ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay (sec)	Queued	Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.40	60.0
6	R	0.16	0.24	9.1	0.00	0.67	0.0	0	1.04	49.0
North: calle 16 N										
7	L	0.14	0.21	12.8	0.25	0.87	0.1	1	0.80	46.0
9	R	0.00	0.00	11.3	0.25	0.84	0.1	1	0.02	46.2
West: Calle A Oeste										
10	L	0.06	0.09	9.4	0.22	0.66	0.1	0	0.42	47.3
11	T	0.00	0.01	0.4	0.22	0.00	0.1	0	0.37	57.0

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico AM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este									
104	0.061	0.16	0.24	5.6	0.00	0.41	0	1.45	52.7
North: calle 16 N									
41	0.040	0.15	0.22	12.8	0.25	0.87	1	0.82	46.0
West: Calle A Oeste									
56	0.035	0.07	0.10	4.3	0.22	0.28	0	0.79	52.4
ALL VEHICLES:									
201	0.061	0.37	0.56	6.7	0.11	0.47	1	3.05	51.1
INTERSECTION (persons):									
302	0.061		0.56	6.7	0.11	0.47		3.05	51.1

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico AM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este								
1 TR	104	1701	0.061	5.6	0.41	0.0	0.0	500.0
North: calle 16 N								
1 LR	41	1043	0.039	12.8	0.87	0.1	0.5	500.0
West: Calle A Oeste								
1 LT	56	1601	0.035	4.3	0.28	0.1	0.5	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico AM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este								
1 TR	0	40	64	104	104	1701	0.061	100
North: calle 16 N								
1 LR	40	0	1	41	41	1043	0.039	100
West: Calle A Oeste								
1 LT	24	32	0	56	56	1601	0.035	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico AM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID		Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este										
5	T		40	654	100	0.061*	0.0	0.00	0.0	0.40
6	R		64	1047	100	0.061*	9.1	0.67	0.0	1.04
North: calle 16 N										
7	L		40	1018	100	0.039	12.8	0.87	0.1	0.80
9	R		1	25	100	0.040	11.3	0.84	0.1	0.02
West: Calle A Oeste										
10	L		24	686	100	0.035	9.4	0.66	0.1	0.42

11	T	32	915	100	0.035	0.4	0.00	0.1	0.37

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico AM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Queue Back (m)
East: calle A Este								
5	T	40	654	0.061*	0.0	A	0.0	0
6	R	64	1047	0.061*	9.1	A	0.0	0
North: calle 16 N								
7	L	40	1018	0.039	12.8	B	0.1	1
9	R	1	25	0.040	11.3	B	0.1	1
West: Calle A Oeste								
10	L	24	686	0.035	9.4	A	0.1	0
11	T	32	915	0.035	0.4	A	0.1	0
ALL VEHICLES:		201		0.061	6.7	NA	0.1	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at
two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods

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Output Tables

Run Information
* Basic Parameters:
Intersection Type: Unsignalised - Two-Way Stop Control
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

Table S.3 - Intersection Parameters
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	6.9
Largest average movement delay (s)	=	12.7
Largest back of queue, mean (m)	=	1
Performance Index	=	3.56
Degree of saturation (highest)	=	0.070
Practical Spare Capacity (lowest)	=	1038 %
Effective intersection capacity, (veh/h)	=	3300
Total vehicle flow (veh/h)	=	232
Total person flow (pers/h)	=	348
Total vehicle delay (veh-h/h)	=	0.44
Total person delay (pers-h/h)	=	0.66
Total effective vehicle stops (veh/h)	=	114
Total effective person stops (pers/h)	=	171
Total vehicle travel (veh-km/h)	=	140.2
Total cost ($/h)	=	106.65
Total fuel (L/h)	=	19.7
Total CO2 (kg/h)	=	49.53

NA Not Applicable - Intersection Level of Service is not calculated at
two-way stop control or give-way/yield controlled intersections.
See Table S.15 or Movement Displays for individual movement LOS values.

Table S.5 - Movement Performance

Mov	Total	Total	Aver.	Prop.	Eff.	Longest Queue	Perf.	Aver.

ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay (sec)	Queued	Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.49	60.0
6	R	0.18	0.27	9.1	0.00	0.67	0.0	0	1.17	49.0
North: calle 16 N										
7	L	0.14	0.21	12.7	0.24	0.89	0.1	1	0.80	46.1
9	R	0.06	0.09	11.3	0.24	0.86	0.1	1	0.39	46.3
West: Calle A W										
10	L	0.05	0.08	9.4	0.24	0.66	0.1	0	0.35	47.2
11	T	0.00	0.01	0.5	0.24	0.00	0.1	0	0.37	56.8

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

	Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este	120	0.070	0.18	0.27	5.5	0.00	0.40	0	1.66	52.9
North: calle 16 N	60	0.054	0.20	0.31	12.2	0.24	0.88	1	1.19	46.1
West: Calle A W	52	0.032	0.06	0.09	3.9	0.24	0.25	0	0.72	52.7
ALL VEHICLES:	232	0.070	0.44	0.66	6.9	0.12	0.49	1	3.56	50.9
INTERSECTION (persons):	348	0.070		0.66	6.9	0.12	0.49		3.56	50.9

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.		Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este									
1	TR	120	1707	0.070	5.5	0.40	0.0	0.0	500.0
North: calle 16 N									
1	LR	60	1110	0.054	12.2	0.88	0.1	0.7	500.0
West: Calle A W									
1	LT	52	1617	0.032	3.9	0.25	0.1	0.5	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.		Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este									
1	TR	0	48	72	120	120	1707	0.070	100
North: calle 16 N									
1	LR	40	0	20	60	60	1110	0.054	100
West: Calle A W									
1	LT	20	32	0	52	52	1617	0.032	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID		Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este										
5	T		48	683	100	0.070*	0.0	0.00	0.0	0.49
6	R		72	1024	100	0.070*	9.1	0.67	0.0	1.17
North: calle 16 N										
7	L		40	740	100	0.054	12.7	0.89	0.1	0.80
9	R		20	370	100	0.054	11.3	0.86	0.1	0.39
West: Calle A W										
10	L		20	622	100	0.032	9.4	0.66	0.1	0.35

11	T	32	995	100	0.032	0.5	0.00	0.1	0.37

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico PM Base
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Queue Back (m)
East: calle A Este								
5	T	48	683	0.070*	0.0	A	0.0	0
6	R	72	1024	0.070*	9.1	A	0.0	0
North: calle 16 N								
7	L	40	740	0.054	12.7	B	0.1	1
9	R	20	370	0.054	11.3	B	0.1	1
West: Calle A W								
10	L	20	622	0.032	9.4	A	0.1	0
11	T	32	995	0.032	0.5	A	0.1	0
ALL VEHICLES:		232		0.070	6.9	NA	0.1	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at
two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods

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Output Tables

Run Information
* Basic Parameters:
Intersection Type: Unsignalised - Two-Way Stop Control
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

Table S.3 - Intersection Parameters
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	7.5
Largest average movement delay (s)	=	12.9
Largest back of queue, mean (m)	=	1
Performance Index	=	4.00
Degree of saturation (highest)	=	0.078
Practical Spare Capacity (lowest)	=	927 %
Effective intersection capacity, (veh/h)	=	3259
Total vehicle flow (veh/h)	=	254
Total person flow (pers/h)	=	381
Total vehicle delay (veh-h/h)	=	0.53
Total person delay (pers-h/h)	=	0.79
Total effective vehicle stops (veh/h)	=	133
Total effective person stops (pers/h)	=	199
Total vehicle travel (veh-km/h)	=	153.4
Total cost ($/h)	=	121.45
Total fuel (L/h)	=	23.4
Total CO2 (kg/h)	=	58.99

NA Not Applicable - Intersection Level of Service is not calculated at
two-way stop control or give-way/yield controlled intersections.
See Table S.15 or Movement Displays for individual movement LOS values.

Table S.5 - Movement Performance

Mov	Total	Total	Aver.	Prop.	Eff.	Longest Queue	Perf.	Aver.

ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay Queued (sec)		Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.42	60.0
6	R	0.23	0.34	9.1	0.00	0.67	0.0	0	1.45	49.0
North: calle 16 N										
7	L	0.23	0.35	12.9	0.28	0.87	0.1	1	1.28	45.9
9	R	0.00	0.00	11.5	0.28	0.84	0.1	1	0.02	46.1
West: Calle A W										
10	L	0.07	0.10	9.5	0.26	0.67	0.1	1	0.44	47.2
11	T	0.01	0.01	0.6	0.26	0.00	0.1	1	0.38	56.6

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este									
131	0.078	0.23	0.34	6.2	0.00	0.45	0	1.88	52.0
North: calle 16 N									
65	0.064	0.23	0.35	12.9	0.28	0.87	1	1.30	45.9
West: Calle A W									
58	0.037	0.07	0.11	4.4	0.26	0.29	1	0.82	52.1
ALL VEHICLES:									
254	0.078	0.53	0.79	7.5	0.13	0.52	1	4.00	50.4
INTERSECTION (persons):									
381	0.078		0.79	7.5	0.13	0.52		4.00	50.4

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este								
1 TR	131	1681	0.078	6.2	0.45	0.0	0.0	500.0
North: calle 16 N								
1 LR	65	1019	0.064	12.9	0.87	0.1	0.9	500.0
West: Calle A W								
1 LT	58	1572	0.037	4.4	0.29	0.1	0.5	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este								
1 TR	0	42	89	131	131	1681	0.078	100
North: calle 16 N								
1 LR	64	0	1	65	60	1019	0.064	100
West: Calle A W								
1 LT	25	33	0	58	58	1572	0.037	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este									
5	T	42	539	100	0.078*	0.0	0.00	0.0	0.42
6	R	89	1142	100	0.078*	9.1	0.67	0.0	1.45
North: calle 16 N									
7	L	64	1003	100	0.064	12.9	0.87	0.1	1.28
9	R	1	16	100	0.062	11.5	0.84	0.1	0.02
West: Calle A W									
10	L	25	678	100	0.037	9.5	0.67	0.1	0.44

11	T	33	894	100	0.037	0.6	0.00	0.1	0.38

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico AM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Back (m)
East: calle A Este								
5	T	42	539	0.078*	0.0	A	0.0	0
6	R	89	1142	0.078*	9.1	A	0.0	0
North: calle 16 N								
7	L	64	1003	0.064	12.9	B	0.1	1
9	R	1	16	0.062	11.5	B	0.1	1
West: Calle A W								
10	L	25	678	0.037	9.5	A	0.1	1
11	T	33	894	0.037	0.6	A	0.1	1
ALL VEHICLES:		254		0.078	7.5	NA	0.1	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at
two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane
v/c ratio rather than short lane v/c ratio (v/c=1.0)

Site: 05 calle 16 y calle A FA 2010
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Contreras\Desktop\Yauco-Vertedero-Dic2007\corridas
Yauco-Vertedero\Yauco-Vertedero futuro 2010.aap
Processed Jan 17, 2008 10:08:51AM

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Output Tables
Output Tables
05 calle 16 y calle A
Pico AM Futuro 2015

Run Information
* Basic Parameters:
Intersection Type: Unsignalised - Two-Way Stop Control
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

Table S.3 - Intersection Parameters
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	7.7
Largest average movement delay (s)	=	13.1
Largest back of queue, mean (m)	=	1
Performance Index	=	4.65
Degree of saturation (highest)	=	0.090
Practical Spare Capacity (lowest)	=	792 %
Effective intersection capacity, (veh/h)	=	3268
Total vehicle flow (veh/h)	=	293
Total person flow (pers/h)	=	440
Total vehicle delay (veh-h/h)	=	0.63
Total person delay (pers-h/h)	=	0.94
Total effective vehicle stops (veh/h)	=	156
Total effective person stops (pers/h)	=	234
Total vehicle travel (veh-km/h)	=	176.9
Total cost ($/h)	=	141.15
Total fuel (L/h)	=	27.4
Total CO2 (kg/h)	=	68.92

NA Not Applicable - Intersection Level of Service is not calculated at two-way stop control or give-way/yield controlled intersections. See Table S.15 or Movement Displays for individual movement LOS values.

Table S.5 - Movement Performance

ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay (sec)	Queued	Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.46	60.0
6	R	0.26	0.39	9.1	0.00	0.67	0.0	0	1.70	49.0
North: calle 16 N										
7	L	0.28	0.42	13.1	0.30	0.87	0.1	1	1.55	45.9
9	R	0.00	0.00	11.6	0.30	0.83	0.1	1	0.02	46.1
West: Calle A W										
10	L	0.07	0.11	9.6	0.28	0.67	0.1	1	0.50	47.1
11	T	0.01	0.01	0.7	0.28	0.00	0.1	1	0.43	56.3

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

	Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este										
	150	0.090	0.26	0.39	6.3	0.00	0.46	0	2.16	51.9
North: calle 16 N										
	78	0.078	0.28	0.42	13.1	0.30	0.87	1	1.57	45.9
West: Calle A W										
	65	0.042	0.08	0.12	4.5	0.28	0.29	1	0.92	52.0
ALL VEHICLES:										
	293	0.090	0.63	0.94	7.7	0.14	0.53	1	4.65	50.2
INTERSECTION (persons):										
	440	0.090		0.94	7.7	0.14	0.53		4.65	50.2

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este								

1 TR	150	1674	0.090	6.3	0.46	0.0	0.0	500.0
North: calle 16 N								
1 LR	78	998	0.078	13.1	0.87	0.1	1.1	500.0
West: Calle A W								
1 LT	65	1553	0.042	4.5	0.29	0.1	0.6	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este								
1 TR	0	46	104	150	150	1674	0.090	100
North: calle 16 N								
1 LR	77	0	1	78	60	998	0.078	100
West: Calle A W								
1 LT	28	37	0	65	65	1553	0.042	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este									
5	T	46	513	100	0.090*	0.0	0.00	0.0	0.46
6	R	104	1161	100	0.090*	9.1	0.67	0.0	1.70
North: calle 16 N									
7	L	77	985	100	0.078	13.1	0.87	0.1	1.55
9	R	1	13	100	0.077	11.6	0.83	0.1	0.02
West: Calle A W									
10	L	28	669	100	0.042	9.6	0.67	0.1	0.50
11	T	37	884	100	0.042	0.7	0.00	0.1	0.43

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico AM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Aver. (vehs)	Queue Back (m)
East: calle A Este								
5	T	46	513	0.090*	0.0	A	0.0	0
6	R	104	1161	0.090*	9.1	A	0.0	0
North: calle 16 N								
7	L	77	985	0.078	13.1	B	0.1	1
9	R	1	13	0.077	11.6	B	0.1	1
West: Calle A W								
10	L	28	669	0.042	9.6	A	0.1	1
11	T	37	884	0.042	0.7	A	0.1	1
ALL VEHICLES:		293		0.090	7.7	NA	0.1	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Site: 05 calle 16 y calle A FA 2015
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Output Tables
Output Tables
05 calle 16 y calle A
Pico PM Futuro 2010

Run Information
 * Basic Parameters:
   Intersection Type: Unsignalised - Two-Way Stop Control
   Driving on the right-hand side of the road
   Input data specified in Metric units
   Model Defaults: Standard Right TEC - Customised Model
   Peak Flow Period (for performance): 15 minutes
   Unit time (for volumes): 60 minutes.
   Delay definition: Control delay
                     Geometric delay included
   SIDRA Standard Delay model used
   SIDRA Standard Queue model used
   Level of Service based on: Delay (HCM method)
   Queue definition: Back of queue, Average

Table S.3 - Intersection Parameters
 05 calle 16 y calle A
 Pico PM Futuro 2010
 Intersection ID: 05
 Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	7.6
Largest average movement delay (s)	=	12.9
Largest back of queue, mean (m)	=	1
Performance Index	=	4.53
Degree of saturation (highest)	=	0.087
Practical Spare Capacity (lowest)	=	818 %
Effective intersection capacity, (veh/h)	=	3283
Total vehicle flow (veh/h)	=	286
Total person flow (pers/h)	=	429
Total vehicle delay (veh-h/h)	=	0.60
Total person delay (pers-h/h)	=	0.90
Total effective vehicle stops (veh/h)	=	153
Total effective person stops (pers/h)	=	230
Total vehicle travel (veh-km/h)	=	172.7
Total cost ($/h)	=	135.79
Total fuel (L/h)	=	25.8
Total CO2 (kg/h)	=	65.04

 NA Not Applicable - Intersection Level of Service is not calculated at
    two-way stop control or give-way/yield controlled intersections.
    See Table S.15 or Movement Displays for individual movement LOS values.

Table S.5 - Movement Performance

Mov	Total	Total	Aver.	Prop.	Eff.	Longest Queue	Perf.	Aver.

ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay Queued (sec)		Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.51	60.0
6	R	0.25	0.37	9.1	0.00	0.67	0.0	0	1.58	49.0
North: calle 16 N										
7	L	0.23	0.34	12.9	0.27	0.88	0.1	1	1.28	46.0
9	R	0.07	0.10	11.4	0.27	0.85	0.1	1	0.41	46.2
West: Calle A W										
10	L	0.06	0.08	9.6	0.27	0.67	0.1	0	0.37	47.1
11	T	0.01	0.01	0.6	0.27	0.00	0.1	0	0.38	56.4

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico PM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este									
147	0.087	0.25	0.37	6.0	0.00	0.44	0	2.09	52.2
North: calle 16 N									
85	0.080	0.30	0.44	12.5	0.27	0.87	1	1.69	46.0
West: Calle A W									
54	0.034	0.06	0.09	4.1	0.27	0.26	0	0.75	52.4
ALL VEHICLES:									
286	0.087	0.60	0.90	7.6	0.13	0.54	1	4.53	50.3
INTERSECTION (persons):									
429	0.087		0.90	7.6	0.13	0.54		4.53	50.3

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico PM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este								
1 TR	147	1688	0.087	6.0	0.44	0.0	0.0	500.0
North: calle 16 N								
1 LR	85	1065	0.080	12.5	0.87	0.1	1.1	500.0
West: Calle A W								
1 LT	54	1588	0.034	4.1	0.26	0.1	0.5	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico PM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este								
1 TR	0	50	97	147	147	1688	0.087	100
North: calle 16 N								
1 LR	64	0	21	85	60	1065	0.080	100
West: Calle A W								
1 LT	21	33	0	54	54	1588	0.034	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico PM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este									
5	T	50	574	100	0.087*	0.0	0.00	0.0	0.51
6	R	97	1114	100	0.087*	9.1	0.67	0.0	1.58
North: calle 16 N									
7	L	64	802	100	0.080	12.9	0.88	0.1	1.28
9	R	21	263	100	0.080	11.4	0.85	0.1	0.41
West: Calle A W									
10	L	21	618	100	0.034	9.6	0.67	0.1	0.37

11	T	33	971	100	0.034	0.6	0.00	0.1	0.38

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico PM Futuro 2010
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Aver. (vehs)	Queue Back (m)
East: calle A Este								
5	T	50	574	0.087*	0.0	A	0.0	0
6	R	97	1114	0.087*	9.1	A	0.0	0
North: calle 16 N								
7	L	64	802	0.080	12.9	B	0.1	1
9	R	21	263	0.080	11.4	B	0.1	1
West: Calle A W								
10	L	21	618	0.034	9.6	A	0.1	0
11	T	33	971	0.034	0.6	A	0.1	0
ALL VEHICLES:		286		0.087	7.6	NA	0.1	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods

Site: 05 calle 16 y calle A FP 2010
C:\Documents and Settings\Magdamari\My Documents\Proyectos Magdamari\Yauco-Vertedero-Dic2007\corridas Yauco-Vertedero\Yauco-Vertedero futuro 2010.aap
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Output Tables
Output Tables
05 calle 16 y calle A
Pico PM Futuro 2015

Run Information
* Basic Parameters:
Intersection Type: Unsignalised - Two-Way Stop Control
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

Table S.3 - Intersection Parameters
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	7.8
Largest average movement delay (s)	=	13.0
Largest back of queue, mean (m)	=	1
Performance Index	=	5.25
Degree of saturation (highest)	=	0.100
Practical Spare Capacity (lowest)	=	697 %
Effective intersection capacity, (veh/h)	=	3278
Total vehicle flow (veh/h)	=	329
Total person flow (pers/h)	=	494
Total vehicle delay (veh-h/h)	=	0.71
Total person delay (pers-h/h)	=	1.07
Total effective vehicle stops (veh/h)	=	179
Total effective person stops (pers/h)	=	269
Total vehicle travel (veh-km/h)	=	198.7
Total cost ($/h)	=	157.38
Total fuel (L/h)	=	30.1
Total CO2 (kg/h)	=	75.85

NA Not Applicable - Intersection Level of Service is not calculated at two-way stop control or give-way/yield controlled intersections.
See Table S.15 or Movement Displays for individual movement LOS values.

Table S.5 - Movement Performance

Mov	Total	Total	Aver.	Prop.	Eff.	Longest Queue	Perf.	Aver.

ID		Delay (veh-h/h)	Delay (pers-h/h)	Delay (sec)	Queued	Stop Rate	Aver. (vehs)	Back (m)	Index	Speed (km/h)
East: calle A Este										
5	T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.56	60.0
6	R	0.29	0.43	9.1	0.00	0.67	0.0	0	1.86	49.0
North: calle 16 N										
7	L	0.28	0.42	13.0	0.30	0.88	0.2	1	1.55	45.9
9	R	0.07	0.11	11.6	0.30	0.85	0.2	1	0.45	46.1
West: Calle A W										
10	L	0.06	0.09	9.7	0.30	0.67	0.1	1	0.41	47.1
11	T	0.01	0.01	0.7	0.30	0.00	0.1	1	0.43	56.1

Table S.6 - Intersection Performance
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
East: calle A Este									
169	0.100	0.29	0.43	6.1	0.00	0.45	0	2.42	52.1
North: calle 16 N									
100	0.096	0.35	0.53	12.7	0.30	0.87	1	2.00	45.9
West: Calle A W									
60	0.038	0.07	0.10	4.2	0.30	0.26	1	0.84	52.2
ALL VEHICLES:									
329	0.100	0.71	1.07	7.8	0.14	0.54	1	5.25	50.1
INTERSECTION (persons):									
494	0.100		1.07	7.8	0.14	0.54		5.25	50.1

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
East: calle A Este								
1 TR	169	1684	0.100	6.1	0.45	0.0	0.0	500.0
North: calle 16 N								
1 LR	100	1040	0.096	12.7	0.87	0.2	1.3	500.0
West: Calle A W								
1 LT	60	1572	0.038	4.2	0.26	0.1	0.6	500.0

Table S.8 - Lane Flow and Capacity Information
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
East: calle A Este								
1 TR	0	55	114	169	169	1684	0.100	100
North: calle 16 N								
1 LR	77	0	23	100	60	1040	0.096	100
West: Calle A W								
1 LT	23	37	0	60	60	1572	0.038	100

The capacity value for priority and continuous movements is obtained by adjusting the basic saturation flow for heavy vehicle and turning vehicle effects. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
East: calle A Este									
5	T	55	548	100	0.100*	0.0	0.00	0.0	0.56
6	R	114	1136	100	0.100*	9.1	0.67	0.0	1.86
North: calle 16 N									
7	L	77	801	100	0.096	13.0	0.88	0.2	1.55
9	R	23	239	100	0.096	11.6	0.85	0.2	0.45
West: Calle A W									
10	L	23	603	100	0.038	9.7	0.67	0.1	0.41

11	T	37	969	100	0.038	0.7	0.00	0.1	0.43

* Maximum degree of saturation

Table S.15 - Capacity and Level of Service
05 calle 16 y calle A
Pico PM Futuro 2015
Intersection ID: 05
Stop Sign Controlled Intersection

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Back (m)
East: calle A Este								
5	T	55	548	0.100*	0.0	A	0.0	0
6	R	114	1136	0.100*	9.1	A	0.0	0
North: calle 16 N								
7	L	77	801	0.096	13.0	B	0.2	1
9	R	23	239	0.096	11.6	B	0.2	1
West: Calle A W								
10	L	23	603	0.038	9.7	A	0.1	1
11	T	37	969	0.038	0.7	A	0.1	1
ALL VEHICLES:		329		0.100	7.8	NA	0.2	1

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

NA Not Applicable - Intersection Level of Service is not calculated at two-way stop control or give-way/yield controlled intersections.

* Maximum v/c ratio, or critical green periods

Site: 05 calle 16 y calle A FP 2015
C:\Documents and Settings\Magdamari\My Documents\Proyectos Magdamari\Yauco-Vertedero-Dic2007\corridas Yauco-Vertedero\Yauco-Vertedero futuro 2015.aap
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Output Tables
Output Tables
06 PR-116 y PR-116R
Pico AM Base

Run Information
Cycle Time = 80 (User-given Cycle Time)

* Basic Parameters:
Intersection Type: Signalised - Actuated Isolated
For actuated signal timings, cycle increment is set to 1 second
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

* Iteration Data:
No. of Main (Timing-Capacity) Iterations = 2
Comparison of last two iterations:
Difference in intersection degree of satn = 0.0 %
Largest difference in eff. green times = 0 secs
(max. value for stopping = 0 secs)

Table S.3 - Intersection Parameters
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Critical Movements: 7, 8, 6(1st), 11

L= 22 Y= 0.497 U= 0.642 T= 73.3

Cycle Time:

Minimum	Maximum	Practical	Chosen
40	150	62	80

(Cycle time specified by the user)

Intersection Level of Service	=	C
Worst movement Level of Service	=	D
Average intersection delay (s/pers)	=	27.8
Largest average movement delay (s)	=	47.6
Largest back of queue, mean (m)	=	54
Performance Index	=	82.00
Degree of saturation (highest)	=	0.795
Practical Spare Capacity (lowest)	=	13 %
Effective intersection capacity, (veh/h)	=	2598

Total vehicle flow (veh/h)	=	2065
Total person flow (pers/h)	=	3098
Total vehicle delay (veh-h/h)	=	15.97
Total person delay (pers-h/h)	=	23.96
Total effective vehicle stops (veh/h)	=	1642
Total effective person stops (pers/h)	=	2463
Total vehicle travel (veh-km/h)	=	1253.9
Total cost ($/h)	=	1226.65
Total fuel (L/h)	=	163.5
Total CO2 (kg/h)	=	409.03

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Phase Change Times: 0, 32, 52, 63
Phase Green Times: 28, 16, 7, 13

Current Phase Sequence: Existente
Input phase sequence: G H I J
Output phase sequence: G H I J

Table S.5 - Movement Performance

Mov ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Aver. (vehs)	Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
1 L	0.21	0.32	27.1	0.67	0.70	0.4	3	1.04	34.4
2 T	4.64	6.96	32.9	0.97	0.82	5.8	41	23.67	31.5
3 R	0.57	0.85	7.8	0.12	0.62	0.4	3	4.51	49.1
East: PR-116R Este									
4 L	0.01	0.02	47.6	0.98	0.75	1.7	12	0.05	26.0
5 T	0.75	1.12	39.5	0.98	0.74	1.7	12	3.35	28.8
6 R	0.84	1.26	11.8	0.40	0.74	1.9	14	6.37	45.4
North: PR-116 N									
7 L	1.45	2.17	31.0	0.78	0.79	3.1	23	7.01	32.5
8 T	3.93	5.90	35.4	0.97	0.88	7.7	54	19.53	30.4
9 R	0.16	0.24	8.6	0.14	0.68	0.1	1	1.23	48.3
West: PR-116R Oeste									
10 L	2.01	3.01	47.6	1.00	0.93	6.3	44	8.23	26.1
11 T	1.13	1.70	35.2	0.97	0.88	6.3	44	5.59	30.5
12 R	0.28	0.41	24.8	0.83	0.75	0.9	6	1.42	35.7

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
796	0.645	5.42	8.12	24.5	0.68	0.75	41	29.22	35.9
East: PR-116R Este									
325	0.455	1.60	2.40	17.7	0.52	0.74	14	9.77	40.4
North: PR-116 N									
636	0.791	5.54	8.31	31.4	0.83	0.83	54	27.78	32.2
West: PR-116R Oeste									
308	0.795	3.42	5.13	39.9	0.97	0.89	44	15.24	28.6
ALL VEHICLES:									
2065	0.795	15.97	23.96	27.8	0.75	0.80	54	82.00	34.0
INTERSECTION (persons):									
3098	0.795		23.96	27.8	0.75	0.80		82.00	34.0

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Effective Red and Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	52	28	0	0	28	243	0.115	27.1	0.70	0.4	3.1	30.5T
2 T	64	16	0	0	254	393	0.645	32.9	0.82	5.8	40.5	500.0
3 T	64	16	0	0	254	395	0.645	32.9	0.82	5.8	40.6	500.0
4 R	4	16	4	56	260	1443	0.180	7.8	0.62	0.4	2.6	56.0T
East: PR-116R Este												
1 LT	73	7	0	0	69	174	0.397	39.6	0.74	1.7	11.6	500.0
2 R	4	7	19	50	256	563	0.455	11.8	0.74	1.9	14.2	500.0
North: PR-116 N												
1 L	52	28	0	0	168	281	0.598	31.0	0.79	3.1	23.3	43.8T
2 T	64	16	0	0	306	386	0.791	37.2	0.94	7.7	53.7	500.0
3 T	64	16	0	0	94	400	0.236	29.5	0.69	1.9	13.5	500.0
4 R	4	16	6	54	68	859	0.079	8.6	0.68	0.1	0.9	43.5T
West: PR-116R Oeste												
1 LT	67	13	0	0	246	309	0.795	44.5	0.93	6.3	44.0	500.0
2 TR	16	6	45	13	62	392	0.159	21.8	0.71	0.9	6.2	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Lane Width (m)	Saturation Flow Adj. Basic (tcu)	Aver 1st (veh)	Aver 2nd (veh)	End Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-116 S												
1 L	28	0	0	28	2.44	1864	694<	0	0	243	0.115	100
2 T	0	254	0	254	3.46	1966	1966	0	0	393	0.645	100
3 T	0	254	0	254	3.53	1973	1973	0	0	395	0.645	100
4 R	0	0	260	260	3.30	1950	1803<	1546<	0	1443	0.180	100
East: PR-116R Este												
1 LT	1	68	0	69	3.70	1990	1988	0	0	174	0.397	87P
2 R	0	0	256	256	3.70	1990	5304	158	44	563	0.455	100
North: PR-116 N												
1 L	168	0	0	168	2.40	1860	803<	0	96	281	0.598	100
2 T	0	306	0	306	3.12	1932	1932	0	0	386	0.791	100
3 T	0	94	0	94	3.78	1998	1998	0	0	400	0.236	30D
4 R	0	0	68	68	3.56	1976	1074<	955<	45	859	0.079	100
West: PR-116R Oeste												
1 LT	152	94	0	246	3.40	1960	1901	0	0	309	0.795	100
2 TR	0	22	40	62	3.61	1981	1071	1920	45	392	0.159	20D

< Reduced saturation flow due to a short lane effect
P Lane under-utilisation found by the "Program". This includes cases where the value of lane under-utilisation due to downstream effects has been modified by the program during lane flow calculations (e.g. a de facto exclusive lane has been found).
D Lane under-utilisation due to downstream effects

Basic Saturation Flow in this table is adjusted for lane width, approach grade, parking manoeuvres and number of buses stopping. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Eff. Grn 1st Grn	Eff. Grn 2nd Grn	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
South: PR-116 S											
1 L		28	243<	100	0.115	28		27.1	0.70	0.4	1.04
2 T		508	788	100	0.645	16		32.9	0.82	5.8	23.67
3 R	(Slp)	260	1443<	100	0.180	16	56	7.8	0.62	0.4	4.51
East: PR-116R Este											
4 L		1	3	87	0.394	7		47.6	0.75	1.7	0.05
5 T		68	172	87	0.397	7		39.5	0.74	1.7	3.35
6 R		256	563	100	0.455	7*	50	11.8	0.74	1.9	6.37
North: PR-116 N											
7 L		168	281<	100	0.598	28*		31.0	0.79	3.1	7.01
8 T		400	506	30	0.791	16*		35.4	0.88	7.7	19.53
9 R		68	859<	100	0.079	16	54	8.6	0.68	0.1	1.23
West: PR-116R Oeste											
10 L		152	191	100	0.795*	13		47.6	0.93	6.3	8.23
11 T		116	146	20	0.795*	13*		35.2	0.88	6.3	5.59
12 R		40	252	20	0.159	47	13	24.8	0.75	0.9	1.42

< Reduced capacity due to a short lane effect
* Maximum degree of saturation, or critical green periods

Table S.15 - Capacity and Level of Service
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Back (m)
South: PR-116 S										
1 L		0.350		28	243<	0.115	27.1	C	0.4	3
2 T		0.200		508	788	0.645	32.9	C	5.8	41
3 R	(Slp)	0.200	0.700	260	1443<	0.180	7.8	A	0.4	3
East: PR-116R Este										
4 L		0.087		1	3	0.394	47.6	D	1.7	12
5 T		0.087		68	172	0.397	39.5	D	1.7	12
6 R		0.087*	0.625	256	563	0.455	11.8	B	1.9	14
North: PR-116 N										
7 L		0.350*		168	281<	0.598	31.0	C	3.1	23
8 T		0.200*		400	506	0.791	35.4	D	7.7	54
9 R		0.200	0.675	68	859<	0.079	8.6	A	0.1	1
West: PR-116R Oeste										
10 L		0.162		152	191	0.795*	47.6	D	6.3	44
11 T		0.162*		116	146	0.795*	35.2	D	6.3	44
12 R		0.587	0.162	40	252	0.159	24.8	C	0.9	6
ALL VEHICLES:				2065		0.795	27.8	C	7.7	54

INTERSECTION (persons):	3098	27.8	7.7	54

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.

< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Table D.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico AM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Control	Coord.	Arrival Type	Delay Prog. Factor	Queue Prog. Factor	Gap Settings es	Gap Settings eh	Disp. Grn. Settings 1st Grn Gmin	1st Grn Gmax	2nd Grn Gmin	2nd Grn Gmax
South: PR-116 S											
1 L	VA	No	3	1.000	1.000	2.0	2.6	6	20		
2 T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
3 R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
East: PR-116R Este											
4 L	FT	No	3	1.000	1.000	2.0	2.5	6	NA		
5 T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
6 R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
North: PR-116 N											
7 L	VA	No	3	1.000	1.000	2.5	3.1	6	50		
8 T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
9 R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
West: PR-116R Oeste											
10 L	FT	No	3	1.000	1.000	2.0	2.5	6	NA		
11 T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
12 R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA

Site: 06 PR-116 y PR-116R BA
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Processed Jan 17, 2008 02:04:22PM

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Output Tables
Output Tables
06 PR-116 y PR-116R
Pico PM Base

Run Information
Cycle Time = 80 (User-given Cycle Time)

* Basic Parameters:
Intersection Type: Signalised - Actuated Isolated
For actuated signal timings, cycle increment is set to 1 second
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

* Iteration Data:
No. of Main (Timing-Capacity) Iterations = 2
Comparison of last two iterations:
Difference in intersection degree of satn = 0.0 %
Largest difference in eff. green times = 0 secs
(max. value for stopping = 0 secs)

Table S.3 - Intersection Parameters
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Critical Movements: 7, 8, 6(1st), 10

L= 22 Y= 0.573 U= 0.711 T= 78.9

Cycle Time:

Minimum	Maximum	Practical	Chosen
40	150	77	80

(Cycle time specified by the user)

Intersection Level of Service	=	C
Worst movement Level of Service	=	E
Average intersection delay (s/pers)	=	26.7
Largest average movement delay (s)	=	59.7
Largest back of queue, mean (m)	=	89
Performance Index	=	88.42
Degree of saturation (highest)	=	0.918
Practical Spare Capacity (lowest)	=	-2 %
Effective intersection capacity, (veh/h)	=	2482
Total vehicle flow (veh/h)	=	2277
Total person flow (pers/h)	=	3416
Total vehicle delay (veh-h/h)	=	16.89
Total person delay (pers-h/h)	=	25.34
Total effective vehicle stops (veh/h)	=	1825
Total effective person stops (pers/h)	=	2737
Total vehicle travel (veh-km/h)	=	1382.7
Total cost ($/h)	=	1331.76
Total fuel (L/h)	=	178.3
Total CO2 (kg/h)	=	446.16

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Phase Change Times: 0, 34, 59, 69
Phase Green Times: 30, 21, 6, 7

Current Phase Sequence: Existente
Input phase sequence: G H I J
Output phase sequence: G H I J

Table S.5 - Movement Performance

Mov ID		Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Aver. (vehs)	Longest Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S										
1	L	0.43	0.65	26.0	0.66	0.72	0.9	6	2.21	35.0
2	T	3.72	5.59	27.2	0.89	0.74	5.1	35	20.83	34.3
3	R	0.69	1.03	7.8	0.13	0.62	0.5	3	5.49	49.1
East: PR-116R Este										
4	L	0.01	0.02	48.8	0.99	0.75	1.5	10	0.05	25.6
5	T	0.68	1.02	40.8	0.99	0.74	1.5	10	3.00	28.3
6	R	0.73	1.09	10.4	0.31	0.72	1.4	10	5.66	46.8
North: PR-116 N										
7	L	1.65	2.47	30.2	0.78	0.80	3.7	27	8.16	32.9
8	T	6.24	9.36	37.9	0.96	0.97	12.7	89	30.75	29.4
9	R	0.28	0.42	8.7	0.16	0.69	0.3	2	2.17	48.2
West: PR-116R Oeste										
10	L	1.13	1.69	59.7	1.00	1.01	4.4	31	4.18	22.8
11	T	1.21	1.81	51.8	1.00	1.01	4.4	31	4.97	24.8
12	R	0.13	0.20	11.7	0.35	0.69	0.3	2	0.97	45.2

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06

Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
868	0.476	4.85	7.27	20.1	0.60	0.70	35	28.52	38.6
East: PR-116R Este									
313	0.466	1.42	2.13	16.3	0.45	0.73	10	8.72	41.5
North: PR-116 N									
904	0.892	8.16	12.24	32.5	0.82	0.90	89	41.07	31.7
West: PR-116R Oeste									
192	0.918	2.47	3.70	46.2	0.87	0.95	31	10.11	26.4
ALL VEHICLES:									
2277	0.918	16.89	25.34	26.7	0.69	0.80	89	88.42	34.6
INTERSECTION (persons):									
3416	0.918		25.34	26.7	0.69	0.80		88.42	34.6

Queue values in this table are mean back of queue (metres).

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Effective Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	50	30	0	0	60	251	0.239	26.0	0.72	0.9	6.5	30.5T
2 T	59	21	0	0	246	516	0.476	27.2	0.74	5.0	35.3	500.0
3 T	59	21	0	0	246	518	0.476	27.2	0.74	5.1	35.4	500.0
4 R	4	21	4	51	316	1446	0.219	7.8	0.62	0.5	3.3	56.0T
East: PR-116R Este												
1 LT	74	6	0	0	61	149	0.409	40.9	0.74	1.5	10.5	500.0
2 R	4	6	14	56	252	541	0.466	10.4	0.72	1.4	10.4	500.0
North: PR-116 N												
1 L	50	30	0	0	196	284	0.691	30.2	0.80	3.7	27.4	43.8T
2 T	59	21	0	0	453	507	0.892	41.8	1.06	12.7	88.7	500.0
3 T	59	21	0	0	139	525	0.266	25.5	0.67	2.7	18.7	500.0
4 R	4	21	7	48	116	812	0.143	8.7	0.69	0.3	1.9	43.5T
West: PR-116R Oeste												
1 LT	73	7	0	0	152	166	0.917	55.3	1.01	4.4	30.9	500.0
2 R	22	47	4	7	40	203	0.197	11.7	0.69	0.3	1.9	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Lane Width (m)	Saturation Flow Adj. Basic (tcu)	Aver 1st (veh)	Aver 2nd (veh)	End Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-116 S												
1 L	60	0	0	60	2.44	1864	669<	0	0	251	0.239	100
2 T	0	246	0	246	3.46	1966	1966	0	0	516	0.476	100
3 T	0	246	0	246	3.53	1973	1973	0	0	518	0.476	100
4 R	0	0	316	316	3.30	1950	1722<	1560<	0	1446	0.219	100
East: PR-116R Este												
1 LT	1	60	0	61	3.70	1990	1988	0	0	149	0.409	88P
2 R	0	0	252	252	3.70	1990	6125	116	44	541	0.466	100
North: PR-116 N												
1 L	196	0	0	196	2.40	1860	757<	0	96	284	0.691	100
2 T	0	453	0	453	3.12	1932	1932	0	0	507	0.892	100
3 T	0	139	0	139	3.78	1998	1998	0	0	525	0.266	30D
4 R	0	0	116	116	3.56	1976	967<	930<	45	812	0.143	100
West: PR-116R Oeste												
1 LT	68	84	0	152	3.40	1960	1894	0	0	166	0.917	100
2 R	0	0	40	40	3.61	1981	56	1940	45	203	0.197	21P

< Reduced saturation flow due to a short lane effect
P Lane under-utilisation found by the "Program". This includes cases where the value of lane under-utilisation due to downstream effects has been modified by the program during lane flow calculations (e.g. a de facto exclusive lane has been found).
D Lane under-utilisation due to downstream effects

Basic Saturation Flow in this table is adjusted for lane width, approach grade, parking manoeuvres and number of buses stopping. Saturation flow scale applies if specified.

Table S.10 - Movement Capacity and Performance Summary
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Eff. Grn 1st Grn	Eff. Grn 2nd Grn	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index

South: PR-116 S											
1	L		60	251<	100	0.239	30		26.0	0.72	0.9	2.21
2	T		492	1034	100	0.476	21		27.2	0.74	5.1	20.83
3	R	(Slp)	316	1447<	100	0.218	21	51	7.8	0.62	0.5	5.49
East: PR-116R Este												
4	L		1	2	88	0.404	6		48.8	0.75	1.5	0.05
5	T		60	147	88	0.409	6		40.8	0.74	1.5	3.00
6	R		252	540	100	0.466	6*	56	10.4	0.72	1.4	5.66
North: PR-116 N												
7	L		196	284<	100	0.690	30*		30.2	0.80	3.7	8.16
8	T		592	664	30	0.892	21*		37.9	0.97	12.7	30.75
9	R		116	812<	100	0.143	21	48	8.7	0.69	0.3	2.17
West: PR-116R Oeste												
10	L		68	74	100	0.918*	7*		59.7	1.01	4.4	4.18
11	T		84	92	21	0.917	7		51.8	1.01	4.4	4.97
12	R		40	203	21	0.197	47	7	11.7	0.69	0.3	0.97

< Reduced capacity due to a short lane effect
* Maximum degree of saturation, or critical green periods

Table S.15 - Capacity and Level of Service
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID		Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Time (g/C)	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Aver. (vehs)	Queue Back (m)
South: PR-116 S												
1	L		0.375			60	251<	0.239	26.0	C	0.9	6
2	T		0.262			492	1034	0.476	27.2	C	5.1	35
3	R	(Slp)	0.262	0.637		316	1447<	0.218	7.8	A	0.5	3
East: PR-116R Este												
4	L		0.075			1	2	0.404	48.8	D	1.5	10
5	T		0.075			60	147	0.409	40.8	D	1.5	10
6	R		0.075*	0.700		252	540	0.466	10.4	B	1.4	10
North: PR-116 N												
7	L		0.375*			196	284<	0.690	30.2	C	3.7	27
8	T		0.262*			592	664	0.892	37.9	D	12.7	89
9	R		0.262	0.600		116	812<	0.143	8.7	A	0.3	2
West: PR-116R Oeste												
10	L		0.087*			68	74	0.918*	59.7	E	4.4	31
11	T		0.087			84	92	0.917	51.8	D	4.4	31
12	R		0.587	0.087		40	203	0.197	11.7	B	0.3	2
ALL VEHICLES:						2277		0.918	26.7	C	12.7	89
INTERSECTION (persons):						3416			26.7		12.7	89

Level of Service calculations are based on
average control delay including geometric delay (HCM criteria),
independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the
SIDRA Output Guide or the Output section of the on-line help.
< Reduced capacity due to a short lane effect
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

Table D.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico PM Base
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID		Control	Coord.	Arrival Type	Delay Prog. Factor	Queue Prog. Factor	Gap Settings es	Gap Settings eh	Disp. Grn. Settings 1st Grn Gmin	1st Grn Gmax	2nd Grn Gmin	2nd Grn Gmax
South: PR-116 S												
1	L	VA	No	3	1.000	1.000	2.0	2.6	6	20		
2	T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
3	R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
East: PR-116R Este												
4	L	FT	No	3	1.000	1.000	2.0	2.5	6	NA		
5	T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
6	R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
North: PR-116 N												
7	L	VA	No	3	1.000	1.000	2.5	3.1	6	50		
8	T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
9	R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA
West: PR-116R Oeste												
10	L	FT	No	3	1.000	1.000	2.0	2.5	6	NA		
11	T	FT	No	3	1.000	1.000	2.5	3.0	6	NA		
12	R	FT	No	3	1.000	1.000	2.5	3.0	6	NA	6	NA

Site: 06 PR-116 y PR-116R BP
C:\Documents and Settings\Magdamari\My Documents\Proyectos Magdamari\Yauco-Vertedero-Dic2007\corridas Yauco-Vertedero\Yauco-Vertedero.aap
Processed Jan 17, 2008 02:05:02PM

M0276, Traffic Consulting Group, Large Office
Produced by SIDRA Intersection 3.2.0.1455
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Output Tables
Output Tables
06 PR-116 y PR-116R
Pico AM Futuro 2010

Run Information
Cycle Time = 50 (Optimum Cycle Time)

* Basic Parameters:
Intersection Type: Signalised - Actuated Isolated
For actuated signal timings, cycle increment is set to 1 second
Driving on the right-hand side of the road
Input data specified in Metric units
Model Defaults: Standard Right TEC - Customised Model
Peak Flow Period (for performance): 15 minutes
Unit time (for volumes): 60 minutes.
Specified performance measure for "best" cycle time in variable run - Delay
Delay definition: Control delay
Geometric delay included
SIDRA Standard Delay model used
SIDRA Standard Queue model used
Level of Service based on: Delay (HCM method)
Queue definition: Back of queue, Average

* Iteration Data:
No. of Main (Timing-Capacity) Iterations = 2
Comparison of last two iterations:
Difference in intersection degree of satn = 0.0 %
Largest difference in eff. green times = 0 secs
(max. value for stopping = 0 secs)

* If an "optimum" cycle time solution is adopted for actuated signal purposes ensure that vehicle-actuated settings reflect this solution in real life. Consider using the "sensitivity analysis" facility to optimise maximum green settings for actuated signals.

Table S.3 - Intersection Parameters
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (Optimum Cycle Time)

Critical Movements: 7, 8, 6(1st), 10

L= 22 Y= 0.427 U= 0.599 T= 51.9

Cycle Time:

Minimum	Maximum	Practical	Chosen
40	150	55	50

(Program-determined Optimum Cycle Time)

Intersection Level of Service = C
Worst movement Level of Service = D