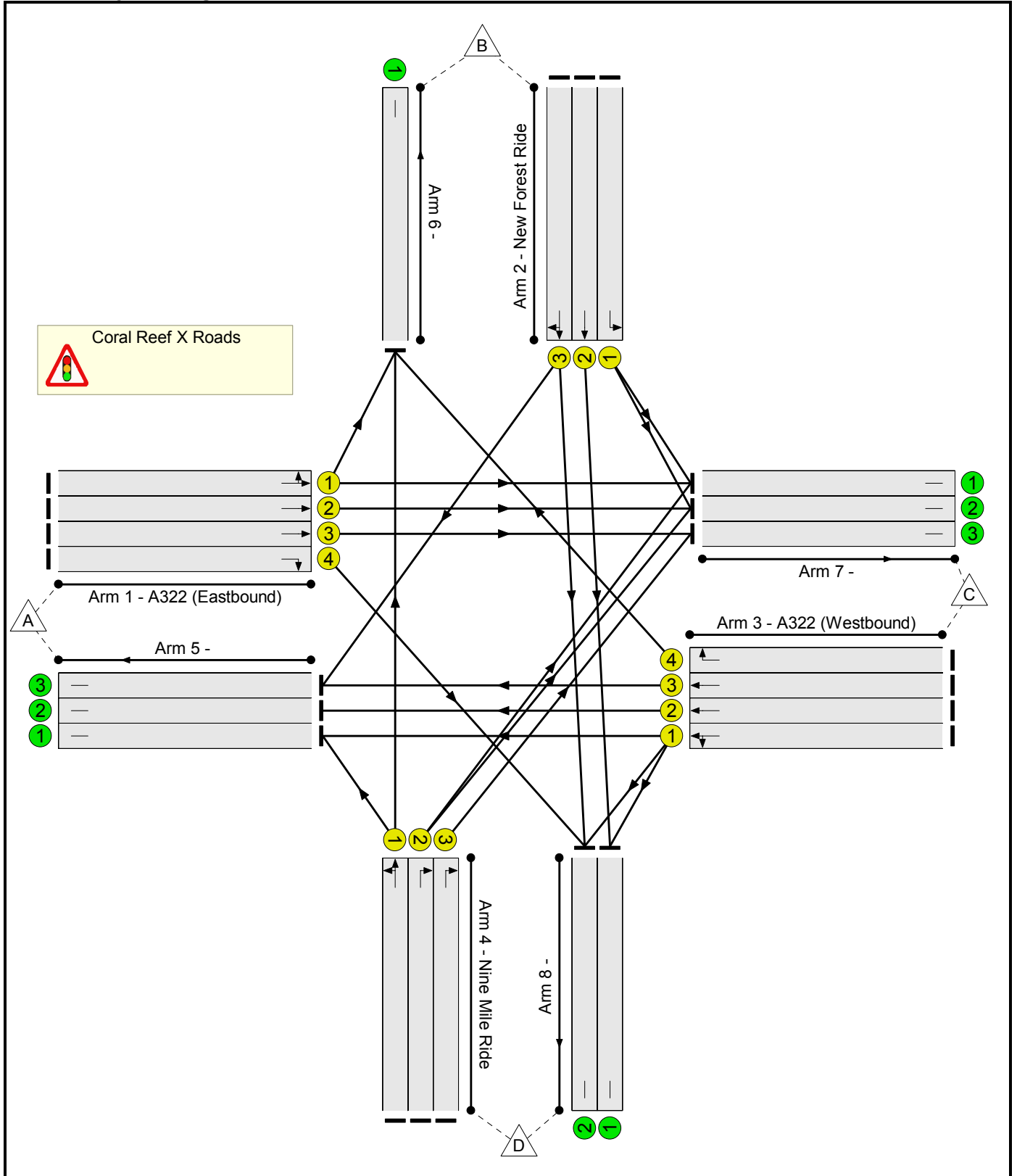


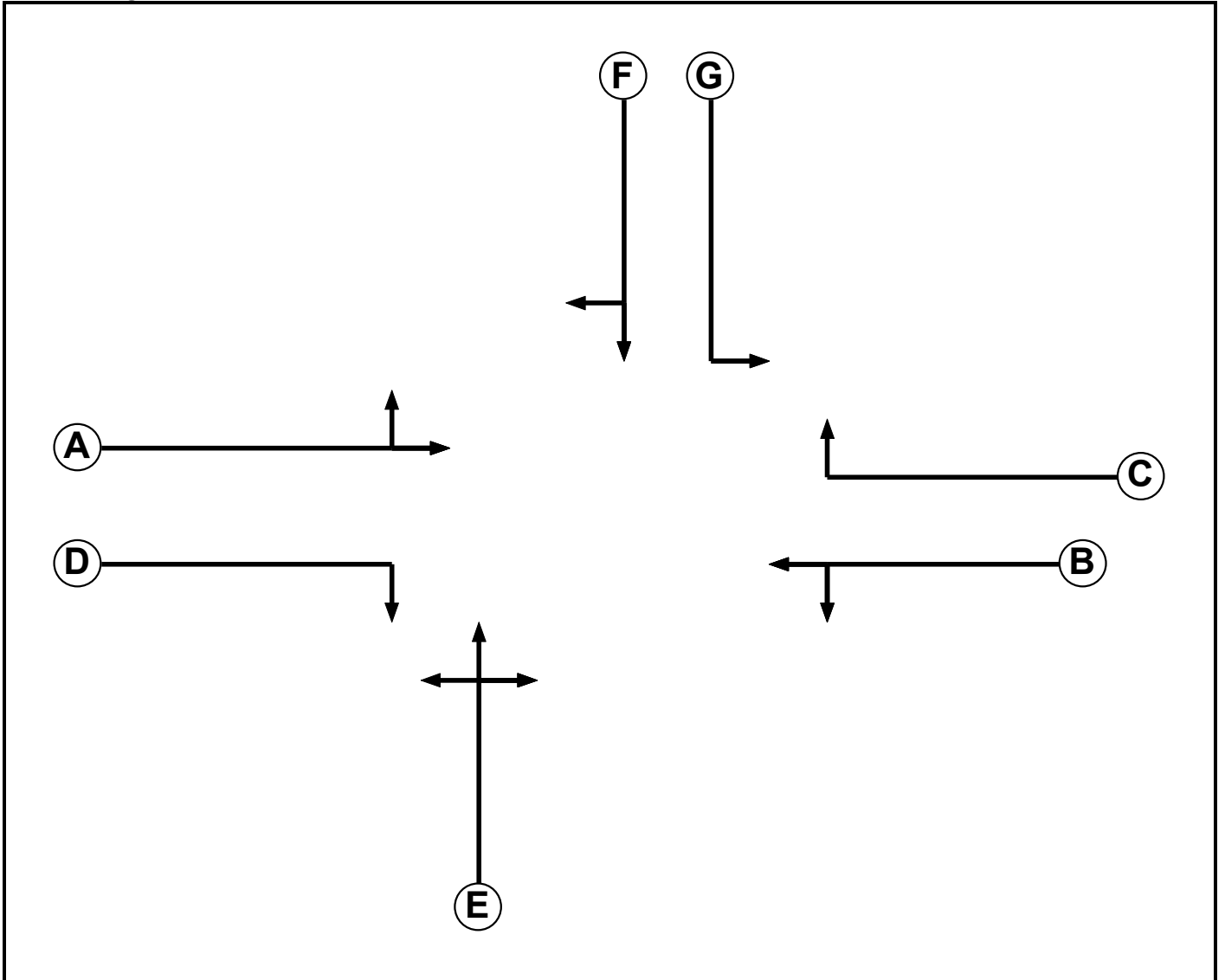
**User and Project Details**

|                   |   |
|-------------------|---|
| <b>Project:</b>   | <b>Coral Reef Junction Improvements</b> |
| <b>Title:</b>     | <b>Proposed Crossroads</b>              |
| <b>Location:</b>  |   |
| <b>File name:</b> | CR Final Layout 20140707.lsg3x          |
| <b>Author:</b>    | Graham Waite                            |
| <b>Company:</b>   | BFC                                     |
| <b>Address:</b>   |   |
| <b>Notes:</b>     |   |

### Network Layout Diagram



**Phase Diagram**



**Phase Input Data**

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Traffic    |              | 7          | 7        |
| F          | Traffic    |              | 7          | 7        |
| G          | Traffic    |              | 7          | 7        |

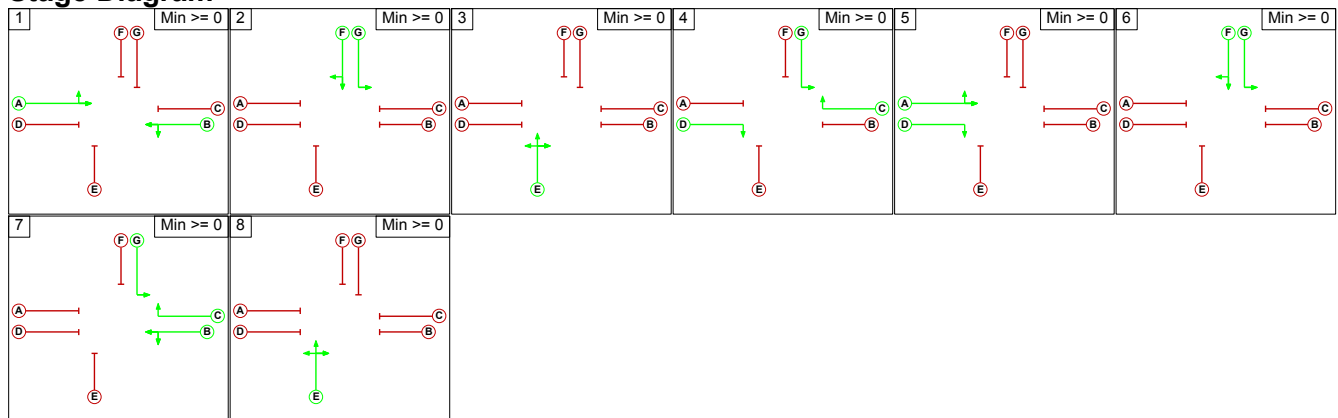
### Phase Intergreens Matrix

|                   |   | Starting Phase |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|
|                   |   | A              | B | C | D | E | F | G |
| Terminating Phase | A | -              | - | 5 | - | 5 | 7 | 9 |
|                   | B | -              | - | - | 5 | 8 | 5 | - |
|                   | C | 7              | - | - | - | 6 | 5 | - |
|                   | D | -              | 6 | - | - | 5 | 5 | - |
|                   | E | 6              | 5 | 5 | 5 | - | 7 | 8 |
|                   | F | 5              | 5 | 5 | 5 | 5 | - | - |
|                   | G | 5              | - | - | - | 5 | - | - |

### Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | F G             |
| 3         | E               |
| 4         | C D G           |
| 5         | A D             |
| 6         | F G             |
| 7         | B C G           |
| 8         | E               |

### Stage Diagram



**Phase Delays**

| Term. Stage | Start Stage | Phase | Type   | Value | Cont value |
|-------------|-------------|-------|--------|-------|------------|
| 1           | 6           | B     | Losing | 1     | 1          |
| 4           | 3           | C     | Losing | 1     | 1          |
| 4           | 3           | D     | Losing | 1     | 1          |
| 4           | 6           | D     | Losing | 1     | 1          |
| 4           | 8           | C     | Losing | 1     | 1          |
| 4           | 8           | D     | Losing | 1     | 1          |
| 5           | 2           | D     | Losing | 2     | 2          |
| 5           | 6           | D     | Losing | 2     | 2          |
| 7           | 3           | B     | Losing | 1     | 1          |
| 7           | 3           | C     | Losing | 1     | 1          |
| 7           | 8           | B     | Losing | 1     | 1          |
| 7           | 8           | C     | Losing | 1     | 1          |

**Prohibited Stage Change**

|            |   | To Stage |   |   |   |   |   |   |   |
|------------|---|----------|---|---|---|---|---|---|---|
|            |   | 1        | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| From Stage | 1 |          | X | X | 9 | 5 | 9 | 9 | 8 |
|            | 2 | 5        |   | X | X | 5 | 0 | 5 | 5 |
|            | 3 | X        | 8 |   | X | 6 | 8 | 8 | 0 |
|            | 4 | X        | X | 7 |   | 7 | 6 | 6 | 7 |
|            | 5 | 6        | 9 | 5 | 9 |   | 9 | 9 | 5 |
|            | 6 | 5        | 0 | 5 | 5 | 5 |   | 5 | 5 |
|            | 7 | 7        | 5 | 9 | 5 | 7 | 5 |   | 9 |
|            | 8 | 6        | 8 | 0 | 8 | 6 | 8 | 8 |   |

Full Input Data And Results  
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**Give-Way Lane Input Data**

|   |
|---|
| <b>Junction: Coral Reef X Roads</b>         |
| There are no Opposed Lanes in this Junction |

**Lane Input Data**

| Junction: Coral Reef X Roads |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                         | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(A322<br>(Eastbound)) | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.60           | 0.00     | Y             | Arm 6 Left  | Inf                |
|                              |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | Inf                |
| 1/2<br>(A322<br>(Eastbound)) | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.60           | 0.00     | N             | Arm 7 Ahead | Inf                |
| 1/3<br>(A322<br>(Eastbound)) | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.60           | 0.00     | N             | Arm 7 Ahead | Inf                |
| 1/4<br>(A322<br>(Eastbound)) | U         | D      | 2           | 3         | 15.0                  | Geom          | -                                 | 3.60           | 0.00     | N             | Arm 8 Right | Inf                |
| 2/1<br>(New Forest Ride )    | U         | G      | 2           | 3         | 10.0                  | Geom          | -                                 | 4.00           | 0.00     | Y             | Arm 7 Left  | 20.00              |
| 2/2<br>(New Forest Ride )    | U         | F      | 2           | 3         | 60.0                  | Geom          | -                                 | 4.00           | 0.00     | N             | Arm 8 Ahead | Inf                |
| 2/3<br>(New Forest Ride )    | U         | F      | 2           | 3         | 8.0                   | Geom          | -                                 | 4.00           | 0.00     | N             | Arm 5 Right | Inf                |
|                              |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | Inf                |
| 3/1<br>(A322<br>(Westbound)) | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.60           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                              |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 30.00              |
| 3/2<br>(A322<br>(Westbound)) | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.60           | 0.00     | N             | Arm 5 Ahead | Inf                |
| 3/3<br>(A322<br>(Westbound)) | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | N             | Arm 5 Ahead | Inf                |
| 3/4<br>(A322<br>(Westbound)) | U         | C      | 2           | 3         | 25.0                  | Geom          | -                                 | 3.60           | 0.00     | N             | Arm 6 Right | Inf                |
| 4/1<br>(Nine Mile Ride)      | U         | E      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.65           | 0.00     | N             | Arm 5 Left  | 15.00              |
|                              |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
| 4/2<br>(Nine Mile Ride)      | U         | E      | 2           | 3         | 15.0                  | Geom          | -                                 | 3.65           | 0.00     | N             | Arm 7 Right | 30.00              |
| 4/3<br>(Nine Mile Ride)      | U         | E      | 2           | 3         | 15.0                  | Geom          | -                                 | 3.65           | 0.00     | N             | Arm 7 Right | 30.00              |
| 5/1                          | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 5/2                          | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

Full Input Data And Results  
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|     |   |  |   |   |      |     |   |   |   |   |   |   |
|-----|---|--|---|---|------|-----|---|---|---|---|---|---|
| 5/3 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/1 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/2 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/3 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/2 | U |  | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

**Traffic Flow Groups**

| Flow Group                | Start Time | End Time | Duration | Formula |
|---------------------------|------------|----------|----------|---------|
| 1: '2013 Observed AM'     | 08:00      | 09:00    | 01:00    |         |
| 2: '2013 Observed PM'     | 17:00      | 18:00    | 01:00    |         |
| 3: '2026 M3 AM'           | 08:00      | 09:00    | 01:00    |         |
| 4: '2026 M3 PM'           | 17:00      | 18:00    | 01:00    |         |
| 5: '2013 Observed AM 90%' | 08:00      | 09:00    | 01:00    | F1*0.9  |
| 6: '2013 Observed PM 90%' | 17:00      | 18:00    | 01:00    | F2*0.9  |
| 7: '2026 M3 AM 90%'       | 08:00      | 09:00    | 01:00    | F3*0.9  |
| 8: '2026 M3 PM 90%'       | 17:00      | 18:00    | 01:00    | F4*0.9  |

**Scenario 1: '2013 AM Peak'** (FG1: '2013 Observed AM', Plan 3: 'Option 3')

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |      |     |      |     | Tot. |
|--------|-------------|------|-----|------|-----|------|
|        | A           | B    | C   | D    |     |      |
| Origin | A           | 2    | 68  | 1446 | 114 | 1630 |
|        | B           | 56   | 0   | 155  | 227 | 438  |
|        | C           | 1671 | 97  | 5    | 383 | 2156 |
|        | D           | 71   | 186 | 393  | 0   | 650  |
|        | Tot.        | 1800 | 351 | 1999 | 724 | 4874 |



### Traffic Lane Flows

| Lane                                | Scenario 1:<br>2013 AM Peak |
|-------------------------------------|-----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                             |
| 1/1                                 | 473                         |
| 1/2                                 | 520                         |
| 1/3                                 | 521                         |
| 1/4                                 | 114                         |
| 2/1                                 | 155                         |
| 2/2                                 | 142                         |
| 2/3                                 | 141                         |
| 3/1                                 | 629                         |
| 3/2                                 | 711                         |
| 3/3                                 | 714                         |
| 3/4                                 | 97                          |
| 4/1                                 | 257                         |
| 4/2                                 | 196                         |
| 4/3                                 | 197                         |
| 5/1                                 | 317                         |
| 5/2                                 | 711                         |
| 5/3                                 | 770                         |
| 6/1                                 | 351                         |
| 7/1                                 | 580                         |
| 7/2                                 | 696                         |
| 7/3                                 | 718                         |
| 8/1                                 | 334                         |
| 8/2                                 | 390                         |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 14.4 %        | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 85.6 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 39.7 %        | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 60.3 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 39.1 %        | 1917              | 1917                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 60.9 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 27.6 %        | 2063              | 2063                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 72.4 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 2: '2013 PM Peak'** (FG2: '2013 Observed PM', Plan 3: 'Option 3')

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |      |     |      |      | Tot. |
|--------|-------------|------|-----|------|------|------|
|        | A           | B    | C   | D    | Tot. |      |
| Origin | A           | 5    | 86  | 1587 | 91   | 1769 |
|        | B           | 156  | 0   | 77   | 287  | 520  |
|        | C           | 1704 | 176 | 7    | 506  | 2393 |
|        | D           | 115  | 199 | 281  | 0    | 595  |
|        | Tot.        | 1980 | 461 | 1952 | 884  | 5277 |

**Traffic Lane Flows**

| Lane                                | Scenario 2:<br>2013 PM Peak |
|-------------------------------------|-----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                             |
| 1/1                                 | 525                         |
| 1/2                                 | 574                         |
| 1/3                                 | 574                         |
| 1/4                                 | 91                          |
| 2/1                                 | 77                          |
| 2/2                                 | 221                         |
| 2/3                                 | 222                         |
| 3/1                                 | 679                         |
| 3/2                                 | 763                         |
| 3/3                                 | 768                         |
| 3/4                                 | 176                         |
| 4/1                                 | 314                         |
| 4/2                                 | 140                         |
| 4/3                                 | 141                         |
| 5/1                                 | 288                         |
| 5/2                                 | 763                         |
| 5/3                                 | 924                         |
| 6/1                                 | 461                         |
| 7/1                                 | 547                         |
| 7/2                                 | 683                         |
| 7/3                                 | 715                         |
| 8/1                                 | 474                         |
| 8/2                                 | 410                         |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 16.4 %        | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 83.6 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 70.3 %        | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 29.7 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 25.5 %        | 1904              | 1904                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 74.5 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 36.6 %        | 2045              | 2045                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 63.4 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 3: '2026 M3 AM'** (FG3: '2026 M3 AM', Plan 3: 'Option 3')

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |      |     |      |      | Tot. |
|--------|-------------|------|-----|------|------|------|
|        | A           | B    | C   | D    | Tot. |      |
| Origin | A           | 0    | 17  | 1365 | 184  | 1566 |
|        | B           | 199  | 0   | 231  | 198  | 628  |
|        | C           | 2077 | 173 | 0    | 384  | 2634 |
|        | D           | 52   | 85  | 638  | 0    | 775  |
|        | Tot.        | 2328 | 275 | 2234 | 766  | 5603 |

**Traffic Lane Flows**

| Lane                                | Scenario 3:<br>2026 M3 AM |
|-------------------------------------|---------------------------|
| <b>Junction: Coral Reef X Roads</b> |                           |
| 1/1                                 | 432                       |
| 1/2                                 | 475                       |
| 1/3                                 | 475                       |
| 1/4                                 | 184                       |
| 2/1                                 | 231                       |
| 2/2                                 | 198                       |
| 2/3                                 | 199                       |
| 3/1                                 | 764                       |
| 3/2                                 | 846                       |
| 3/3                                 | 851                       |
| 3/4                                 | 173                       |
| 4/1                                 | 137                       |
| 4/2                                 | 320                       |
| 4/3                                 | 318                       |
| 5/1                                 | 432                       |
| 5/2                                 | 846                       |
| 5/3                                 | 1050                      |
| 6/1                                 | 275                       |
| 7/1                                 | 690                       |
| 7/2                                 | 751                       |
| 7/3                                 | 793                       |
| 8/1                                 | 390                       |
| 8/2                                 | 376                       |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 3.9 %         | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 96.1 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 0.0 %         |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 49.7 %        | 1927              | 1927                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 50.3 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 38.0 %        | 2042              | 2042                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 62.0 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 4: '2026 M3 PM'** (FG4: '2026 M3 PM', Plan 3: 'Option 3')

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |     |      |      |      | Tot. |
|--------|-------------|-----|------|------|------|------|
|        | A           | B   | C    | D    |      |      |
| Origin |             |     |      |      |      |      |
| A      | 0           | 1   | 1877 | 74   | 1952 |      |
| B      | 27          | 0   | 288  | 655  | 970  |      |
| C      | 1945        | 86  | 0    | 342  | 2373 |      |
| D      | 40          | 272 | 256  | 0    | 568  |      |
| Tot.   | 2012        | 359 | 2421 | 1071 | 5863 |      |

**Traffic Lane Flows**

| Lane                                | Scenario 4:<br>2026 M3 PM |
|-------------------------------------|---------------------------|
| <b>Junction: Coral Reef X Roads</b> |                           |
| 1/1                                 | 591                       |
| 1/2                                 | 643                       |
| 1/3                                 | 644                       |
| 1/4                                 | 74                        |
| 2/1                                 | 288                       |
| 2/2                                 | 341                       |
| 2/3                                 | 341                       |
| 3/1                                 | 710                       |
| 3/2                                 | 786                       |
| 3/3                                 | 791                       |
| 3/4                                 | 86                        |
| 4/1                                 | 312                       |
| 4/2                                 | 128                       |
| 4/3                                 | 128                       |
| 5/1                                 | 408                       |
| 5/2                                 | 786                       |
| 5/3                                 | 818                       |
| 6/1                                 | 359                       |
| 7/1                                 | 798                       |
| 7/2                                 | 851                       |
| 7/3                                 | 772                       |
| 8/1                                 | 512                       |
| 8/2                                 | 559                       |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 0.2 %         | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 99.8 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 7.9 %         | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 92.1 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 51.8 %        | 1929              | 1929                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 48.2 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 12.8 %        | 2093              | 2093                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 87.2 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |



**Scenario 5: '2013 AM 90%' (FG5: '2013 Observed AM 90%', Plan 1: 'Option1')**

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |     |      |     |      | Tot. |
|--------|-------------|-----|------|-----|------|------|
|        | A           | B   | C    | D   |      |      |
| Origin |             |     |      |     |      |      |
| A      | 2           | 61  | 1301 | 103 | 1467 |      |
| B      | 50          | 0   | 140  | 204 | 394  |      |
| C      | 1504        | 87  | 5    | 345 | 1941 |      |
| D      | 64          | 167 | 354  | 0   | 585  |      |
| Tot.   | 1620        | 315 | 1800 | 652 | 4387 |      |

**Traffic Lane Flows**

| Lane                                | Scenario 5:<br>2013 AM 90% |
|-------------------------------------|----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                            |
| 1/1                                 | 425                        |
| 1/2                                 | 469                        |
| 1/3                                 | 468                        |
| 1/4                                 | 103                        |
| 2/1                                 | 140                        |
| 2/2                                 | 127                        |
| 2/3                                 | 127                        |
| 3/1                                 | 566                        |
| 3/2                                 | 640                        |
| 3/3                                 | 643                        |
| 3/4                                 | 87                         |
| 4/1                                 | 231                        |
| 4/2                                 | 178                        |
| 4/3                                 | 176                        |
| 5/1                                 | 285                        |
| 5/2                                 | 640                        |
| 5/3                                 | 693                        |
| 6/1                                 | 315                        |
| 7/1                                 | 523                        |
| 7/2                                 | 628                        |
| 7/3                                 | 644                        |
| 8/1                                 | 300                        |
| 8/2                                 | 352                        |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 14.4 %        | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 85.6 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 39.4 %        | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 60.6 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 39.0 %        | 1917              | 1917                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 61.0 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 27.7 %        | 2063              | 2063                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 72.3 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 6: '2013 PM 90%' (FG6: '2013 Observed PM 90%', Plan 1: 'Option1')**

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |     |      |     |      | Tot. |
|--------|-------------|-----|------|-----|------|------|
|        | A           | B   | C    | D   |      |      |
| Origin |             |     |      |     |      |      |
| A      | 5           | 77  | 1428 | 82  | 1592 |      |
| B      | 140         | 0   | 69   | 258 | 467  |      |
| C      | 1534        | 158 | 6    | 455 | 2153 |      |
| D      | 104         | 179 | 253  | 0   | 536  |      |
| Tot.   | 1783        | 414 | 1756 | 795 | 4748 |      |

**Traffic Lane Flows**

| Lane                                | Scenario 6:<br>2013 PM 90% |
|-------------------------------------|----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                            |
| 1/1                                 | 471                        |
| 1/2                                 | 517                        |
| 1/3                                 | 517                        |
| 1/4                                 | 82                         |
| 2/1                                 | 69                         |
| 2/2                                 | 199                        |
| 2/3                                 | 199                        |
| 3/1                                 | 608                        |
| 3/2                                 | 688                        |
| 3/3                                 | 693                        |
| 3/4                                 | 158                        |
| 4/1                                 | 283                        |
| 4/2                                 | 126                        |
| 4/3                                 | 127                        |
| 5/1                                 | 257                        |
| 5/2                                 | 688                        |
| 5/3                                 | 833                        |
| 6/1                                 | 414                        |
| 7/1                                 | 491                        |
| 7/2                                 | 615                        |
| 7/3                                 | 644                        |
| 8/1                                 | 427                        |
| 8/2                                 | 368                        |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 16.3 %        | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 83.7 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 70.4 %        | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 29.6 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 25.2 %        | 1904              | 1904                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 74.8 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 36.7 %        | 2045              | 2045                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 63.3 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 7: '2026 AM 90%' (FG7: '2026 M3 AM 90%', Plan 1: 'Option1')**

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |     |      |     |      | Tot. |
|--------|-------------|-----|------|-----|------|------|
|        | A           | B   | C    | D   |      |      |
| Origin |             |     |      |     |      |      |
| A      | 0           | 15  | 1229 | 166 | 1410 |      |
| B      | 179         | 0   | 208  | 178 | 565  |      |
| C      | 1869        | 156 | 0    | 346 | 2371 |      |
| D      | 47          | 77  | 574  | 0   | 698  |      |
| Tot.   | 2095        | 248 | 2011 | 690 | 5044 |      |

**Traffic Lane Flows**

| Lane                                | Scenario 7:<br>2026 AM 90% |
|-------------------------------------|----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                            |
| 1/1                                 | 388                        |
| 1/2                                 | 428                        |
| 1/3                                 | 428                        |
| 1/4                                 | 166                        |
| 2/1                                 | 208                        |
| 2/2                                 | 178                        |
| 2/3                                 | 179                        |
| 3/1                                 | 685                        |
| 3/2                                 | 763                        |
| 3/3                                 | 767                        |
| 3/4                                 | 156                        |
| 4/1                                 | 124                        |
| 4/2                                 | 286                        |
| 4/3                                 | 288                        |
| 5/1                                 | 386                        |
| 5/2                                 | 763                        |
| 5/3                                 | 946                        |
| 6/1                                 | 248                        |
| 7/1                                 | 620                        |
| 7/2                                 | 675                        |
| 7/3                                 | 716                        |
| 8/1                                 | 351                        |
| 8/2                                 | 339                        |

**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 3.9 %         | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 96.1 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 100.0 %       | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 0.0 %         |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 49.5 %        | 1926              | 1926                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 50.5 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 37.9 %        | 2043              | 2043                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 62.1 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 8: '2026 PM 90%' (FG8: '2026 M3 PM 90%', Plan 1: 'Option1')**

**Traffic Flows, Desired**

**Desired Flow :**

|        | Destination |     |      |     |      | Tot. |
|--------|-------------|-----|------|-----|------|------|
|        | A           | B   | C    | D   |      |      |
| Origin |             |     |      |     |      |      |
| A      | 0           | 1   | 1689 | 67  | 1757 |      |
| B      | 24          | 0   | 259  | 590 | 873  |      |
| C      | 1751        | 77  | 0    | 308 | 2136 |      |
| D      | 36          | 245 | 230  | 0   | 511  |      |
| Tot.   | 1811        | 323 | 2178 | 965 | 5277 |      |

**Traffic Lane Flows**

| Lane                                | Scenario 8:<br>2026 PM 90% |
|-------------------------------------|----------------------------|
| <b>Junction: Coral Reef X Roads</b> |                            |
| 1/1                                 | 531                        |
| 1/2                                 | 580                        |
| 1/3                                 | 579                        |
| 1/4                                 | 67                         |
| 2/1                                 | 259                        |
| 2/2                                 | 307                        |
| 2/3                                 | 307                        |
| 3/1                                 | 639                        |
| 3/2                                 | 708                        |
| 3/3                                 | 712                        |
| 3/4                                 | 77                         |
| 4/1                                 | 281                        |
| 4/2                                 | 116                        |
| 4/3                                 | 114                        |
| 5/1                                 | 367                        |
| 5/2                                 | 708                        |
| 5/3                                 | 736                        |
| 6/1                                 | 323                        |
| 7/1                                 | 717                        |
| 7/2                                 | 768                        |
| 7/3                                 | 693                        |
| 8/1                                 | 461                        |
| 8/2                                 | 504                        |

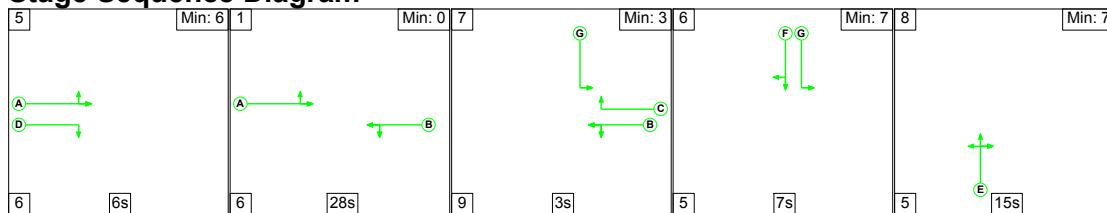
**Lane Saturation Flows**

| Junction: Coral Reef X Roads |                          |          |               |               |                    |               |                   |                          |
|------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                         | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A322 (Eastbound))    | 3.60                     | 0.00     | Y             | Arm 6 Left    | Inf                | 0.2 %         | 1975              | 1975                     |
|                              |                          |          |               | Arm 7 Ahead   | Inf                | 99.8 %        |                   |                          |
| 1/2<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/3<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 7 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 1/4<br>(A322 (Eastbound))    | 3.60                     | 0.00     | N             | Arm 8 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 2/1<br>(New Forest Ride )    | 4.00                     | 0.00     | Y             | Arm 7 Left    | 20.00              | 100.0 %       | 1874              | 1874                     |
| 2/2<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 8 Ahead   | Inf                | 100.0 %       | 2155              | 2155                     |
| 2/3<br>(New Forest Ride )    | 4.00                     | 0.00     | N             | Arm 5 Right   | Inf                | 7.8 %         | 2155              | 2155                     |
|                              |                          |          |               | Arm 8 Ahead   | Inf                | 92.2 %        |                   |                          |
| 3/1<br>(A322 (Westbound))    | 3.60                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 51.8 %        | 1929              | 1929                     |
|                              |                          |          |               | Arm 8 Left    | 30.00              | 48.2 %        |                   |                          |
| 3/2<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2115              | 2115                     |
| 3/3<br>(A322 (Westbound))    | 3.70                     | 0.00     | N             | Arm 5 Ahead   | Inf                | 100.0 %       | 2125              | 2125                     |
| 3/4<br>(A322 (Westbound))    | 3.60                     | 0.00     | N             | Arm 6 Right   | Inf                | 100.0 %       | 2115              | 2115                     |
| 4/1<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 5 Left    | 15.00              | 12.8 %        | 2093              | 2093                     |
|                              |                          |          |               | Arm 6 Ahead   | Inf                | 87.2 %        |                   |                          |
| 4/2<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 4/3<br>(Nine Mile Ride)      | 3.65                     | 0.00     | N             | Arm 7 Right   | 30.00              | 100.0 %       | 2019              | 2019                     |
| 5/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/3                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/2                          | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |



Scenario 1: '2013 AM Peak' (FG1: '2013 Observed AM', Plan 3: 'Option 3')

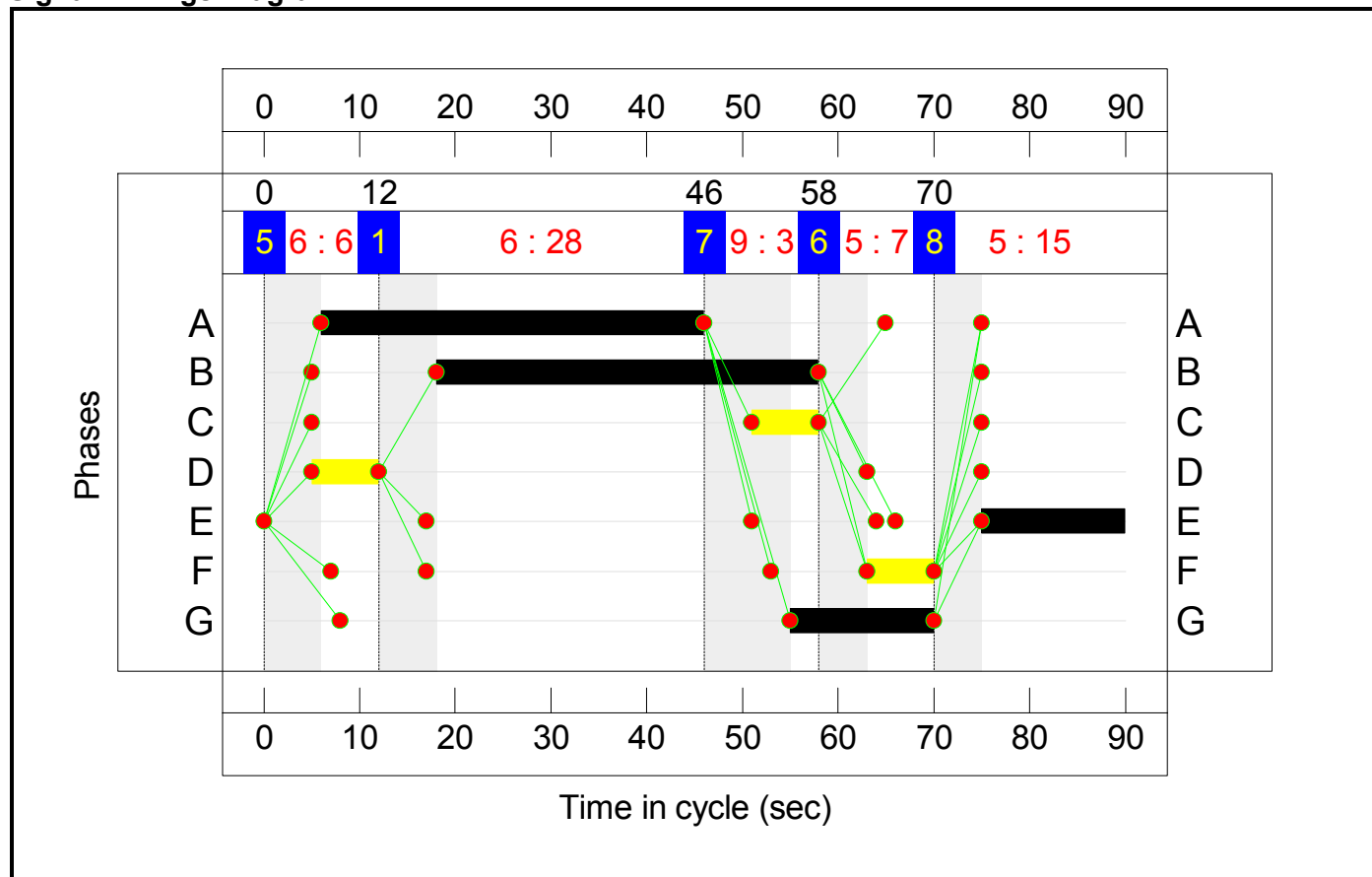
Stage Sequence Diagram



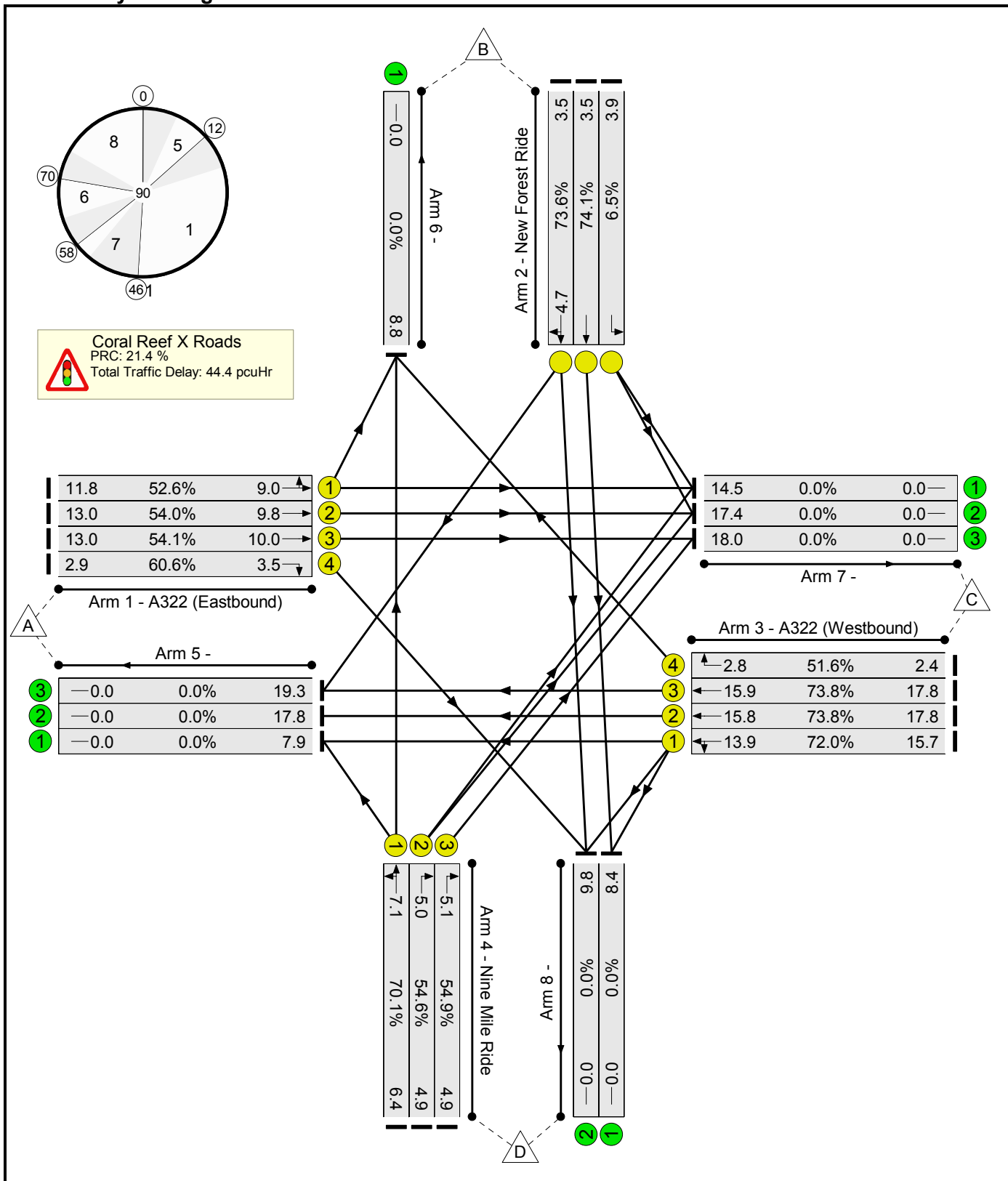
Stage Timings

| Stage        | 5 | 1  | 7  | 6  | 8  |
|--------------|---|----|----|----|----|
| Duration     | 6 | 28 | 3  | 7  | 15 |
| Change Point | 0 | 12 | 46 | 58 | 70 |

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results  
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**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 74.1%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 74.1%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 40              | -               | 473               | 1975              | 900            | 52.6%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 40              | -               | 520               | 2115              | 964            | 54.0%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 40              | -               | 521               | 2115              | 964            | 54.1%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 114               | 2115              | 188            | 60.6%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 1          | 15              | -               | 155               | 1874              | 333            | 46.5%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 7               | -               | 142               | 2155              | 192            | 74.1%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 7               | -               | 141               | 2155              | 192            | 73.6%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 40              | -               | 629               | 1917              | 873            | 72.0%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 40              | -               | 711               | 2115              | 964            | 73.8%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 40              | -               | 714               | 2125              | 968            | 73.8%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 7               | -               | 97                | 2115              | 188            | 51.6%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 15              | -               | 257               | 2063              | 367            | 70.1%       |

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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 15 | - | 196 | 2019 | 359 | 54.6% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 15 | - | 197 | 2019 | 359 | 54.9% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 317 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 711 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 770 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 351 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 580 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 696 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 718 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 334 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 390 | Inf  | Inf | 0.0%  |

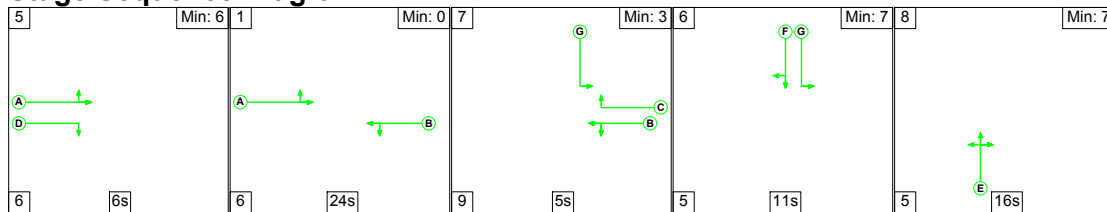
Full Input Data And Results  
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| Item                                | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 31.9                  | 12.5                         | 0.0                                | 44.4                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 31.9                  | 12.5                         | 0.0                                | 44.4                | -                         | -                                | -                          | -                    |
| 1/1                                 | 473            | 473           | -                     | -                            | -                           | 2.3                   | 0.6                          | -                                  | 2.9                 | 21.8                      | 8.4                              | 0.6                        | 9.0                  |
| 1/2                                 | 520            | 520           | -                     | -                            | -                           | 2.6                   | 0.6                          | -                                  | 3.1                 | 21.7                      | 9.2                              | 0.6                        | 9.8                  |
| 1/3                                 | 521            | 521           | -                     | -                            | -                           | 2.6                   | 0.6                          | -                                  | 3.1                 | 21.8                      | 9.4                              | 0.6                        | 10.0                 |
| 1/4                                 | 114            | 114           | -                     | -                            | -                           | 1.3                   | 0.8                          | -                                  | 2.0                 | 63.3                      | 2.7                              | 0.8                        | 3.5                  |
| 2/1                                 | 155            | 155           | -                     | -                            | -                           | 1.4                   | 0.4                          | -                                  | 1.9                 | 43.2                      | 3.4                              | 0.4                        | 3.9                  |
| 2/2                                 | 142            | 142           | -                     | -                            | -                           | 1.6                   | 1.4                          | -                                  | 2.9                 | 74.4                      | 3.4                              | 1.4                        | 4.8                  |
| 2/3                                 | 141            | 141           | -                     | -                            | -                           | 1.6                   | 1.3                          | -                                  | 2.9                 | 73.8                      | 3.4                              | 1.3                        | 4.7                  |
| 3/1                                 | 629            | 629           | -                     | -                            | -                           | 3.5                   | 1.3                          | -                                  | 4.7                 | 27.1                      | 12.6                             | 1.3                        | 13.9                 |
| 3/2                                 | 711            | 711           | -                     | -                            | -                           | 4.0                   | 1.4                          | -                                  | 5.4                 | 27.1                      | 14.4                             | 1.4                        | 15.8                 |
| 3/3                                 | 714            | 714           | -                     | -                            | -                           | 4.0                   | 1.4                          | -                                  | 5.4                 | 27.1                      | 14.5                             | 1.4                        | 15.9                 |
| 3/4                                 | 97             | 97            | -                     | -                            | -                           | 1.1                   | 0.5                          | -                                  | 1.6                 | 58.7                      | 2.3                              | 0.5                        | 2.8                  |
| 4/1                                 | 257            | 257           | -                     | -                            | -                           | 2.5                   | 1.1                          | -                                  | 3.6                 | 50.8                      | 6.0                              | 1.1                        | 7.1                  |
| 4/2                                 | 196            | 196           | -                     | -                            | -                           | 1.8                   | 0.6                          | -                                  | 2.4                 | 44.7                      | 4.4                              | 0.6                        | 5.0                  |
| 4/3                                 | 197            | 197           | -                     | -                            | -                           | 1.8                   | 0.6                          | -                                  | 2.4                 | 44.7                      | 4.5                              | 0.6                        | 5.1                  |
| 5/1                                 | 317            | 317           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 711            | 711           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 770            | 770           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 351            | 351           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 580            | 580           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 696            | 696           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 718            | 718           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 334            | 334           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 390            | 390           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

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|    |                              |      |  |       |                 |    |
|----|------------------------------|------|--|-------|-----------------|----|
| C1 | PRC for Signalled Lanes (%): | 21.4 | Total Delay for Signalled Lanes (pcuHr): | 44.41 | Cycle Time (s): | 90 |
|    | PRC Over All Lanes (%):      | 21.4 | Total Delay Over All Lanes(pcuHr):       | 44.41 |                 |    |

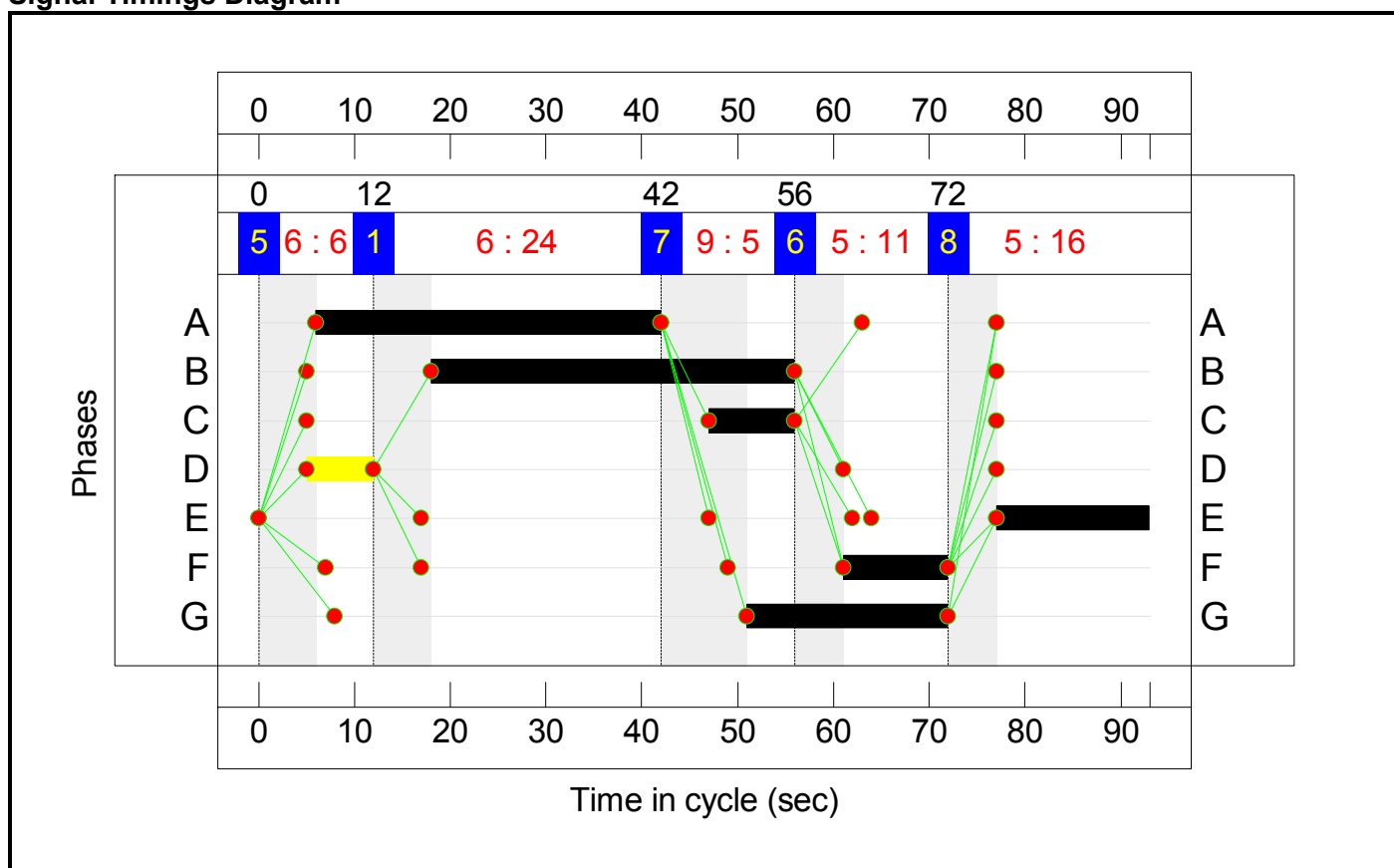
**Stage Sequence Diagram**



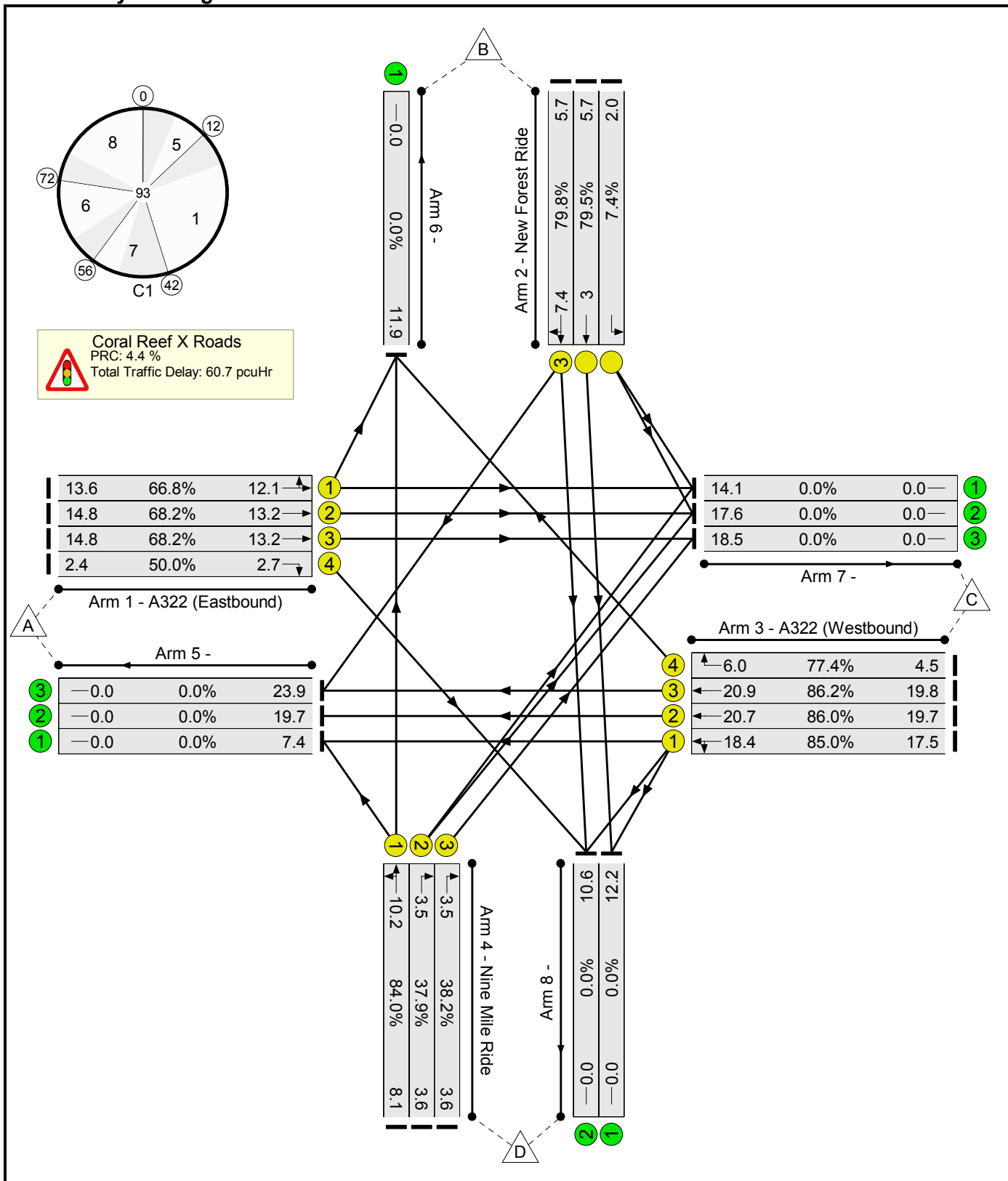
**Stage Timings**

| Stage        | 5 | 1  | 7  | 6  | 8  |
|--------------|---|----|----|----|----|
| Duration     | 6 | 24 | 5  | 11 | 16 |
| Change Point | 0 | 12 | 42 | 56 | 72 |

**Signal Timings Diagram**



### Network Layout Diagram





Full Input Data And Results  
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**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 86.2%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 86.2%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 36              | -               | 525               | 1975              | 786            | 66.8%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 36              | -               | 574               | 2115              | 841            | 68.2%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 36              | -               | 574               | 2115              | 841            | 68.2%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 91                | 2115              | 182            | 50.0%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 1          | 21              | -               | 77                | 1874              | 443            | 17.4%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 11              | -               | 221               | 2155              | 278            | 79.5%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 11              | -               | 222               | 2155              | 278            | 79.8%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 38              | -               | 679               | 1904              | 798            | 85.0%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 38              | -               | 763               | 2115              | 887            | 86.0%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 38              | -               | 768               | 2125              | 891            | 86.2%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 9               | -               | 176               | 2115              | 227            | 77.4%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 16              | -               | 314               | 2045              | 374            | 84.0%       |

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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 16 | - | 140 | 2019 | 369 | 37.9% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 16 | - | 141 | 2019 | 369 | 38.2% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 288 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 763 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 924 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 461 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 547 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 683 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 715 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 474 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 410 | Inf  | Inf | 0.0%  |

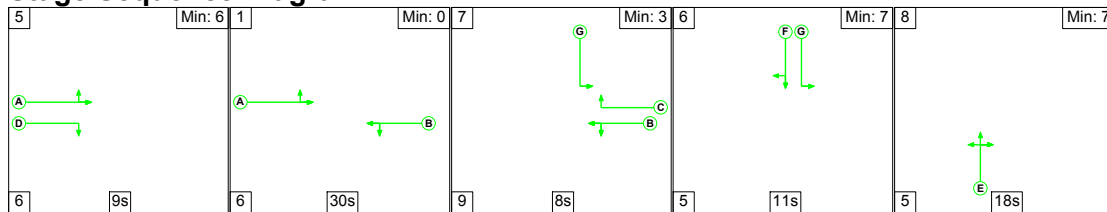
Full Input Data And Results  
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| Item                                | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 40.0                  | 20.7                         | 0.0                                | 60.7                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 40.0                  | 20.7                         | 0.0                                | 60.7                | -                         | -                                | -                          | -                    |
| 1/1                                 | 525            | 525           | -                     | -                            | -                           | 3.3                   | 1.0                          | -                                  | 4.3                 | 29.8                      | 11.1                             | 1.0                        | 12.1                 |
| 1/2                                 | 574            | 574           | -                     | -                            | -                           | 3.7                   | 1.1                          | -                                  | 4.8                 | 29.8                      | 12.1                             | 1.1                        | 13.2                 |
| 1/3                                 | 574            | 574           | -                     | -                            | -                           | 3.7                   | 1.1                          | -                                  | 4.8                 | 29.8                      | 12.1                             | 1.1                        | 13.2                 |
| 1/4                                 | 91             | 91            | -                     | -                            | -                           | 1.0                   | 0.5                          | -                                  | 1.5                 | 60.2                      | 2.2                              | 0.5                        | 2.7                  |
| 2/1                                 | 77             | 77            | -                     | -                            | -                           | 0.6                   | 0.1                          | -                                  | 0.7                 | 33.2                      | 1.6                              | 0.1                        | 1.7                  |
| 2/2                                 | 221            | 221           | -                     | -                            | -                           | 2.4                   | 1.8                          | -                                  | 4.2                 | 69.0                      | 5.5                              | 1.8                        | 7.3                  |
| 2/3                                 | 222            | 222           | -                     | -                            | -                           | 2.4                   | 1.9                          | -                                  | 4.3                 | 69.4                      | 5.6                              | 1.9                        | 7.4                  |
| 3/1                                 | 679            | 679           | -                     | -                            | -                           | 4.6                   | 2.7                          | -                                  | 7.3                 | 38.8                      | 15.7                             | 2.7                        | 18.4                 |
| 3/2                                 | 763            | 763           | -                     | -                            | -                           | 5.2                   | 2.9                          | -                                  | 8.1                 | 38.4                      | 17.8                             | 2.9                        | 20.7                 |
| 3/3                                 | 768            | 768           | -                     | -                            | -                           | 5.2                   | 3.0                          | -                                  | 8.2                 | 38.5                      | 17.9                             | 3.0                        | 20.9                 |
| 3/4                                 | 176            | 176           | -                     | -                            | -                           | 2.0                   | 1.6                          | -                                  | 3.6                 | 73.4                      | 4.4                              | 1.6                        | 6.0                  |
| 4/1                                 | 314            | 314           | -                     | -                            | -                           | 3.2                   | 2.4                          | -                                  | 5.6                 | 64.5                      | 7.8                              | 2.4                        | 10.2                 |
| 4/2                                 | 140            | 140           | -                     | -                            | -                           | 1.3                   | 0.3                          | -                                  | 1.6                 | 41.2                      | 3.2                              | 0.3                        | 3.5                  |
| 4/3                                 | 141            | 141           | -                     | -                            | -                           | 1.3                   | 0.3                          | -                                  | 1.6                 | 41.3                      | 3.2                              | 0.3                        | 3.5                  |
| 5/1                                 | 288            | 288           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 763            | 763           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 924            | 924           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 461            | 461           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 547            | 547           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 683            | 683           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 715            | 715           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 474            | 474           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 410            | 410           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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|    |                              |     |  |       |                 |    |
|----|------------------------------|-----|--|-------|-----------------|----|
| C1 | PRC for Signalled Lanes (%): | 4.4 | Total Delay for Signalled Lanes (pcuHr): | 60.70 | Cycle Time (s): | 93 |
|    | PRC Over All Lanes (%):      | 4.4 | Total Delay Over All Lanes(pcuHr):       | 60.70 |                 |    |

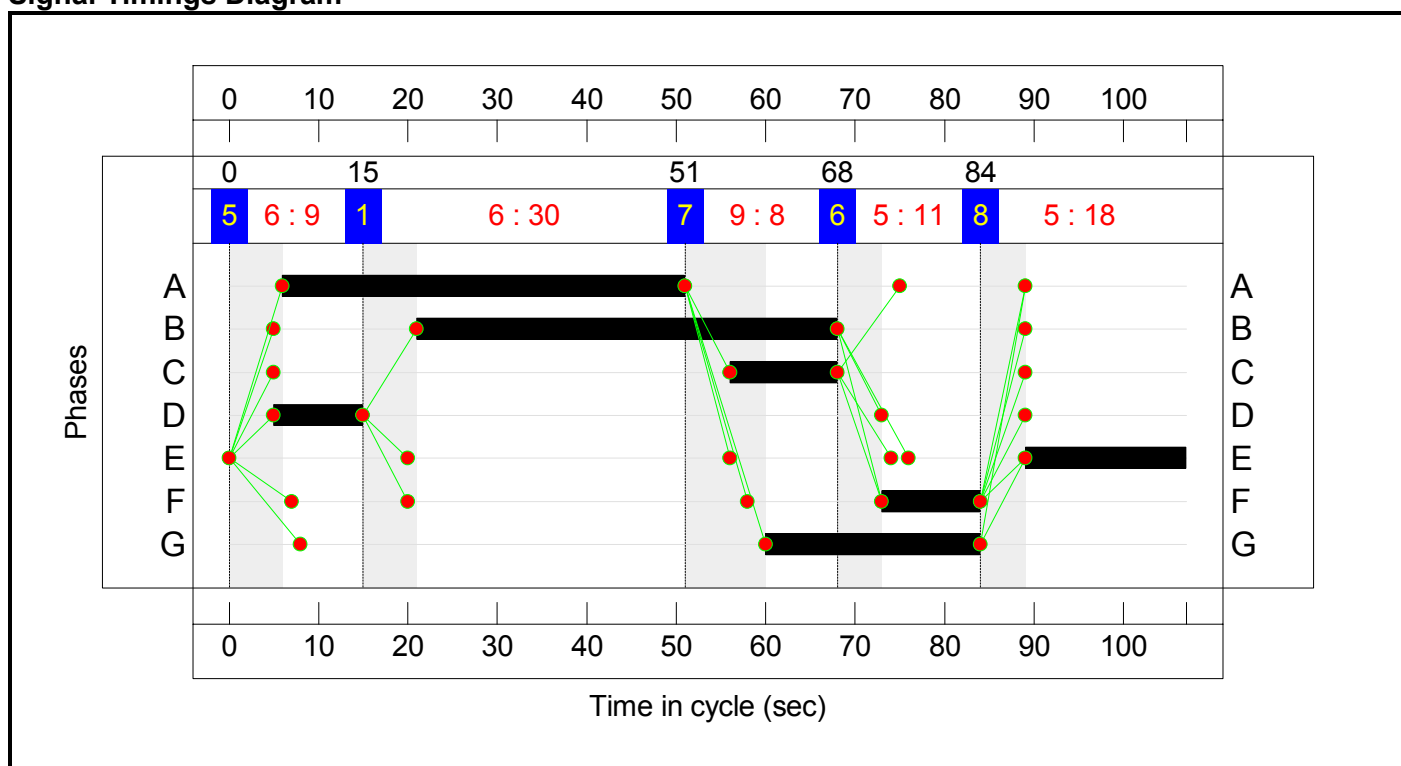
**Stage Sequence Diagram**



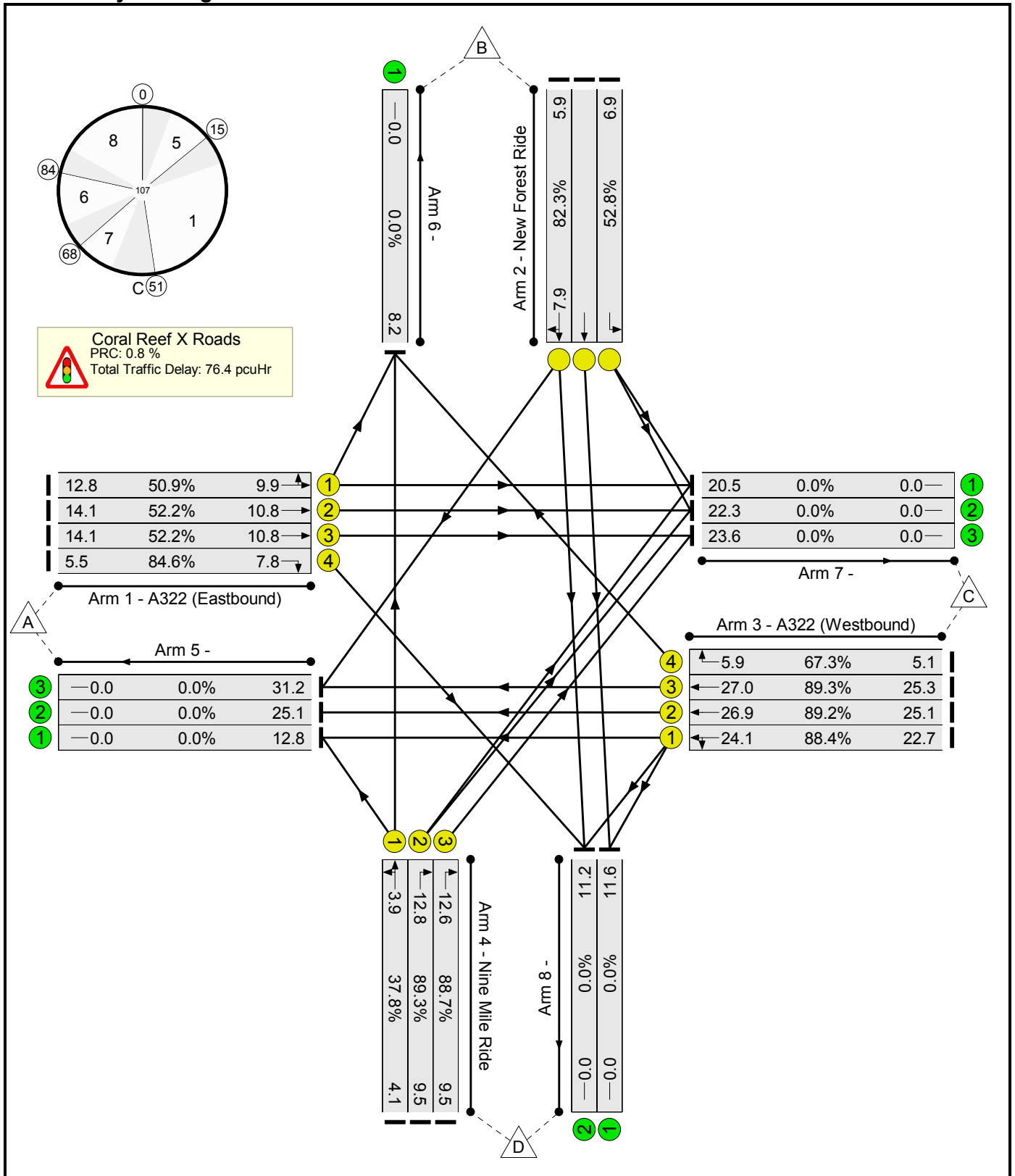
**Stage Timings**

| Stage        | 5 | 1  | 7  | 6  | 8  |
|--------------|---|----|----|----|----|
| Duration     | 9 | 30 | 8  | 11 | 18 |
| Change Point | 0 | 15 | 51 | 68 | 84 |

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results  
CR Final Layout 20140707.lsg3x

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 89.3%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 89.3%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 432               | 1975              | 849            | 50.9%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 475               | 2115              | 909            | 52.2%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 475               | 2115              | 909            | 52.2%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 10              | -               | 184               | 2115              | 217            | 84.6%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 1          | 24              | -               | 231               | 1874              | 438            | 52.8%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 11              | -               | 198               | 2155              | 242            | 81.9%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 11              | -               | 199               | 2155              | 242            | 82.3%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 47              | -               | 764               | 1927              | 864            | 88.4%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 47              | -               | 846               | 2115              | 949            | 89.2%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 47              | -               | 851               | 2125              | 953            | 89.3%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 12              | -               | 173               | 2115              | 257            | 67.3%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 18              | -               | 137               | 2042              | 363            | 37.8%       |

Full Input Data And Results  
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|     |                      |   |     |     |   |  |   |    |   |      |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|------|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 18 | - | 320  | 2019 | 359 | 89.3% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 18 | - | 318  | 2019 | 359 | 88.7% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 432  | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 846  | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 1050 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 275  | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 690  | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 751  | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 793  | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 390  | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 376  | Inf  | Inf | 0.0%  |



Full Input Data And Results  
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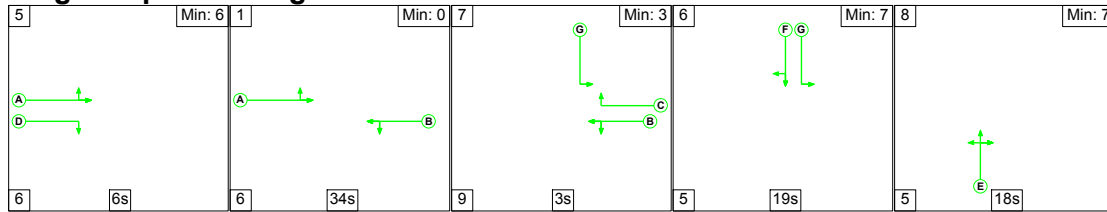
| Item                                | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 48.2                  | 28.2                         | 0.0                                | 76.4                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 48.2                  | 28.2                         | 0.0                                | 76.4                | -                         | -                                | -                          | -                    |
| 1/1                                 | 432            | 432           | -                     | -                            | -                           | 2.7                   | 0.5                          | -                                  | 3.2                 | 26.6                      | 9.4                              | 0.5                        | 9.9                  |
| 1/2                                 | 475            | 475           | -                     | -                            | -                           | 3.0                   | 0.5                          | -                                  | 3.5                 | 26.6                      | 10.3                             | 0.5                        | 10.8                 |
| 1/3                                 | 475            | 475           | -                     | -                            | -                           | 3.0                   | 0.5                          | -                                  | 3.5                 | 26.6                      | 10.3                             | 0.5                        | 10.8                 |
| 1/4                                 | 184            | 184           | -                     | -                            | -                           | 2.4                   | 2.4                          | -                                  | 4.8                 | 94.2                      | 5.4                              | 2.4                        | 7.8                  |
| 2/1                                 | 231            | 231           | -                     | -                            | -                           | 2.3                   | 0.6                          | -                                  | 2.9                 | 44.5                      | 6.0                              | 0.6                        | 6.5                  |
| 2/2                                 | 198            | 198           | -                     | -                            | -                           | 2.6                   | 2.1                          | -                                  | 4.6                 | 84.1                      | 5.7                              | 2.1                        | 7.8                  |
| 2/3                                 | 199            | 199           | -                     | -                            | -                           | 2.6                   | 2.1                          | -                                  | 4.7                 | 84.8                      | 5.7                              | 2.1                        | 7.9                  |
| 3/1                                 | 764            | 764           | -                     | -                            | -                           | 5.7                   | 3.6                          | -                                  | 9.3                 | 43.7                      | 20.6                             | 3.6                        | 24.1                 |
| 3/2                                 | 846            | 846           | -                     | -                            | -                           | 6.4                   | 3.8                          | -                                  | 10.2                | 43.4                      | 23.0                             | 3.8                        | 26.9                 |
| 3/3                                 | 851            | 851           | -                     | -                            | -                           | 6.4                   | 3.9                          | -                                  | 10.3                | 43.5                      | 23.2                             | 3.9                        | 27.0                 |
| 3/4                                 | 173            | 173           | -                     | -                            | -                           | 2.2                   | 1.0                          | -                                  | 3.2                 | 65.9                      | 4.9                              | 1.0                        | 5.9                  |
| 4/1                                 | 137            | 137           | -                     | -                            | -                           | 1.5                   | 0.3                          | -                                  | 1.8                 | 46.8                      | 3.6                              | 0.3                        | 3.9                  |
| 4/2                                 | 320            | 320           | -                     | -                            | -                           | 3.8                   | 3.5                          | -                                  | 7.3                 | 82.5                      | 9.2                              | 3.5                        | 12.8                 |
| 4/3                                 | 318            | 318           | -                     | -                            | -                           | 3.8                   | 3.4                          | -                                  | 7.2                 | 81.1                      | 9.2                              | 3.4                        | 12.6                 |
| 5/1                                 | 432            | 432           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 846            | 846           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 1050           | 1050          | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 275            | 275           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 690            | 690           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 751            | 751           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 793            | 793           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 390            | 390           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 376            | 376           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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|    |                              |     |  |       |                 |     |
|----|------------------------------|-----|--|-------|-----------------|-----|
| C1 | PRC for Signalled Lanes (%): | 0.8 | Total Delay for Signalled Lanes (pcuHr): | 76.38 | Cycle Time (s): | 107 |
|    | PRC Over All Lanes (%):      | 0.8 | Total Delay Over All Lanes(pcuHr):       | 76.38 |                 |     |

Full Input Data And Results  
 CR Final Layout 20140707.lsg3x  
**Scenario 4: '2026 M3 PM'** (FG4: '2026 M3 PM', Plan 3: 'Option 3')

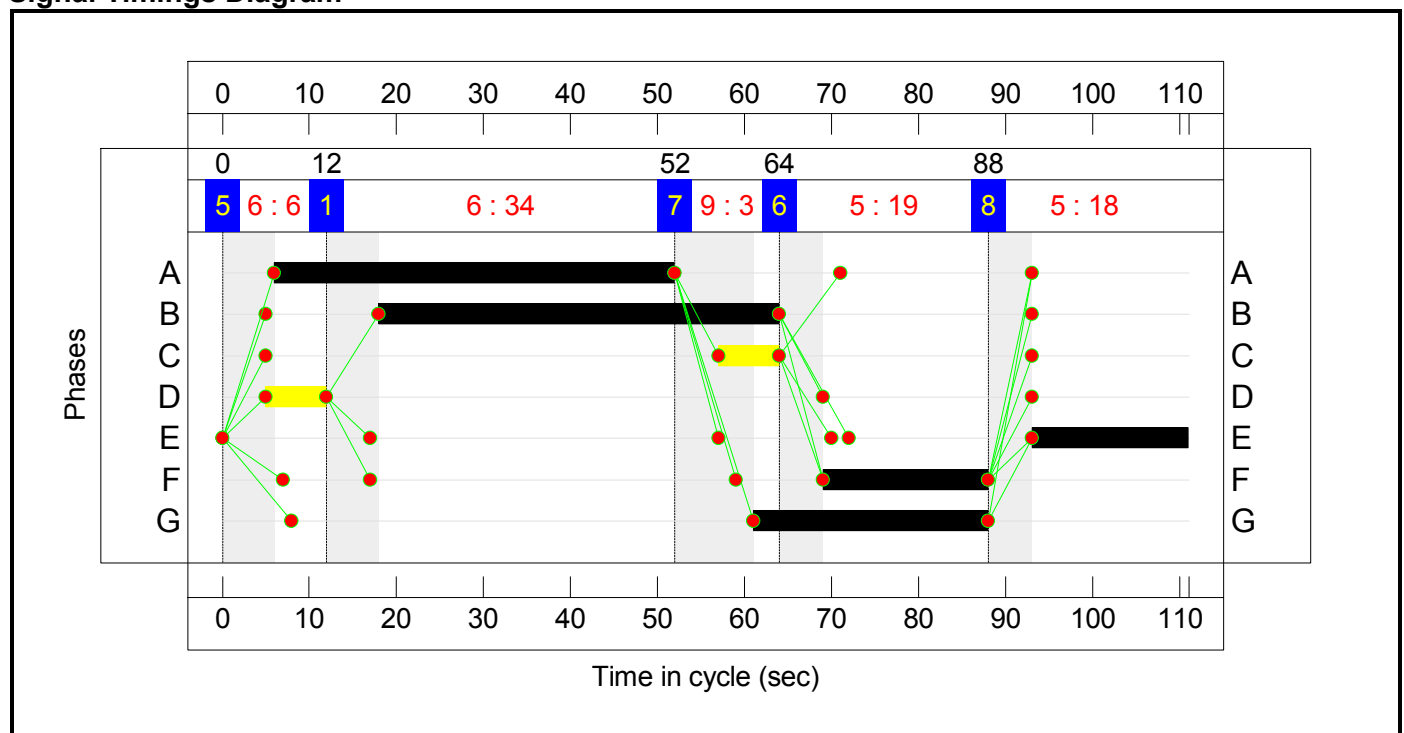
**Stage Sequence Diagram**



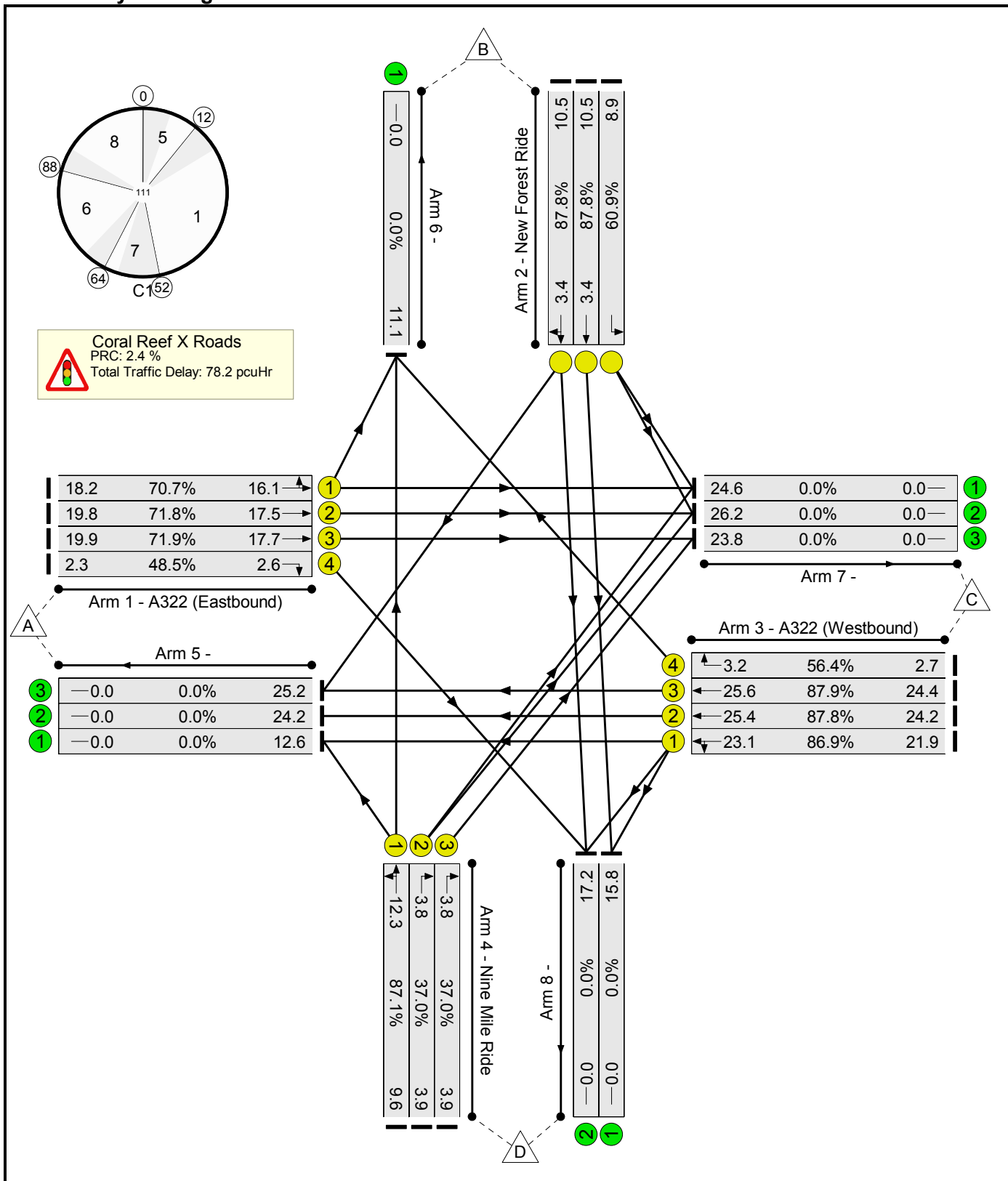
**Stage Timings**

| Stage        | 5 | 1  | 7  | 6  | 8  |
|--------------|---|----|----|----|----|
| Duration     | 6 | 34 | 3  | 19 | 18 |
| Change Point | 0 | 12 | 52 | 64 | 88 |

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results  
CR Final Layout 20140707.lsg3x

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.9%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.9%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 46              | -               | 591               | 1975              | 836            | 70.7%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 46              | -               | 643               | 2115              | 896            | 71.8%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 46              | -               | 644               | 2115              | 896            | 71.9%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 7               | -               | 74                | 2115              | 152            | 48.5%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 1          | 27              | -               | 288               | 1874              | 473            | 60.9%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 19              | -               | 341               | 2155              | 388            | 87.8%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 19              | -               | 341               | 2155              | 388            | 87.8%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 46              | -               | 710               | 1929              | 817            | 86.9%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 46              | -               | 786               | 2115              | 896            | 87.8%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 46              | -               | 791               | 2125              | 900            | 87.9%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 7               | -               | 86                | 2115              | 152            | 56.4%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 18              | -               | 312               | 2093              | 358            | 87.1%       |

Full Input Data And Results  
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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 18 | - | 128 | 2019 | 346 | 37.0% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 18 | - | 128 | 2019 | 346 | 37.0% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 408 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 786 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 818 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 359 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 798 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 851 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 772 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 512 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 559 | Inf  | Inf | 0.0%  |

Full Input Data And Results  
 CR Final Layout 20140707.lsg3x

| 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 52.7                  | 25.5                         | 0.0                                | 78.2                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 52.7                  | 25.5                         | 0.0                                | 78.2                | -                         | -                                | -                          | -                    |
| 1/1                                 | 591            | 591           | -                     | -                            | -                           | 4.3                   | 1.2                          | -                                  | 5.5                 | 33.6                      | 14.9                             | 1.2                        | 16.1                 |
| 1/2                                 | 643            | 643           | -                     | -                            | -                           | 4.7                   | 1.3                          | -                                  | 6.0                 | 33.6                      | 16.3                             | 1.3                        | 17.5                 |
| 1/3                                 | 644            | 644           | -                     | -                            | -                           | 4.7                   | 1.3                          | -                                  | 6.0                 | 33.6                      | 16.5                             | 1.3                        | 17.7                 |
| 1/4                                 | 74             | 74            | -                     | -                            | -                           | 1.0                   | 0.5                          | -                                  | 1.5                 | 72.2                      | 2.2                              | 0.5                        | 2.6                  |
| 2/1                                 | 288            | 288           | -                     | -                            | -                           | 2.9                   | 0.8                          | -                                  | 3.7                 | 46.3                      | 7.8                              | 0.8                        | 8.6                  |
| 2/2                                 | 341            | 341           | -                     | -                            | -                           | 4.2                   | 3.2                          | -                                  | 7.4                 | 77.9                      | 10.2                             | 3.2                        | 13.4                 |
| 2/3                                 | 341            | 341           | -                     | -                            | -                           | 4.2                   | 3.2                          | -                                  | 7.4                 | 77.9                      | 10.2                             | 3.2                        | 13.4                 |
| 3/1                                 | 710            | 710           | -                     | -                            | -                           | 5.8                   | 3.1                          | -                                  | 8.9                 | 45.1                      | 19.9                             | 3.1                        | 23.1                 |
| 3/2                                 | 786            | 786           | -                     | -                            | -                           | 6.4                   | 3.4                          | -                                  | 9.8                 | 44.8                      | 22.1                             | 3.4                        | 25.4                 |
| 3/3                                 | 791            | 791           | -                     | -                            | -                           | 6.5                   | 3.4                          | -                                  | 9.9                 | 45.0                      | 22.2                             | 3.4                        | 25.6                 |
| 3/4                                 | 86             | 86            | -                     | -                            | -                           | 1.2                   | 0.6                          | -                                  | 1.8                 | 76.4                      | 2.6                              | 0.6                        | 3.2                  |
| 4/1                                 | 312            | 312           | -                     | -                            | -                           | 3.9                   | 3.0                          | -                                  | 6.9                 | 79.3                      | 9.4                              | 3.0                        | 12.3                 |
| 4/2                                 | 128            | 128           | -                     | -                            | -                           | 1.4                   | 0.3                          | -                                  | 1.7                 | 49.0                      | 3.5                              | 0.3                        | 3.8                  |
| 4/3                                 | 128            | 128           | -                     | -                            | -                           | 1.4                   | 0.3                          | -                                  | 1.7                 | 49.0                      | 3.5                              | 0.3                        | 3.8                  |
| 5/1                                 | 408            | 408           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 786            | 786           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 818            | 818           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 359            | 359           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 798            | 798           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 851            | 851           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 772            | 772           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 512            | 512           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 559            | 559           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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|    |                              |     |  |       |                 |     |
|----|------------------------------|-----|--|-------|-----------------|-----|
| C1 | PRC for Signalled Lanes (%): | 2.4 | Total Delay for Signalled Lanes (pcuHr): | 78.21 | Cycle Time (s): | 111 |
|    | PRC Over All Lanes (%):      | 2.4 | Total Delay Over All Lanes(pcuHr):       | 78.21 |                 |     |

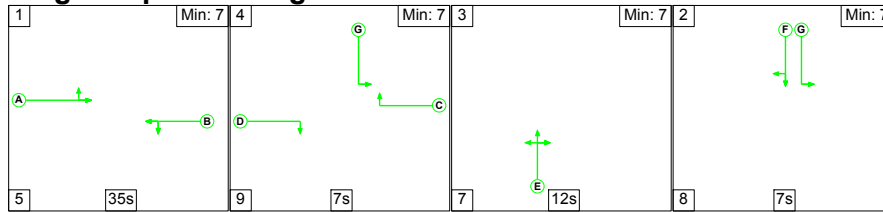


Full Input Data And Results

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Scenario 5: '2013 AM 90%' (FG5: '2013 Observed AM 90%', Plan 1: 'Option1')

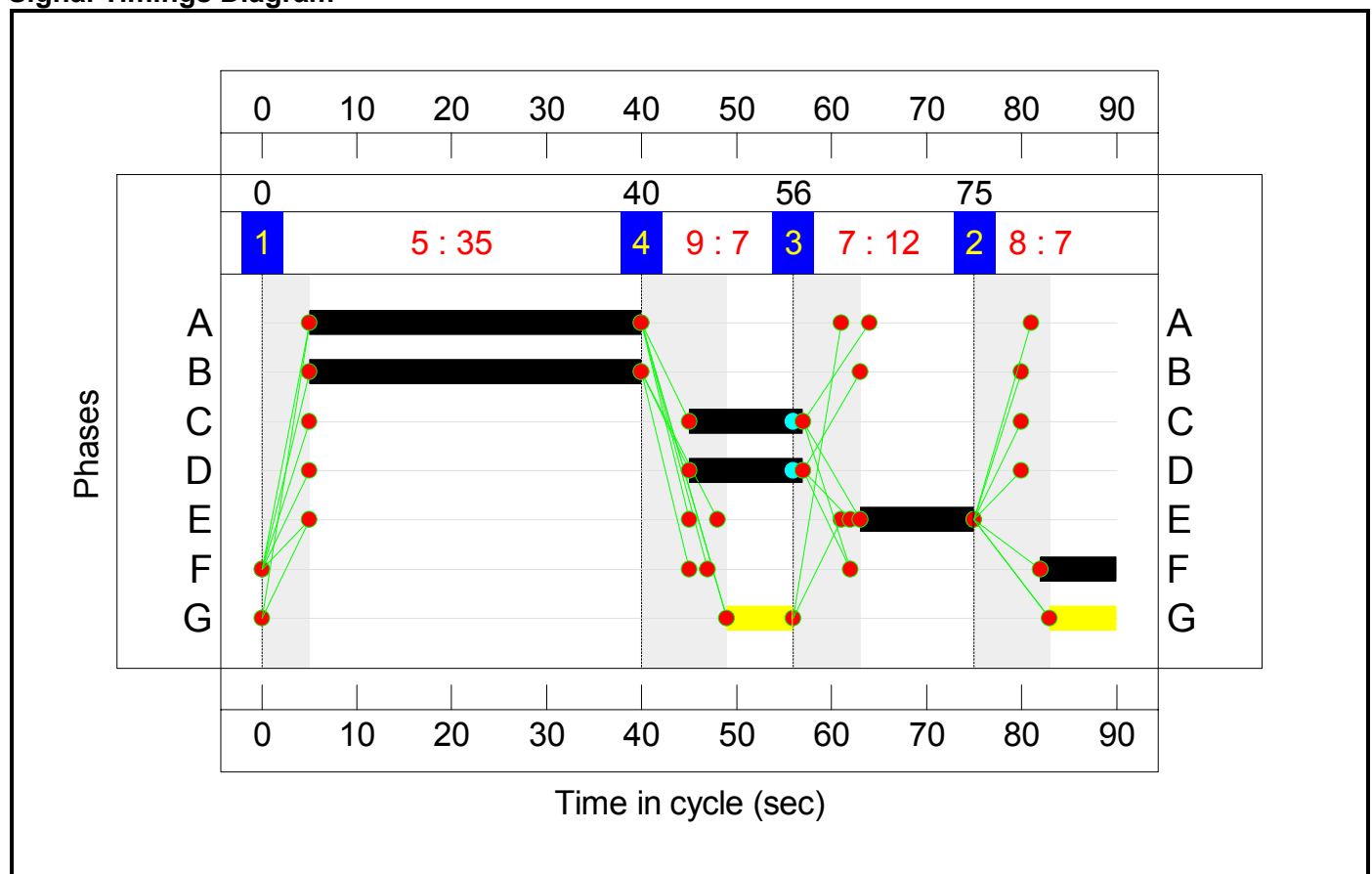
Stage Sequence Diagram



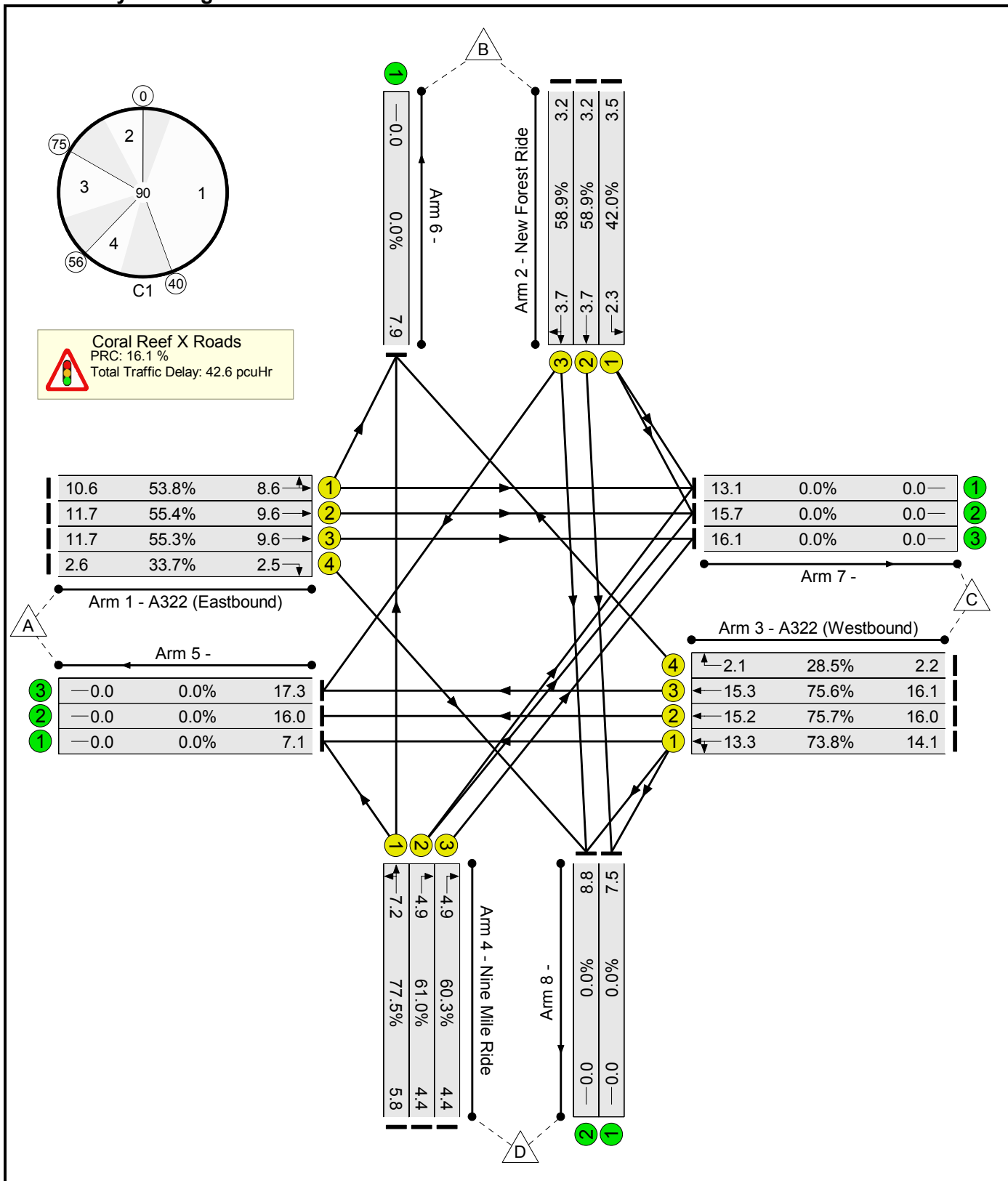
Stage Timings

| Stage        | 1  | 4  | 3  | 2  |
|--------------|----|----|----|----|
| Duration     | 35 | 7  | 12 | 7  |
| Change Point | 0  | 40 | 56 | 75 |

Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results  
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**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 77.5%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 77.5%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 425               | 1975              | 790            | 53.8%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 469               | 2115              | 846            | 55.4%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 468               | 2115              | 846            | 55.3%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 12              | -               | 103               | 2115              | 305            | 33.7%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 2          | 14              | -               | 140               | 1874              | 333            | 42.0%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 8               | -               | 127               | 2155              | 215            | 58.9%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 8               | -               | 127               | 2155              | 215            | 58.9%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 566               | 1917              | 767            | 73.8%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 640               | 2115              | 846            | 75.7%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 643               | 2125              | 850            | 75.6%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 12              | -               | 87                | 2115              | 305            | 28.5%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 12              | -               | 231               | 2063              | 298            | 77.5%       |

Full Input Data And Results  
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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 12 | - | 178 | 2019 | 292 | 61.0% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 12 | - | 176 | 2019 | 292 | 60.3% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 285 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 640 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 693 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 315 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 523 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 628 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 644 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 300 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 352 | Inf  | Inf | 0.0%  |

Full Input Data And Results  
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| 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 30.9                  | 11.7                         | 0.0                                | 42.6                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 30.9                  | 11.7                         | 0.0                                | 42.6                | -                         | -                                | -                          | -                    |
| 1/1                                 | 425            | 425           | -                     | -                            | -                           | 2.4                   | 0.6                          | -                                  | 3.0                 | 25.6                      | 8.0                              | 0.6                        | 8.6                  |
| 1/2                                 | 469            | 469           | -                     | -                            | -                           | 2.7                   | 0.6                          | -                                  | 3.3                 | 25.6                      | 9.0                              | 0.6                        | 9.6                  |
| 1/3                                 | 468            | 468           | -                     | -                            | -                           | 2.7                   | 0.6                          | -                                  | 3.3                 | 25.6                      | 9.0                              | 0.6                        | 9.6                  |
| 1/4                                 | 103            | 103           | -                     | -                            | -                           | 1.0                   | 0.3                          | -                                  | 1.2                 | 43.5                      | 2.3                              | 0.3                        | 2.5                  |
| 2/1                                 | 140            | 140           | -                     | -                            | -                           | 0.7                   | 0.4                          | -                                  | 1.1                 | 27.2                      | 2.0                              | 0.4                        | 2.3                  |
| 2/2                                 | 127            | 127           | -                     | -                            | -                           | 1.4                   | 0.7                          | -                                  | 2.1                 | 58.8                      | 3.0                              | 0.7                        | 3.7                  |
| 2/3                                 | 127            | 127           | -                     | -                            | -                           | 1.4                   | 0.7                          | -                                  | 2.1                 | 58.8                      | 3.0                              | 0.7                        | 3.7                  |
| 3/1                                 | 566            | 566           | -                     | -                            | -                           | 3.6                   | 1.4                          | -                                  | 5.0                 | 31.8                      | 11.9                             | 1.4                        | 13.3                 |
| 3/2                                 | 640            | 640           | -                     | -                            | -                           | 4.1                   | 1.5                          | -                                  | 5.7                 | 31.8                      | 13.7                             | 1.5                        | 15.2                 |
| 3/3                                 | 643            | 643           | -                     | -                            | -                           | 4.1                   | 1.5                          | -                                  | 5.7                 | 31.8                      | 13.8                             | 1.5                        | 15.3                 |
| 3/4                                 | 87             | 87            | -                     | -                            | -                           | 0.8                   | 0.2                          | -                                  | 1.0                 | 42.6                      | 1.9                              | 0.2                        | 2.1                  |
| 4/1                                 | 231            | 231           | -                     | -                            | -                           | 2.4                   | 1.6                          | -                                  | 4.0                 | 62.7                      | 5.5                              | 1.6                        | 7.2                  |
| 4/2                                 | 178            | 178           | -                     | -                            | -                           | 1.8                   | 0.8                          | -                                  | 2.6                 | 51.8                      | 4.2                              | 0.8                        | 4.9                  |
| 4/3                                 | 176            | 176           | -                     | -                            | -                           | 1.8                   | 0.8                          | -                                  | 2.5                 | 51.5                      | 4.1                              | 0.8                        | 4.9                  |
| 5/1                                 | 285            | 285           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 640            | 640           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 693            | 693           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 315            | 315           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 523            | 523           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 628            | 628           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 644            | 644           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 300            | 300           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 352            | 352           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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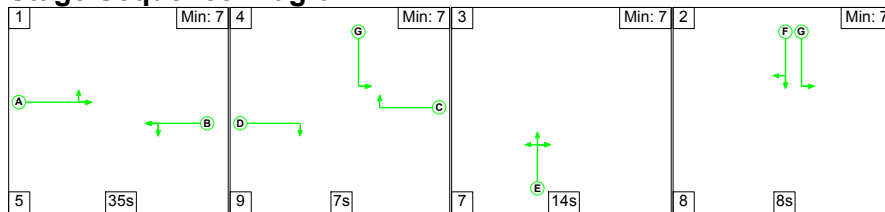
|    |                              |      |  |       |                 |    |
|----|------------------------------|------|--|-------|-----------------|----|
| C1 | PRC for Signalled Lanes (%): | 16.1 | Total Delay for Signalled Lanes (pcuHr): | 42.59 | Cycle Time (s): | 90 |
|    | PRC Over All Lanes (%):      | 16.1 | Total Delay Over All Lanes(pcuHr):       | 42.59 |                 |    |

Full Input Data And Results

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Scenario 6: '2013 PM 90%' (FG6: '2013 Observed PM 90%', Plan 1: 'Option1')

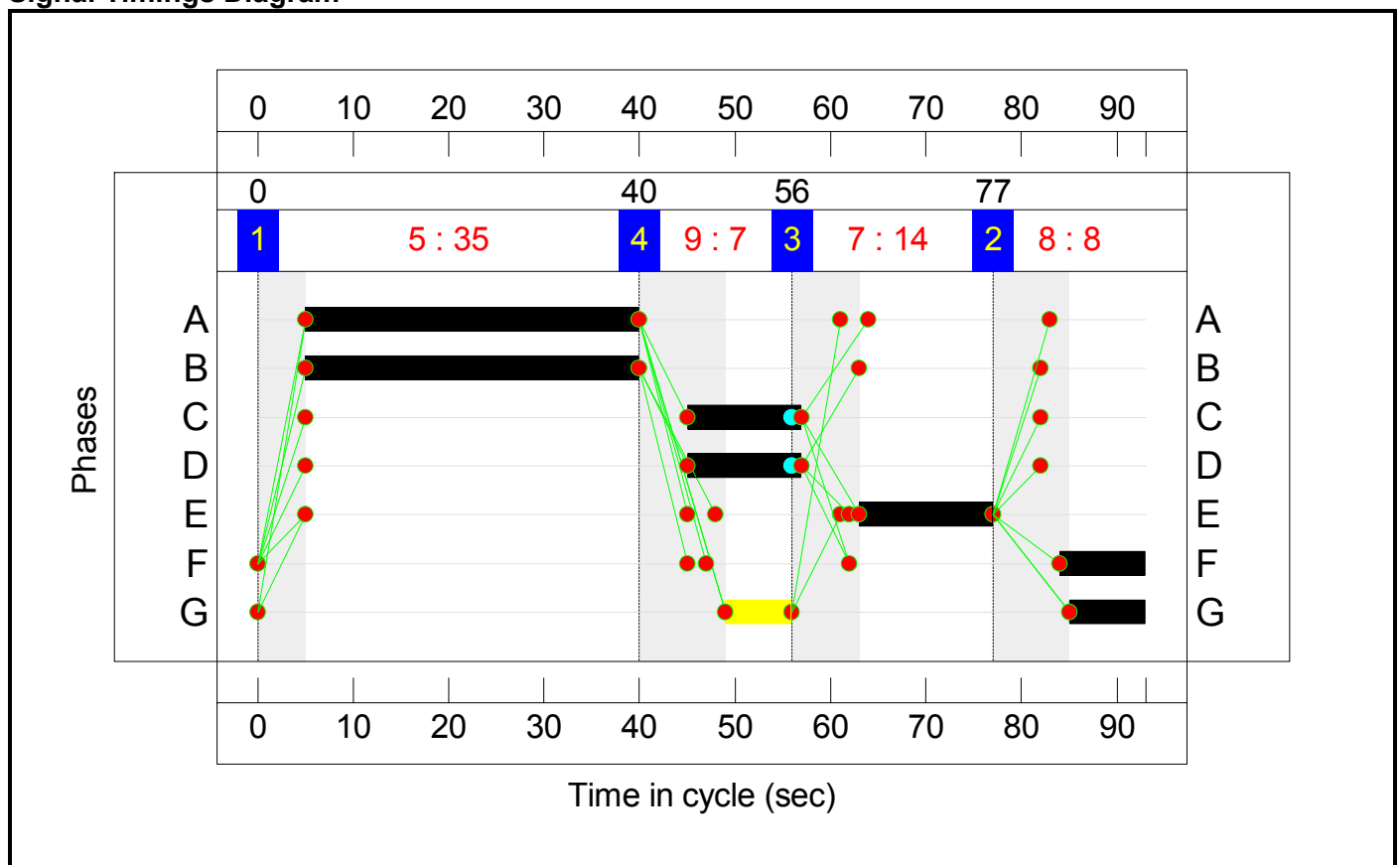
Stage Sequence Diagram



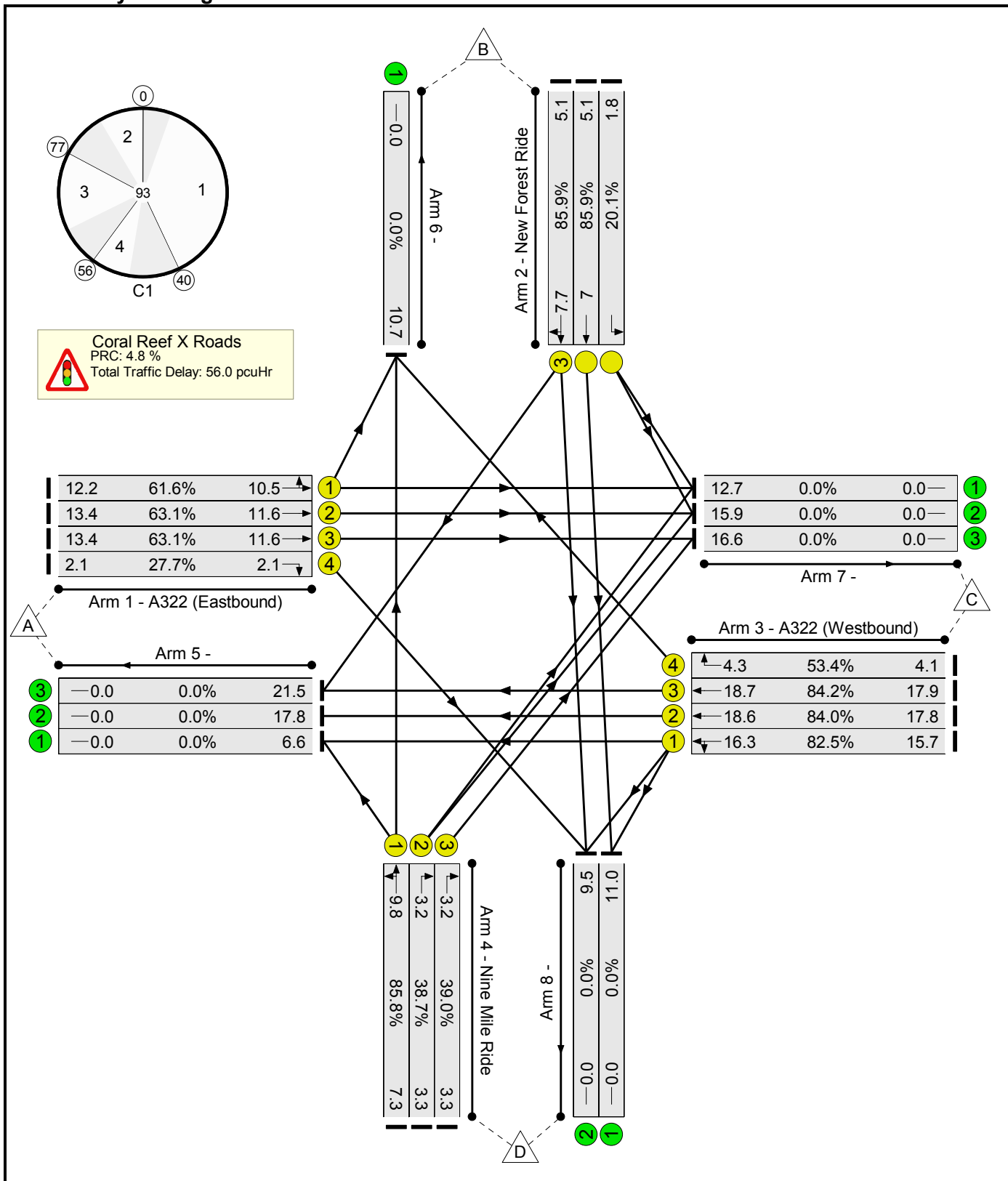
Stage Timings

| Stage        | 1  | 4  | 3  | 2  |
|--------------|----|----|----|----|
| Duration     | 35 | 7  | 14 | 8  |
| Change Point | 0  | 40 | 56 | 77 |

Signal Timings Diagram



### Network Layout Diagram





Full Input Data And Results  
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**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 85.9%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 85.9%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 471               | 1975              | 765            | 61.6%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 517               | 2115              | 819            | 63.1%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 35              | -               | 517               | 2115              | 819            | 63.1%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 12              | -               | 82                | 2115              | 296            | 27.7%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 2          | 15              | -               | 69                | 1874              | 343            | 20.1%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 9               | -               | 199               | 2155              | 232            | 85.9%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 9               | -               | 199               | 2155              | 232            | 85.9%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 608               | 1904              | 737            | 82.5%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 688               | 2115              | 819            | 84.0%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 35              | -               | 693               | 2125              | 823            | 84.2%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 12              | -               | 158               | 2115              | 296            | 53.4%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 14              | -               | 283               | 2045              | 330            | 85.8%       |

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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 14 | - | 126 | 2019 | 326 | 38.7% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 14 | - | 127 | 2019 | 326 | 39.0% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 257 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 688 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 833 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 414 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 491 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 615 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 644 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 427 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 368 | Inf  | Inf | 0.0%  |

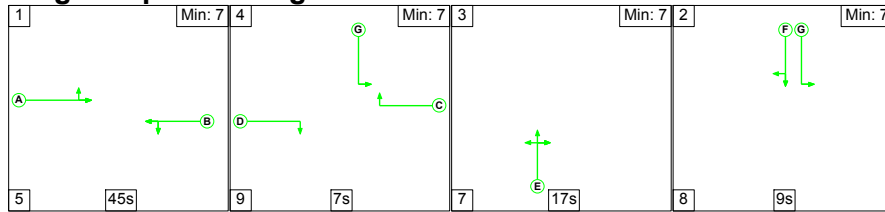
Full Input Data And Results  
CR Final Layout 20140707.lsg3x

| 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 36.6                  | 19.4                         | 0.0                                | 56.0                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 36.6                  | 19.4                         | 0.0                                | 56.0                | -                         | -                                | -                          | -                    |
| 1/1                                 | 471            | 471           | -                     | -                            | -                           | 3.0                   | 0.8                          | -                                  | 3.8                 | 29.0                      | 9.7                              | 0.8                        | 10.5                 |
| 1/2                                 | 517            | 517           | -                     | -                            | -                           | 3.3                   | 0.9                          | -                                  | 4.2                 | 29.1                      | 10.8                             | 0.9                        | 11.6                 |
| 1/3                                 | 517            | 517           | -                     | -                            | -                           | 3.3                   | 0.9                          | -                                  | 4.2                 | 29.1                      | 10.8                             | 0.9                        | 11.6                 |
| 1/4                                 | 82             | 82            | -                     | -                            | -                           | 0.8                   | 0.2                          | -                                  | 1.0                 | 44.2                      | 1.9                              | 0.2                        | 2.1                  |
| 2/1                                 | 69             | 69            | -                     | -                            | -                           | 0.3                   | 0.1                          | -                                  | 0.5                 | 23.8                      | 0.9                              | 0.1                        | 1.1                  |
| 2/2                                 | 199            | 199           | -                     | -                            | -                           | 2.3                   | 2.6                          | -                                  | 4.9                 | 88.2                      | 5.0                              | 2.6                        | 7.7                  |
| 2/3                                 | 199            | 199           | -                     | -                            | -                           | 2.3                   | 2.6                          | -                                  | 4.9                 | 88.2                      | 5.0                              | 2.6                        | 7.7                  |
| 3/1                                 | 608            | 608           | -                     | -                            | -                           | 4.3                   | 2.3                          | -                                  | 6.6                 | 39.1                      | 14.0                             | 2.3                        | 16.3                 |
| 3/2                                 | 688            | 688           | -                     | -                            | -                           | 4.9                   | 2.5                          | -                                  | 7.5                 | 39.1                      | 16.1                             | 2.5                        | 18.6                 |
| 3/3                                 | 693            | 693           | -                     | -                            | -                           | 5.0                   | 2.6                          | -                                  | 7.6                 | 39.3                      | 16.2                             | 2.6                        | 18.7                 |
| 3/4                                 | 158            | 158           | -                     | -                            | -                           | 1.6                   | 0.6                          | -                                  | 2.2                 | 50.2                      | 3.8                              | 0.6                        | 4.3                  |
| 4/1                                 | 283            | 283           | -                     | -                            | -                           | 3.0                   | 2.7                          | -                                  | 5.7                 | 72.4                      | 7.1                              | 2.7                        | 9.8                  |
| 4/2                                 | 126            | 126           | -                     | -                            | -                           | 1.2                   | 0.3                          | -                                  | 1.5                 | 43.9                      | 2.9                              | 0.3                        | 3.2                  |
| 4/3                                 | 127            | 127           | -                     | -                            | -                           | 1.2                   | 0.3                          | -                                  | 1.6                 | 44.0                      | 2.9                              | 0.3                        | 3.2                  |
| 5/1                                 | 257            | 257           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 688            | 688           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 833            | 833           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 414            | 414           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 491            | 491           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 615            | 615           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 644            | 644           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 427            | 427           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 368            | 368           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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|    |                              |     |  |       |                 |    |
|----|------------------------------|-----|--|-------|-----------------|----|
| C1 | PRC for Signalled Lanes (%): | 4.8 | Total Delay for Signalled Lanes (pcuHr): | 56.00 | Cycle Time (s): | 93 |
|    | PRC Over All Lanes (%):      | 4.8 | Total Delay Over All Lanes(pcuHr):       | 56.00 |                 |    |

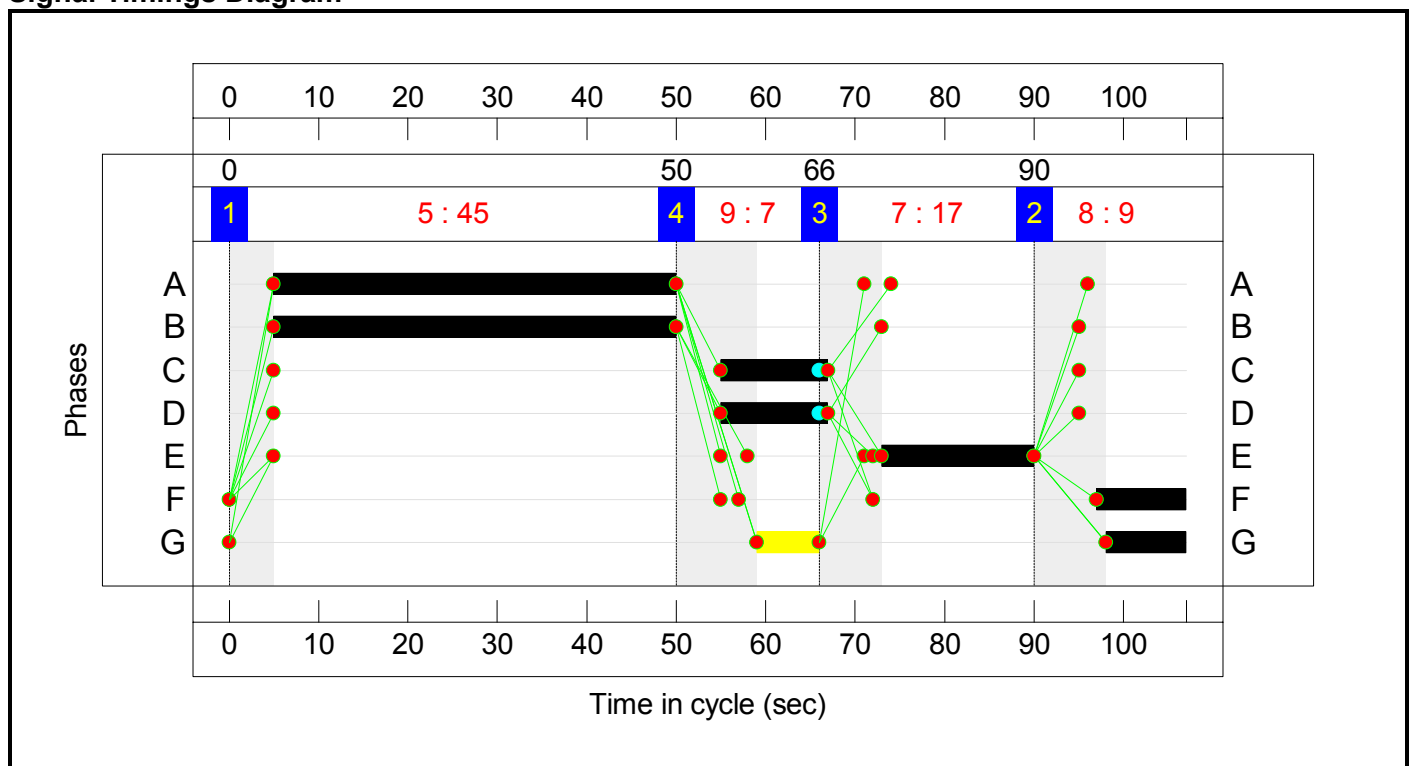
**Stage Sequence Diagram**



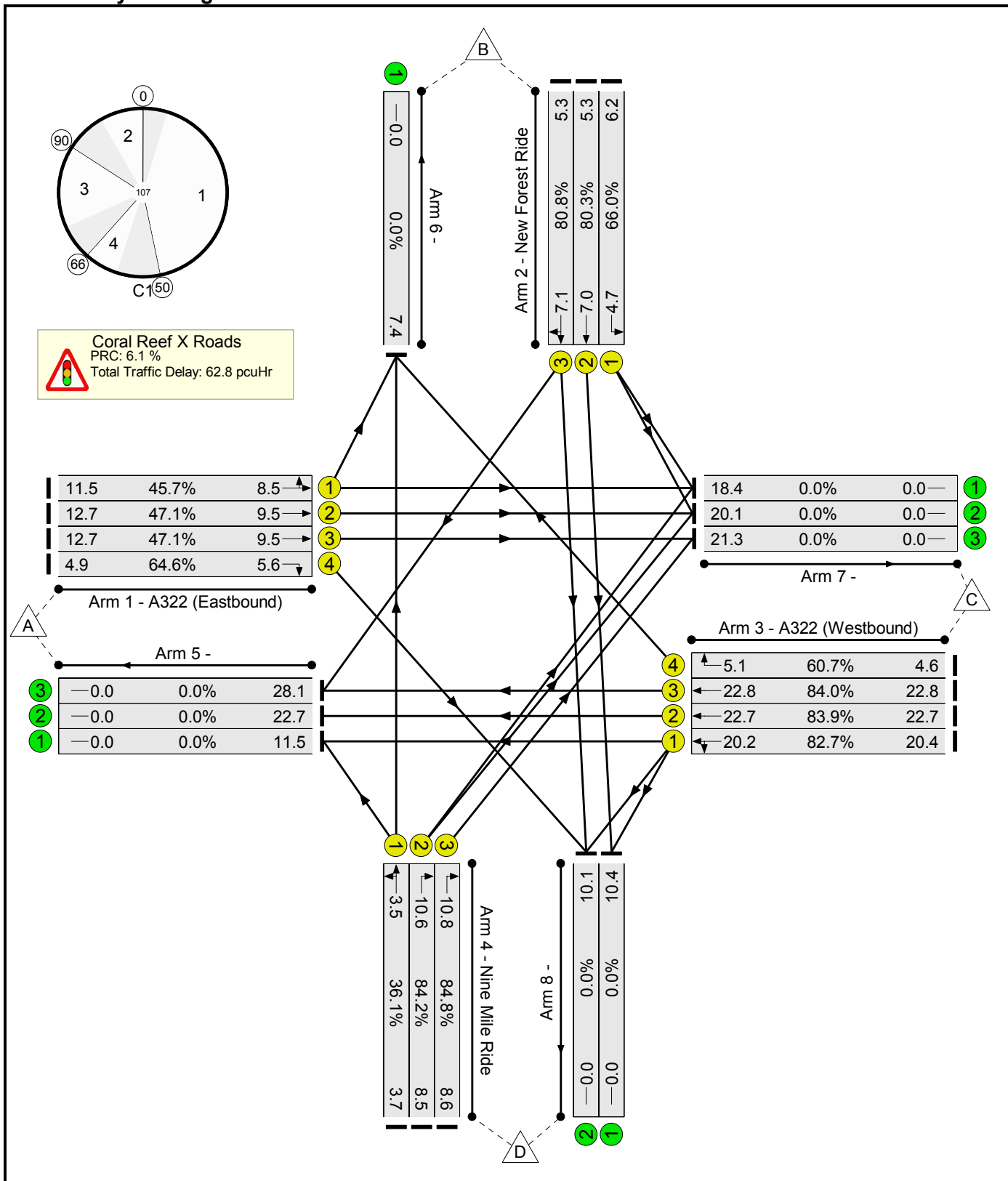
**Stage Timings**

| Stage        | 1  | 4  | 3  | 2  |
|--------------|----|----|----|----|
| Duration     | 45 | 7  | 17 | 9  |
| Change Point | 0  | 50 | 66 | 90 |

**Signal Timings Diagram**



### Network Layout Diagram



Full Input Data And Results  
CR Final Layout 20140707.lsg3x

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 84.8%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 84.8%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 388               | 1975              | 849            | 45.7%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 428               | 2115              | 909            | 47.1%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 45              | -               | 428               | 2115              | 909            | 47.1%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 12              | -               | 166               | 2115              | 257            | 64.6%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 2          | 16              | -               | 208               | 1874              | 315            | 66.0%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 10              | -               | 178               | 2155              | 222            | 80.3%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 10              | -               | 179               | 2155              | 222            | 80.8%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 45              | -               | 685               | 1926              | 828            | 82.7%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 45              | -               | 763               | 2115              | 909            | 83.9%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 45              | -               | 767               | 2125              | 914            | 84.0%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 12              | -               | 156               | 2115              | 257            | 60.7%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 17              | -               | 124               | 2043              | 344            | 36.1%       |

Full Input Data And Results  
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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 17 | - | 286 | 2019 | 340 | 84.2% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 17 | - | 288 | 2019 | 340 | 84.8% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 386 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 763 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 946 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 248 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 620 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 675 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 716 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 351 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 339 | Inf  | Inf | 0.0%  |



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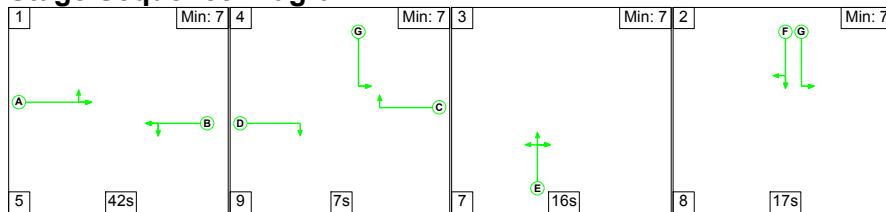
| Item                                | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 42.4                  | 20.4                         | 0.0                                | 62.8                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 42.4                  | 20.4                         | 0.0                                | 62.8                | -                         | -                                | -                          | -                    |
| 1/1                                 | 388            | 388           | -                     | -                            | -                           | 2.3                   | 0.4                          | -                                  | 2.8                 | 25.5                      | 8.1                              | 0.4                        | 8.5                  |
| 1/2                                 | 428            | 428           | -                     | -                            | -                           | 2.6                   | 0.4                          | -                                  | 3.0                 | 25.5                      | 9.0                              | 0.4                        | 9.5                  |
| 1/3                                 | 428            | 428           | -                     | -                            | -                           | 2.6                   | 0.4                          | -                                  | 3.0                 | 25.5                      | 9.0                              | 0.4                        | 9.5                  |
| 1/4                                 | 166            | 166           | -                     | -                            | -                           | 2.1                   | 0.9                          | -                                  | 3.0                 | 64.2                      | 4.7                              | 0.9                        | 5.6                  |
| 2/1                                 | 208            | 208           | -                     | -                            | -                           | 1.3                   | 1.0                          | -                                  | 2.3                 | 39.2                      | 3.8                              | 1.0                        | 4.7                  |
| 2/2                                 | 178            | 178           | -                     | -                            | -                           | 2.3                   | 1.9                          | -                                  | 4.2                 | 85.0                      | 5.1                              | 1.9                        | 7.0                  |
| 2/3                                 | 179            | 179           | -                     | -                            | -                           | 2.3                   | 1.9                          | -                                  | 4.3                 | 85.8                      | 5.2                              | 1.9                        | 7.1                  |
| 3/1                                 | 685            | 685           | -                     | -                            | -                           | 5.1                   | 2.3                          | -                                  | 7.5                 | 39.2                      | 17.9                             | 2.3                        | 20.2                 |
| 3/2                                 | 763            | 763           | -                     | -                            | -                           | 5.8                   | 2.5                          | -                                  | 8.3                 | 39.1                      | 20.1                             | 2.5                        | 22.7                 |
| 3/3                                 | 767            | 767           | -                     | -                            | -                           | 5.8                   | 2.5                          | -                                  | 8.3                 | 39.1                      | 20.2                             | 2.5                        | 22.8                 |
| 3/4                                 | 156            | 156           | -                     | -                            | -                           | 1.9                   | 0.8                          | -                                  | 2.7                 | 62.2                      | 4.4                              | 0.8                        | 5.1                  |
| 4/1                                 | 124            | 124           | -                     | -                            | -                           | 1.4                   | 0.3                          | -                                  | 1.6                 | 47.6                      | 3.2                              | 0.3                        | 3.5                  |
| 4/2                                 | 286            | 286           | -                     | -                            | -                           | 3.4                   | 2.4                          | -                                  | 5.9                 | 73.9                      | 8.2                              | 2.4                        | 10.6                 |
| 4/3                                 | 288            | 288           | -                     | -                            | -                           | 3.5                   | 2.5                          | -                                  | 6.0                 | 74.9                      | 8.2                              | 2.5                        | 10.8                 |
| 5/1                                 | 386            | 386           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 763            | 763           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 946            | 946           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 248            | 248           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 620            | 620           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 675            | 675           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 716            | 716           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 351            | 351           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 339            | 339           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
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|    |                              |     |  |       |                 |     |
|----|------------------------------|-----|--|-------|-----------------|-----|
| C1 | PRC for Signalled Lanes (%): | 6.1 | Total Delay for Signalled Lanes (pcuHr): | 62.78 | Cycle Time (s): | 107 |
|    | PRC Over All Lanes (%):      | 6.1 | Total Delay Over All Lanes(pcuHr):       | 62.78 |                 |     |

Full Input Data And Results  
 CR Final Layout 20140707.lsg3x  
 Scenario 8: '2026 PM 90%' (FG8: '2026 M3 PM 90%', Plan 1: 'Option1')

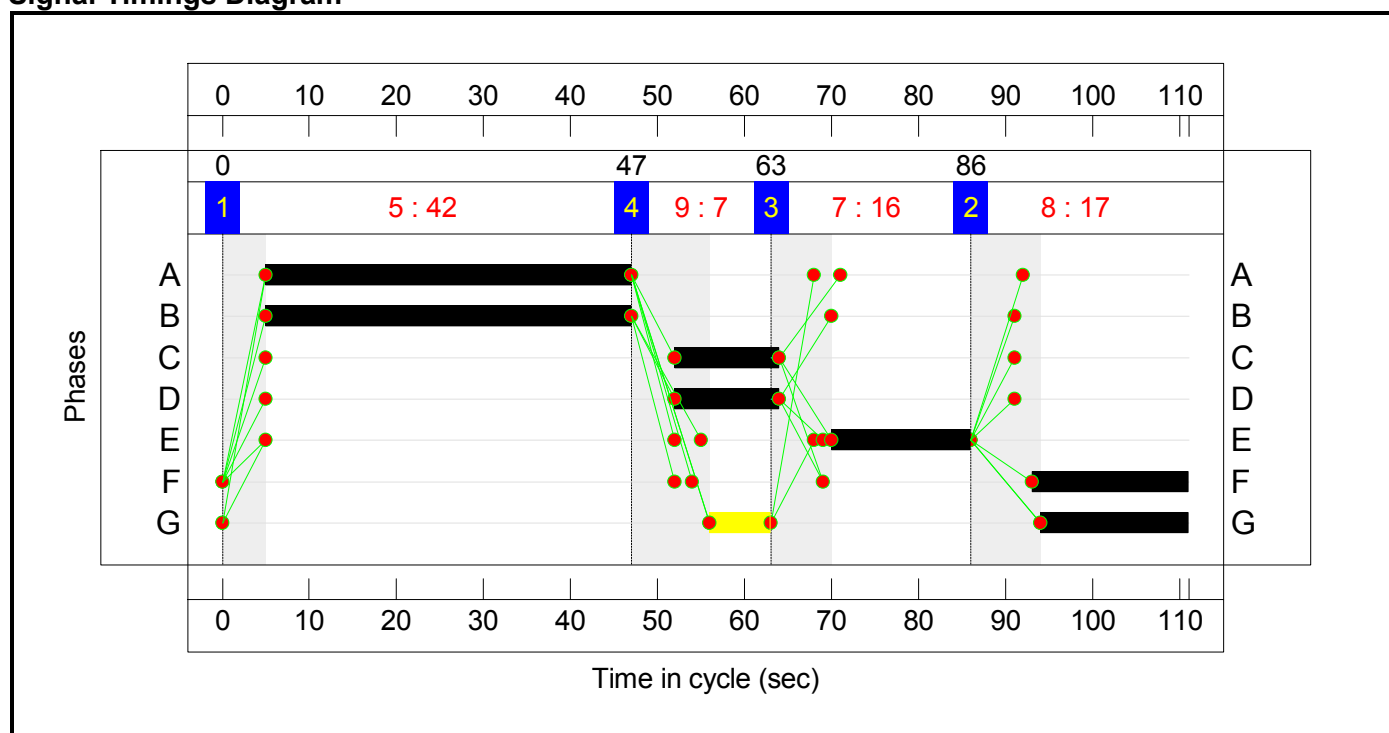
### Stage Sequence Diagram



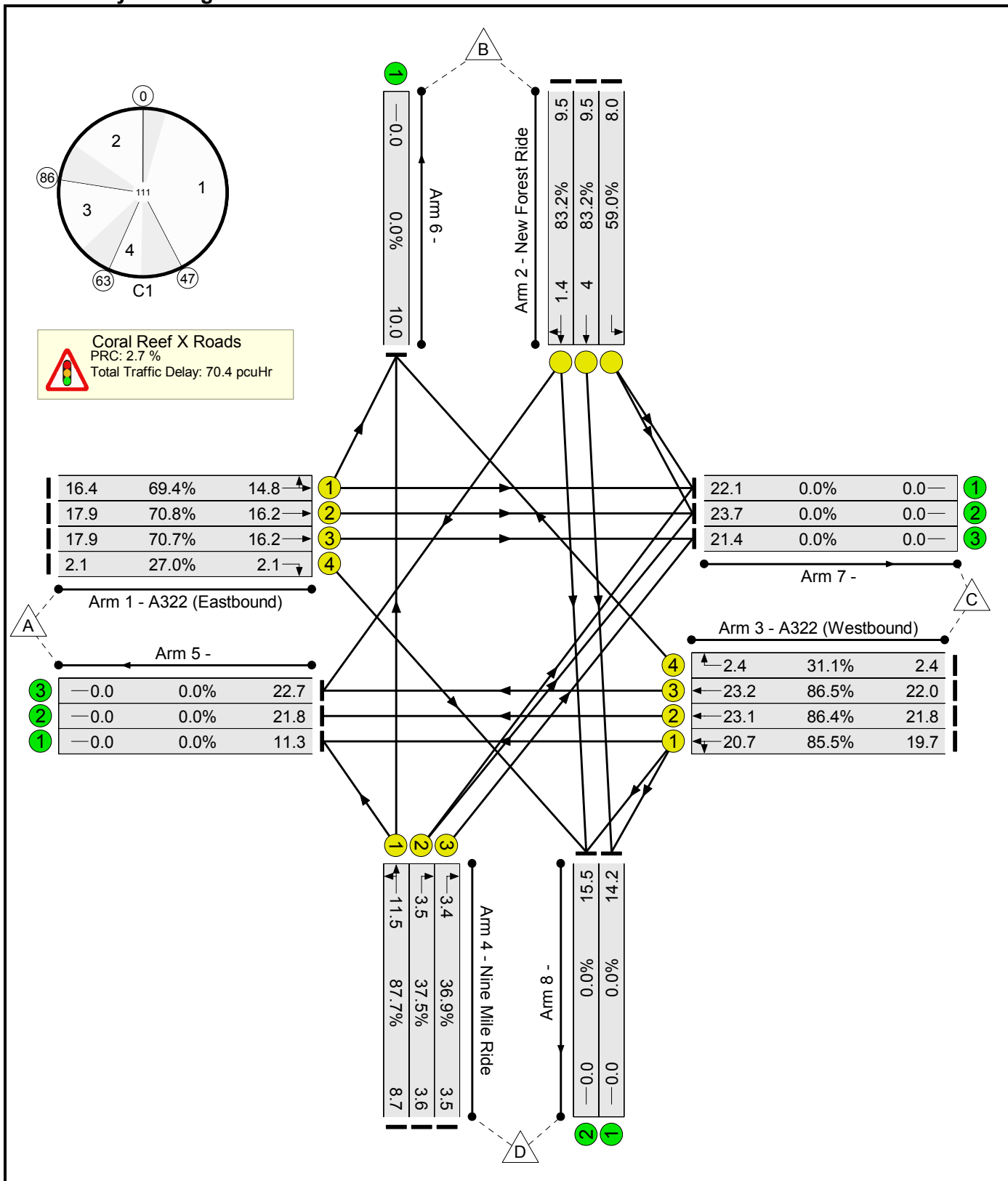
### Stage Timings

| Stage        | 1  | 4  | 3  | 2  |
|--------------|----|----|----|----|
| Duration     | 42 | 7  | 16 | 17 |
| Change Point | 0  | 47 | 63 | 86 |

### Signal Timings Diagram



### Network Layout Diagram



Full Input Data And Results  
CR Final Layout 20140707.lsg3x

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| <b>Network:<br/>Proposed<br/>Crossroads</b> | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.7%       |
| <b>Coral Reef X<br/>Roads</b>               | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 87.7%       |
| 1/1   | A322<br>(Eastbound)<br>Left Ahead | U         | N/A               | N/A                        | A          |             | 1          | 42              | -               | 531               | 1975              | 765            | 69.4%       |
| 1/2   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 42              | -               | 580               | 2115              | 819            | 70.8%       |
| 1/3   | A322<br>(Eastbound)<br>Ahead      | U         | N/A               | N/A                        | A          |             | 1          | 42              | -               | 579               | 2115              | 819            | 70.7%       |
| 1/4   | A322<br>(Eastbound)<br>Right      | U         | N/A               | N/A                        | D          |             | 1          | 12              | -               | 67                | 2115              | 248            | 27.0%       |
| 2/1   | New Forest<br>Ride Left           | U         | N/A               | N/A                        | G          |             | 2          | 24              | -               | 259               | 1874              | 439            | 59.0%       |
| 2/2   | New Forest<br>Ride Ahead          | U         | N/A               | N/A                        | F          |             | 1          | 18              | -               | 307               | 2155              | 369            | 83.2%       |
| 2/3   | New Forest<br>Ride Right<br>Ahead | U         | N/A               | N/A                        | F          |             | 1          | 18              | -               | 307               | 2155              | 369            | 83.2%       |
| 3/1   | A322<br>(Westbound)<br>Ahead Left | U         | N/A               | N/A                        | B          |             | 1          | 42              | -               | 639               | 1929              | 747            | 85.5%       |
| 3/2   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 42              | -               | 708               | 2115              | 819            | 86.4%       |
| 3/3   | A322<br>(Westbound)<br>Ahead      | U         | N/A               | N/A                        | B          |             | 1          | 42              | -               | 712               | 2125              | 823            | 86.5%       |
| 3/4   | A322<br>(Westbound)<br>Right      | U         | N/A               | N/A                        | C          |             | 1          | 12              | -               | 77                | 2115              | 248            | 31.1%       |
| 4/1   | Nine Mile Ride<br>Left Ahead      | U         | N/A               | N/A                        | E          |             | 1          | 16              | -               | 281               | 2093              | 321            | 87.7%       |

Full Input Data And Results  
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|     |                      |   |     |     |   |  |   |    |   |     |      |     |       |
|-----|----------------------|---|-----|-----|---|--|---|----|---|-----|------|-----|-------|
| 4/2 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 16 | - | 116 | 2019 | 309 | 37.5% |
| 4/3 | Nine Mile Ride Right | U | N/A | N/A | E |  | 1 | 16 | - | 114 | 2019 | 309 | 36.9% |
| 5/1 |                      | U | N/A | N/A | - |  | - | -  | - | 367 | Inf  | Inf | 0.0%  |
| 5/2 |                      | U | N/A | N/A | - |  | - | -  | - | 708 | Inf  | Inf | 0.0%  |
| 5/3 |                      | U | N/A | N/A | - |  | - | -  | - | 736 | Inf  | Inf | 0.0%  |
| 6/1 |                      | U | N/A | N/A | - |  | - | -  | - | 323 | Inf  | Inf | 0.0%  |
| 7/1 |                      | U | N/A | N/A | - |  | - | -  | - | 717 | Inf  | Inf | 0.0%  |
| 7/2 |                      | U | N/A | N/A | - |  | - | -  | - | 768 | Inf  | Inf | 0.0%  |
| 7/3 |                      | U | N/A | N/A | - |  | - | -  | - | 693 | Inf  | Inf | 0.0%  |
| 8/1 |                      | U | N/A | N/A | - |  | - | -  | - | 461 | Inf  | Inf | 0.0%  |
| 8/2 |                      | U | N/A | N/A | - |  | - | -  | - | 504 | Inf  | Inf | 0.0%  |

Full Input Data And Results  
CR Final Layout 20140707.lsg3x

| 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) |
|-------------------------------------|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network: Proposed Crossroads</b> | -              | -             | 0                     | 0                            | 0                           | 48.6                  | 21.8                         | 0.0                                | 70.4                | -                         | -                                | -                          | -                    |
| <b>Coral Reef X Roads</b>           | -              | -             | 0                     | 0                            | 0                           | 48.6                  | 21.8                         | 0.0                                | 70.4                | -                         | -                                | -                          | -                    |
| 1/1                                 | 531            | 531           | -                     | -                            | -                           | 4.2                   | 1.1                          | -                                  | 5.3                 | 36.1                      | 13.7                             | 1.1                        | 14.8                 |
| 1/2                                 | 580            | 580           | -                     | -                            | -                           | 4.6                   | 1.2                          | -                                  | 5.8                 | 36.1                      | 15.0                             | 1.2                        | 16.2                 |
| 1/3                                 | 579            | 579           | -                     | -                            | -                           | 4.6                   | 1.2                          | -                                  | 5.8                 | 36.1                      | 15.0                             | 1.2                        | 16.2                 |
| 1/4                                 | 67             | 67            | -                     | -                            | -                           | 0.8                   | 0.2                          | -                                  | 1.0                 | 54.6                      | 1.9                              | 0.2                        | 2.1                  |
| 2/1                                 | 259            | 259           | -                     | -                            | -                           | 1.6                   | 0.7                          | -                                  | 2.3                 | 32.1                      | 4.5                              | 0.7                        | 5.2                  |
| 2/2                                 | 307            | 307           | -                     | -                            | -                           | 3.8                   | 2.3                          | -                                  | 6.1                 | 71.5                      | 9.1                              | 2.3                        | 11.4                 |
| 2/3                                 | 307            | 307           | -                     | -                            | -                           | 3.8                   | 2.3                          | -                                  | 6.1                 | 71.5                      | 9.1                              | 2.3                        | 11.4                 |
| 3/1                                 | 639            | 639           | -                     | -                            | -                           | 5.5                   | 2.8                          | -                                  | 8.3                 | 47.0                      | 17.9                             | 2.8                        | 20.7                 |
| 3/2                                 | 708            | 708           | -                     | -                            | -                           | 6.2                   | 3.0                          | -                                  | 9.2                 | 46.6                      | 20.1                             | 3.0                        | 23.1                 |
| 3/3                                 | 712            | 712           | -                     | -                            | -                           | 6.2                   | 3.0                          | -                                  | 9.2                 | 46.7                      | 20.2                             | 3.0                        | 23.2                 |
| 3/4                                 | 77             | 77            | -                     | -                            | -                           | 1.0                   | 0.2                          | -                                  | 1.2                 | 55.4                      | 2.2                              | 0.2                        | 2.4                  |
| 4/1                                 | 281            | 281           | -                     | -                            | -                           | 3.6                   | 3.1                          | -                                  | 6.7                 | 85.4                      | 8.4                              | 3.1                        | 11.5                 |
| 4/2                                 | 116            | 116           | -                     | -                            | -                           | 1.4                   | 0.3                          | -                                  | 1.7                 | 51.5                      | 3.2                              | 0.3                        | 3.5                  |
| 4/3                                 | 114            | 114           | -                     | -                            | -                           | 1.3                   | 0.3                          | -                                  | 1.6                 | 51.4                      | 3.1                              | 0.3                        | 3.4                  |
| 5/1                                 | 367            | 367           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/2                                 | 708            | 708           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/3                                 | 736            | 736           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1                                 | 323            | 323           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1                                 | 717            | 717           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/2                                 | 768            | 768           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/3                                 | 693            | 693           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/1                                 | 461            | 461           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 8/2                                 | 504            | 504           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |

Full Input Data And Results  
CR Final Layout 20140707.lsg3x

|    |                              |     |  |       |                 |     |
|----|------------------------------|-----|--|-------|-----------------|-----|
| C1 | PRC for Signalled Lanes (%): | 2.7 | Total Delay for Signalled Lanes (pcuHr): | 70.36 | Cycle Time (s): | 111 |
|    | PRC Over All Lanes (%):      | 2.7 | Total Delay Over All Lanes(pcuHr):       | 70.36 |                 |     |