523

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '4' (FG4: '2023 PM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	110	97	0	624	0	0	0	0	831
	B	62	0	0	357	382	0	0	0	0	801
	C	63	4	0	27	38	0	0	0	0	132
	D	0	379	54	0	371	0	0	0	0	804
	E	570	379	101	534	0	0	0	0	0	1584
	F	0	0	0	0	0	0	584	282	181	1047
	G	0	0	0	0	0	581	0	384	478	1443
	H	0	0	0	0	0	267	622	0	97	986
	I	0	0	0	0	0	246	681	205	0	1132
	Tot.	695	872	252	918	1415	1094	1887	871	756	8760

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 4
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	831(In) 415(Out)
J1:1/2 (short)	416
J1:2/1	534
J1:2/2	480
J1:2/3	570
J1:3/1 (with short)	804(In) 433(Out)
J1:3/2 (short)	371
J1:4/1	132
J1:5/1	413
J1:5/2	388
J1:6/1	420
J1:6/2	755
J1:7/1	192
J1:7/2	399
J1:8/1	687
J1:8/2	570
J1:9/1	868
J1:9/2	639
J1:9/3	302
J1:10/1	702
J1:10/2	367
J1:11/1	348
J1:11/2	347
J1:12/1	835
J1:12/2	580
J1:13/1	459
J1:13/2	459
J1:14/1	252
J1:15/1	439
J1:15/2	433
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	181
J2:1/2 (with short)	599(In) 418(Out)
J2:1/3	448
J2:2/1 (short)	363
J2:2/2 (with short)	725(In) 362(Out)
J2:2/3	407

Full Input Data And Results

J2:3/1	622
J2:3/2	364
J2:4/1 (short)	581
J2:4/2 (with short)	925(In) 344(Out)
J2:4/3	518
J2:5/1	383
J2:5/2	576
J2:6/1	351
J2:6/2	451
J2:6/3	448
J2:7/1	231
J2:7/2	425
J2:7/3	855
J2:8/1	267
J2:8/2	285
J2:8/3	58
J2:9/1	557
J2:9/2	537
J2:10/1	564
J2:10/2	192
J2:11/1	556
J2:11/2	315
J2:12/1	439
J2:12/2	632
J2:12/3	816

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '5' (FG5: '2028 AM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	52	35	1	660	0	0	0	0	748
	B	172	0	0	410	565	0	0	0	0	1147
	C	101	1	0	39	43	0	0	0	0	184
	D	0	342	38	0	435	0	0	0	0	815
	E	470	415	49	317	0	0	0	0	0	1251
	F	0	0	0	0	0	0	366	292	118	776
	G	0	0	0	0	0	239	0	700	760	1699
	H	0	0	0	0	0	267	561	0	265	1093
	I	0	0	0	0	0	96	325	107	0	528
	Tot.	743	810	122	767	1703	602	1252	1099	1143	8241

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 5
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	748(In) 373(Out)
J1:1/2 (short)	375
J1:2/1	317
J1:2/2	464
J1:2/3	470
J1:3/1 (with short)	815(In) 380(Out)
J1:3/2 (short)	435
J1:4/1	184
J1:5/1	573
J1:5/2	574
J1:6/1	498
J1:6/2	994
J1:7/1	225
J1:7/2	312
J1:8/1	551
J1:8/2	470
J1:9/1	809
J1:9/2	560
J1:9/3	345
J1:10/1	668
J1:10/2	420
J1:11/1	372
J1:11/2	371
J1:12/1	871
J1:12/2	832
J1:13/1	384
J1:13/2	383
J1:14/1	122
J1:15/1	406
J1:15/2	404
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	118
J2:1/2 (with short)	442(In) 324(Out)
J2:1/3	334
J2:2/1 (short)	201
J2:2/2 (with short)	390(In) 189(Out)
J2:2/3	138

Full Input Data And Results

J2:3/1	561
J2:3/2	532
J2:4/1 (short)	239
J2:4/2 (with short)	963(In) 724(Out)
J2:4/3	736
J2:5/1	839
J2:5/2	886
J2:6/1	489
J2:6/2	535
J2:6/3	334
J2:7/1	110
J2:7/2	205
J2:7/3	472
J2:8/1	237
J2:8/2	241
J2:8/3	150
J2:9/1	356
J2:9/2	246
J2:10/1	957
J2:10/2	186
J2:11/1	596
J2:11/2	503
J2:12/1	297
J2:12/2	392
J2:12/3	563

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '6' (FG6: '2028 PM Base + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	147	102	0	654	0	0	0	0	903
	B	82	0	0	390	407	0	0	0	0	879
	C	66	4	0	29	40	0	0	0	0	139
	D	0	428	56	0	389	0	0	0	0	873
	E	597	428	106	561	0	0	0	0	0	1692
	F	0	0	0	0	0	0	615	296	188	1099
	G	0	0	0	0	0	610	0	406	502	1518
	H	0	0	0	0	0	282	658	0	101	1041
	I	0	0	0	0	0	255	719	213	0	1187
	Tot.	745	1007	264	980	1490	1147	1992	915	791	9331

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 6
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	903(In) 452(Out)
J1:1/2 (short)	451
J1:2/1	561
J1:2/2	534
J1:2/3	597
J1:3/1 (with short)	873(In) 484(Out)
J1:3/2 (short)	389
J1:4/1	139
J1:5/1	477
J1:5/2	402
J1:6/1	400
J1:6/2	855
J1:7/1	209
J1:7/2	459
J1:8/1	783
J1:8/2	597
J1:9/1	1003
J1:9/2	598
J1:9/3	388
J1:10/1	668
J1:10/2	453
J1:11/1	373
J1:11/2	372
J1:12/1	852
J1:12/2	638
J1:13/1	490
J1:13/2	490
J1:14/1	264
J1:15/1	506
J1:15/2	501
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	188
J2:1/2 (with short)	612(In) 424(Out)
J2:1/3	487
J2:2/1 (short)	378
J2:2/2 (with short)	753(In) 375(Out)
J2:2/3	434

Full Input Data And Results

J2:3/1	658
J2:3/2	383
J2:4/1 (short)	610
J2:4/2 (with short)	976(In) 366(Out)
J2:4/3	542
J2:5/1	389
J2:5/2	620
J2:6/1	448
J2:6/2	382
J2:6/3	487
J2:7/1	229
J2:7/2	439
J2:7/3	921
J2:8/1	245
J2:8/2	315
J2:8/3	78
J2:9/1	550
J2:9/2	597
J2:10/1	577
J2:10/2	214
J2:11/1	661
J2:11/2	254
J2:12/1	448
J2:12/2	659
J2:12/3	885

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '7' (FG7: '2023 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	42	33	1	722	0	0	0	0	798
	B	133	0	0	363	526	0	0	0	0	1022
	C	96	1	0	37	41	0	0	0	0	175
	D	0	318	36	0	509	0	0	0	0	863
	E	450	394	46	303	0	0	0	0	0	1193
	F	0	0	0	0	0	0	352	276	114	742
	G	0	0	0	0	0	223	0	662	911	1796
	H	0	0	0	0	0	252	535	0	256	1043
	I	0	0	0	0	0	93	310	103	0	506
	Tot.	679	755	115	704	1798	568	1197	1041	1281	8138

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 7
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	798(In) 398(Out)
J1:1/2 (short)	400
J1:2/1	303
J1:2/2	440
J1:2/3	450
J1:3/1 (with short)	863(In) 354(Out)
J1:3/2 (short)	509
J1:4/1	175
J1:5/1	547
J1:5/2	475
J1:6/1	470
J1:6/2	1006
J1:7/1	201
J1:7/2	275
J1:8/1	515
J1:8/2	450
J1:9/1	754
J1:9/2	505
J1:9/3	454
J1:10/1	602
J1:10/2	531
J1:11/1	340
J1:11/2	339
J1:12/1	868
J1:12/2	930
J1:13/1	353
J1:13/2	351
J1:14/1	115
J1:15/1	378
J1:15/2	377
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	114
J2:1/2 (with short)	424(In) 310(Out)
J2:1/3	318
J2:2/1 (short)	192
J2:2/2 (with short)	374(In) 182(Out)
J2:2/3	132

Full Input Data And Results

J2:3/1	535
J2:3/2	508
J2:4/1 (short)	223
J2:4/2 (with short)	996(In) 773(Out)
J2:4/3	800
J2:5/1	881
J2:5/2	948
J2:6/1	467
J2:6/2	505
J2:6/3	318
J2:7/1	106
J2:7/2	199
J2:7/3	450
J2:8/1	219
J2:8/2	234
J2:8/3	148
J2:9/1	330
J2:9/2	238
J2:10/1	995
J2:10/2	286
J2:11/1	570
J2:11/2	471
J2:12/1	284
J2:12/2	377
J2:12/3	536

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 8: '8' (FG8: '2023 PM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	110	97	0	624	0	0	0	0	831
	B	62	0	0	357	382	0	0	0	0	801
	C	63	4	0	27	38	0	0	0	0	132
	D	0	379	54	0	371	0	0	0	0	804
	E	663	379	101	627	0	0	0	0	0	1770
	F	0	0	0	0	0	0	584	282	181	1047
	G	0	0	0	0	0	581	0	384	478	1443
	H	0	0	0	0	0	267	622	0	97	986
	I	0	0	0	0	0	246	867	205	0	1318
	Tot.	788	872	252	1011	1415	1094	2073	871	756	9132

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 8
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	831(In) 416(Out)
J1:1/2 (short)	415
J1:2/1	627
J1:2/2	480
J1:2/3	663
J1:3/1 (with short)	804(In) 433(Out)
J1:3/2 (short)	371
J1:4/1	132
J1:5/1	416
J1:5/2	385
J1:6/1	400
J1:6/2	775
J1:7/1	192
J1:7/2	399
J1:8/1	687
J1:8/2	663
J1:9/1	868
J1:9/2	673
J1:9/3	361
J1:10/1	772
J1:10/2	390
J1:11/1	395
J1:11/2	393
J1:12/1	816
J1:12/2	599
J1:13/1	506
J1:13/2	505
J1:14/1	252
J1:15/1	439
J1:15/2	433
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	181
J2:1/2 (with short)	587(In) 406(Out)
J2:1/3	460
J2:2/1 (short)	412
J2:2/2 (with short)	818(In) 406(Out)
J2:2/3	500

Full Input Data And Results

J2:3/1	622
J2:3/2	364
J2:4/1 (short)	581
J2:4/2 (with short)	916(In) 335(Out)
J2:4/3	527
J2:5/1	356
J2:5/2	603
J2:6/1	425
J2:6/2	365
J2:6/3	460
J2:7/1	269
J2:7/2	468
J2:7/3	960
J2:8/1	241
J2:8/2	293
J2:8/3	76
J2:9/1	531
J2:9/2	563
J2:10/1	537
J2:10/2	219
J2:11/1	630
J2:11/2	241
J2:12/1	476
J2:12/2	675
J2:12/3	922

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 9: '9' (FG9: '2028 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	52	35	1	753	0	0	0	0	841
	B	172	0	0	410	565	0	0	0	0	1147
	C	101	1	0	39	43	0	0	0	0	184
	D	0	342	38	0	528	0	0	0	0	908
	E	470	415	49	317	0	0	0	0	0	1251
	F	0	0	0	0	0	0	366	292	118	776
	G	0	0	0	0	0	239	0	700	946	1885
	H	0	0	0	0	0	267	561	0	265	1093
	I	0	0	0	0	0	96	325	107	0	528
	Tot.	743	810	122	767	1889	602	1252	1099	1329	8613

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 9
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	841(In) 420(Out)
J1:1/2 (short)	421
J1:2/1	317
J1:2/2	464
J1:2/3	470
J1:3/1 (with short)	908(In) 380(Out)
J1:3/2 (short)	528
J1:4/1	184
J1:5/1	574
J1:5/2	573
J1:6/1	533
J1:6/2	1052
J1:7/1	225
J1:7/2	312
J1:8/1	551
J1:8/2	470
J1:9/1	809
J1:9/2	596
J1:9/3	402
J1:10/1	702
J1:10/2	479
J1:11/1	372
J1:11/2	371
J1:12/1	953
J1:12/2	936
J1:13/1	384
J1:13/2	383
J1:14/1	122
J1:15/1	406
J1:15/2	404
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	118
J2:1/2 (with short)	438(In) 320(Out)
J2:1/3	338
J2:2/1 (short)	191
J2:2/2 (with short)	382(In) 191(Out)
J2:2/3	146

Full Input Data And Results

J2:3/1	561
J2:3/2	532
J2:4/1 (short)	239
J2:4/2 (with short)	1036(In) 797(Out)
J2:4/3	849
J2:5/1	910
J2:5/2	1001
J2:6/1	481
J2:6/2	539
J2:6/3	338
J2:7/1	98
J2:7/2	205
J2:7/3	484
J2:8/1	231
J2:8/2	245
J2:8/3	152
J2:9/1	350
J2:9/2	252
J2:10/1	1028
J2:10/2	301
J2:11/1	588
J2:11/2	511
J2:12/1	285
J2:12/2	392
J2:12/3	575

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 10: '10' (FG10: '2028 PM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination										
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	147	102	0	654	0	0	0	0	903
	B	82	0	0	390	407	0	0	0	0	879
	C	66	4	0	29	40	0	0	0	0	139
	D	0	428	56	0	389	0	0	0	0	873
	E	690	428	106	654	0	0	0	0	0	1878
	F	0	0	0	0	0	0	615	296	188	1099
	G	0	0	0	0	0	610	0	406	502	1518
	H	0	0	0	0	0	282	658	0	101	1041
	I	0	0	0	0	0	255	905	213	0	1373
	Tot.	838	1007	264	1073	1490	1147	2178	915	791	9703

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 10
Junction: J1: A483 Junction 5 Mold Rd Int.	
J1:1/1 (with short)	903(In) 451(Out)
J1:1/2 (short)	452
J1:2/1	654
J1:2/2	534
J1:2/3	690
J1:3/1 (with short)	873(In) 484(Out)
J1:3/2 (short)	389
J1:4/1	139
J1:5/1	477
J1:5/2	402
J1:6/1	395
J1:6/2	860
J1:7/1	209
J1:7/2	459
J1:8/1	783
J1:8/2	690
J1:9/1	1003
J1:9/2	690
J1:9/3	389
J1:10/1	756
J1:10/2	458
J1:11/1	419
J1:11/2	419
J1:12/1	846
J1:12/2	644
J1:13/1	536
J1:13/2	537
J1:14/1	264
J1:15/1	506
J1:15/2	501
Junction: J2: A541 / B5101 Rbt	
J2:1/1 (short)	188
J2:1/2 (with short)	612(In) 424(Out)
J2:1/3	487
J2:2/1 (short)	423
J2:2/2 (with short)	845(In) 422(Out)
J2:2/3	528

Full Input Data And Results

J2:3/1	658
J2:3/2	383
J2:4/1 (short)	610
J2:4/2 (with short)	958(In) 348(Out)
J2:4/3	560
J2:5/1	390
J2:5/2	619
J2:6/1	399
J2:6/2	431
J2:6/3	487
J2:7/1	274
J2:7/2	486
J2:7/3	1015
J2:8/1	286
J2:8/2	293
J2:8/3	59
J2:9/1	591
J2:9/2	556
J2:10/1	578
J2:10/2	213
J2:11/1	612
J2:11/2	303
J2:12/1	493
J2:12/2	705
J2:12/3	980

Full Input Data And Results

Lane Saturation Flows

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J1: A483 Junction 5 Mold Rd Int.								
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 (A483 Southbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (A483 Southbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Mold Rd (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:2/2 (Mold Rd (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:2/3 (Mold Rd (E) Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A483 Northbound Offslip Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:3/2 (A483 Northbound Offslip Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:4/1 (Summerhill Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Mold Rd (NW) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:5/2 (Mold Rd (NW) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/1 (North Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:6/2 (North Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:7/1 (East Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/2 (East Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (South Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:8/2 (South Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:9/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:9/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:9/3 (SW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J1:10/1 (NW Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:10/2 (NW Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:11/1 (A483 Northbound Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/2 (A483 Northbound Onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:12/1 (MR (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

J1:12/2 (MR (E) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:13/1 (A483 Southbound Onslip Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:13/2 (A483 Southbound Onslip Lane 2)	Infinite Saturation Flow	Inf	Inf
J1:14/1 (SR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/1 (MR (NW) Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J1:15/2 (MR (NW) Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Full Input Data And Results

Junction: J2: A541 / B5101 Rbt								
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 (B5101 Plas Coch Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/2 (B5101 Plas Coch Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (B5101 Plas Coch Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (A541 Mold Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (A541 Mold Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (A541 Mold Rd (S) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (B5101 Berse Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (B5101 Berse Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (Mold Rd Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/2 (Mold Rd Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/3 (Mold Rd Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:6/3 (E Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:7/1 (S Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/2 (S Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:7/3 (S Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:8/3 (W Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:9/1 (PCR Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/2 (PCR Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

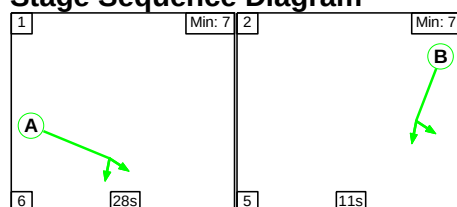
Full Input Data And Results

J2:10/1 (MR S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:10/2 (MR S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:11/1 (BR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:11/2 (BR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/1 (MR N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
J2:12/2 (MR N Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
J2:12/3 (MR N Exit Lane 3)	Infinite Saturation Flow	Inf	Inf

Scenario 1: '1' (FG1: '2022 AM Observed', Plan 1: 'Network Control Plan 1')

C1 - A483 Interchange East side

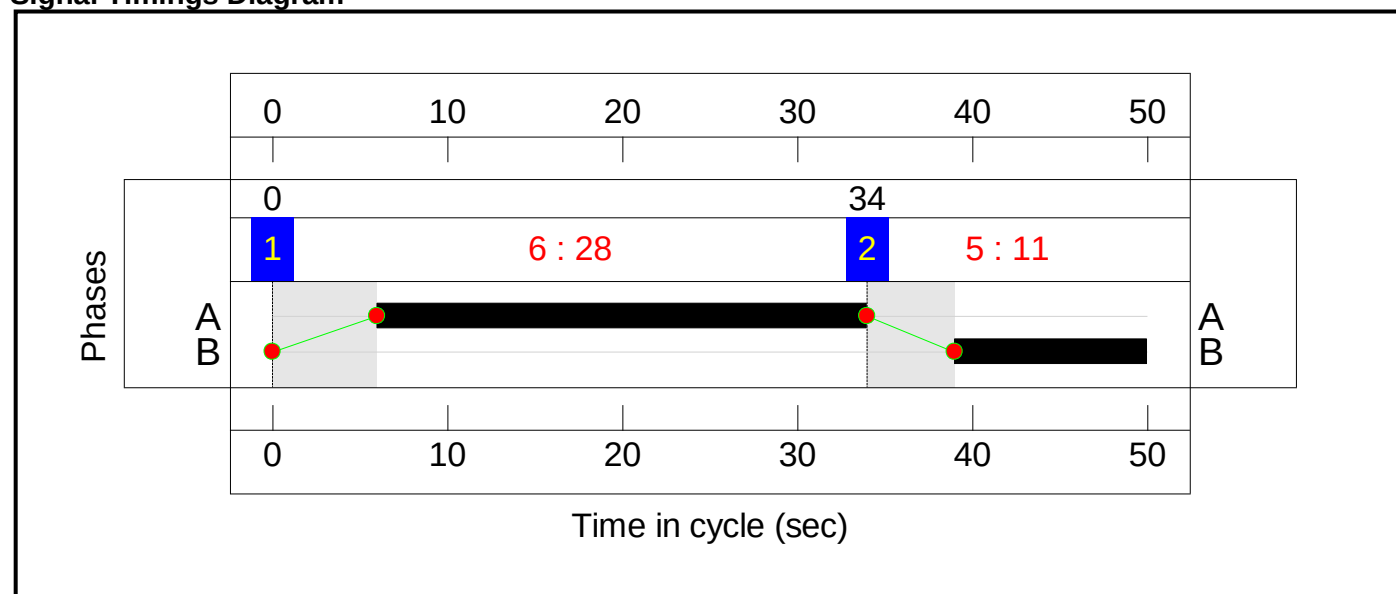
Stage Sequence Diagram



Stage Timings

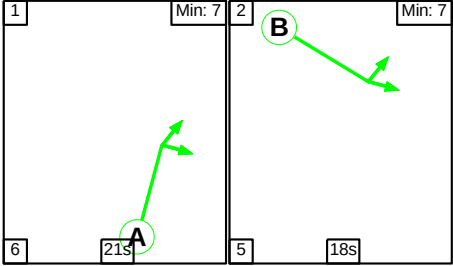
Stage	1	2
Duration	28	11
Change Point	0	34

Signal Timings Diagram

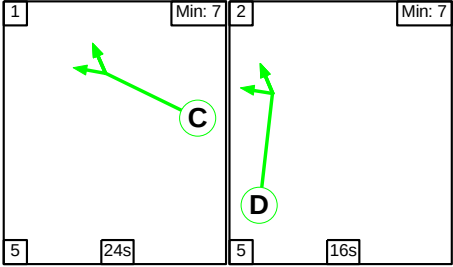


C2 - A483 Interchange West Side
Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

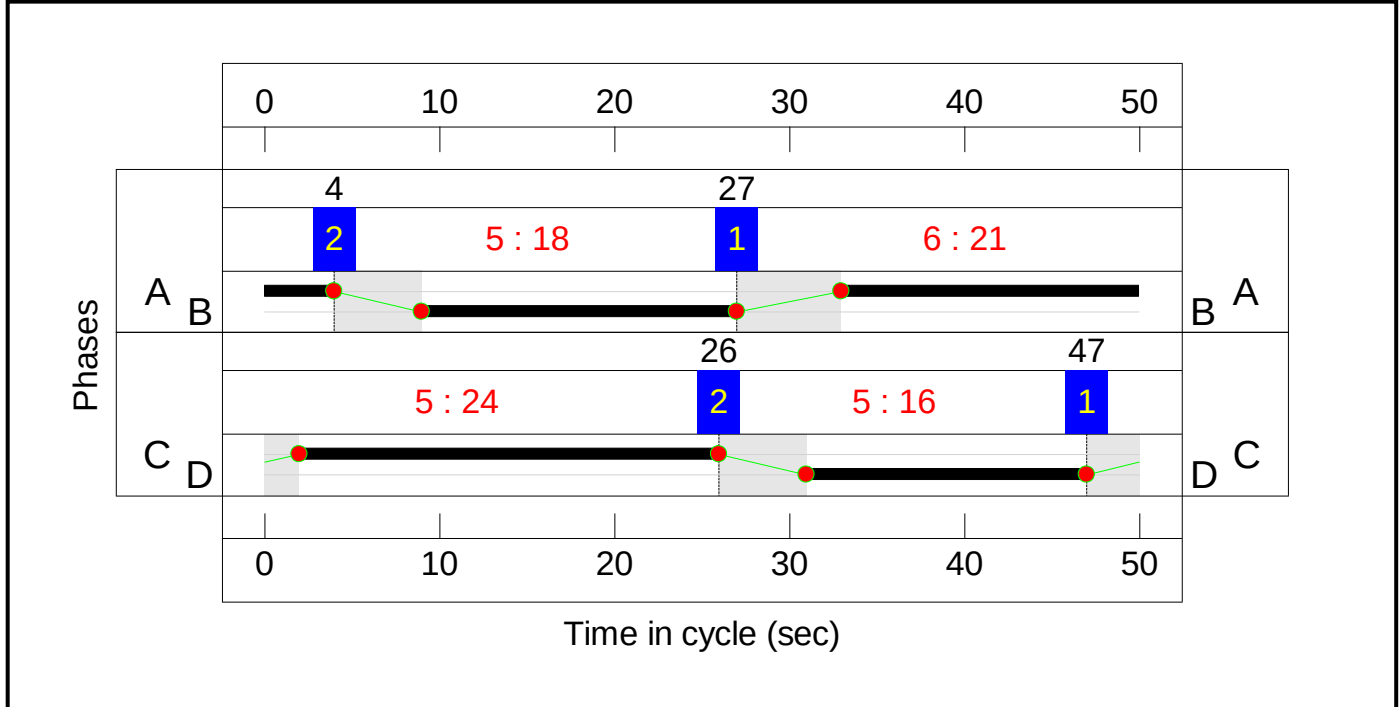
Stage Stream: 1

Stage	1	2
Duration	21	18
Change Point	27	4

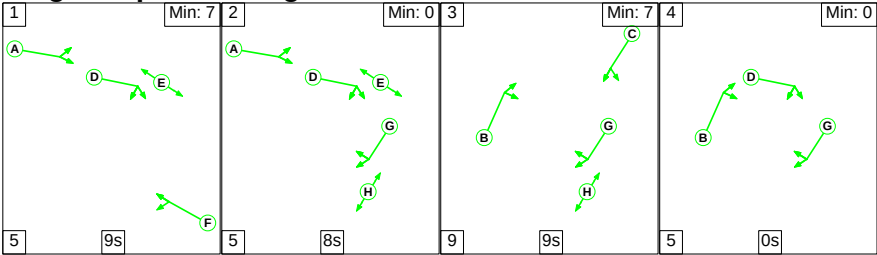
Stage Stream: 2

Stage	1	2
Duration	24	16
Change Point	47	26

Signal Timings Diagram



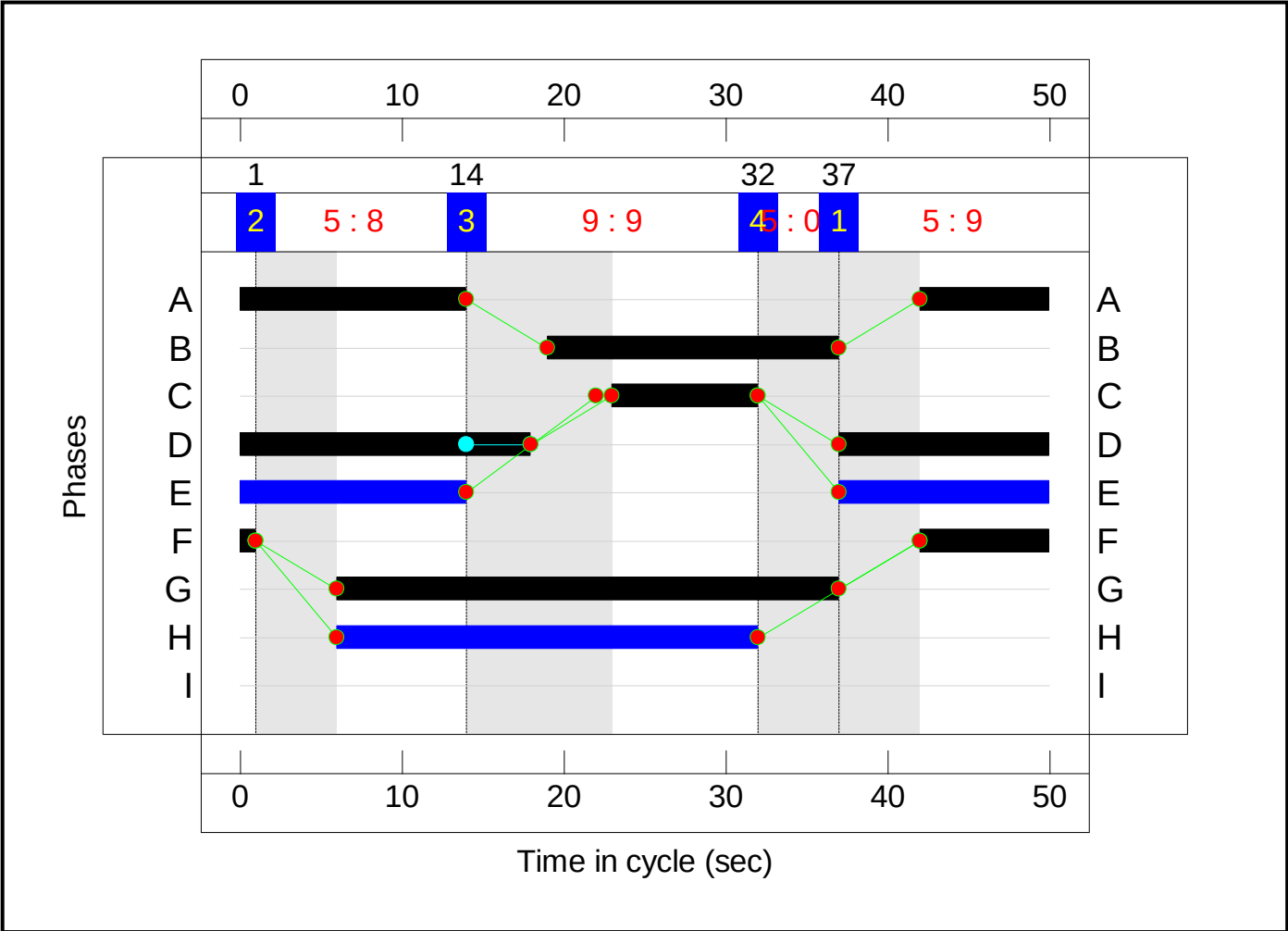
C3 - Mold Rd Gateway
Stage Sequence Diagram



Stage Timings

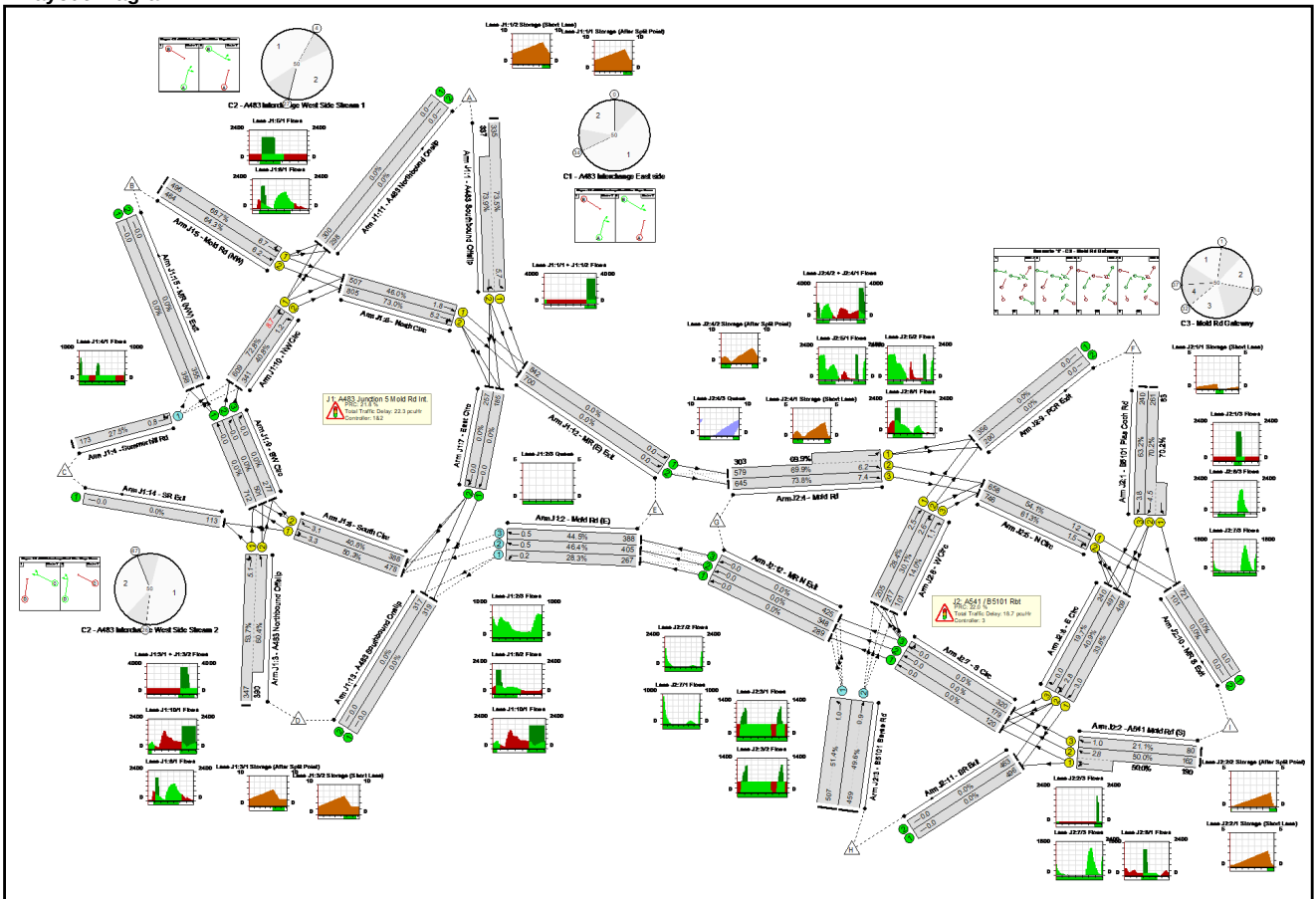
Stage	1	2	3	4
Duration	9	8	9	0
Change Point	37	1	14	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	11	-	672	1900:1900	456+456	73.5 : 73.9%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	267	Inf	945	28.3%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	405	Inf	872	46.4%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	388	Inf	872	44.5%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	16	-	737	1900:1900	646+646	53.7 : 60.4%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	173	Inf	629	27.5%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	18	-	496	1900	722	68.7%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	18	-	464	1900	722	64.3%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	28	-	507	1900	1102	46.0%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	28	-	805	1900	1102	73.0%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	24	-	478	1900	950	50.3%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	24	-	388	1900	950	40.8%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	712	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	501	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	277	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	21	-	609	1900	836	72.8%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	21	-	341	1900	836	40.8%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	300	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	298	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	842	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	700	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	317	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	113	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	358	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	355	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	73.8%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	9	-	324	1900:1900	372+90	70.2 : 70.2%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	9	-	240	1900	380	63.2%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	9	-	352	1900:1900	324+380	50.0 : 50.0%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	9	-	80	1900	380	21.1%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	507	1900	987	51.4%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	459	1900	925	49.6%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	22	-	882	1900:1900	828+434	69.9 : 69.9%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	22	-	645	1900	874	73.8%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	31	-	658	1900	1216	54.1%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	31	-	746	1900	1216	61.3%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	31	-	409	1900	1216	33.6%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	31	-	497	1900	1216	40.9%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	31	-	240	1900	1216	19.7%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	120	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	179	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	320	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	18	-	205	1900	722	28.4%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	18	-	217	1900	722	30.1%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	18	-	101	1900	722	14.0%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	356	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	290	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	721	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	101	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	496	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	463	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	289	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	348	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	425	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2199	0	0	26.6	14.5	0.0	41.1	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1233	0	0	14.6	7.8	0.0	22.3	-	-	-	-
1/1+1/2	672	672	-	-	-	3.3	1.4	-	4.7 (2.3+2.3)	25.0 (25.0:25.0)	4.3	1.4	5.7
2/1	267	267	267	0	0	0.0	0.2	-	0.2	2.7	0.0	0.2	0.2
2/2	405	405	405	0	0	0.0	0.4	-	0.4	3.9	0.1	0.4	0.5
2/3	388	388	388	0	0	0.0	0.4	-	0.4	3.7	0.1	0.4	0.5
3/1+3/2	737	737	-	-	-	2.8	0.7	-	3.4 (1.6+1.8)	16.8 (16.6:16.9)	4.4	0.7	5.1
4/1	173	173	173	0	0	0.1	0.2	-	0.3	6.0	0.6	0.2	0.8
5/1	496	496	-	-	-	1.8	1.1	-	2.9	20.9	5.6	1.1	6.7
5/2	464	464	-	-	-	1.6	0.9	-	2.5	19.6	5.3	0.9	6.2
6/1	507	507	-	-	-	0.3	0.0	-	0.3	2.1	1.8	0.0	1.8
6/2	805	805	-	-	-	1.0	0.0	-	1.0	4.3	5.2	0.0	5.2
7/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	478	478	-	-	-	0.5	0.5	-	1.0	7.8	2.8	0.5	3.3
8/2	388	388	-	-	-	0.5	0.3	-	0.8	7.6	2.7	0.3	3.1
9/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	609	609	-	-	-	2.4	1.3	-	3.7	22.0	7.4	1.3	8.7
10/2	341	341	-	-	-	0.3	0.3	-	0.7	6.9	0.9	0.3	1.2
11/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

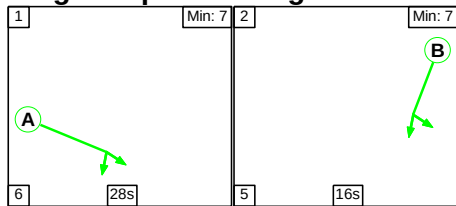
Full Input Data And Results

12/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	966	0	0	12.0	6.7	0.0	18.7	-	-	-	-
1/2+1/1	324	324	-	-	-	1.6	1.2	-	2.8 (2.3+0.5)	31.1 (31.5:29.5)	3.3	1.2	4.5
1/3	240	240	-	-	-	1.2	0.8	-	2.1	31.0	3.0	0.8	3.8
2/2+2/1	352	352	-	-	-	1.7	0.5	-	2.2 (1.0+1.2)	22.8 (22.6:22.9)	2.3	0.5	2.8
2/3	80	80	-	-	-	0.4	0.1	-	0.5	22.7	0.9	0.1	1.0
3/1	507	507	507	0	0	0.2	0.5	-	0.7	5.0	0.8	0.3	1.0
3/2	459	459	459	0	0	0.2	0.5	-	0.7	5.4	0.7	0.2	0.9
4/2+4/1	882	882	-	-	-	2.0	1.2	-	3.2 (2.2+1.0)	13.1 (13.5:12.1)	5.1	1.2	6.2
4/3	645	645	-	-	-	1.8	1.4	-	3.2	17.6	6.0	1.4	7.4
5/1	658	658	-	-	-	0.3	0.0	-	0.3	1.5	1.2	0.0	1.2
5/2	746	746	-	-	-	0.4	0.0	-	0.4	1.8	1.5	0.0	1.5
6/1	409	409	-	-	-	0.2	0.0	-	0.2	2.0	3.0	0.0	3.0
6/2	497	497	-	-	-	0.2	0.0	-	0.2	1.5	2.8	0.0	2.8
6/3	240	240	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	205	205	-	-	-	0.8	0.2	-	1.0	17.0	2.3	0.2	2.5
8/2	217	217	-	-	-	0.7	0.2	-	0.9	15.7	2.3	0.2	2.6
8/3	101	101	-	-	-	0.3	0.1	-	0.4	13.7	1.0	0.1	1.1
9/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

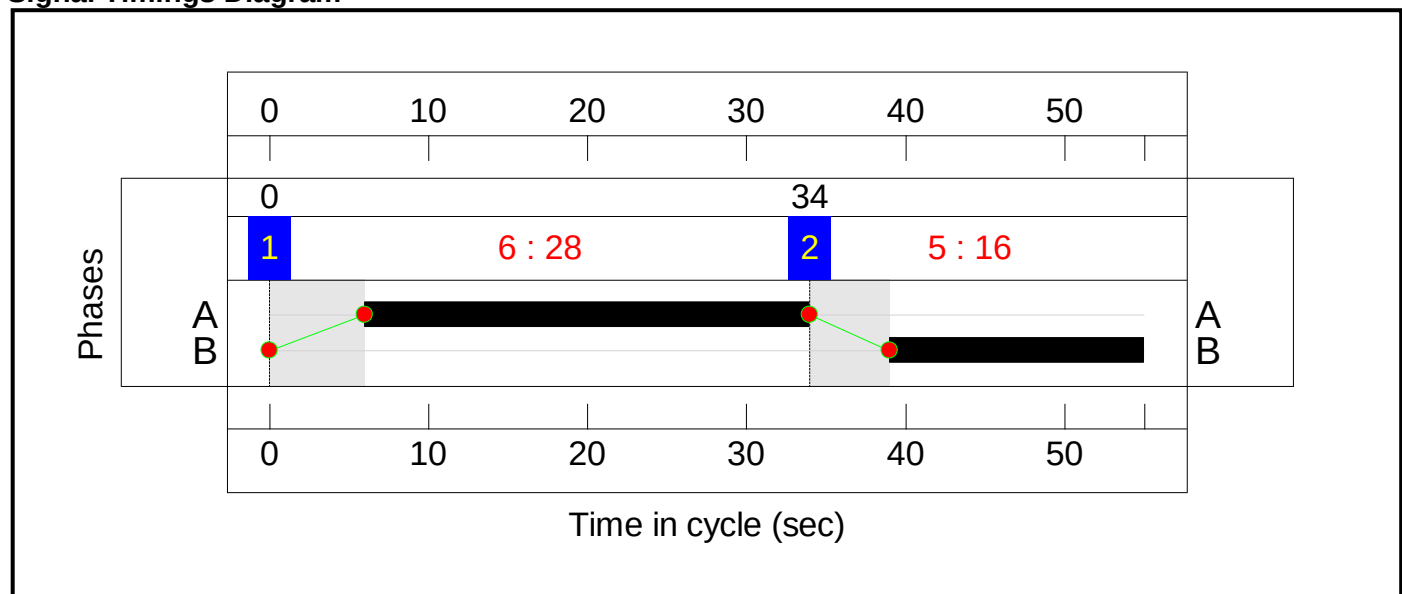
Full Input Data And Results														
9/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway PRC for Signalled Lanes (%): 21.8 Stream: 1 PRC for Signalled Lanes (%): 23.5 Stream: 2 PRC for Signalled Lanes (%): 49.1 PRC for Signalled Lanes (%): 22.0 PRC Over All Lanes (%): 21.8 Total Delay for Signalled Lanes (pcuHr): 5.93 Total Delay for Signalled Lanes (pcuHr): 9.79 Total Delay for Signalled Lanes (pcuHr): 5.29 Total Delay for Signalled Lanes (pcuHr): 17.34 Total Delay Over All Lanes(pcuHr): 41.06 Cycle Time (s): 50 Cycle Time (s): 50 Cycle Time (s): 50 Cycle Time (s): 50														

Full Input Data And Results														
9/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway			PRC for Signalled Lanes (%): 21.8 Stream: 1 PRC for Signalled Lanes (%): 23.5 Stream: 2 PRC for Signalled Lanes (%): 49.1 PRC for Signalled Lanes (%): 22.0 PRC Over All Lanes (%): 21.8			Total Delay for Signalled Lanes (pcuHr): 5.93 Total Delay for Signalled Lanes (pcuHr): 9.79 Total Delay for Signalled Lanes (pcuHr): 5.29 Total Delay for Signalled Lanes (pcuHr): 17.34 Total Delay Over All Lanes(pcuHr): 41.06			Cycle Time (s): 50 Cycle Time (s): 50 Cycle Time (s): 50 Cycle Time (s): 50					

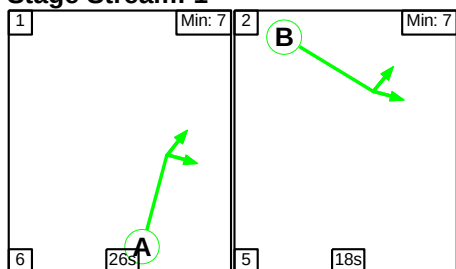
Stage Sequence Diagram



Stage	1	2
Duration	28	16
Change Point	0	34



Stage Stream: 1



Stage Timings

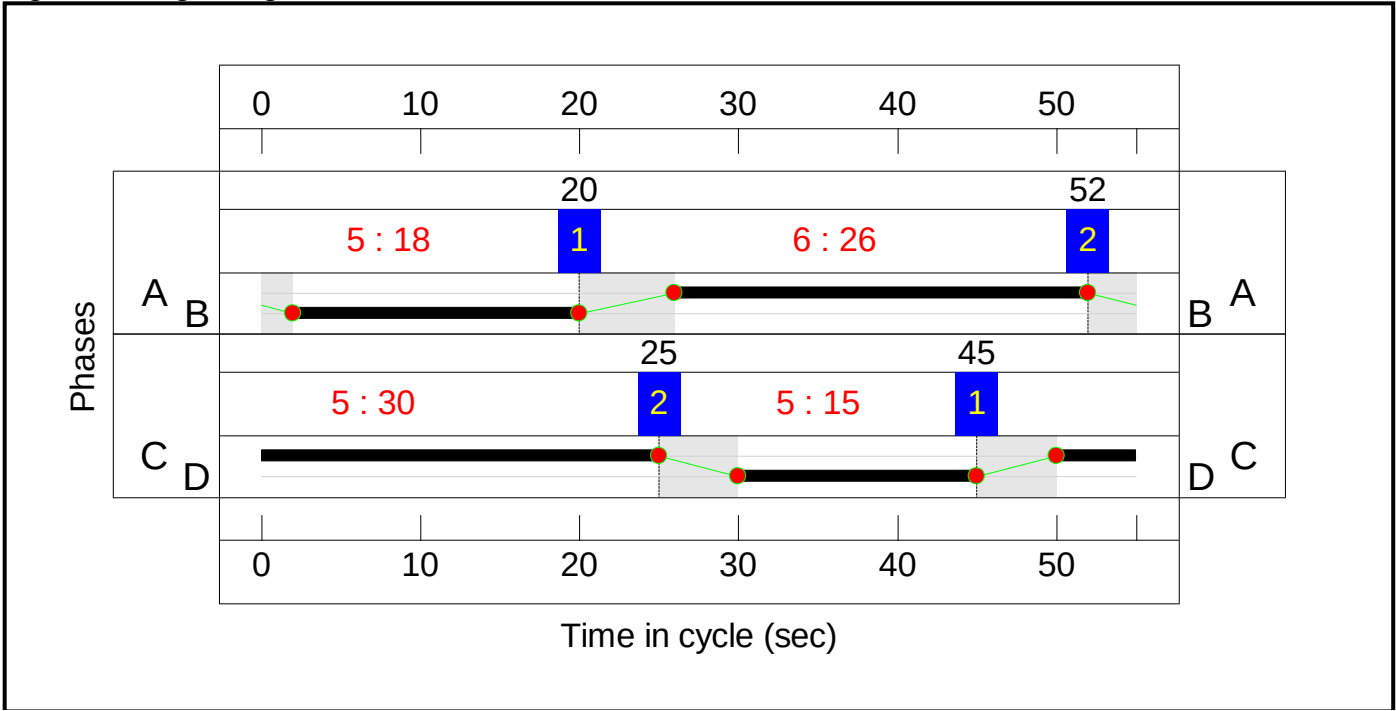
Stage Stream: 1

Stage	1	2
Duration	26	18
Change Point	20	52

Stage Stream: 2

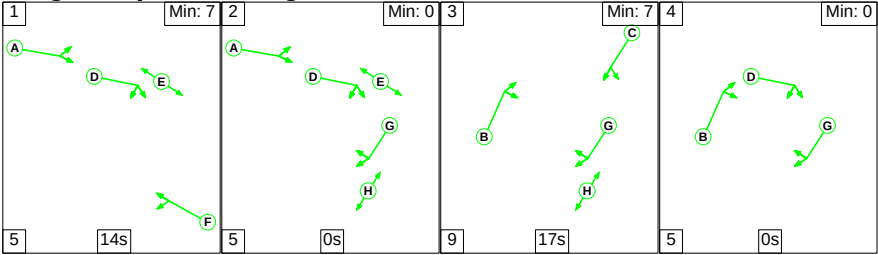
Stage	1	2
Duration	30	15
Change Point	45	25

Signal Timings Diagram



C3 - Mold Rd Gateway

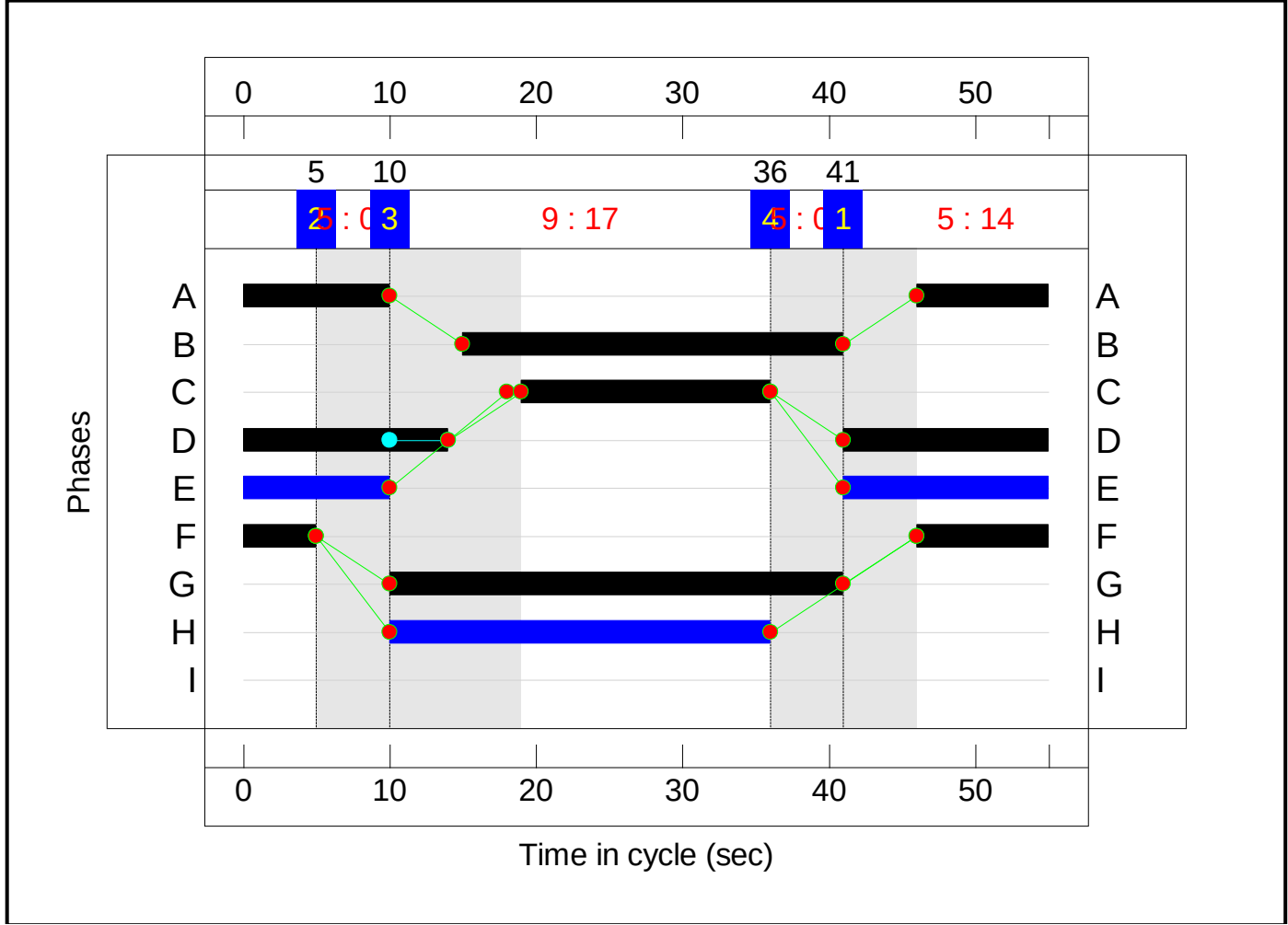
Stage Sequence Diagram



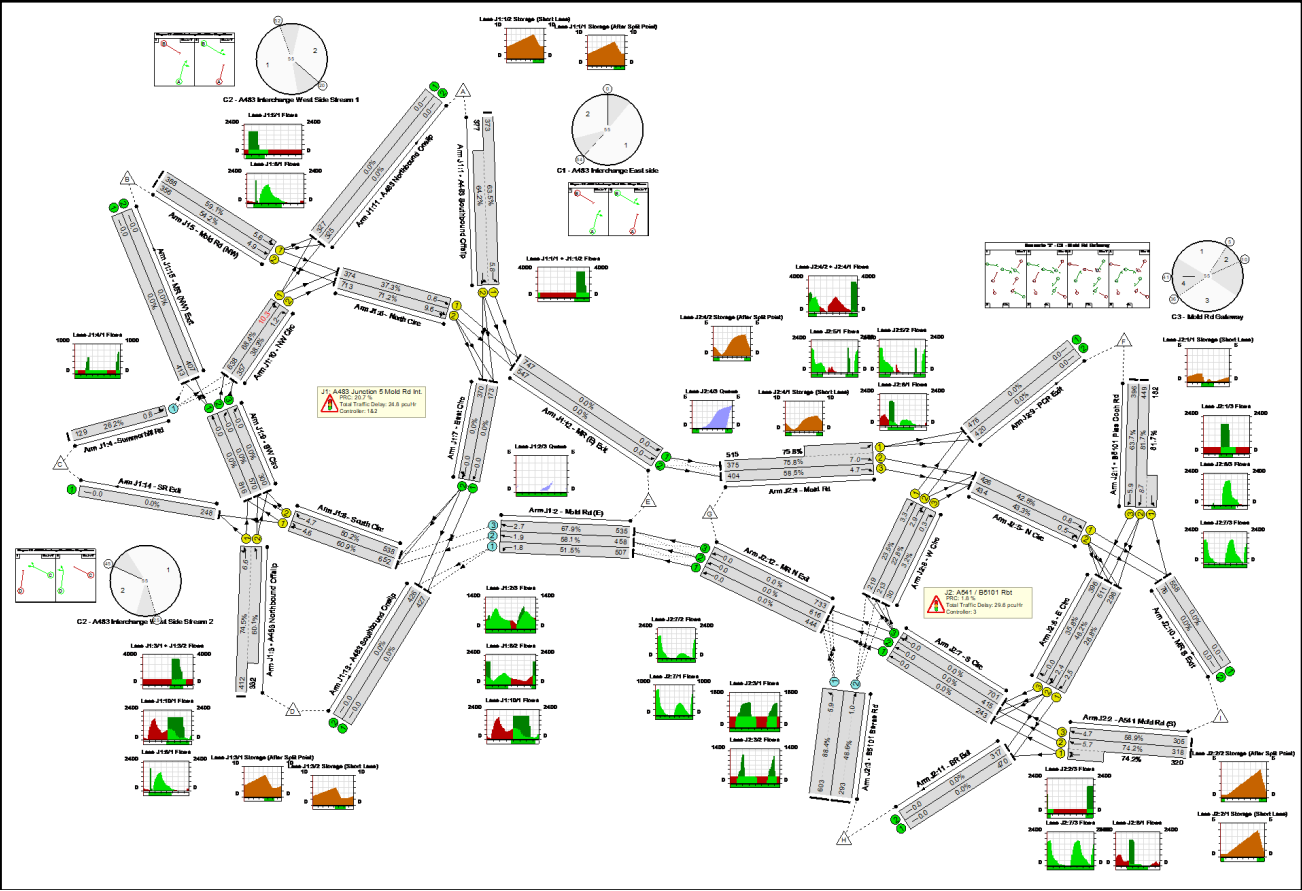
Stage Timings

Stage	1	2	3	4
Duration	14	0	17	0
Change Point	41	5	10	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	16	-	750	1900:1900	587+587	63.5 : 64.2%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	507	Inf	984	51.5%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	458	Inf	788	58.1%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	535	Inf	788	67.9%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	15	-	744	1900:1900	553+553	74.5 : 60.1%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	129	Inf	492	26.2%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	18	-	388	1900	656	59.1%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	18	-	356	1900	656	54.2%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	28	-	374	1900	1002	37.3%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	28	-	713	1900	1002	71.2%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	30	-	652	1900	1071	60.9%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	30	-	538	1900	1071	50.2%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	816	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	570	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	300	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	26	-	638	1900	933	68.4%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	26	-	357	1900	933	38.3%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	325	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	747	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	547	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	427	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	426	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	248	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	413	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	407	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	88.4%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	17	-	581	1900:1900	550+162	81.7 : 81.7%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	17	-	396	1900	622	63.7%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	14	-	638	1900:1900	429+431	74.2 : 74.2%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	14	-	305	1900	518	58.9%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	603	1900	682	88.4%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	293	1900	603	48.6%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	19	-	890	1900:1900	494+679	75.8 : 75.8%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	19	-	404	1900	691	58.5%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	28	-	426	1900	1002	42.5%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	28	-	434	1900	1002	43.3%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	31	-	296	1900	1105	26.8%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	31	-	511	1900	1105	46.2%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	31	-	396	1900	1105	35.8%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	243	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	415	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	701	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	26	-	219	1900	933	23.5%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	26	-	213	1900	933	22.8%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	26	-	30	1900	933	3.2%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	476	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	420	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	558	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	76	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	470	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	317	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	444	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	616	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	733	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2525	0	0	34.4	20.0	0.0	54.4	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1629	0	0	16.5	8.3	0.0	24.8	-	-	-	-
1/1+1/2	750	750	-	-	-	3.4	0.9	-	4.3 (2.1+2.2)	20.6 (20.6:20.6)	4.9	0.9	5.8
2/1	507	507	507	0	0	0.1	0.5	-	0.6	4.6	1.3	0.5	1.8
2/2	458	458	458	0	0	0.1	0.7	-	0.8	6.1	1.2	0.7	1.9
2/3	535	535	535	0	0	0.1	1.1	-	1.1	7.7	1.7	1.1	2.7
3/1+3/2	744	744	-	-	-	3.6	1.0	-	4.6 (2.6+2.0)	22.2 (22.6:21.7)	5.6	1.0	6.6
4/1	129	129	129	0	0	0.1	0.2	-	0.3	7.5	0.5	0.2	0.6
5/1	388	388	-	-	-	1.6	0.7	-	2.3	21.5	4.9	0.7	5.6
5/2	356	356	-	-	-	1.4	0.6	-	2.0	20.5	4.4	0.6	4.9
6/1	374	374	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
6/2	713	713	-	-	-	1.5	0.0	-	1.5	7.6	9.6	0.0	9.6
7/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	652	652	-	-	-	0.6	0.8	-	1.4	7.7	3.8	0.8	4.6
8/2	538	538	-	-	-	0.8	0.5	-	1.3	8.7	4.2	0.5	4.7
9/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	638	638	-	-	-	2.8	1.1	-	3.8	21.6	9.2	1.1	10.3
10/2	357	357	-	-	-	0.3	0.3	-	0.6	6.2	0.9	0.3	1.2
11/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

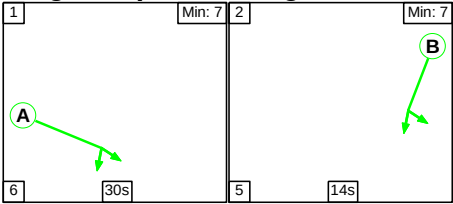
12/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	896	0	0	17.9	11.7	0.0	29.6	-	-	-	-
1/2+1/1	581	581	-	-	-	2.6	2.2	-	4.7 (3.7+1.0)	29.3 (29.7:27.8)	6.6	2.2	8.7
1/3	396	396	-	-	-	1.7	0.9	-	2.6	23.6	5.1	0.9	5.9
2/2+2/1	638	638	-	-	-	3.1	1.4	-	4.5 (2.3+2.3)	25.5 (25.5:25.5)	4.3	1.4	5.7
2/3	305	305	-	-	-	1.5	0.7	-	2.2	25.7	4.0	0.7	4.7
3/1	603	603	603	0	0	1.2	3.5	-	4.7	28.2	4.1	1.8	5.9
3/2	293	293	293	0	0	0.4	0.5	-	0.8	10.4	0.8	0.2	1.0
4/2+4/1	890	890	-	-	-	3.2	1.6	-	4.8 (1.9+2.8)	19.2 (18.7:19.6)	5.5	1.6	7.0
4/3	404	404	-	-	-	1.5	0.7	-	2.2	19.2	4.0	0.7	4.7
5/1	426	426	-	-	-	0.3	0.0	-	0.3	2.5	0.8	0.0	0.8
5/2	434	434	-	-	-	0.2	0.0	-	0.2	1.6	0.5	0.0	0.5
6/1	296	296	-	-	-	0.4	0.0	-	0.4	4.4	2.5	0.0	2.5
6/2	511	511	-	-	-	0.3	0.0	-	0.3	2.4	2.4	0.0	2.4
6/3	396	396	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	219	219	-	-	-	0.8	0.2	-	1.0	15.6	3.1	0.2	3.3
8/2	213	213	-	-	-	0.7	0.1	-	0.8	14.1	2.7	0.1	2.9
8/3	30	30	-	-	-	0.1	0.0	-	0.1	11.8	0.3	0.0	0.3
9/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

9/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway													
PRC for Signalled Lanes (%)		26.5		Total Delay for Signalled Lanes (pcuHr):		5.90		Cycle Time (s):		55			
Stream: 1 PRC for Signalled Lanes (%)		31.6		Total Delay for Signalled Lanes (pcuHr):		8.79		Cycle Time (s):		55			
Stream: 2 PRC for Signalled Lanes (%)		20.7		Total Delay for Signalled Lanes (pcuHr):		7.28		Cycle Time (s):		55			
PRC Signalled Lanes (%)		10.2		Total Delay for Signalled Lanes (pcuHr):		24.03		Cycle Time (s):		55			
PRC Over All Lanes (%)		1.8		Total Delay Over All Lanes(pcuHr):		54.39							

Full Input Data And Results														
9/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/2	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/3	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - A483 Interchange East side			PRC for Signalled Lanes (%)			26.5	Total Delay for Signalled Lanes (pcuHr)			5.90	Cycle Time (s): 55			
C2 - A483 Interchange West Side			Stream: 1	PRC for Signalled Lanes (%)			31.6	Total Delay for Signalled Lanes (pcuHr)			8.79	Cycle Time (s): 55		
C2 - A483 Interchange West Side			Stream: 2	PRC for Signalled Lanes (%)			20.7	Total Delay for Signalled Lanes (pcuHr)			7.28	Cycle Time (s): 55		
C3 - Mold Rd Gateway			PRC Signalled Lanes (%)			10.2	Total Delay for Signalled Lanes (pcuHr)			24.03	Cycle Time (s): 55			
			PRC Over All Lanes (%)			1.8	Total Delay Over All Lanes(pcuHr)			54.39				

Full Input Data And Results
Scenario 3: '3' (FG3: '2023 AM Base + Committed', Plan 1: 'Network Control Plan 1')

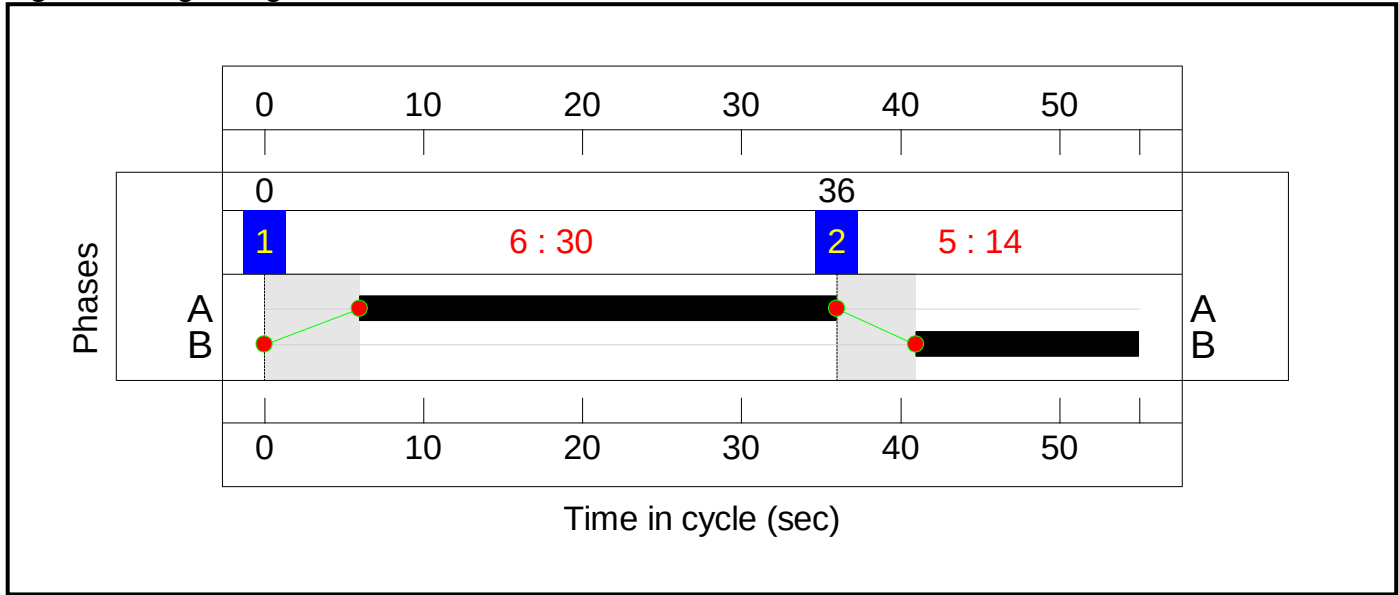
C1 - A483 Interchange East side
Stage Sequence Diagram



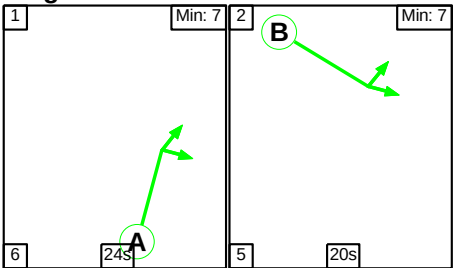
Stage Timings

Stage	1	2
Duration	30	14
Change Point	0	36

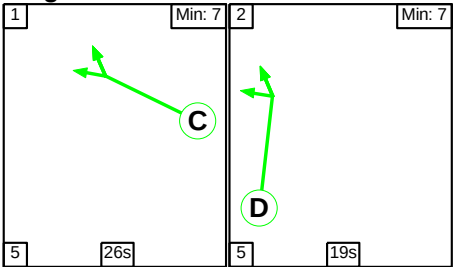
Signal Timings Diagram



C2 - A483 Interchange West Side
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

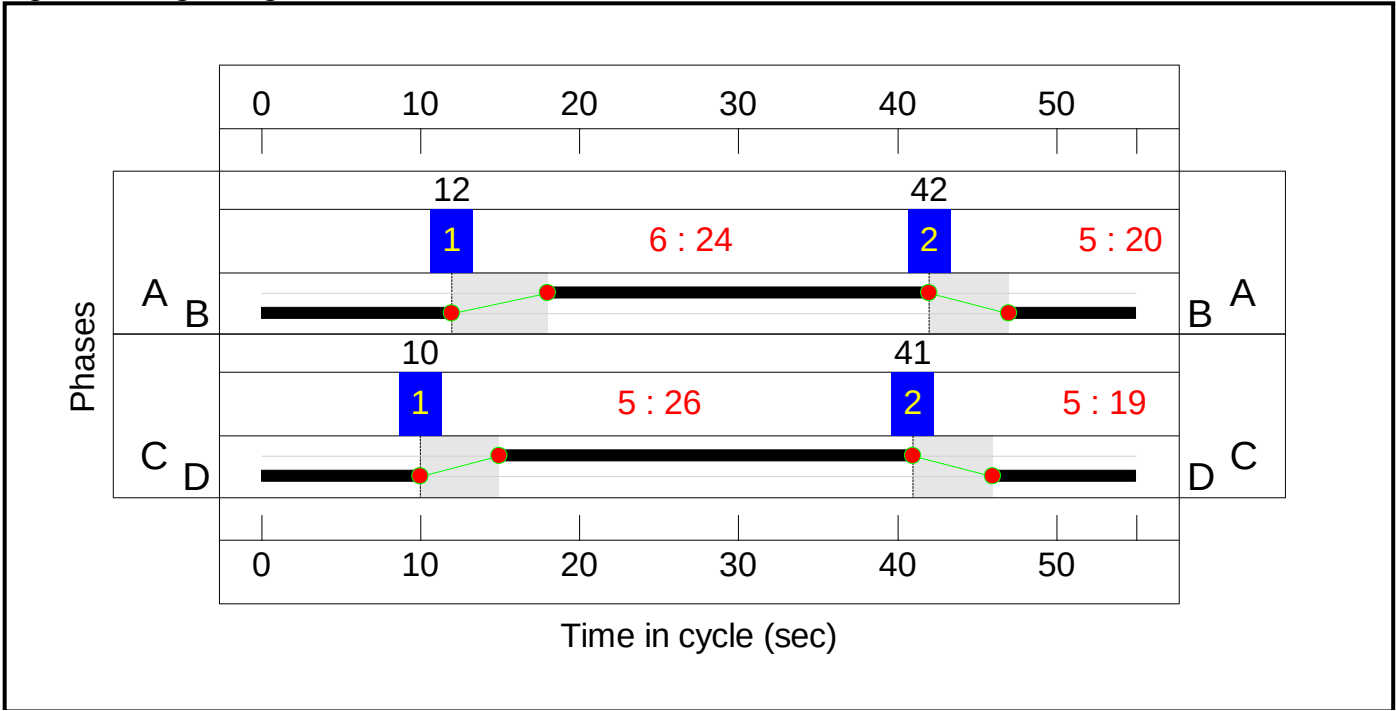
Stage Stream: 1

Stage	1	2
Duration	24	20
Change Point	12	42

Stage Stream: 2

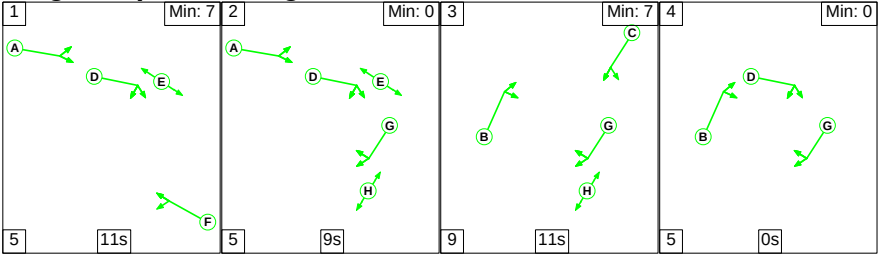
Stage	1	2
Duration	26	19
Change Point	10	41

Signal Timings Diagram



C3 - Mold Rd Gateway

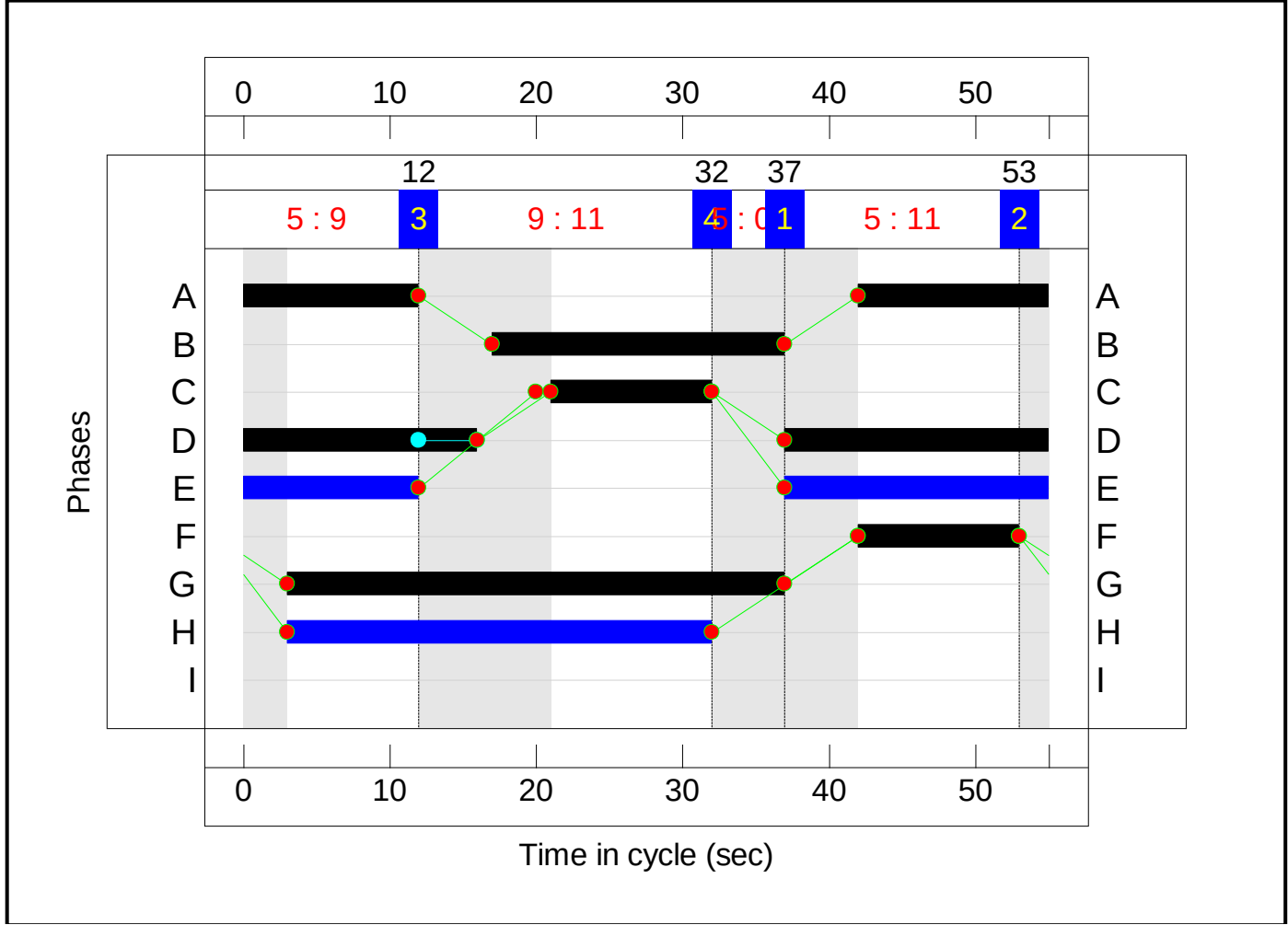
Stage Sequence Diagram



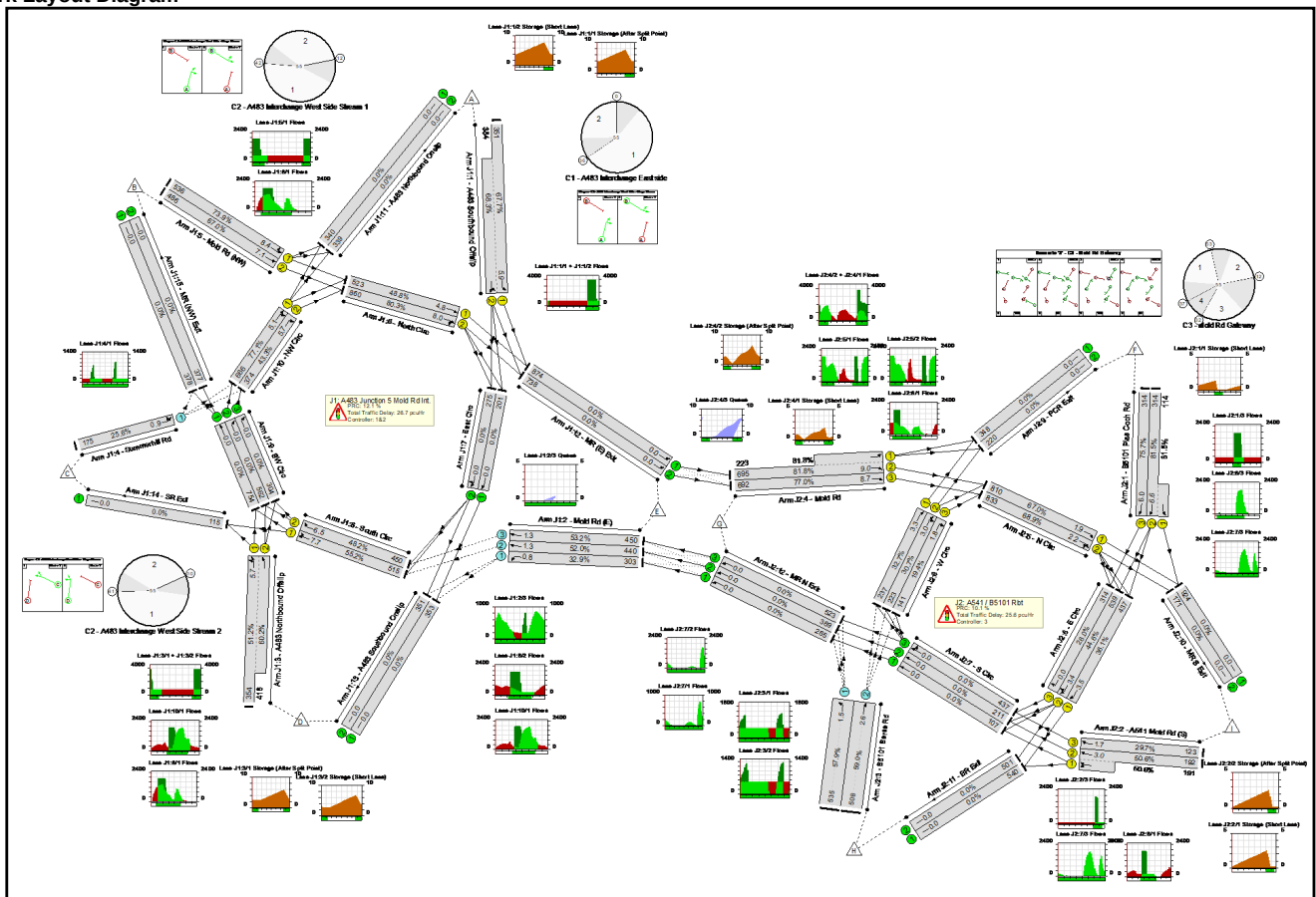
Stage Timings

Stage	1	2	3	4
Duration	11	9	11	0
Change Point	37	53	12	32

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	14	-	705	1900:1900	518+518	67.7 : 68.3%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	303	Inf	920	32.9%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	440	Inf	845	52.0%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	450	Inf	845	53.2%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	19	-	770	1900:1900	691+691	51.2 : 60.2%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	175	Inf	683	25.6%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	20	-	536	1900	725	73.9%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	20	-	486	1900	725	67.0%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	30	-	523	1900	1071	48.8%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	30	-	860	1900	1071	80.3%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	26	-	515	1900	933	55.2%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	26	-	450	1900	933	48.2%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	754	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	562	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	304	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	24	-	666	1900	864	77.1%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	24	-	374	1900	864	43.3%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	340	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	339	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	874	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	738	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	353	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	351	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	378	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	377	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	81.8%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	11	-	428	1900:1900	385+140	81.5 : 81.5%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	11	-	314	1900	415	75.7%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	11	-	383	1900:1900	379+377	50.6 : 50.6%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	11	-	123	1900	415	29.7%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	535	1900	925	57.9%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	508	1900	861	59.0%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	25	-	918	1900:1900	850+273	81.8 : 81.8%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	25	-	692	1900	898	77.0%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	34	-	810	1900	1209	67.0%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	34	-	833	1900	1209	68.9%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	34	-	437	1900	1209	36.1%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	34	-	539	1900	1209	44.6%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	34	-	314	1900	1209	26.0%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	107	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	211	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	437	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	20	-	237	1900	725	32.7%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	20	-	223	1900	725	30.7%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	20	-	141	1900	725	19.4%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	348	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	220	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	924	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	171	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	540	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	501	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	285	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	389	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	523	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2411	0	0	33.4	18.9	0.0	52.3	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1368	0	0	17.9	8.7	0.0	26.7	-	-	-	-
1/1+1/2	705	705	-	-	-	3.5	1.1	-	4.6 (2.3+2.3)	23.3 (23.2:23.3)	4.8	1.1	5.9
2/1	303	303	303	0	0	0.0	0.2	-	0.3	3.5	0.6	0.2	0.8
2/2	440	440	440	0	0	0.1	0.5	-	0.6	5.0	0.8	0.5	1.3
2/3	450	450	450	0	0	0.1	0.6	-	0.6	5.0	0.7	0.6	1.3
3/1+3/2	770	770	-	-	-	3.0	0.6	-	3.6 (1.6+2.0)	16.9 (16.6:17.2)	5.1	0.6	5.7
4/1	175	175	175	0	0	0.2	0.2	-	0.3	7.1	0.8	0.2	0.9
5/1	536	536	-	-	-	2.2	1.4	-	3.6	24.0	7.0	1.4	8.4
5/2	486	486	-	-	-	1.9	1.0	-	2.9	21.6	6.1	1.0	7.1
6/1	523	523	-	-	-	0.3	0.0	-	0.3	1.7	4.8	0.0	4.8
6/2	860	860	-	-	-	1.0	0.0	-	1.0	4.2	8.0	0.0	8.0
7/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	515	515	-	-	-	1.8	0.6	-	2.4	17.1	7.1	0.6	7.7
8/2	450	450	-	-	-	1.6	0.5	-	2.0	16.4	6.0	0.5	6.5
9/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	666	666	-	-	-	0.9	1.7	-	2.6	14.0	3.4	1.7	5.1
10/2	374	374	-	-	-	1.4	0.4	-	1.8	17.3	5.4	0.4	5.7
11/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

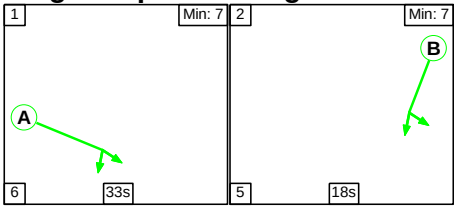
12/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	1043	0	0	15.4	10.2	0.0	25.6	-	-	-	-
1/2+1/1	428	428	-	-	-	2.3	2.1	-	4.4 (3.3+1.1)	37.3 (37.9:35.7)	4.4	2.1	6.6
1/3	314	314	-	-	-	1.8	1.5	-	3.3	37.5	4.4	1.5	6.0
2/2+2/1	383	383	-	-	-	2.0	0.5	-	2.5 (1.3+1.2)	23.5 (23.5:23.5)	2.5	0.5	3.0
2/3	123	123	-	-	-	0.6	0.2	-	0.8	24.1	1.5	0.2	1.7
3/1	535	535	535	0	0	0.3	0.7	-	1.0	6.7	1.1	0.3	1.5
3/2	508	508	508	0	0	0.4	0.7	-	1.1	7.9	2.3	0.4	2.6
4/2+4/1	918	918	-	-	-	2.1	2.2	-	4.3 (3.4+0.9)	17.0 (17.6:15.2)	6.8	2.2	9.0
4/3	692	692	-	-	-	1.8	1.7	-	3.5	18.0	7.1	1.7	8.7
5/1	810	810	-	-	-	0.5	0.0	-	0.5	2.1	1.9	0.0	1.9
5/2	833	833	-	-	-	0.6	0.0	-	0.6	2.6	2.2	0.0	2.2
6/1	437	437	-	-	-	0.3	0.0	-	0.3	2.6	3.5	0.0	3.5
6/2	539	539	-	-	-	0.3	0.0	-	0.3	2.0	3.4	0.0	3.4
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	237	237	-	-	-	1.0	0.2	-	1.3	19.3	3.1	0.2	3.3
8/2	223	223	-	-	-	0.9	0.2	-	1.1	17.8	2.8	0.2	3.0
8/3	141	141	-	-	-	0.5	0.1	-	0.6	15.3	1.6	0.1	1.8
9/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

9/2	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway													
PRC for Signalled Lanes (%):					12.1	Total Delay for Signalled Lanes (pcuHr):			5.80	Cycle Time (s): 55			
Stream: 1 PRC for Signalled Lanes (%):					16.7	Total Delay for Signalled Lanes (pcuHr):			10.88	Cycle Time (s): 55			
Stream: 2 PRC for Signalled Lanes (%):					49.5	Total Delay for Signalled Lanes (pcuHr):			8.11	Cycle Time (s): 55			
PRC for Signalled Lanes (%):					10.1	Total Delay for Signalled Lanes (pcuHr):			23.50	Cycle Time (s): 55			
PRC Over All Lanes (%):					10.1	Total Delay Over All Lanes(pcuHr):			52.28				

Full Input Data And Results
Scenario 4: '4' (FG4: '2023 PM Base + Committed', Plan 1: 'Network Control Plan 1')

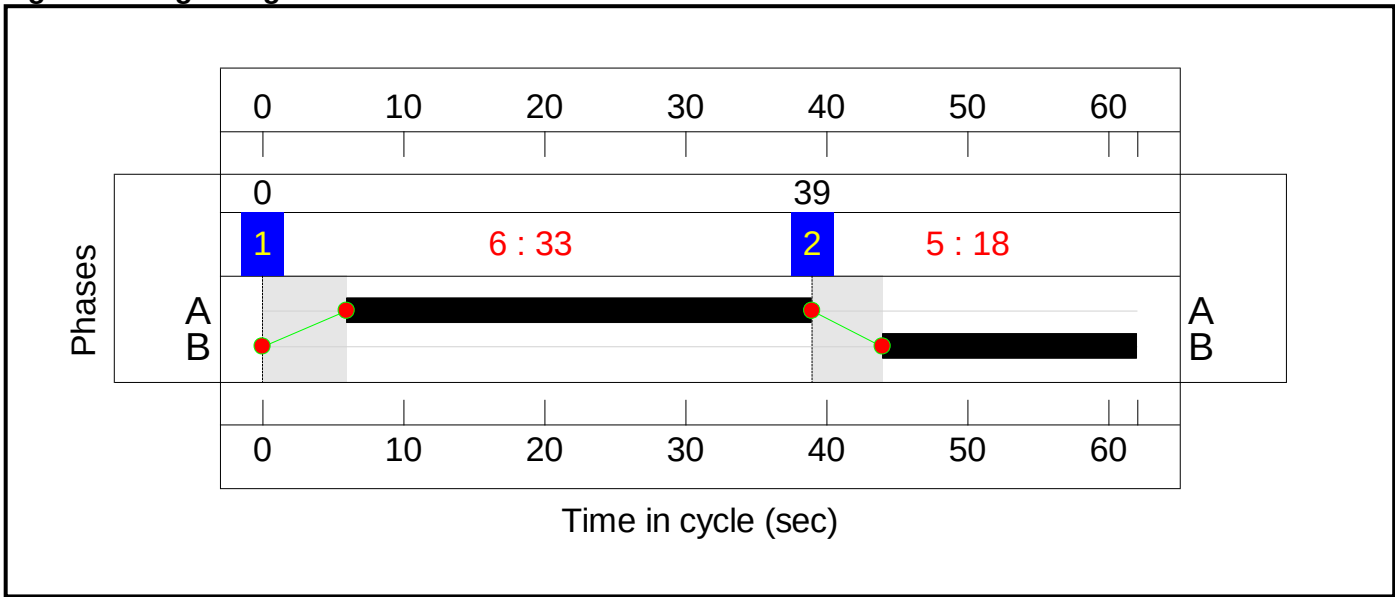
C1 - A483 Interchange East side
Stage Sequence Diagram



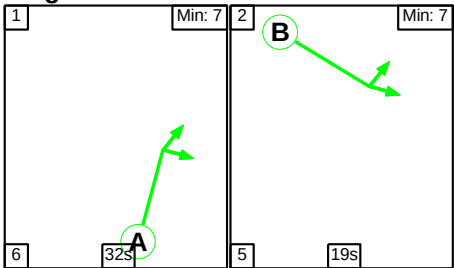
Stage Timings

Stage	1	2
Duration	33	18
Change Point	0	39

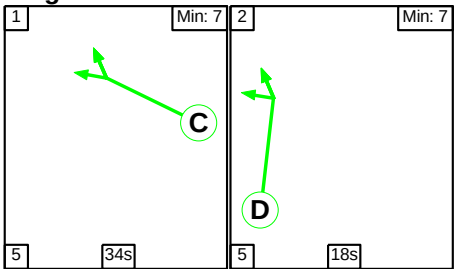
Signal Timings Diagram



C2 - A483 Interchange West Side
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

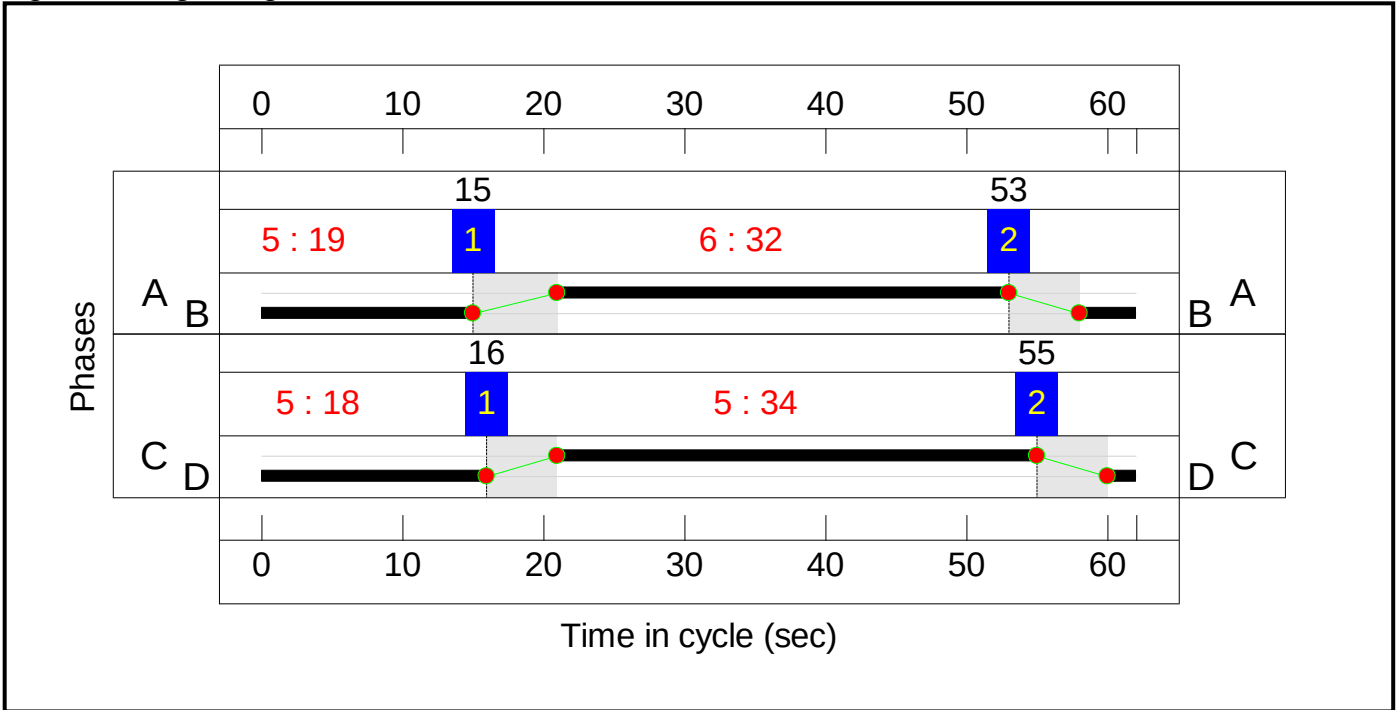
Stage Stream: 1

Stage	1	2
Duration	32	19
Change Point	15	53

Stage Stream: 2

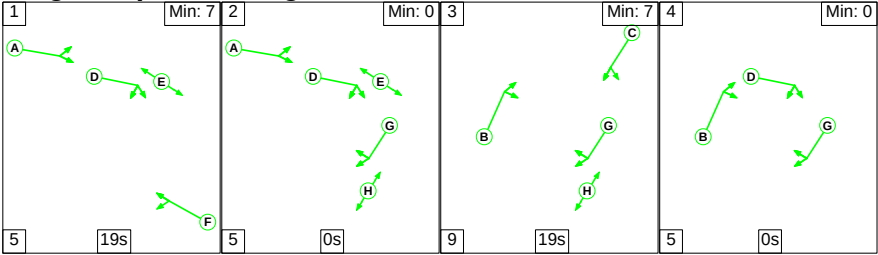
Stage	1	2
Duration	34	18
Change Point	16	55

Signal Timings Diagram



C3 - Mold Rd Gateway

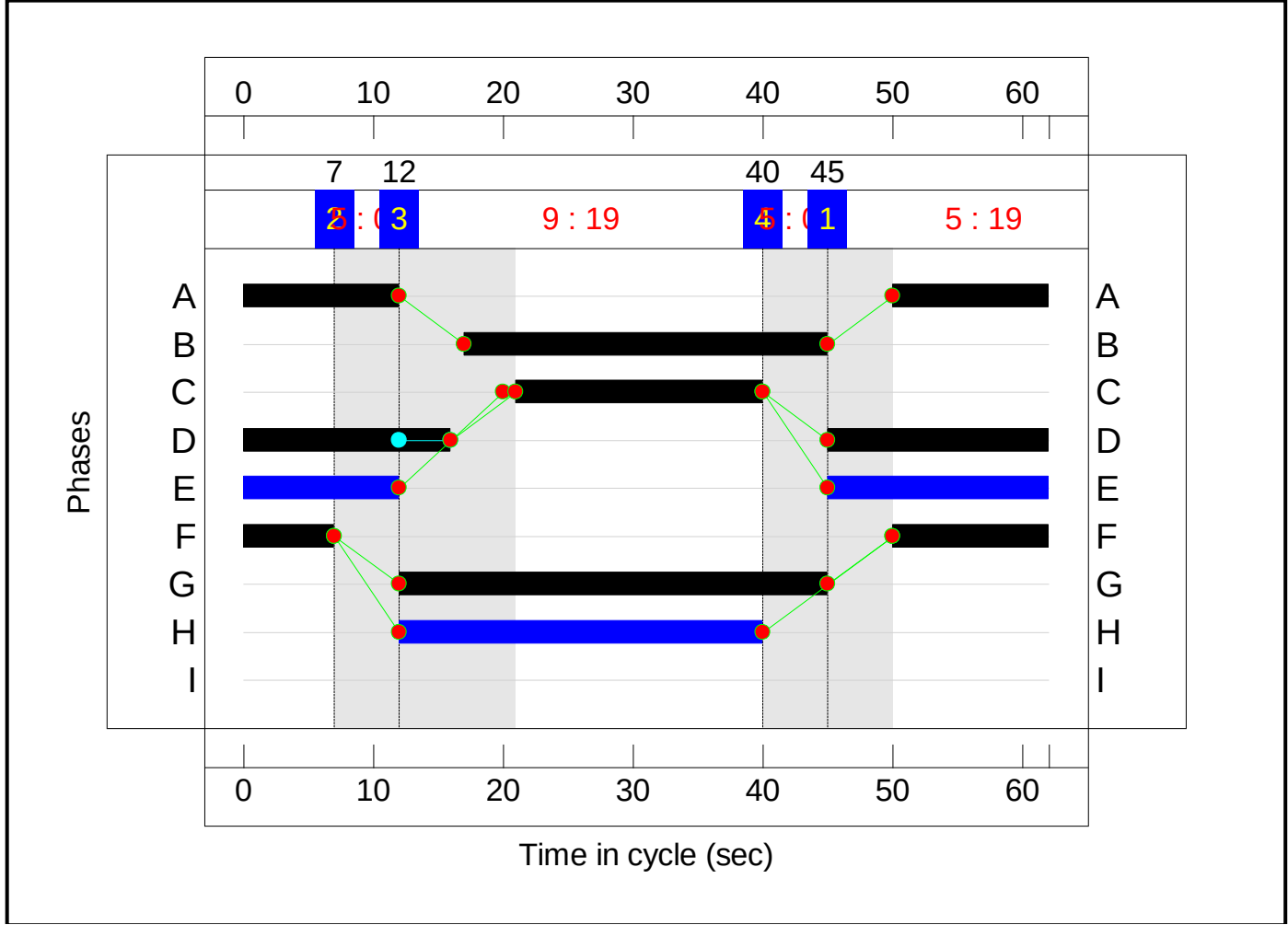
Stage Sequence Diagram



Stage Timings

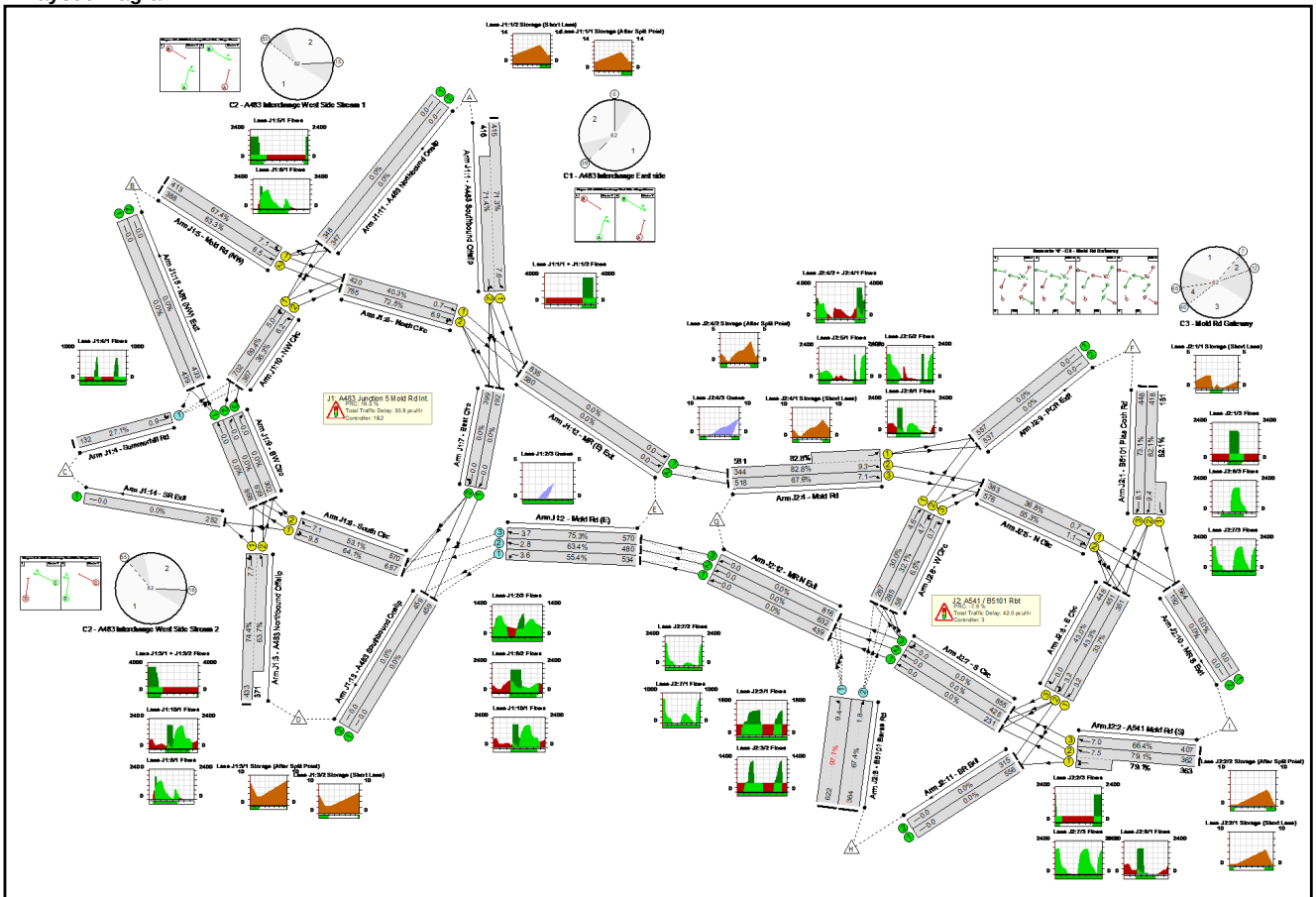
Stage	1	2	3	4
Duration	19	0	19	0
Change Point	45	7	12	40

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	18	-	831	1900:1900	582+582	71.3 : 71.4%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	534	Inf	964	55.4%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	480	Inf	757	63.4%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	570	Inf	757	75.3%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	18	-	804	1900:1900	582+582	74.4 : 63.7%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	132	Inf	487	27.1%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	19	-	413	1900	613	67.4%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	19	-	388	1900	613	63.3%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	33	-	420	1900	1042	40.3%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	33	-	755	1900	1042	72.5%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	34	-	687	1900	1073	64.1%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	34	-	570	1900	1073	53.1%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	868	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	639	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	302	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	32	-	702	1900	1011	69.4%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	32	-	367	1900	1011	36.3%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	348	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	347	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	835	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	580	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	459	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	459	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	252	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	439	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	433	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	97.1%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	19	-	599	1900:1900	509+220	82.1 : 82.1%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	19	-	448	1900	613	73.1%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	19	-	725	1900:1900	458+459	79.1 : 79.1%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	19	-	407	1900	613	66.4%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	622	1900	640	97.1%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	364	1900	540	67.4%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	24	-	925	1900:1900	416+702	82.8 : 82.8%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	24	-	518	1900	766	67.6%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	33	-	383	1900	1042	36.8%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	33	-	576	1900	1042	55.3%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	33	-	351	1900	1042	33.7%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	33	-	451	1900	1042	43.3%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	33	-	448	1900	1042	43.0%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	231	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	425	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	855	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	28	-	267	1900	889	30.0%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	28	-	285	1900	889	32.1%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	28	-	58	1900	889	6.5%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	557	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	537	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	564	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	192	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	556	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	315	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	439	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	632	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	816	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2702	0	0	42.6	30.2	0.0	72.8	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1716	0	0	20.6	10.3	0.0	30.8	-	-	-	-
1/1+1/2	831	831	-	-	-	4.4	1.2	-	5.6 (2.8+2.8)	24.4 (24.4:24.5)	6.4	1.2	7.6
2/1	534	534	534	0	0	0.3	0.6	-	0.9	6.4	3.0	0.6	3.6
2/2	480	480	480	0	0	0.2	0.9	-	1.1	7.9	1.9	0.9	2.8
2/3	570	570	570	0	0	0.2	1.5	-	1.7	10.9	2.2	1.5	3.7
3/1+3/2	804	804	-	-	-	4.2	1.1	-	5.3 (2.9+2.4)	23.9 (24.3:23.5)	6.6	1.1	7.7
4/1	132	132	132	0	0	0.2	0.2	-	0.4	9.7	0.7	0.2	0.9
5/1	413	413	-	-	-	2.1	1.0	-	3.1	27.1	6.1	1.0	7.1
5/2	388	388	-	-	-	1.9	0.9	-	2.8	25.8	5.6	0.9	6.5
6/1	420	420	-	-	-	0.1	0.0	-	0.1	0.5	0.7	0.0	0.7
6/2	755	755	-	-	-	0.7	0.0	-	0.7	3.2	6.9	0.0	6.9
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	687	687	-	-	-	2.6	0.9	-	3.5	18.5	8.7	0.9	9.5
8/2	570	570	-	-	-	1.4	0.6	-	1.9	12.2	6.5	0.6	7.1
9/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	702	702	-	-	-	1.2	1.1	-	2.3	11.7	3.9	1.1	5.0
10/2	367	367	-	-	-	1.1	0.3	-	1.4	13.5	5.9	0.3	6.2
11/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

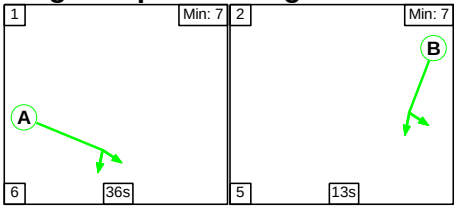
Full Input Data And Results

12/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	986	0	0	22.0	19.9	0.0	42.0	-	-	-	-
1/2+1/1	599	599	-	-	-	3.0	2.2	-	5.2 (3.7+1.5)	31.3 (31.7:30.2)	7.2	2.2	9.4
1/3	448	448	-	-	-	2.3	1.3	-	3.7	29.4	6.7	1.3	8.1
2/2+2/1	725	725	-	-	-	3.5	1.9	-	5.4 (2.7+2.7)	26.8 (26.8:26.8)	5.6	1.9	7.5
2/3	407	407	-	-	-	2.0	1.0	-	3.0	26.8	6.0	1.0	7.0
3/1	622	622	622	0	0	1.8	8.7	-	10.5	60.5	5.1	4.3	9.4
3/2	364	364	364	0	0	0.7	1.0	-	1.7	17.0	1.3	0.5	1.8
4/2+4/1	925	925	-	-	-	2.8	2.3	-	5.1 (1.8+3.3)	19.8 (18.9:20.4)	7.0	2.3	9.3
4/3	518	518	-	-	-	1.6	1.0	-	2.7	18.5	6.0	1.0	7.1
5/1	383	383	-	-	-	0.2	0.0	-	0.2	2.1	0.7	0.0	0.7
5/2	576	576	-	-	-	0.4	0.0	-	0.4	2.4	1.1	0.0	1.1
6/1	351	351	-	-	-	0.5	0.0	-	0.5	5.6	3.2	0.0	3.2
6/2	451	451	-	-	-	0.5	0.0	-	0.5	4.3	3.2	0.0	3.2
6/3	448	448	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	267	267	-	-	-	1.2	0.2	-	1.4	19.2	4.4	0.2	4.6
8/2	285	285	-	-	-	1.2	0.2	-	1.4	17.8	4.5	0.2	4.7
8/3	58	58	-	-	-	0.2	0.0	-	0.2	13.3	0.6	0.0	0.7
9/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

9/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
10/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
10/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
11/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
11/2	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/2	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/3	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway	Stream: 1 Stream: 2	PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%)	24.2 29.7 21.0 8.8 -7.9	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr)	6.37 9.56 10.80 29.79 72.78	Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 	62 62 62 62 					

Full Input Data And Results
Scenario 5: '5' (FG5: '2028 AM Base + Committed', Plan 1: 'Network Control Plan 1')

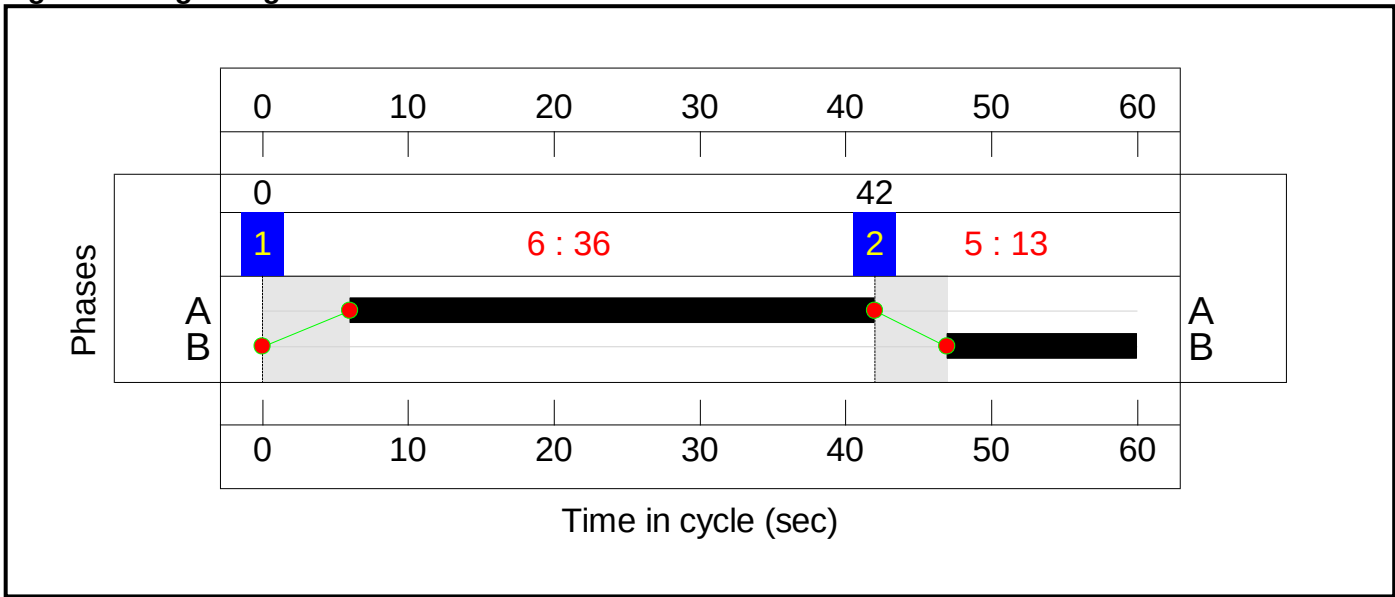
C1 - A483 Interchange East side
Stage Sequence Diagram



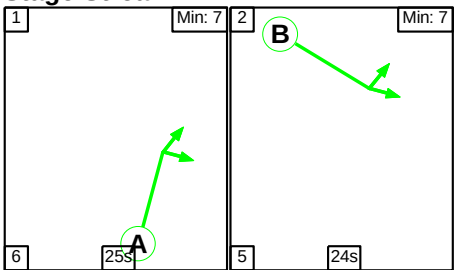
Stage Timings

Stage	1	2
Duration	36	13
Change Point	0	42

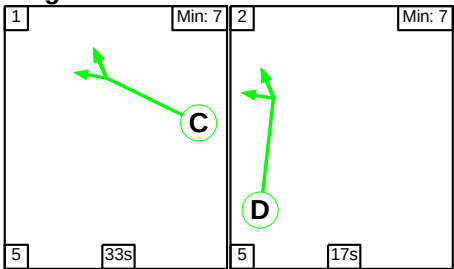
Signal Timings Diagram



C2 - A483 Interchange West Side
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

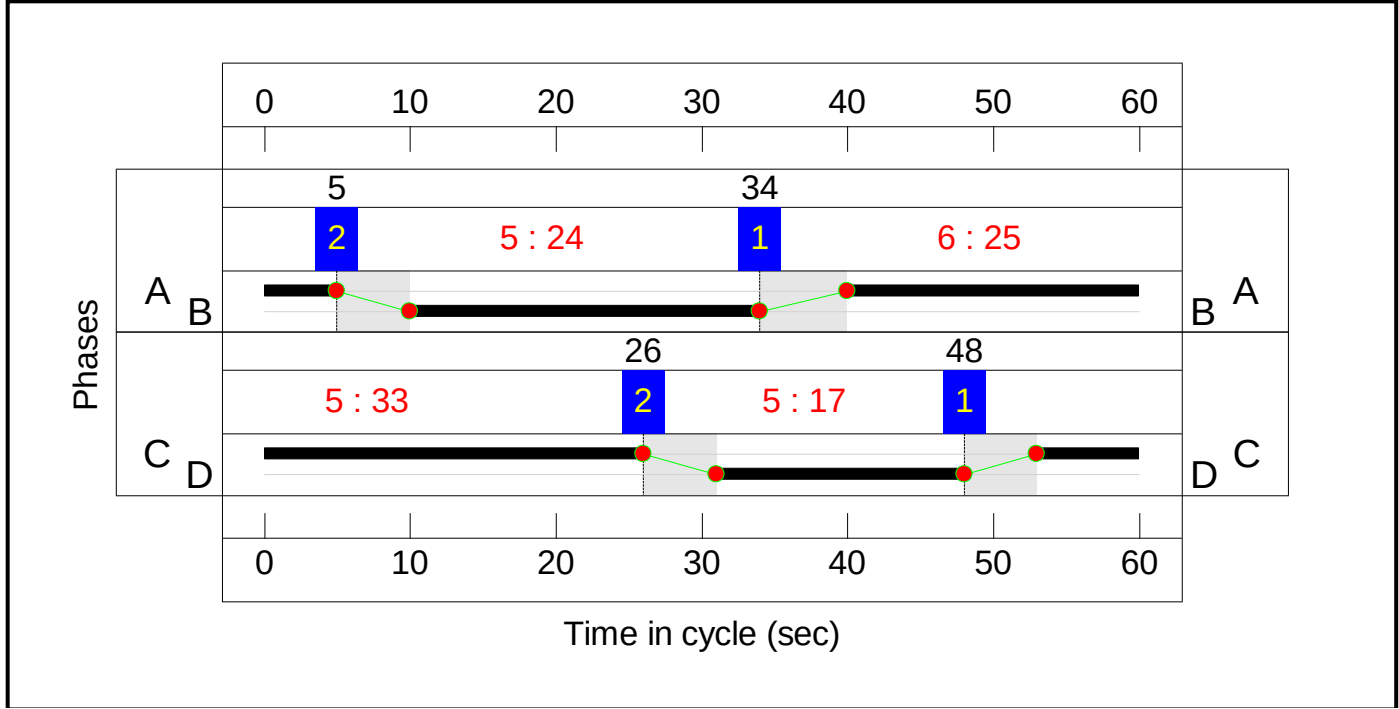
Stage Stream: 1

Stage	1	2
Duration	25	24
Change Point	34	5

Stage Stream: 2

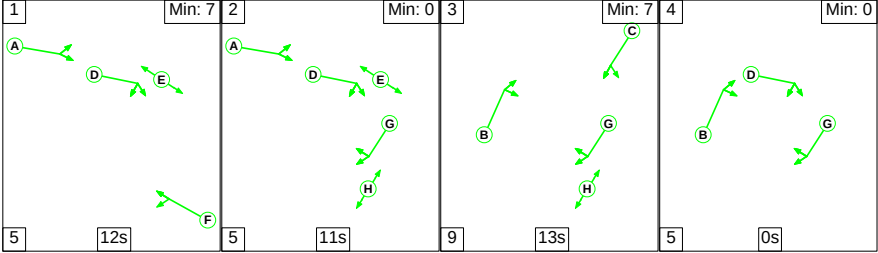
Stage	1	2
Duration	33	17
Change Point	48	26

Signal Timings Diagram



C3 - Mold Rd Gateway

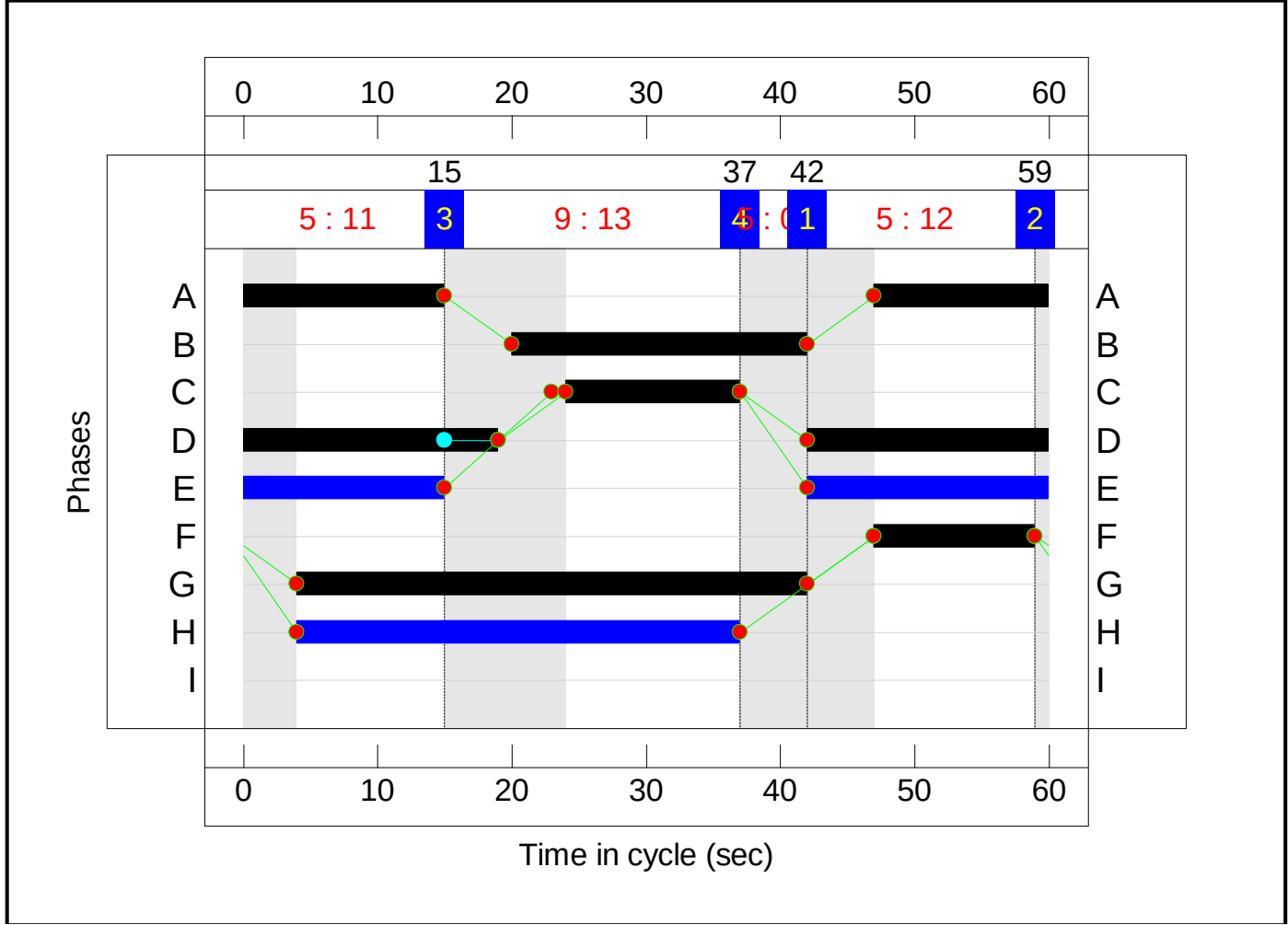
Stage Sequence Diagram



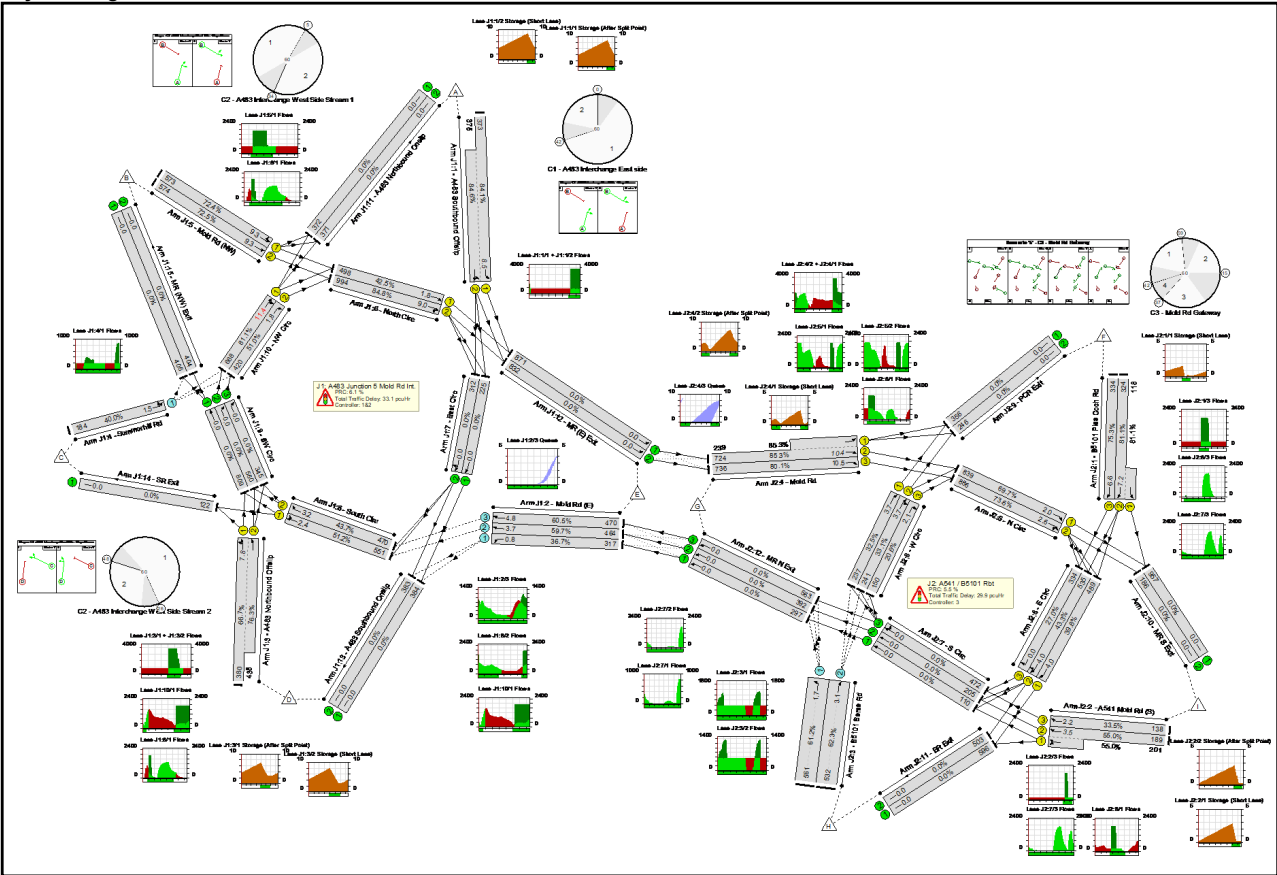
Stage Timings

Stage	1	2	3	4
Duration	12	11	13	0
Change Point	42	59	15	37

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	13	-	748	1900:1900	443+443	84.1 : 84.6%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	317	Inf	864	36.7%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	464	Inf	777	59.7%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	470	Inf	777	60.5%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	17	-	815	1900:1900	570+570	66.7 : 76.3%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	184	Inf	461	40.0%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	24	-	573	1900	792	72.4%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	24	-	574	1900	792	72.5%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	36	-	498	1900	1172	42.5%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	36	-	994	1900	1172	84.8%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	33	-	551	1900	1077	51.2%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	33	-	470	1900	1077	43.7%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	809	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	560	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	345	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	25	-	668	1900	823	81.1%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	25	-	420	1900	823	51.0%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	372	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	371	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	871	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	832	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	384	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	383	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	122	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	406	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	404	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	85.3%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	13	-	442	1900:1900	399+145	81.1 : 81.1%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	13	-	334	1900	443	75.3%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	12	-	390	1900:1900	343+365	55.0 : 55.0%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	12	-	138	1900	412	33.5%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	561	1900	917	61.2%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	532	1900	854	62.3%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	28	-	963	1900:1900	849+280	85.3 : 85.3%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	28	-	736	1900	918	80.1%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	37	-	839	1900	1203	69.7%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	37	-	886	1900	1203	73.6%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	38	-	489	1900	1235	39.6%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	38	-	535	1900	1235	43.3%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	38	-	334	1900	1235	27.0%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	110	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	205	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	472	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	22	-	237	1900	728	32.5%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	22	-	241	1900	728	33.1%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	22	-	150	1900	728	20.6%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	356	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	246	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	957	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	186	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	596	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	503	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	297	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	392	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	563	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2528	0	0	39.5	23.5	0.0	63.0	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1435	0	0	21.0	12.1	0.0	33.1	-	-	-	-
1/1+1/2	748	748	-	-	-	4.6	2.6	-	7.2 (3.6+3.6)	34.5 (34.5:34.5)	5.9	2.6	8.5
2/1	317	317	317	0	0	0.0	0.3	-	0.3	3.6	0.5	0.3	0.8
2/2	464	464	464	0	0	0.1	0.7	-	0.9	6.9	3.0	0.7	3.7
2/3	470	470	470	0	0	0.2	0.8	-	1.0	7.5	4.0	0.8	4.8
3/1+3/2	815	815	-	-	-	4.2	1.2	-	5.5 (2.5+3.0)	24.2 (23.9:24.6)	6.5	1.2	7.8
4/1	184	184	184	0	0	0.2	0.3	-	0.5	10.4	1.1	0.3	1.5
5/1	573	573	-	-	-	2.3	1.3	-	3.6	22.8	8.0	1.3	9.3
5/2	574	574	-	-	-	2.3	1.3	-	3.6	22.8	8.0	1.3	9.3
6/1	498	498	-	-	-	0.2	0.0	-	0.2	1.5	1.8	0.0	1.8
6/2	994	994	-	-	-	2.0	0.0	-	2.0	7.2	9.0	0.0	9.0
7/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	551	551	-	-	-	0.4	0.5	-	0.9	5.9	1.8	0.5	2.4
8/2	470	470	-	-	-	0.4	0.4	-	0.8	6.3	2.9	0.4	3.2
9/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	668	668	-	-	-	3.7	2.1	-	5.8	31.1	9.3	2.1	11.4
10/2	420	420	-	-	-	0.2	0.5	-	0.8	6.5	1.3	0.5	1.8
11/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

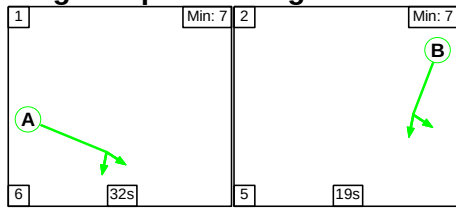
Full Input Data And Results

12/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	1093	0	0	18.5	11.4	0.0	29.9	-	-	-	-
1/2+1/1	442	442	-	-	-	2.5	2.1	-	4.6 (3.4+1.2)	37.5 (38.1:35.8)	5.1	2.1	7.2
1/3	334	334	-	-	-	2.0	1.5	-	3.5	37.4	5.1	1.5	6.6
2/2+2/1	390	390	-	-	-	2.2	0.6	-	2.8 (1.4+1.5)	26.2 (26.1:26.2)	2.9	0.6	3.5
2/3	138	138	-	-	-	0.8	0.3	-	1.0	26.4	1.9	0.3	2.2
3/1	561	561	561	0	0	0.4	0.8	-	1.2	7.5	1.3	0.4	1.7
3/2	532	532	532	0	0	0.5	0.8	-	1.4	9.3	2.7	0.4	3.1
4/2+4/1	963	963	-	-	-	2.8	2.8	-	5.6 (4.4+1.3)	21.0 (21.7:18.8)	7.6	2.8	10.4
4/3	736	736	-	-	-	2.5	2.0	-	4.4	21.7	8.6	2.0	10.5
5/1	839	839	-	-	-	0.5	0.0	-	0.5	2.3	2.0	0.0	2.0
5/2	886	886	-	-	-	0.7	0.0	-	0.7	3.0	2.6	0.0	2.6
6/1	489	489	-	-	-	0.3	0.0	-	0.3	2.5	4.0	0.0	4.0
6/2	535	535	-	-	-	0.3	0.0	-	0.3	2.3	4.0	0.0	4.0
6/3	334	334	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	237	237	-	-	-	1.2	0.2	-	1.4	21.9	3.5	0.2	3.7
8/2	241	241	-	-	-	1.1	0.2	-	1.3	19.6	3.4	0.2	3.7
8/3	150	150	-	-	-	0.6	0.1	-	0.7	17.0	2.0	0.1	2.1
9/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

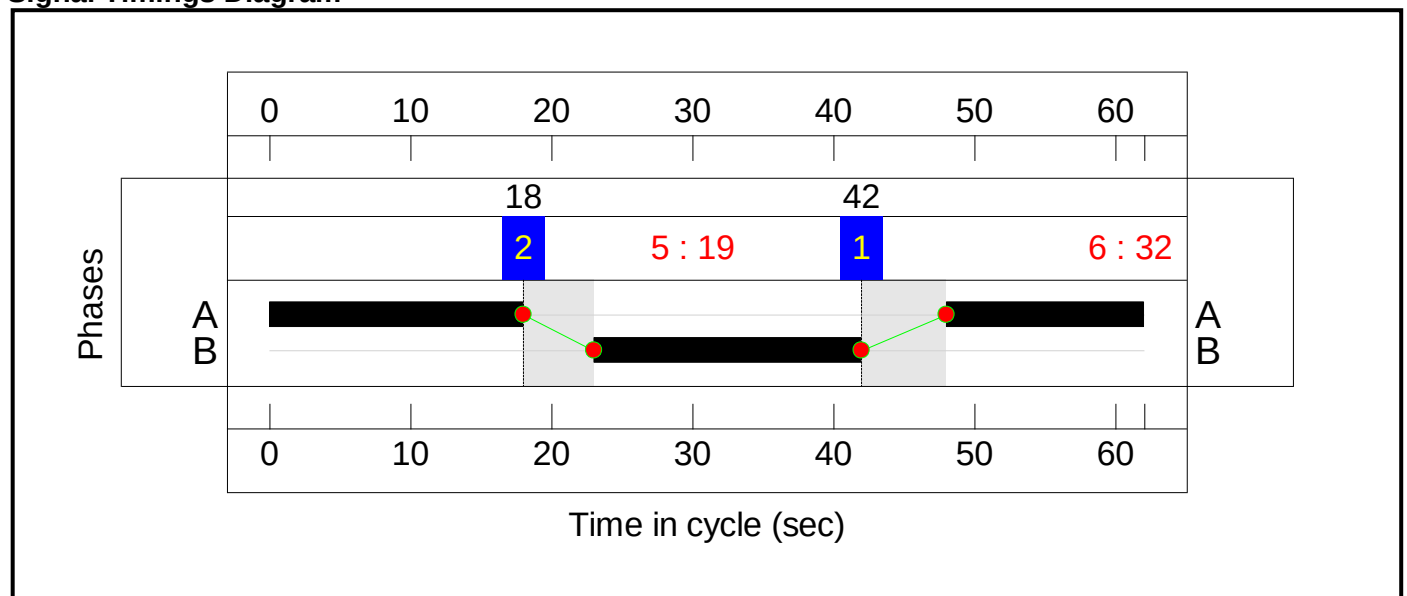
Full Input Data And Results

9/2	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway													
PRC for Signalled Lanes (%):					6.1	Total Delay for Signalled Lanes (pcuHr):			9.37	Cycle Time (s): 60			
Stream: 1 PRC for Signalled Lanes (%):					10.9	Total Delay for Signalled Lanes (pcuHr):			13.78	Cycle Time (s): 60			
Stream: 2 PRC for Signalled Lanes (%):					17.9	Total Delay for Signalled Lanes (pcuHr):			7.22	Cycle Time (s): 60			
PRC for Signalled Lanes (%):					5.5	Total Delay for Signalled Lanes (pcuHr):			27.39	Cycle Time (s): 60			
PRC Over All Lanes (%):					5.5	Total Delay Over All Lanes(pcuHr):			63.02				

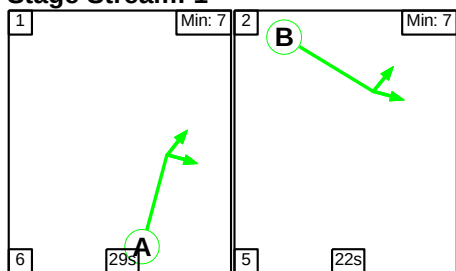
Stage Sequence Diagram



Stage	1	2
Duration	32	19
Change Point	42	18



Stage Stream: 1



Stage Timings

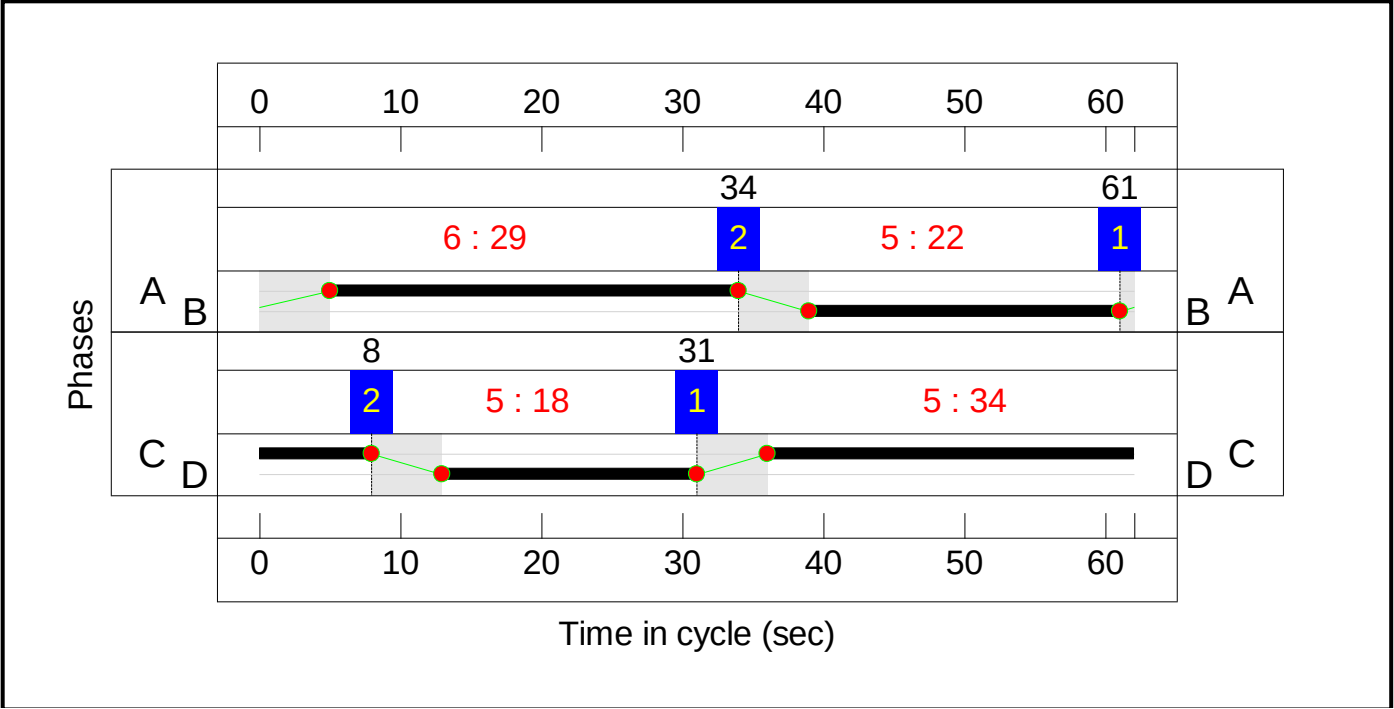
Stage Stream: 1

Stage	1	2
Duration	29	22
Change Point	61	34

Stage Stream: 2

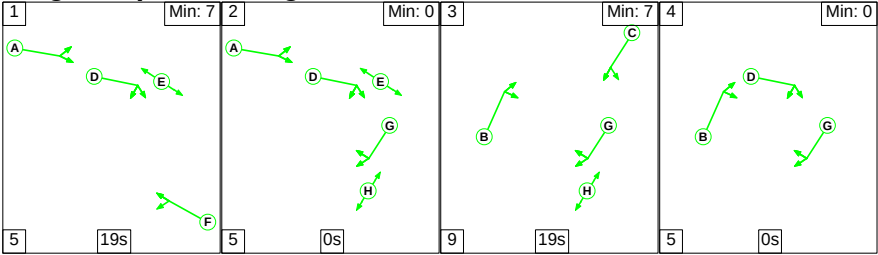
Stage	1	2
Duration	34	18
Change Point	31	8

Signal Timings Diagram



C3 - Mold Rd Gateway

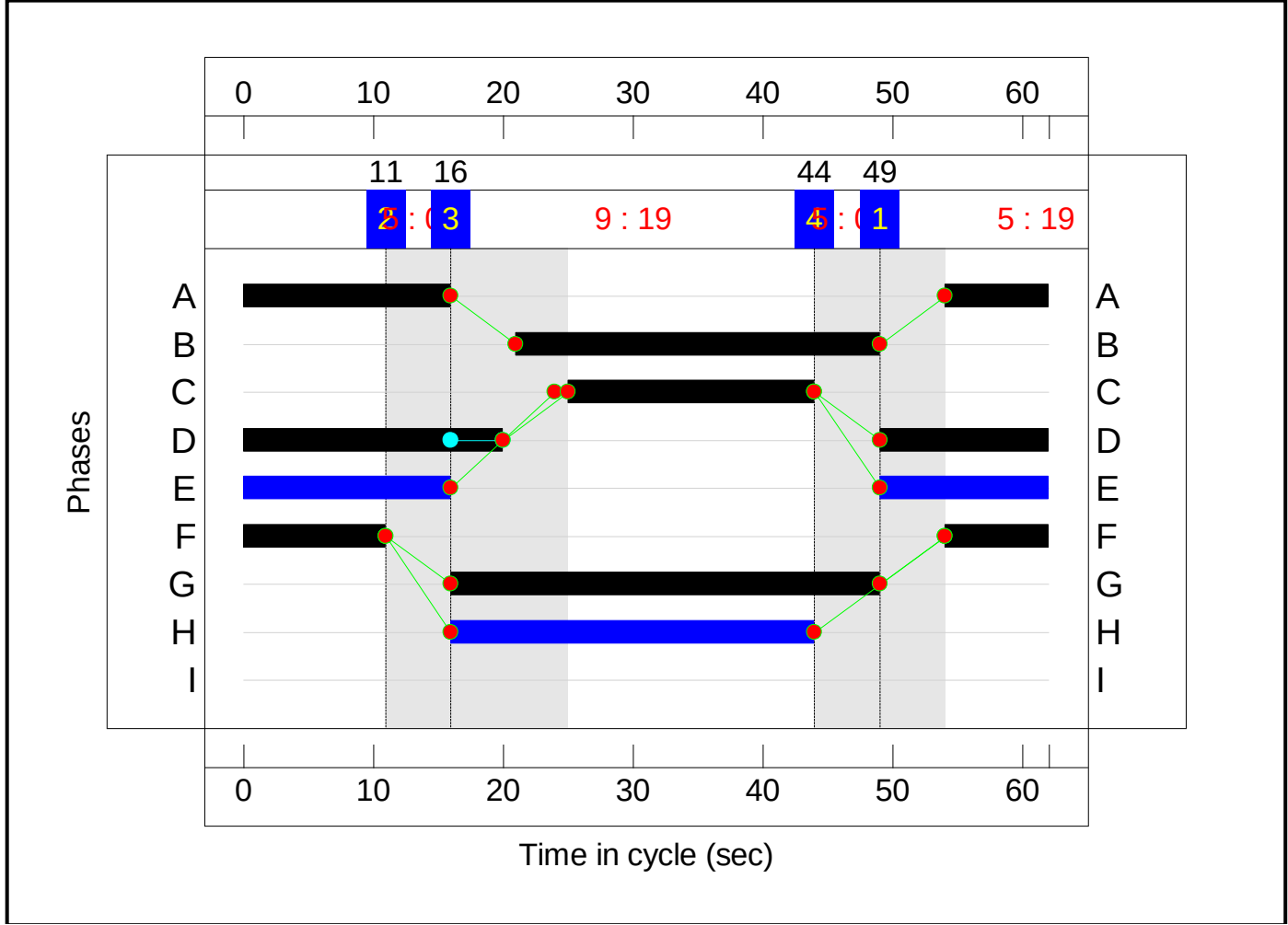
Stage Sequence Diagram



Stage Timings

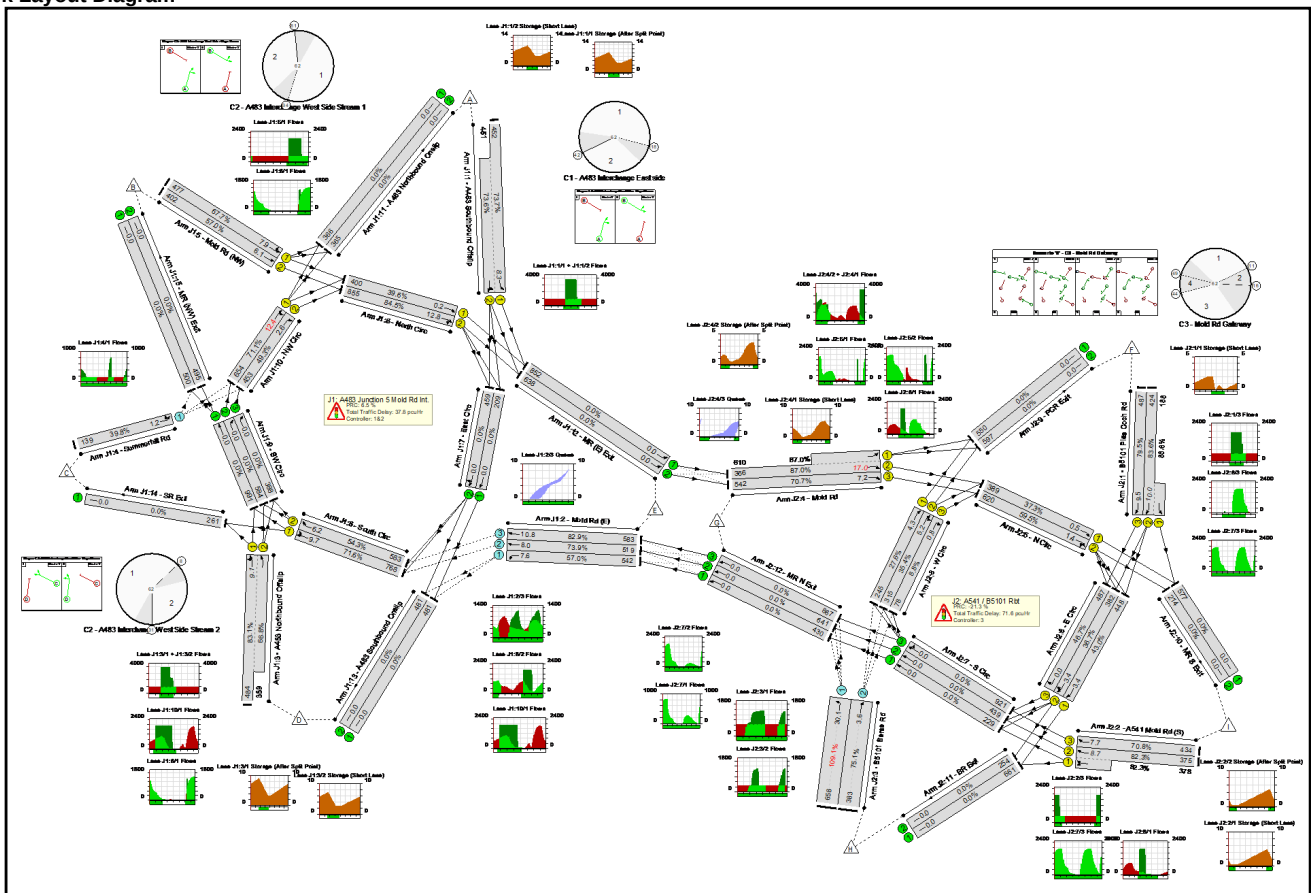
Stage	1	2	3	4
Duration	19	0	19	0
Change Point	49	11	16	44

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	109.1%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	19	-	903	1900:1900	613+613	73.7 : 73.6%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	561	Inf	952	57.0%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	534	Inf	703	73.9%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	597	Inf	703	82.9%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	18	-	873	1900:1900	582+582	83.1 : 66.8%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	139	Inf	349	39.8%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	22	-	477	1900	705	67.7%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	22	-	402	1900	705	57.0%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	32	-	400	1900	1011	39.6%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	32	-	855	1900	1011	84.5%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	34	-	783	1900	1073	71.6%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	34	-	597	1900	1073	54.3%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	1003	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	598	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	388	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	29	-	668	1900	919	71.1%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	29	-	453	1900	919	49.3%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	373	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	372	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	852	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	638	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	490	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	490	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	264	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	506	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	501	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	109.1%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	19	-	612	1900:1900	507+225	83.6 : 83.6%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	19	-	487	1900	613	79.5%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	19	-	753	1900:1900	456+460	82.3 : 82.3%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	19	-	434	1900	613	70.8%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	658	1900	603	109.1%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	383	1900	510	75.1%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	24	-	976	1900:1900	421+701	87.0 : 87.0%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	24	-	542	1900	766	70.7%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	33	-	389	1900	1042	37.3%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	33	-	620	1900	1042	59.5%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	33	-	448	1900	1042	43.0%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	33	-	382	1900	1042	36.7%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	33	-	487	1900	1042	46.7%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	229	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	439	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	921	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	28	-	245	1900	889	27.6%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	28	-	315	1900	889	35.4%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	28	-	78	1900	889	8.8%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	550	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	597	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	577	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	214	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	661	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	254	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	448	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	659	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	885	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2769	0	0	49.8	59.6	0.0	109.4	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1783	0	0	25.0	12.8	0.0	37.8	-	-	-	-
1/1+1/2	903	903	-	-	-	4.7	1.4	-	6.1 (3.0+3.0)	24.2 (24.2:24.2)	6.9	1.4	8.3
2/1	542	542	542	0	0	1.2	0.7	-	1.8	12.3	7.0	0.7	7.6
2/2	519	519	519	0	0	0.8	1.4	-	2.2	15.0	6.6	1.4	8.0
2/3	583	583	583	0	0	1.0	2.3	-	3.4	20.7	8.5	2.3	10.8
3/1+3/2	873	873	-	-	-	4.7	1.5	-	6.2 (3.5+2.7)	25.6 (26.1:24.9)	7.7	1.5	9.1
4/1	139	139	139	0	0	0.2	0.3	-	0.5	13.4	0.9	0.3	1.2
5/1	477	477	-	-	-	2.2	1.0	-	3.2	24.2	6.9	1.0	7.9
5/2	402	402	-	-	-	1.7	0.7	-	2.4	21.5	5.5	0.7	6.1
6/1	400	400	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
6/2	855	855	-	-	-	2.6	0.0	-	2.6	11.0	12.8	0.0	12.8
7/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	768	768	-	-	-	0.8	1.3	-	2.1	9.6	8.4	1.3	9.7
8/2	583	583	-	-	-	1.2	0.6	-	1.8	10.9	5.7	0.6	6.2
9/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	654	654	-	-	-	3.1	1.2	-	4.3	23.6	11.2	1.2	12.4
10/2	453	453	-	-	-	0.8	0.5	-	1.3	10.3	2.1	0.5	2.6
11/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

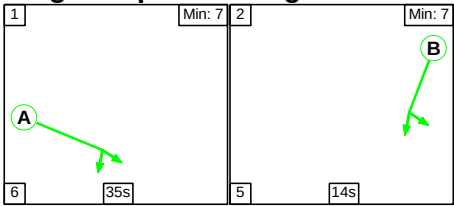
Full Input Data And Results

12/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	986	0	0	24.8	46.8	0.0	71.6	-	-	-	-
1/2+1/1	612	612	-	-	-	3.1	2.4	-	5.5 (3.9+1.6)	32.4 (32.9:31.4)	7.5	2.4	10.0
1/3	487	487	-	-	-	2.6	1.9	-	4.5	33.0	7.6	1.9	9.5
2/2+2/1	753	753	-	-	-	3.7	2.3	-	6.0 (3.0+3.0)	28.5 (28.5:28.6)	6.5	2.3	8.7
2/3	434	434	-	-	-	2.2	1.2	-	3.4	28.4	6.5	1.2	7.7
3/1	658	603	603	0	0	3.8	32.6	-	36.4	199.4	13.8	16.3	30.1
3/2	383	383	383	0	0	1.0	1.5	-	2.4	23.0	2.8	0.7	3.6
4/2+4/1	976	976	-	-	-	2.6	3.2	-	5.8 (2.1+3.7)	21.5 (20.7:22.1)	13.8	3.2	17.0
4/3	542	542	-	-	-	1.5	1.2	-	2.7	18.1	6.1	1.2	7.2
5/1	389	389	-	-	-	0.1	0.0	-	0.1	1.3	0.5	0.0	0.5
5/2	620	620	-	-	-	0.5	0.0	-	0.5	3.0	1.4	0.0	1.4
6/1	448	448	-	-	-	0.6	0.0	-	0.6	4.5	3.4	0.0	3.4
6/2	382	382	-	-	-	0.6	0.0	-	0.6	5.3	3.4	0.0	3.4
6/3	487	487	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	245	245	-	-	-	1.1	0.2	-	1.3	18.8	4.1	0.2	4.3
8/2	315	315	-	-	-	1.1	0.3	-	1.4	16.2	5.0	0.3	5.2
8/3	78	78	-	-	-	0.2	0.0	-	0.3	11.8	0.7	0.0	0.8
9/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

[illegible]

Full Input Data And Results
Scenario 7: '7' (FG7: '2023 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

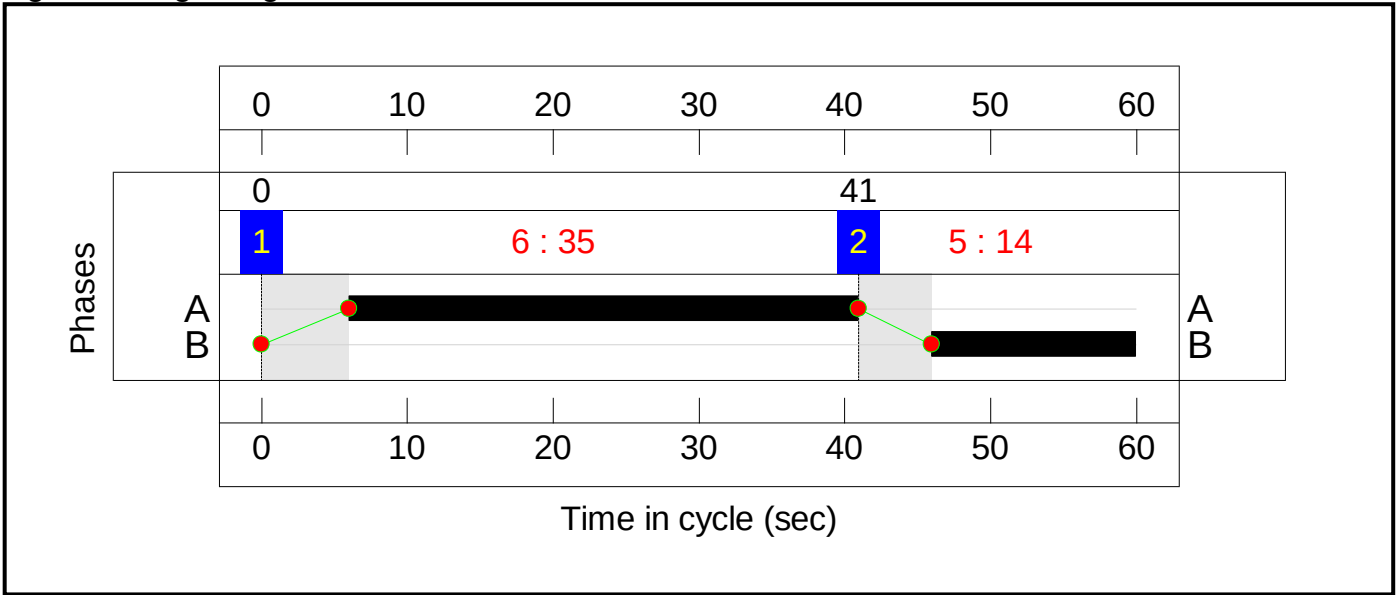
C1 - A483 Interchange East side
Stage Sequence Diagram



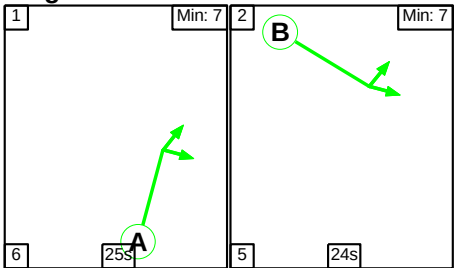
Stage Timings

Stage	1	2
Duration	35	14
Change Point	0	41

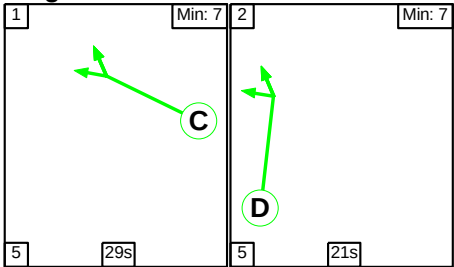
Signal Timings Diagram



C2 - A483 Interchange West Side
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

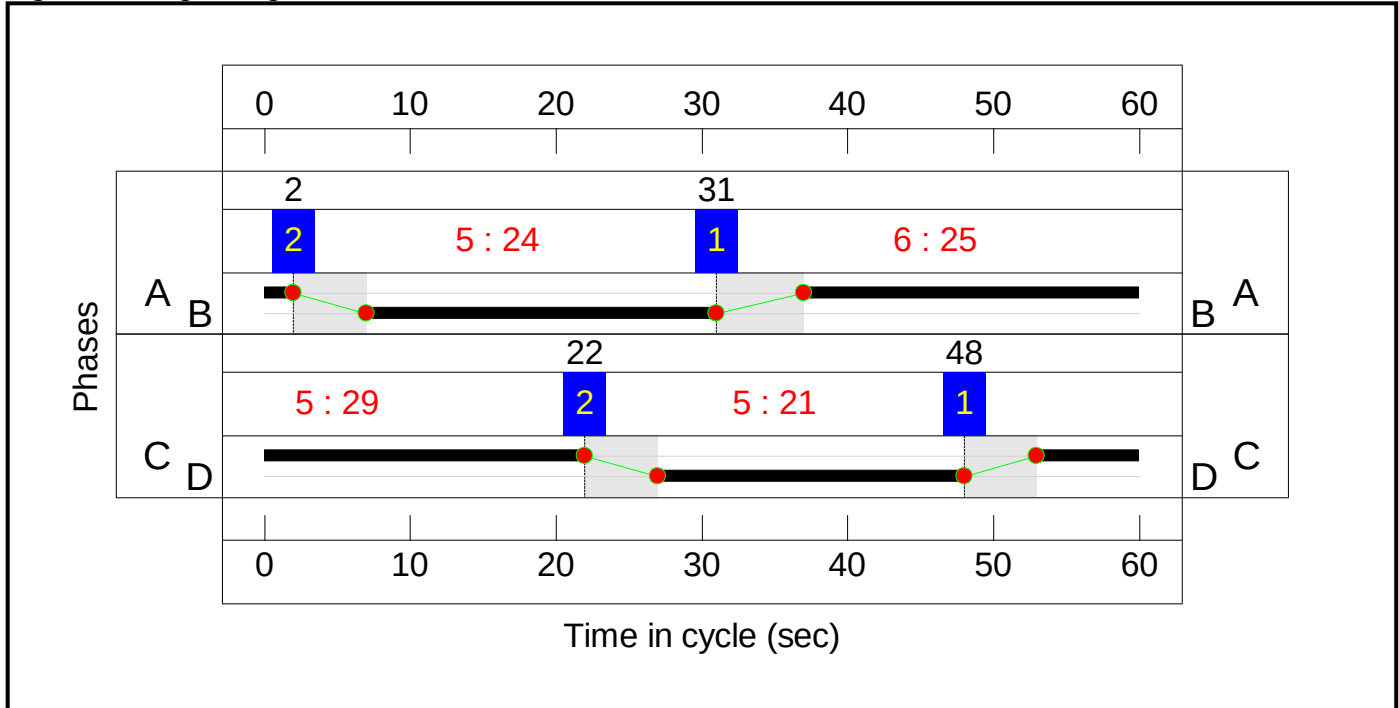
Stage Stream: 1

Stage	1	2
Duration	25	24
Change Point	31	2

Stage Stream: 2

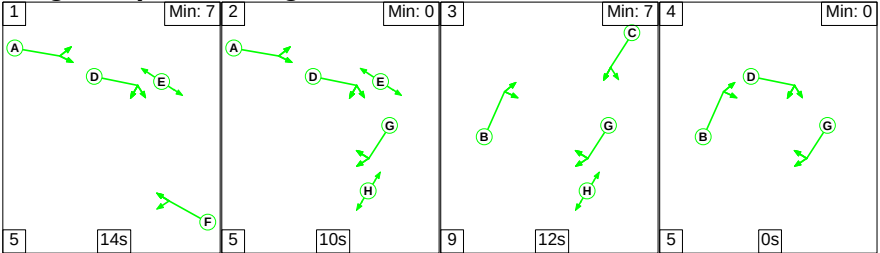
Stage	1	2
Duration	29	21
Change Point	48	22

Signal Timings Diagram



C3 - Mold Rd Gateway

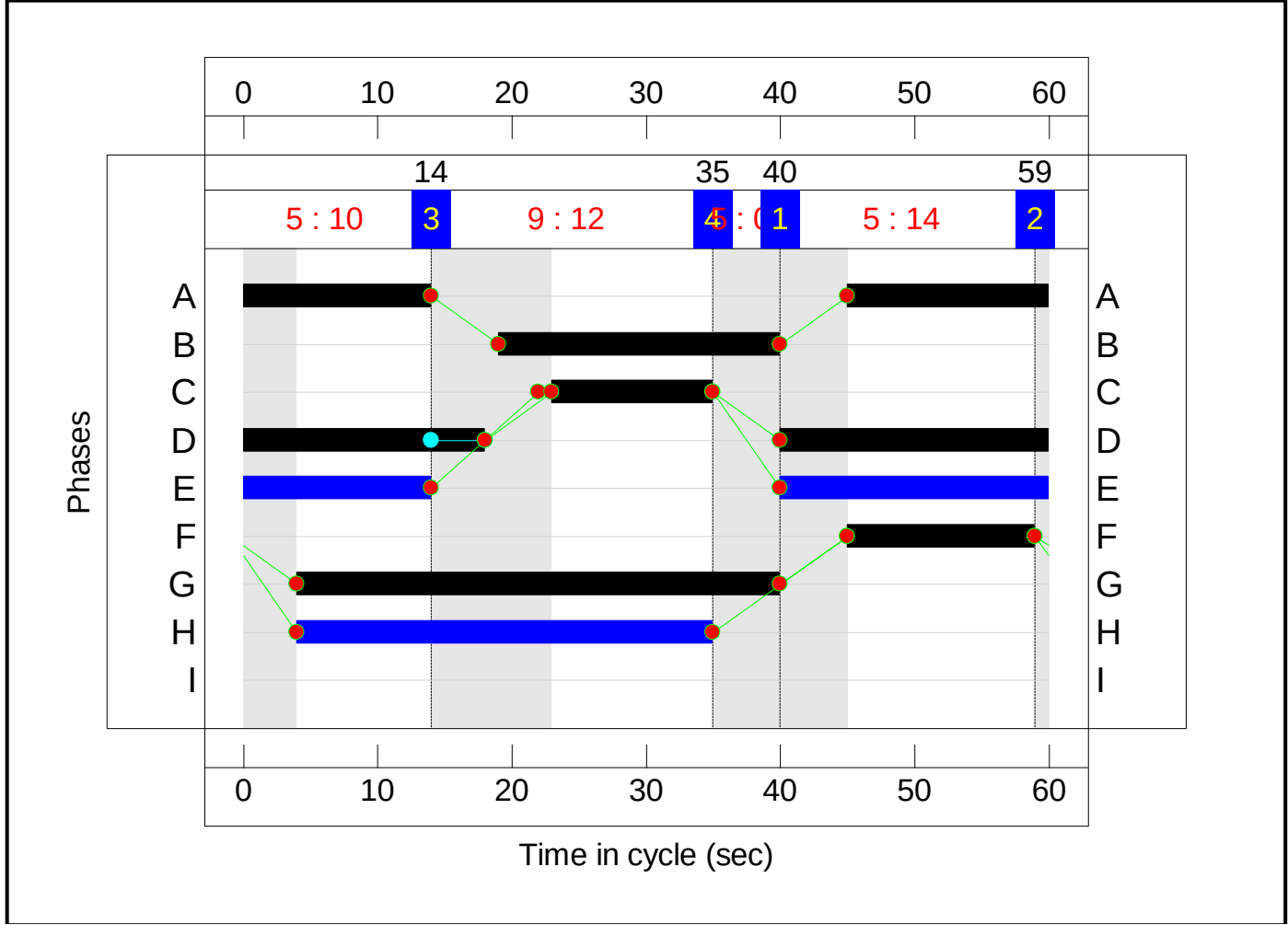
Stage Sequence Diagram



Stage Timings

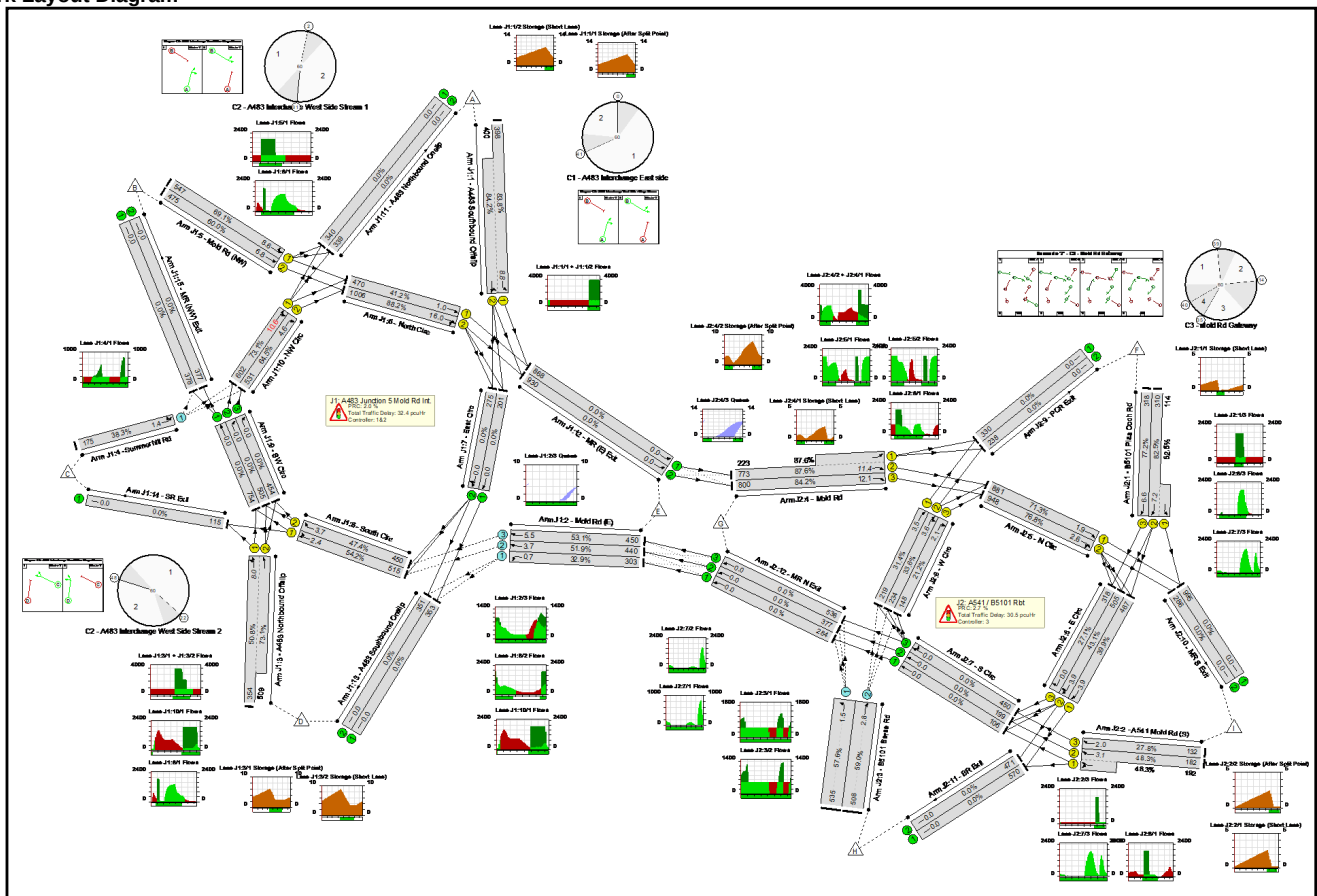
Stage	1	2	3	4
Duration	14	10	12	0
Change Point	40	59	14	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	14	-	798	1900:1900	475+475	83.8 : 84.2%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	303	Inf	922	32.9%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	440	Inf	847	51.9%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	450	Inf	847	53.1%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	21	-	863	1900:1900	697+697	50.8 : 73.1%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	175	Inf	457	38.3%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	24	-	547	1900	792	69.1%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	24	-	475	1900	792	60.0%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	35	-	470	1900	1140	41.2%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	35	-	1006	1900	1140	88.2%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	29	-	515	1900	950	54.2%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	29	-	450	1900	950	47.4%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	754	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	505	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	454	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	25	-	602	1900	823	73.1%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	25	-	531	1900	823	64.5%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	340	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	339	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	868	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	930	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	353	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	351	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	378	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	377	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	87.6%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	12	-	424	1900:1900	376+138	82.5 : 82.5%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	12	-	318	1900	412	77.2%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	14	-	374	1900:1900	377+398	48.3 : 48.3%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	14	-	132	1900	475	27.8%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	535	1900	928	57.6%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	508	1900	861	59.0%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	29	-	996	1900:1900	882+255	87.6 : 87.6%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	29	-	800	1900	950	84.2%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	38	-	881	1900	1235	71.3%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	38	-	948	1900	1235	76.8%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	36	-	467	1900	1172	39.9%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	36	-	505	1900	1172	43.1%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	36	-	318	1900	1172	27.1%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	106	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	199	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	450	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	21	-	219	1900	697	31.4%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	21	-	234	1900	697	33.6%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	21	-	148	1900	697	21.2%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	330	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	238	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	995	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	570	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	471	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	284	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	377	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	536	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2411	0	0	40.3	22.6	0.0	62.9	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1368	0	0	22.3	10.1	0.0	32.4	-	-	-	-
1/1+1/2	798	798	-	-	-	4.7	2.5	-	7.3 (3.6+3.6)	32.8 (32.8:32.8)	6.2	2.5	8.8
2/1	303	303	303	0	0	0.0	0.2	-	0.3	3.4	0.5	0.2	0.7
2/2	440	440	440	0	0	0.2	0.5	-	0.8	6.2	3.1	0.5	3.7
2/3	450	450	450	0	0	0.3	0.6	-	0.9	7.1	4.9	0.6	5.5
3/1+3/2	863	863	-	-	-	3.8	0.8	-	4.6 (1.8+2.8)	19.1 (18.2:19.8)	7.2	0.8	8.0
4/1	175	175	175	0	0	0.2	0.3	-	0.6	11.3	1.1	0.3	1.4
5/1	547	547	-	-	-	2.2	1.1	-	3.3	21.6	7.4	1.1	8.6
5/2	475	475	-	-	-	1.8	0.7	-	2.5	19.3	6.1	0.7	6.8
6/1	470	470	-	-	-	0.1	0.0	-	0.1	1.1	1.0	0.0	1.0
6/2	1006	1006	-	-	-	3.5	0.0	-	3.5	12.5	16.0	0.0	16.0
7/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	515	515	-	-	-	0.5	0.6	-	1.1	7.7	1.8	0.6	2.4
8/2	450	450	-	-	-	0.6	0.4	-	1.0	8.1	3.3	0.4	3.7
9/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	602	602	-	-	-	4.0	1.3	-	5.4	32.0	9.2	1.3	10.6
10/2	531	531	-	-	-	0.3	0.9	-	1.2	7.9	3.7	0.9	4.6
11/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	351	351	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	1043	0	0	18.0	12.5	0.0	30.5	-	-	-	-
1/2+1/1	424	424	-	-	-	2.5	2.2	-	4.8 (3.5+1.2)	40.4 (41.0:38.7)	5.0	2.2	7.2
1/3	318	318	-	-	-	2.0	1.6	-	3.6	40.7	4.9	1.6	6.6
2/2+2/1	374	374	-	-	-	1.9	0.5	-	2.4 (1.2+1.2)	23.2 (23.2:23.3)	2.7	0.5	3.1
2/3	132	132	-	-	-	0.7	0.2	-	0.9	23.4	1.8	0.2	2.0
3/1	535	535	535	0	0	0.3	0.7	-	1.0	6.7	1.2	0.3	1.5
3/2	508	508	508	0	0	0.5	0.7	-	1.2	8.3	2.5	0.4	2.8
4/2+4/1	996	996	-	-	-	2.8	3.4	-	6.2 (4.9+1.2)	22.3 (23.0:19.8)	8.1	3.4	11.4
4/3	800	800	-	-	-	2.6	2.6	-	5.2	23.2	9.5	2.6	12.1
5/1	881	881	-	-	-	0.5	0.0	-	0.5	1.9	1.9	0.0	1.9
5/2	948	948	-	-	-	0.7	0.0	-	0.7	2.6	2.6	0.0	2.6
6/1	467	467	-	-	-	0.4	0.0	-	0.4	3.1	3.9	0.0	3.9
6/2	505	505	-	-	-	0.4	0.0	-	0.4	2.9	3.9	0.0	3.9
6/3	318	318	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	219	219	-	-	-	1.1	0.2	-	1.4	22.5	3.2	0.2	3.5
8/2	234	234	-	-	-	1.1	0.3	-	1.3	20.2	3.3	0.3	3.6
8/3	148	148	-	-	-	0.6	0.1	-	0.7	17.7	1.9	0.1	2.1
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

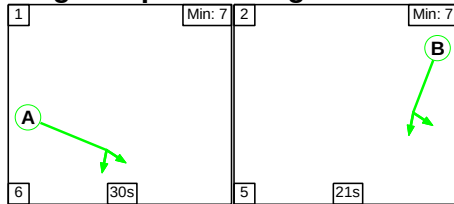
9/2	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway													
			PRC for Signalled Lanes (%):		2.0	Total Delay for Signalled Lanes (pcuHr):			10.91	Cycle Time (s): 60			
Stream: 1			PRC for Signalled Lanes (%):		23.1	Total Delay for Signalled Lanes (pcuHr):			12.34	Cycle Time (s): 60			
Stream: 2			PRC for Signalled Lanes (%):		23.2	Total Delay for Signalled Lanes (pcuHr):			6.70	Cycle Time (s): 60			
			PRC for Signalled Lanes (%):		2.7	Total Delay for Signalled Lanes (pcuHr):			28.32	Cycle Time (s): 60			
			PRC Over All Lanes (%):		2.0	Total Delay Over All Lanes(pcuHr):			62.93				

Full Input Data And Results

Scenario 8: '8' (FG8: '2023 PM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

C1 - A483 Interchange East side

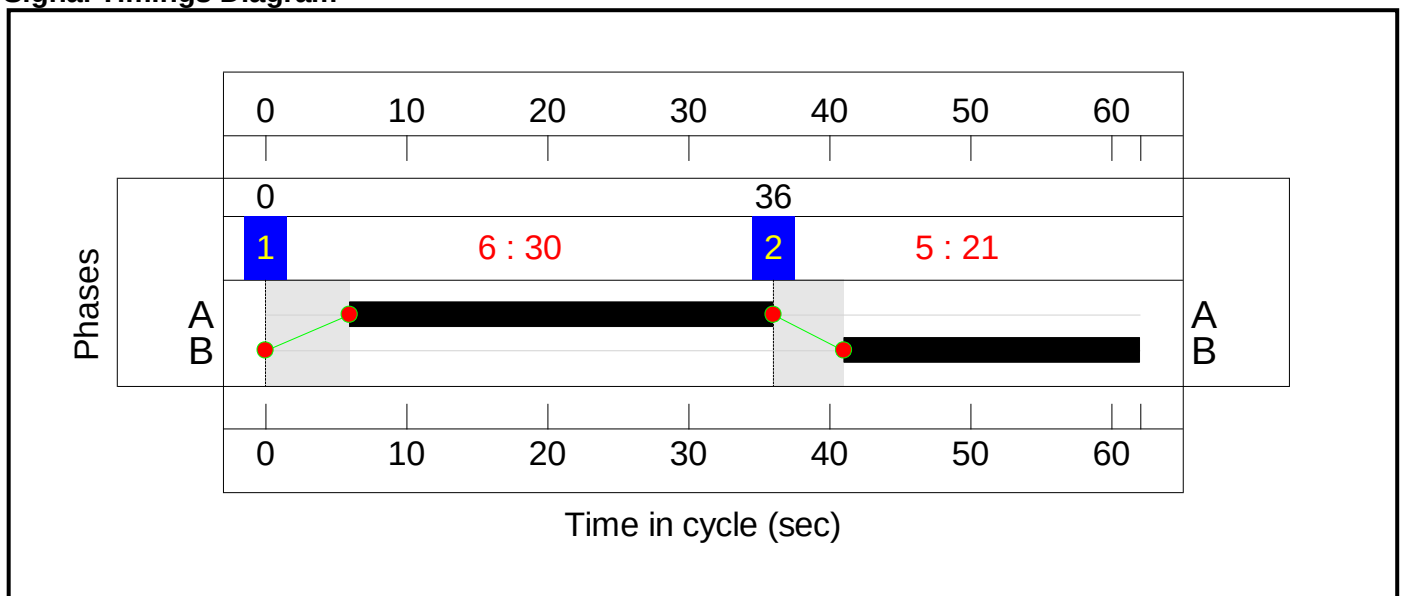
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	21
Change Point	0	36

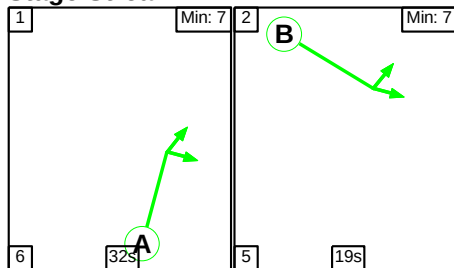
Signal Timings Diagram



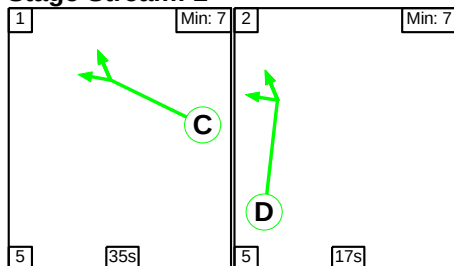
C2 - A483 Interchange West Side

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

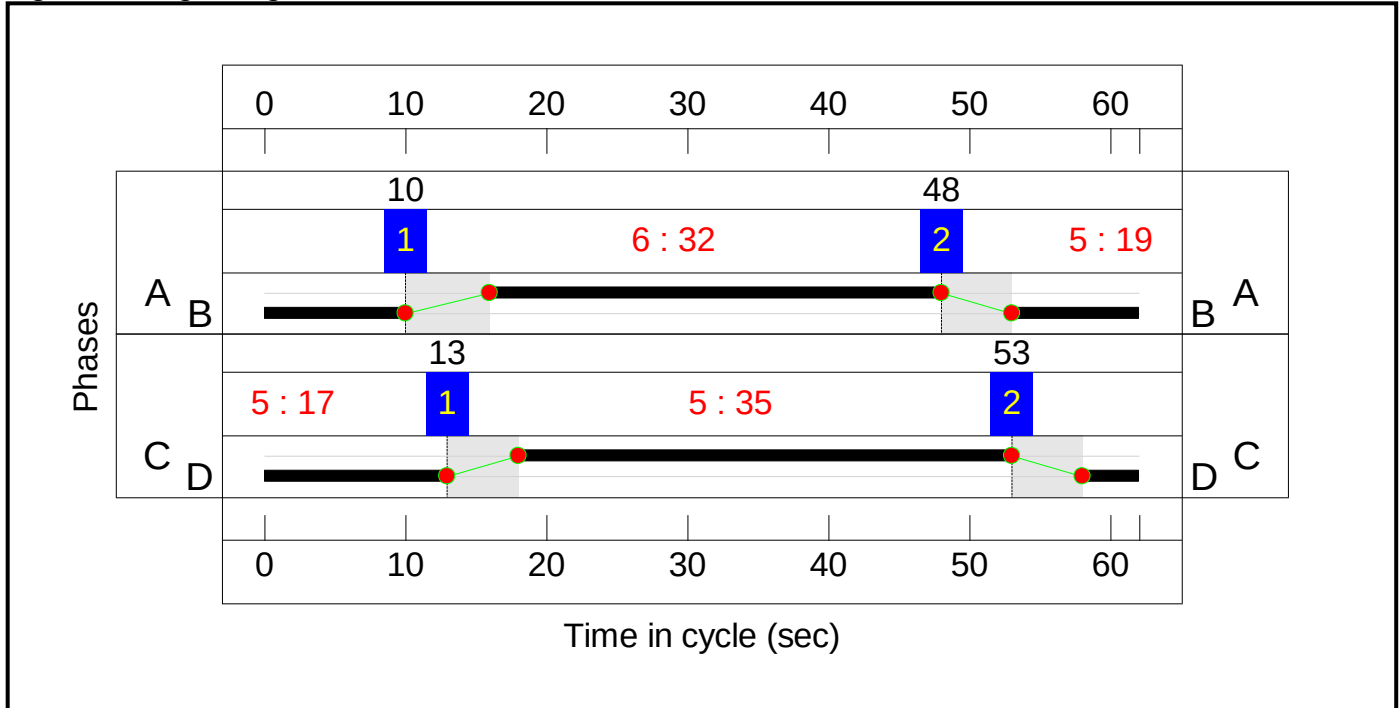
Stage Stream: 1

Stage	1	2
Duration	32	19
Change Point	10	48

Stage Stream: 2

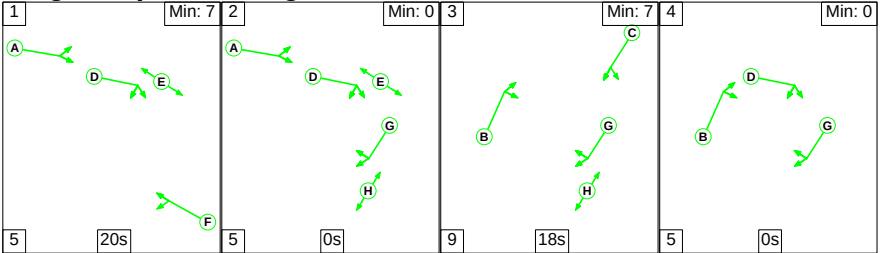
Stage	1	2
Duration	35	17
Change Point	13	53

Signal Timings Diagram



C3 - Mold Rd Gateway

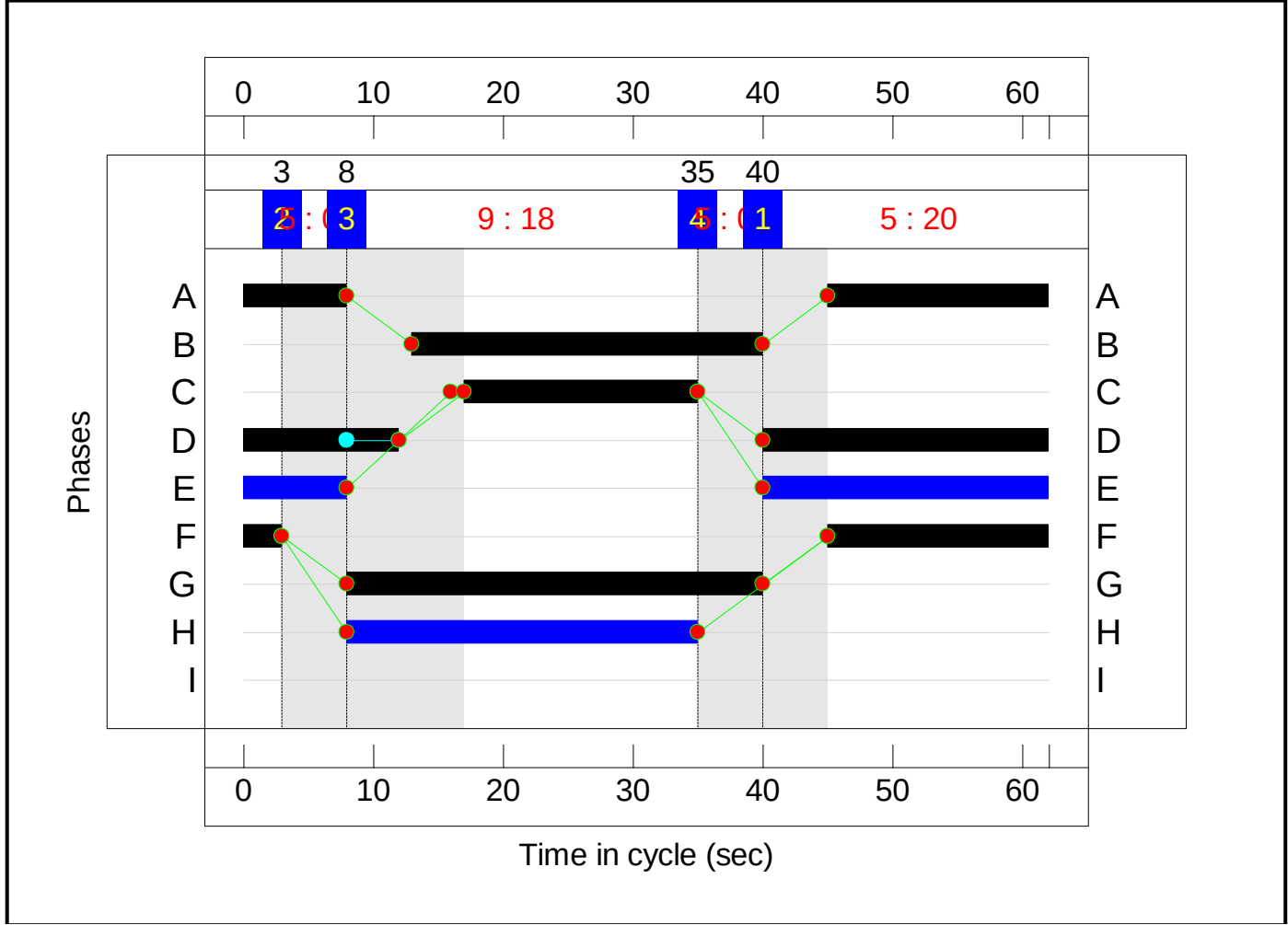
Stage Sequence Diagram



Stage Timings

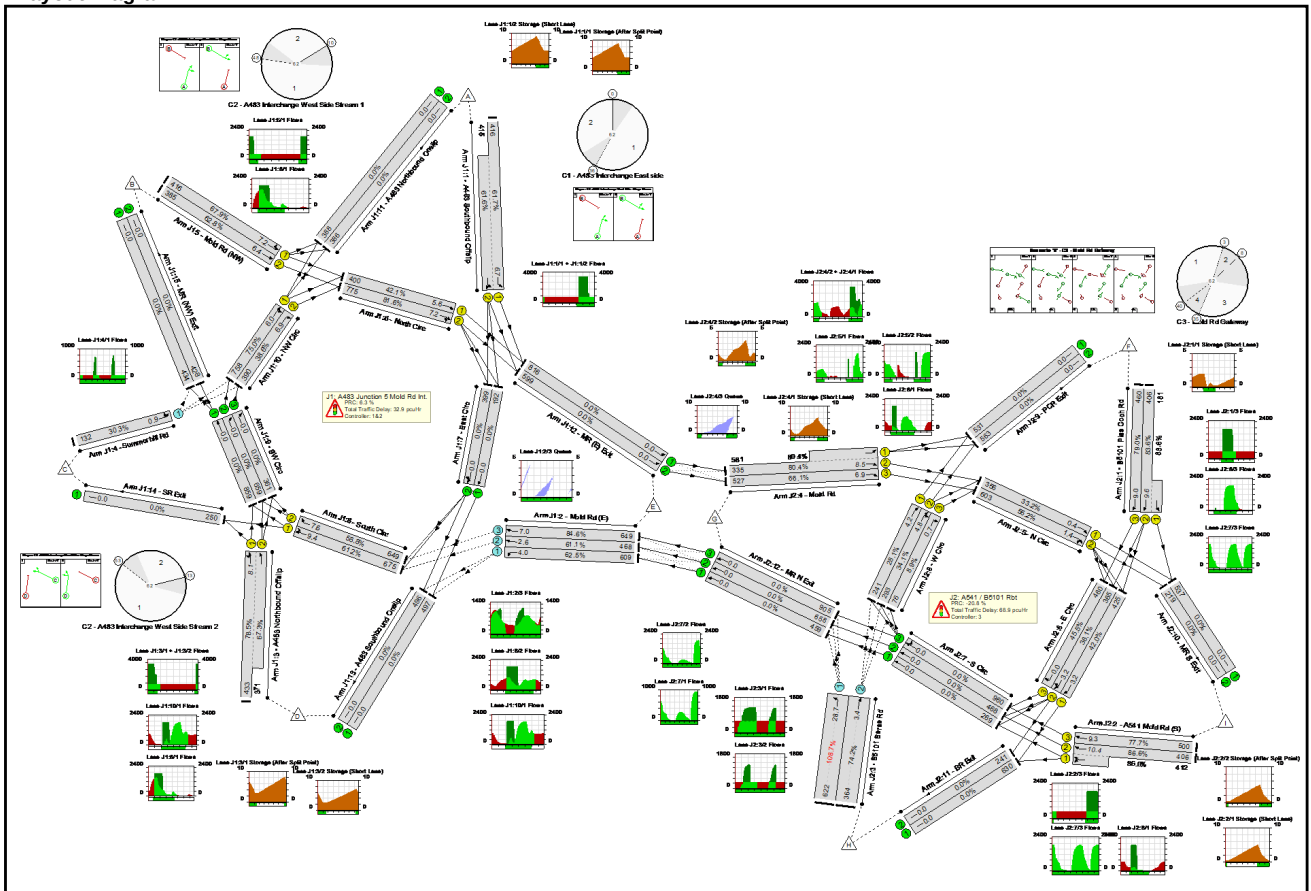
Stage	1	2	3	4
Duration	20	0	18	0
Change Point	40	3	8	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	108.7%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	21	-	831	1900:1900	674+674	61.7 : 61.6%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	627	Inf	974	62.5%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	480	Inf	767	61.1%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	663	Inf	767	84.6%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	17	-	804	1900:1900	552+552	78.5 : 67.3%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	132	Inf	436	30.3%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	19	-	416	1900	613	67.9%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	19	-	385	1900	613	62.8%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	30	-	400	1900	950	42.1%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	30	-	775	1900	950	81.6%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	35	-	687	1900	1103	61.2%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	35	-	663	1900	1103	58.8%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	868	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	673	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	361	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	32	-	772	1900	1011	75.0%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	32	-	390	1900	1011	38.6%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	395	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	393	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	816	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	599	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	506	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	505	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	252	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	439	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	433	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	108.7%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	18	-	587	1900:1900	486+217	83.6 : 83.6%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	18	-	460	1900	582	79.0%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	20	-	818	1900:1900	469+476	86.6 : 86.6%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	20	-	500	1900	644	77.7%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	622	1900	572	108.7%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	364	1900	490	74.2%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	25	-	916	1900:1900	417+723	80.4 : 80.4%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	25	-	527	1900	797	66.1%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	34	-	356	1900	1073	33.2%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	34	-	603	1900	1073	56.2%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	32	-	425	1900	1011	42.0%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	32	-	365	1900	1011	36.1%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	32	-	460	1900	1011	45.5%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	269	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	468	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	960	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	27	-	241	1900	858	28.1%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	27	-	293	1900	858	34.1%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	27	-	76	1900	858	8.9%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	531	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	563	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	537	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	219	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	630	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	241	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	476	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	675	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	922	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2794	0	0	46.0	55.9	0.0	101.8	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1858	0	0	21.1	11.8	0.0	32.9	-	-	-	-
1/1+1/2	831	831	-	-	-	3.8	0.8	-	4.6 (2.3+2.3)	20.0 (20.0:20.0)	5.9	0.8	6.7
2/1	609	609	609	0	0	0.4	0.8	-	1.2	7.1	3.2	0.8	4.0
2/2	468	468	468	0	0	0.2	0.8	-	1.0	7.3	1.8	0.8	2.6
2/3	649	649	649	0	0	0.3	2.6	-	3.0	16.4	4.3	2.6	7.0
3/1+3/2	804	804	-	-	-	4.4	1.3	-	5.8 (3.1+2.6)	25.8 (26.2:25.4)	6.7	1.3	8.1
4/1	132	132	132	0	0	0.2	0.2	-	0.4	10.3	0.7	0.2	0.9
5/1	416	416	-	-	-	2.1	1.0	-	3.2	27.3	6.1	1.0	7.2
5/2	385	385	-	-	-	1.9	0.8	-	2.7	25.7	5.6	0.8	6.4
6/1	400	400	-	-	-	0.4	0.0	-	0.4	3.8	5.6	0.0	5.6
6/2	775	775	-	-	-	1.0	0.0	-	1.0	4.5	7.2	0.0	7.2
7/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	675	675	-	-	-	2.5	0.8	-	3.3	17.6	8.6	0.8	9.4
8/2	649	649	-	-	-	1.3	0.7	-	2.0	11.3	6.9	0.7	7.6
9/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	758	758	-	-	-	1.6	1.5	-	3.0	14.5	4.5	1.5	6.0
10/2	390	390	-	-	-	1.0	0.3	-	1.3	12.2	6.6	0.3	6.9
11/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

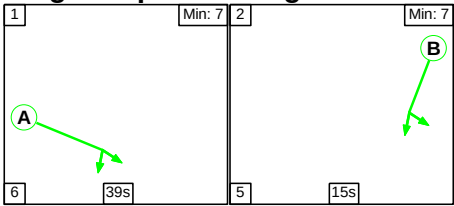
12/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	936	0	0	24.9	44.1	0.0	68.9	-	-	-	-
1/2+1/1	587	587	-	-	-	3.0	2.4	-	5.5 (3.8+1.6)	33.6 (34.1:32.6)	7.1	2.4	9.6
1/3	460	460	-	-	-	2.5	1.8	-	4.3	34.0	7.2	1.8	9.0
2/2+2/1	818	818	-	-	-	4.0	3.1	-	7.0 (3.5+3.5)	31.0 (31.0:31.0)	7.4	3.1	10.4
2/3	500	500	-	-	-	2.6	1.7	-	4.3	30.7	7.6	1.7	9.3
3/1	622	572	572	0	0	3.7	30.1	-	33.8	195.7	13.6	15.1	28.7
3/2	364	364	364	0	0	0.9	1.4	-	2.3	22.6	2.7	0.7	3.4
4/2+4/1	916	916	-	-	-	2.6	2.0	-	4.6 (1.6+3.0)	18.0 (17.0:18.6)	6.5	2.0	8.5
4/3	527	527	-	-	-	1.6	1.0	-	2.5	17.3	5.9	1.0	6.9
5/1	356	356	-	-	-	0.1	0.0	-	0.1	1.2	0.4	0.0	0.4
5/2	603	603	-	-	-	0.5	0.0	-	0.5	2.8	1.4	0.0	1.4
6/1	425	425	-	-	-	0.6	0.0	-	0.6	4.8	3.2	0.0	3.2
6/2	365	365	-	-	-	0.6	0.0	-	0.6	5.7	3.2	0.0	3.2
6/3	460	460	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	241	241	-	-	-	1.1	0.2	-	1.3	18.7	4.0	0.2	4.2
8/2	293	293	-	-	-	1.1	0.3	-	1.3	16.6	4.5	0.3	4.8
8/3	76	76	-	-	-	0.2	0.0	-	0.3	12.3	0.7	0.0	0.7
9/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

9/2	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway													
			PRC for Signalled Lanes (%):		10.3	Total Delay for Signalled Lanes (pcuHr):			6.01	Cycle Time (s):			62
Stream: 1			PRC for Signalled Lanes (%):		20.0	Total Delay for Signalled Lanes (pcuHr):			10.27	Cycle Time (s):			62
Stream: 2			PRC for Signalled Lanes (%):		14.7	Total Delay for Signalled Lanes (pcuHr):			11.12	Cycle Time (s):			62
			PRC for Signalled Lanes (%):		3.9	Total Delay for Signalled Lanes (pcuHr):			32.86	Cycle Time (s):			62
			PRC Over All Lanes (%):		-20.8	Total Delay Over All Lanes(pcuHr):			101.83				

Full Input Data And Results
Scenario 9: '9' (FG9: '2028 AM Base + Committed + Dev', Plan 1: 'Network Control Plan 1')

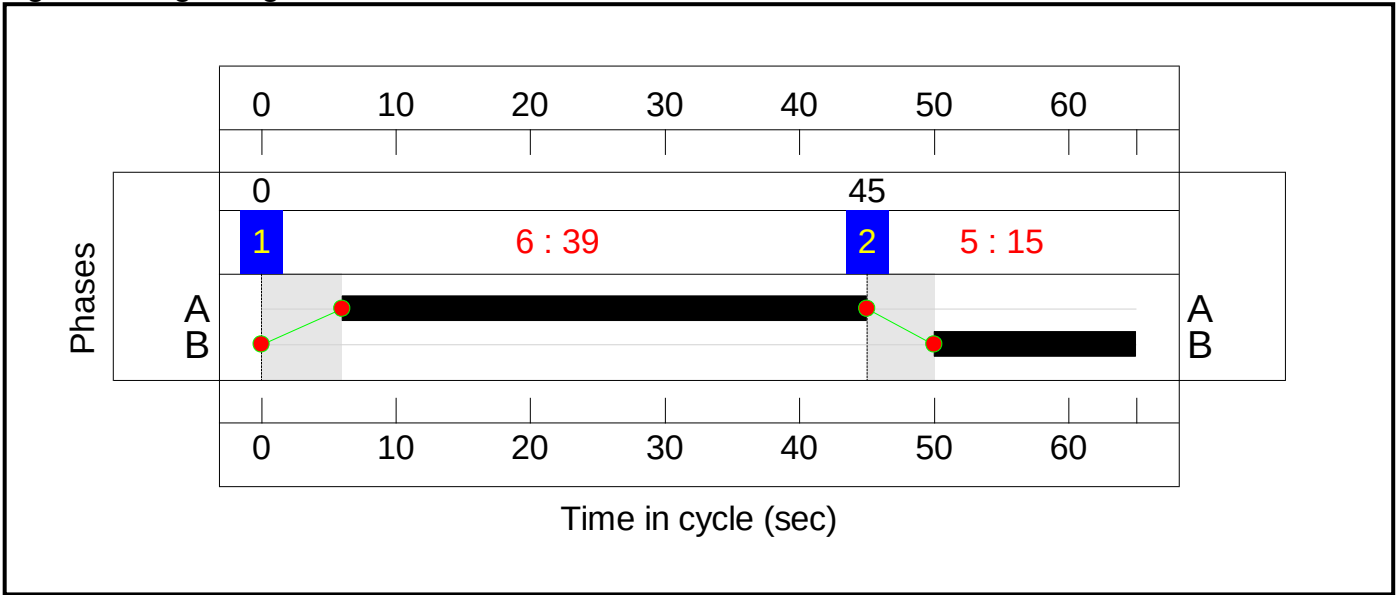
C1 - A483 Interchange East side
Stage Sequence Diagram



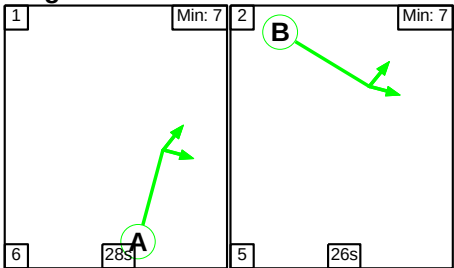
Stage Timings

Stage	1	2
Duration	39	15
Change Point	0	45

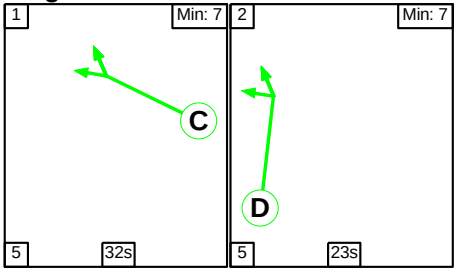
Signal Timings Diagram



C2 - A483 Interchange West Side
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings

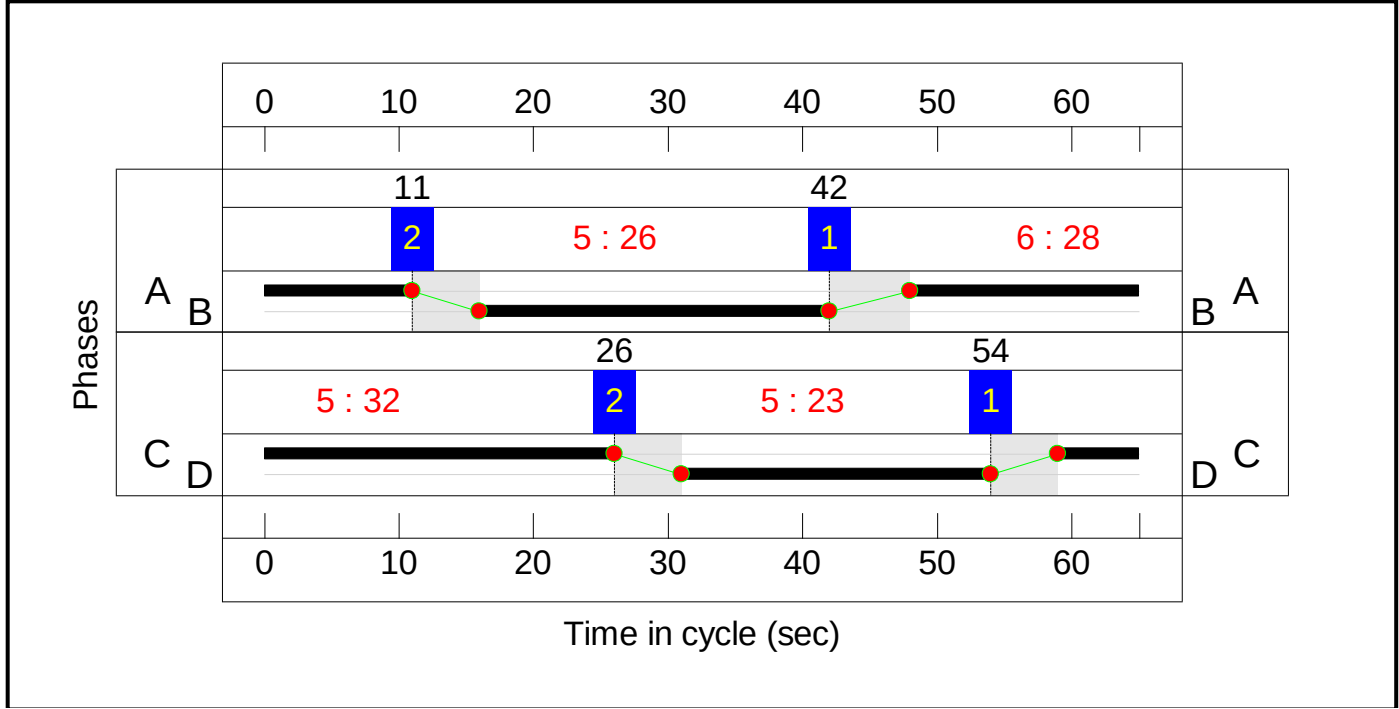
Stage Stream: 1

Stage	1	2
Duration	28	26
Change Point	42	11

Stage Stream: 2

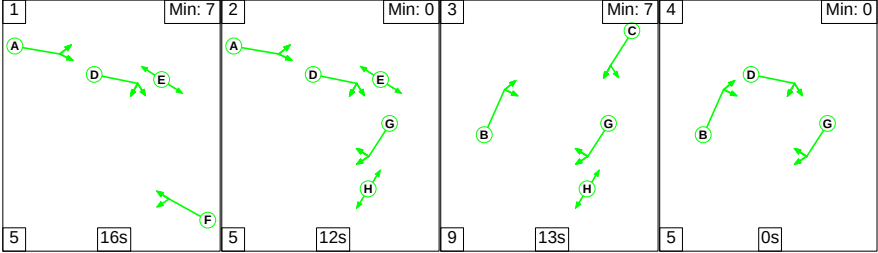
Stage	1	2
Duration	32	23
Change Point	54	26

Signal Timings Diagram



C3 - Mold Rd Gateway

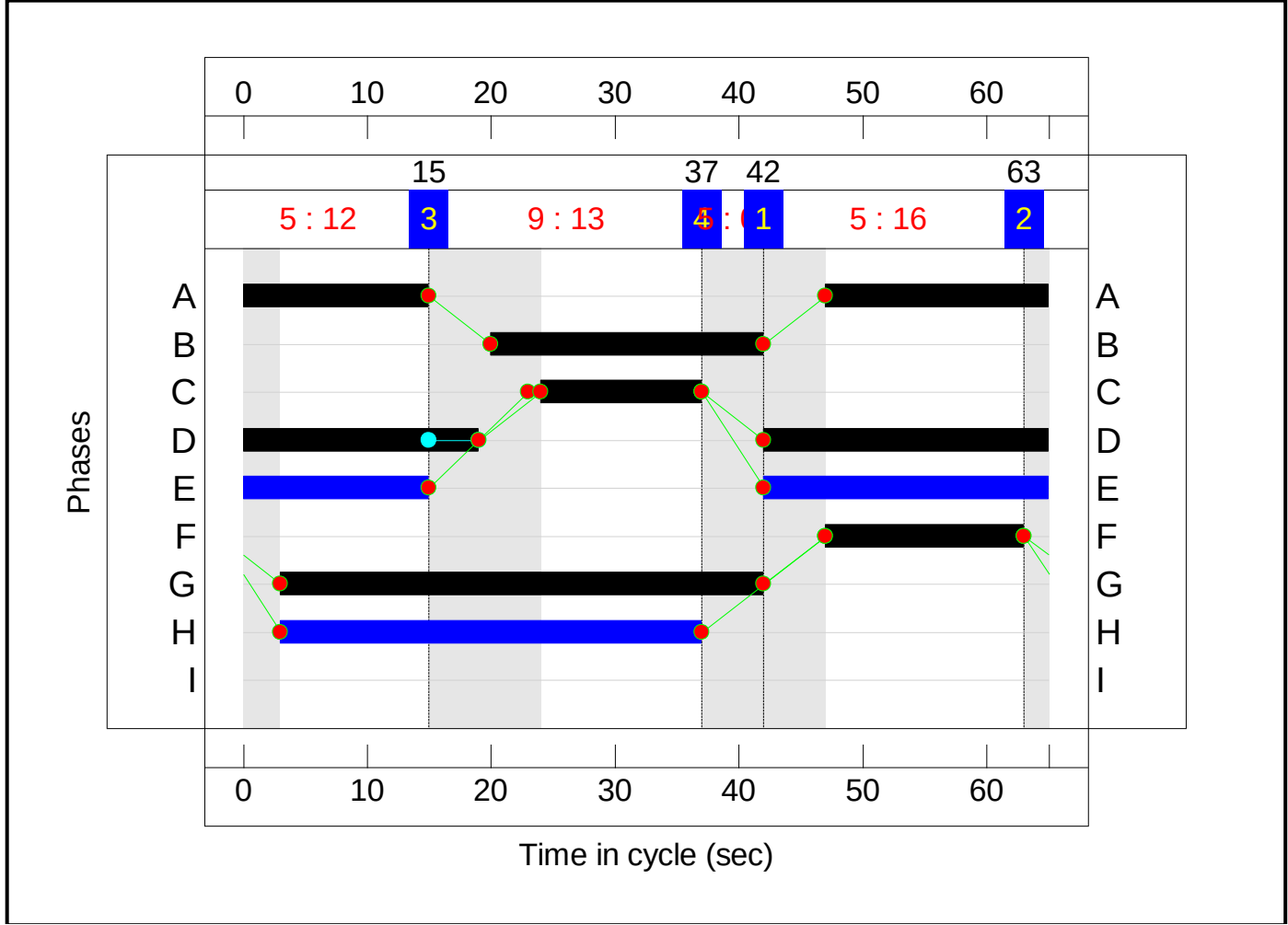
Stage Sequence Diagram



Stage Timings

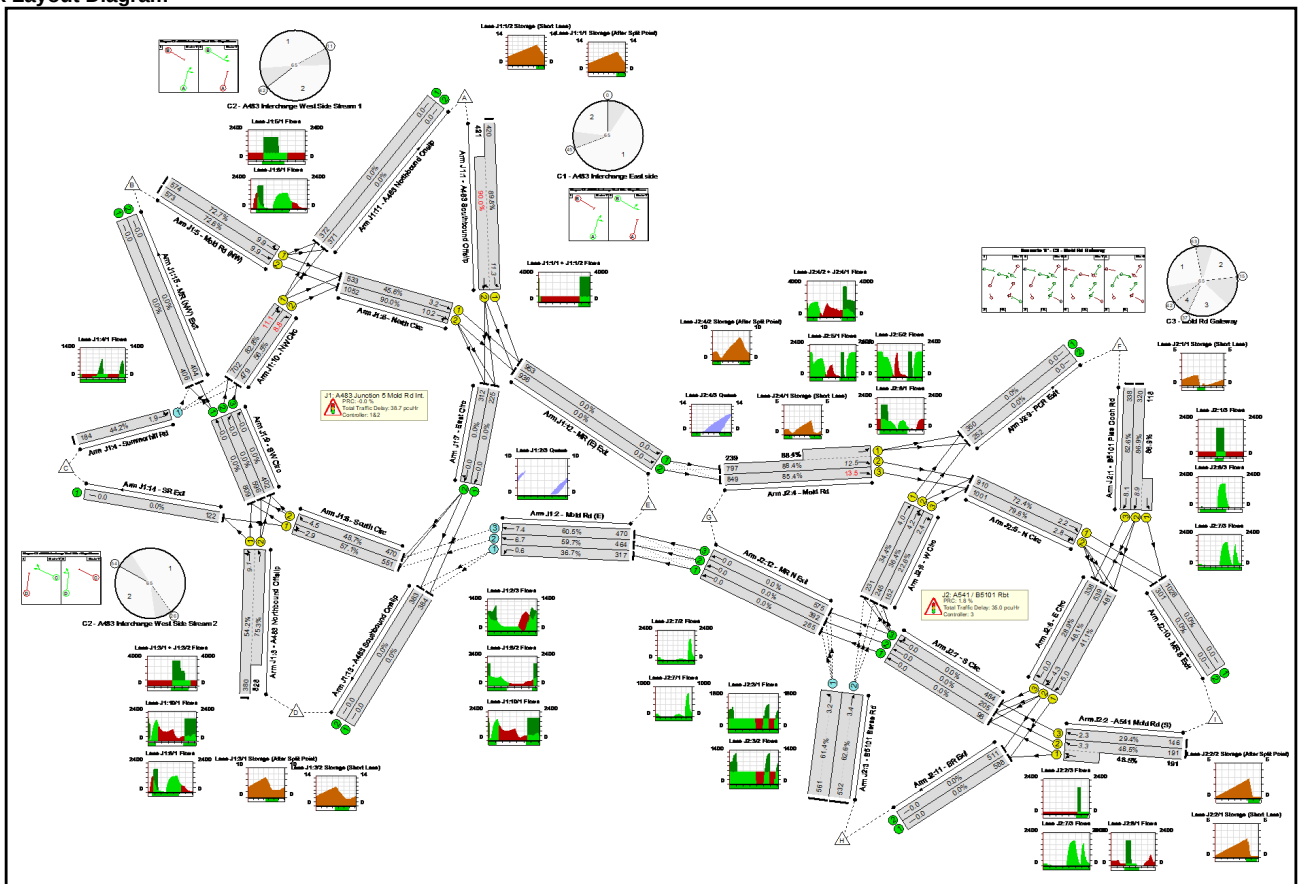
Stage	1	2	3	4
Duration	16	12	13	0
Change Point	42	63	15	37

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	15	-	841	1900:1900	468+468	89.8 : 90.0%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	317	Inf	864	36.7%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	464	Inf	777	59.7%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	470	Inf	777	60.5%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	23	-	908	1900:1900	702+702	54.2 : 75.3%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	184	Inf	416	44.2%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	26	-	574	1900	789	72.7%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	26	-	573	1900	789	72.6%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	39	-	533	1900	1169	45.6%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	39	-	1052	1900	1169	90.0%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	32	-	551	1900	965	57.1%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	32	-	470	1900	965	48.7%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	809	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	596	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	402	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	28	-	702	1900	848	82.8%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	28	-	479	1900	848	56.5%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	372	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	371	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	953	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	936	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	384	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	383	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	122	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	406	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	404	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	88.4%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	13	-	438	1900:1900	368+136	86.9 : 86.9%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	13	-	338	1900	409	82.6%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	16	-	382	1900:1900	394+394	48.5 : 48.5%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	16	-	146	1900	497	29.4%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	561	1900	914	61.4%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	532	1900	850	62.6%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	33	-	1036	1900:1900	902+270	88.4 : 88.4%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	33	-	849	1900	994	85.4%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	42	-	910	1900	1257	72.4%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	42	-	1001	1900	1257	79.6%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	39	-	481	1900	1169	41.1%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	39	-	539	1900	1169	46.1%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	39	-	338	1900	1169	28.9%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	98	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	205	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	484	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	22	-	231	1900	672	34.4%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	22	-	245	1900	672	36.4%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	22	-	152	1900	672	22.6%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	350	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	252	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	1028	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	301	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	588	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	511	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	285	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	392	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	575	Inf	Inf	0.0%

Full Input Data And Results

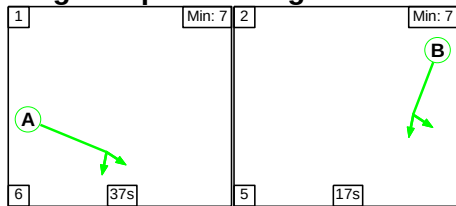
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2528	0	0	45.0	28.6	0.0	73.6	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1435	0	0	24.7	13.9	0.0	38.7	-	-	-	-
1/1+1/2	841	841	-	-	-	5.5	4.1	-	9.6 (4.8+4.8)	41.3 (41.3:41.3)	7.3	4.1	11.3
2/1	317	317	317	0	0	0.0	0.3	-	0.3	3.4	0.3	0.3	0.6
2/2	464	464	464	0	0	0.5	0.7	-	1.2	9.2	6.0	0.7	6.7
2/3	470	470	470	0	0	0.6	0.8	-	1.4	10.8	6.6	0.8	7.4
3/1+3/2	908	908	-	-	-	4.3	0.9	-	5.2 (2.1+3.2)	20.8 (19.8:21.5)	8.2	0.9	9.1
4/1	184	184	184	0	0	0.4	0.4	-	0.8	15.3	1.5	0.4	1.9
5/1	574	574	-	-	-	2.5	1.3	-	3.9	24.2	8.6	1.3	9.9
5/2	573	573	-	-	-	2.5	1.3	-	3.8	24.1	8.6	1.3	9.9
6/1	533	533	-	-	-	0.5	0.0	-	0.5	3.3	3.2	0.0	3.2
6/2	1052	1052	-	-	-	2.6	0.0	-	2.6	9.0	10.2	0.0	10.2
7/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	551	551	-	-	-	0.5	0.7	-	1.2	7.7	2.2	0.7	2.9
8/2	470	470	-	-	-	0.6	0.5	-	1.1	8.5	4.0	0.5	4.5
9/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	702	702	-	-	-	3.1	2.3	-	5.4	27.9	8.8	2.3	11.1
10/2	479	479	-	-	-	0.9	0.6	-	1.5	11.6	8.2	0.6	8.8
11/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	1093	0	0	20.3	14.7	0.0	35.0	-	-	-	-
1/2+1/1	438	438	-	-	-	2.9	3.0	-	5.9 (4.4+1.5)	48.5 (49.0:46.9)	5.9	3.0	8.9
1/3	338	338	-	-	-	2.3	2.2	-	4.5	48.1	5.8	2.2	8.1
2/2+2/1	382	382	-	-	-	2.1	0.5	-	2.6 (1.3+1.3)	24.1 (24.1:24.1)	2.8	0.5	3.3
2/3	146	146	-	-	-	0.8	0.2	-	1.0	24.3	2.1	0.2	2.3
3/1	561	561	561	0	0	0.5	0.8	-	1.3	8.3	2.8	0.4	3.2
3/2	532	532	532	0	0	0.7	0.8	-	1.5	10.1	3.0	0.4	3.4
4/2+4/1	1036	1036	-	-	-	2.8	3.6	-	6.4 (5.1+1.3)	22.3 (23.1:19.9)	8.9	3.6	12.5
4/3	849	849	-	-	-	2.7	2.8	-	5.6	23.6	10.7	2.8	13.5
5/1	910	910	-	-	-	0.5	0.0	-	0.5	2.0	2.2	0.0	2.2
5/2	1001	1001	-	-	-	0.8	0.0	-	0.8	2.7	2.8	0.0	2.8
6/1	481	481	-	-	-	0.5	0.0	-	0.5	4.1	5.0	0.0	5.0
6/2	539	539	-	-	-	0.5	0.0	-	0.5	3.1	4.3	0.0	4.3
6/3	338	338	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
7/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	1.4	0.3	-	1.6	25.1	3.8	0.3	4.0
8/2	245	245	-	-	-	1.2	0.3	-	1.5	22.1	3.9	0.3	4.2
8/3	152	152	-	-	-	0.7	0.1	-	0.8	19.1	2.2	0.1	2.4
9/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

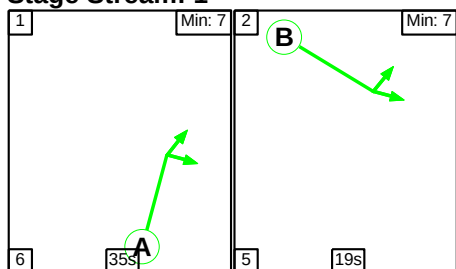
9/2	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
10/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
11/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
11/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
12/3	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway			PRC for Signalised Lanes (%): Stream: 1 PRC for Signalised Lanes (%): Stream: 2 PRC for Signalised Lanes (%): PRC for Signalised Lanes (%): PRC Over All Lanes (%)	-0.0 8.7 19.6 1.8 -0.0	Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	12.77 14.68 7.54 32.18 73.63	Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s): 	65 65 65 65 				

Stage Sequence Diagram



Stage	1	2
Duration	37	17
Change Point	33	11

Stage Stream: 1



The diagram shows a river channel with two points, C and D, marked with green circles. At point C, a green arrow points upstream and to the left, and a green vector arrow points upstream and to the right. At point D, a green arrow points upstream and to the left, and a green vector arrow points upstream and to the right. The channel is divided into two sections by a vertical line. The left section is labeled '1' at the top and '5' at the bottom, with a '36s' label at the bottom. The right section is labeled '2' at the top and '5' at the bottom, with a '19s' label at the bottom. Both sections have a 'Min: 7' label at the top right.

Stage Timings

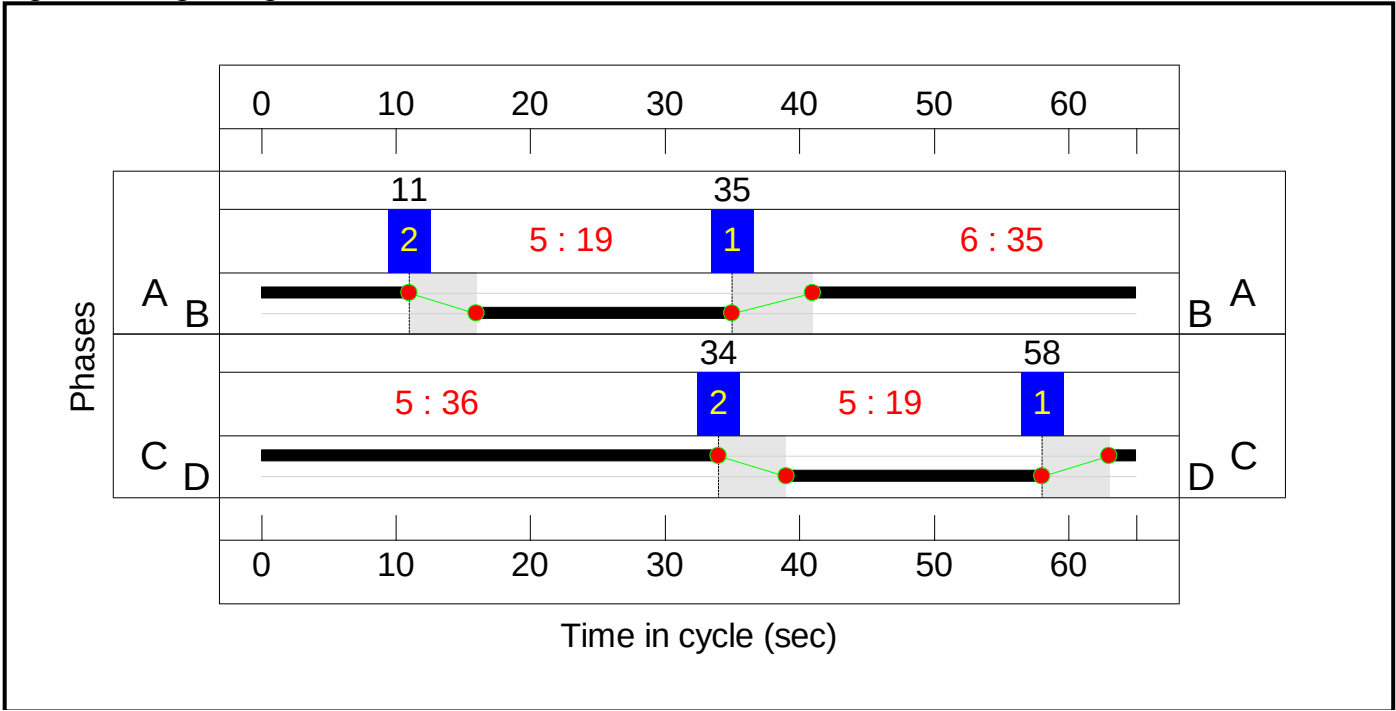
Stage Stream: 1

Stage	1	2
Duration	35	19
Change Point	35	11

Stage Stream: 2

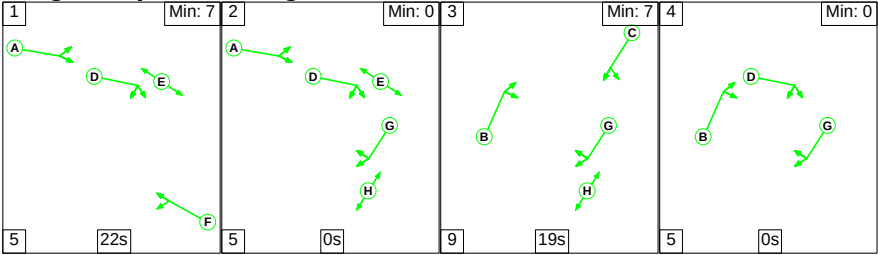
Stage	1	2
Duration	36	19
Change Point	58	34

Signal Timings Diagram



C3 - Mold Rd Gateway

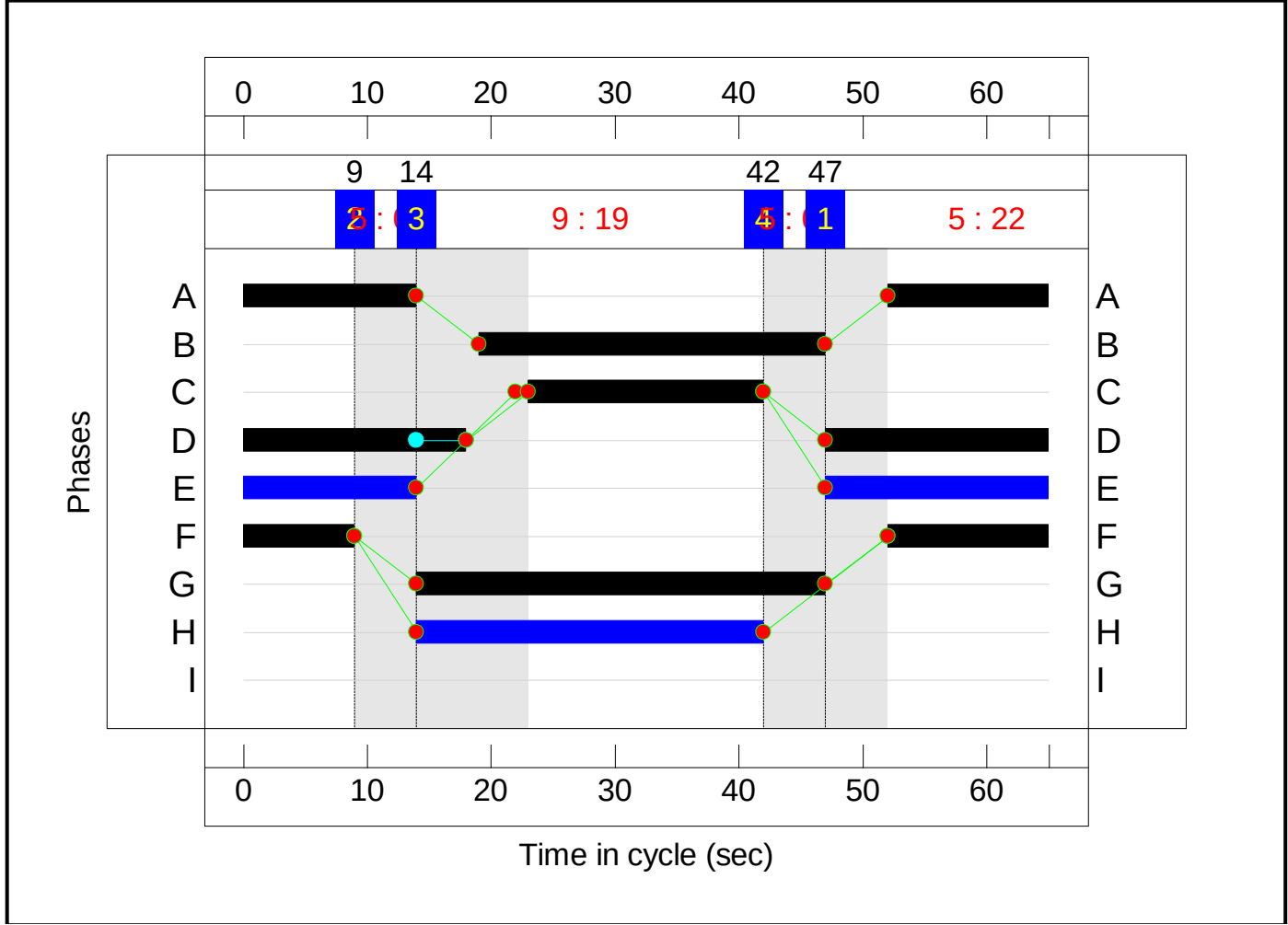
Stage Sequence Diagram



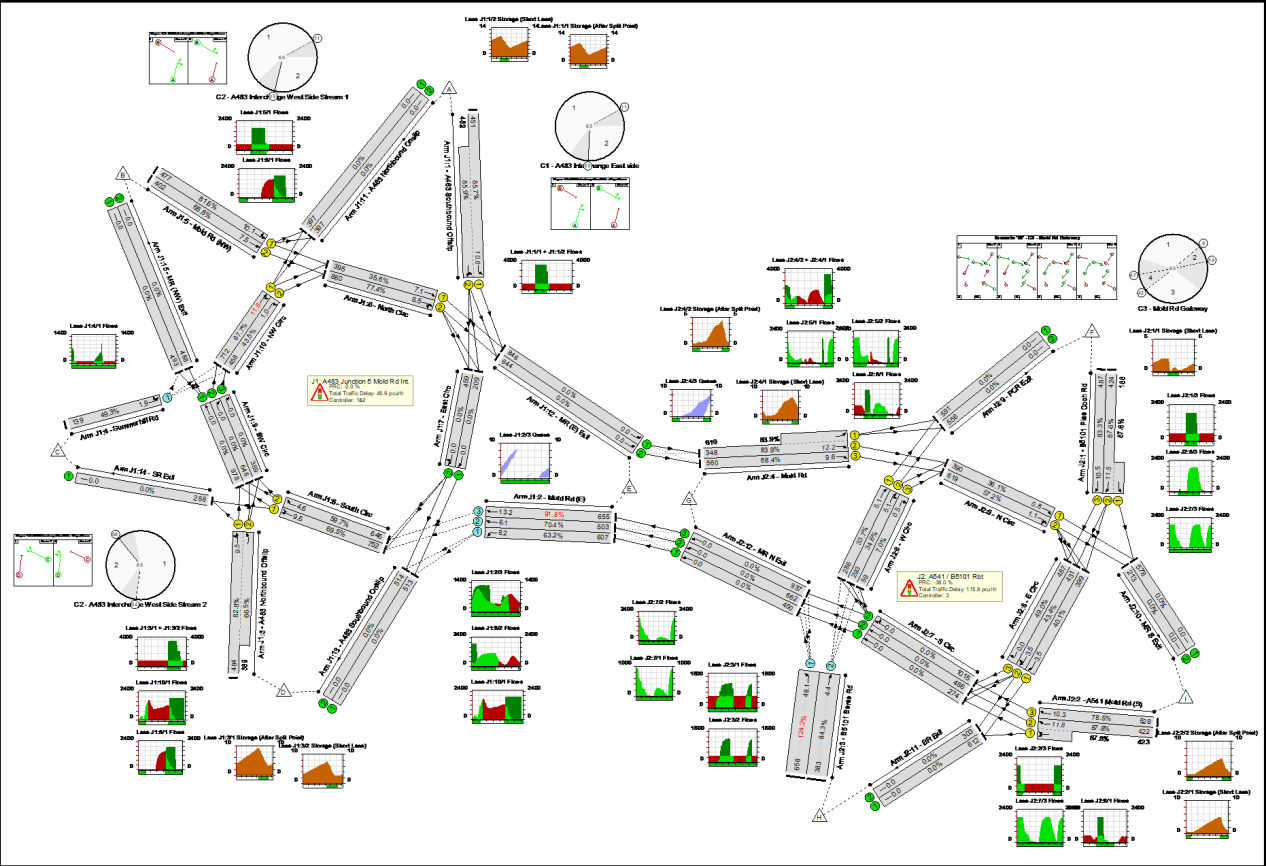
Stage Timings

Stage	1	2	3	4
Duration	22	0	19	0
Change Point	47	9	14	42

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	N/A	-	-		-	-	-	-	-	-	124.2%
J1: A483 Junction 5 Mold Rd Int.	-	-	N/A	-	-		-	-	-	-	-	-	91.8%
1/1+1/2	A483 Southbound Offslip Ahead Left	U	N/A	N/A	C1:B		1	17	-	903	1900:1900	526+526	85.7 : 85.9%
2/1	Mold Rd (E) Left	O	N/A	N/A	-		-	-	-	654	Inf	962	63.2%
2/2	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	534	Inf	713	70.4%
2/3	Mold Rd (E) Ahead	O	N/A	N/A	-		-	-	-	690	Inf	713	91.8%
3/1+3/2	A483 Northbound Offslip Ahead Left	U	2:2	N/A	C2:D		1	19	-	873	1900:1900	585+585	82.8 : 66.5%
4/1	Summerhill Rd Ahead Left	O	N/A	N/A	-		-	-	-	139	Inf	282	49.3%
5/1	Mold Rd (NW) Ahead Left	U	2:1	N/A	C2:B		1	19	-	477	1900	585	81.6%
5/2	Mold Rd (NW) Ahead	U	2:1	N/A	C2:B		1	19	-	402	1900	585	68.8%
6/1	North Circ Ahead	U	N/A	N/A	C1:A		1	37	-	395	1900	1111	35.6%
6/2	North Circ Right Ahead	U	N/A	N/A	C1:A		1	37	-	860	1900	1111	77.4%
7/1	East Circ Ahead	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/2	East Circ Right Ahead	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
8/1	South Circ Right Ahead	U	2:2	N/A	C2:C		1	36	-	783	1900	1082	69.5%
8/2	South Circ Right	U	2:2	N/A	C2:C		1	36	-	690	1900	1082	59.7%

Full Input Data And Results

9/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	1003	Inf	Inf	0.0%
9/2	SW Circ Right	U	N/A	N/A	-	-	-	-	690	Inf	Inf	0.0%
9/3	SW Circ Right	U	N/A	N/A	-	-	-	-	389	Inf	Inf	0.0%
10/1	NW Circ Right Ahead	U	2:1	N/A	C2:A	1	35	-	756	1900	1052	67.7%
10/2	NW Circ Right	U	2:1	N/A	C2:A	1	35	-	458	1900	1052	43.5%
11/1	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	419	Inf	Inf	0.0%
11/2	A483 Northbound Onslip	U	N/A	N/A	-	-	-	-	419	Inf	Inf	0.0%
12/1	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	846	Inf	Inf	0.0%
12/2	MR (E) Exit Ahead	U	N/A	N/A	-	-	-	-	644	Inf	Inf	0.0%
13/1	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	536	Inf	Inf	0.0%
13/2	A483 Southbound Onslip	U	N/A	N/A	-	-	-	-	537	Inf	Inf	0.0%
14/1	SR Exit	U	N/A	N/A	-	-	-	-	264	Inf	Inf	0.0%
15/1	MR (NW) Exit	U	N/A	N/A	-	-	-	-	506	Inf	Inf	0.0%
15/2	MR (NW) Exit	U	N/A	N/A	-	-	-	-	501	Inf	Inf	0.0%
J2: A541 / B5101 Rbt	-	-	N/A	-	-	-	-	-	-	-	-	124.2%
1/2+1/1	B5101 Plas Coch Rd Ahead Ahead2	U	N/A	N/A	C3:C	1	19	-	612	1900:1900	484+215	87.6 : 87.6%
1/3	B5101 Plas Coch Rd Ahead	U	N/A	N/A	C3:C	1	19	-	487	1900	585	83.3%
2/2+2/1	A541 Mold Rd (S) Ahead Ahead2	U	N/A	N/A	C3:F	1	22	-	845	1900:1900	481+482	87.8 : 87.8%
2/3	A541 Mold Rd (S) Ahead	U	N/A	N/A	C3:F	1	22	-	528	1900	672	78.5%

Full Input Data And Results

3/1	B5101 Berse Rd Left	O	N/A	N/A	-	-	-	-	658	1900	530	124.2%
3/2	B5101 Berse Rd Ahead	O	N/A	N/A	-	-	-	-	383	1900	454	84.3%
4/2+4/1	Mold Rd Ahead Ahead2	U	N/A	N/A	C3:A	1	27	-	958	1900:1900	415+727	83.9 : 83.9%
4/3	Mold Rd Ahead	U	N/A	N/A	C3:A	1	27	-	560	1900	818	68.4%
5/1	N Circ Ahead	U	N/A	N/A	C3:D	1	36	-	390	1900	1082	36.1%
5/2	N Circ Right Ahead	U	N/A	N/A	C3:D	1	36	-	619	1900	1082	57.2%
6/1	E Circ Ahead	U	N/A	N/A	C3:G	1	33	-	399	1900	994	40.1%
6/2	E Circ Right Ahead	U	N/A	N/A	C3:G	1	33	-	431	1900	994	43.4%
6/3	E Circ Right	U	N/A	N/A	C3:G	1	33	-	487	1900	994	49.0%
7/1	S Circ Ahead	U	N/A	N/A	-	-	-	-	274	Inf	Inf	0.0%
7/2	S Circ Ahead	U	N/A	N/A	-	-	-	-	486	Inf	Inf	0.0%
7/3	S Circ Right Ahead	U	N/A	N/A	-	-	-	-	1015	Inf	Inf	0.0%
8/1	W Circ Ahead	U	N/A	N/A	C3:B	1	28	-	286	1900	848	33.7%
8/2	W Circ Right Ahead	U	N/A	N/A	C3:B	1	28	-	293	1900	848	34.6%
8/3	W Circ Right	U	N/A	N/A	C3:B	1	28	-	59	1900	848	7.0%
9/1	PCR Exit	U	N/A	N/A	-	-	-	-	591	Inf	Inf	0.0%
9/2	PCR Exit	U	N/A	N/A	-	-	-	-	556	Inf	Inf	0.0%
10/1	MR S Exit	U	N/A	N/A	-	-	-	-	578	Inf	Inf	0.0%
10/2	MR S Exit	U	N/A	N/A	-	-	-	-	213	Inf	Inf	0.0%
11/1	BR Exit	U	N/A	N/A	-	-	-	-	612	Inf	Inf	0.0%
11/2	BR Exit	U	N/A	N/A	-	-	-	-	303	Inf	Inf	0.0%
12/1	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	493	Inf	Inf	0.0%
12/2	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	705	Inf	Inf	0.0%
12/3	MR N Exit Ahead	U	N/A	N/A	-	-	-	-	980	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: A483 Mold Rd Interchange and Plas Coch Rd Rbt	-	-	2817	0	0	59.3	102.4	0.0	161.7	-	-	-	-
J1: A483 Junction 5 Mold Rd Int.	-	-	1904	0	0	27.7	18.2	0.0	45.9	-	-	-	-
1/1+1/2	903	903	-	-	-	5.6	2.9	-	8.5 (4.2+4.3)	33.9 (33.9:33.9)	7.7	2.9	10.6
2/1	607	607	607	0	0	0.4	0.9	-	1.3	7.7	7.3	0.9	8.2
2/2	503	503	503	0	0	0.5	1.2	-	1.7	11.8	5.0	1.2	6.1
2/3	655	655	655	0	0	1.0	4.8	-	5.9	32.2	8.4	4.8	13.2
3/1+3/2	873	873	-	-	-	4.9	1.5	-	6.4 (3.6+2.8)	26.3 (26.9:25.6)	8.1	1.5	9.5
4/1	139	139	139	0	0	0.4	0.5	-	0.9	23.0	1.4	0.5	1.9
5/1	477	477	-	-	-	2.8	2.1	-	4.9	36.9	8.0	2.1	10.1
5/2	402	402	-	-	-	2.2	1.1	-	3.3	29.5	6.4	1.1	7.5
6/1	395	395	-	-	-	1.2	0.0	-	1.2	10.7	7.1	0.0	7.1
6/2	860	860	-	-	-	1.7	0.0	-	1.7	7.1	8.5	0.0	8.5
7/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	752	752	-	-	-	2.5	1.1	-	3.6	17.4	8.5	1.1	9.6
8/2	646	646	-	-	-	0.8	0.7	-	1.5	8.5	3.9	0.7	4.6
9/1	978	978	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/3	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	712	712	-	-	-	3.6	1.0	-	4.6	23.5	10.6	1.0	11.6
10/2	458	458	-	-	-	0.1	0.4	-	0.5	3.6	0.7	0.4	1.0
11/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: A541 / B5101 Rbt	-	-	913	0	0	31.6	84.2	0.0	115.8	-	-	-	-
1/2+1/1	612	612	-	-	-	3.4	3.3	-	6.7 (4.7+2.0)	39.3 (39.7:38.3)	8.2	3.3	11.5
1/3	487	487	-	-	-	2.8	2.4	-	5.2	38.5	8.1	2.4	10.5
2/2+2/1	845	845	-	-	-	4.1	3.4	-	7.5 (3.8+3.8)	32.2 (32.1:32.2)	8.4	3.4	11.8
2/3	528	528	-	-	-	2.8	1.8	-	4.5	31.0	8.5	1.8	10.3
3/1	658	530	530	0	0	6.6	66.6	-	73.2	400.7	14.8	33.3	48.1
3/2	383	383	383	0	0	1.3	2.5	-	3.8	35.9	3.1	1.3	4.4
4/2+4/1	958	958	-	-	-	3.8	2.5	-	6.3 (2.1+4.2)	23.8 (22.0:24.9)	9.7	2.5	12.2
4/3	560	560	-	-	-	2.3	1.1	-	3.4	21.6	8.6	1.1	9.6
5/1	390	390	-	-	-	0.2	0.0	-	0.2	2.2	0.8	0.0	0.8
5/2	619	619	-	-	-	0.4	0.0	-	0.4	2.2	1.1	0.0	1.1
6/1	399	399	-	-	-	0.7	0.0	-	0.7	6.4	3.5	0.0	3.5
6/2	431	431	-	-	-	0.7	0.0	-	0.7	5.9	3.5	0.0	3.5
6/3	487	487	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	286	286	-	-	-	1.2	0.3	-	1.4	18.0	4.8	0.3	5.1
8/2	293	293	-	-	-	1.1	0.3	-	1.4	16.9	4.9	0.3	5.1
8/3	59	59	-	-	-	0.1	0.0	-	0.2	10.9	0.4	0.0	0.5
9/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Null Input Data And Results													
9/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway PRC for Signalled Lanes (%): 4.8 Stream: 1 PRC for Signalled Lanes (%): 10.3 Stream: 2 PRC for Signalled Lanes (%): 8.7 PRC for Signalled Lanes (%): 2.5 PRC Over All Lanes (%): -38.0 Total Delay for Signalled Lanes (pcuHr): 11.38 Total Delay for Signalled Lanes (pcuHr): 13.28 Total Delay for Signalled Lanes (pcuHr): 11.55 Total Delay for Signalled Lanes (pcuHr): 38.72 Total Delay Over All Lanes(pcuHr): 161.68 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65													

Null Input Data And Results													
9/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/3	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - A483 Interchange East side C2 - A483 Interchange West Side C2 - A483 Interchange West Side C3 - Mold Rd Gateway PRC for Signalled Lanes (%): 4.8 Stream: 1 PRC for Signalled Lanes (%): 10.3 Stream: 2 PRC for Signalled Lanes (%): 8.7 PRC for Signalled Lanes (%): 2.5 PRC Over All Lanes (%): -38.0 Total Delay for Signalled Lanes (pcuHr): 11.38 Total Delay for Signalled Lanes (pcuHr): 13.28 Total Delay for Signalled Lanes (pcuHr): 11.55 Total Delay for Signalled Lanes (pcuHr): 38.72 Total Delay Over All Lanes(pcuHr): 161.68 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65 Cycle Time (s): 65													