Output Tables
Output Tables
03 Int. PR-301 y PR-303
Pico AM Futuro

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: TCG Standard Right
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: Cycle average queue, Average

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-301 S							
	East	3	Right	39	0	1.00	1.00
	North	2	Thru	180	0	1.00	1.00
East: PR-303 E							
	South	4	Left	29	0	1.00	1.00
	North	6	Right	204	0	1.00	1.00
North: PR-301 N							
	South	8	Thru	431	0	1.00	1.00
	East	7	Left	48	0	1.00	1.00

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table B.2A - Flow Rates (Separate Light and Heavy Vehicles)
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Mov ID	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV
Demand flows in veh/hour as used by the program						
South: PR-301 S						
2 T	0	0	180	0	0	0
3 R	0	0	0	0	39	0
East: PR-303 E						
4 L	29	0	0	0	0	0
6 R	0	0	0	0	204	0
North: PR-301 N						
7 L	48	0	0	0	0	0
8 T	0	0	431	0	0	0

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.2 - Movement Capacity Parameters
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Mov ID	Demand Flow (veh/h)	HV (%)	Opposing Movement Flow (veh/h)	HV (%)	Adjust. Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-301 S										
2 T	180	0.0	0			1950	0.80	767	100	0.092
3 R	39	0.0	0			1950	0.80	3900	100	0.020
East: PR-303 E										
4 L	29	0.0	678+	0.0	678	304	0.80	739	100	0.095
6 R	204	0.0	200+	0.0	200	978	0.80	284	100	0.209
North: PR-301 N										
7 L	48	0.0	219	0.0	219	929<	0.80	1448	100	0.052
8 T	431	0.0	0			1950	0.80	262	100	0.221*

\+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s/pers)	=	3.3
Largest average movement delay (s)	=	20.8
Largest cycle-average queue, mean (m)	=	1
Performance Index	=	11.64
Degree of saturation (highest)	=	0.221
Practical Spare Capacity (lowest)	=	262 %
Effective intersection capacity, (veh/h)	=	4212
Total vehicle flow (veh/h)	=	931
Total person flow (pers/h)	=	1397
Total vehicle delay (veh-h/h)	=	0.86
Total person delay (pers-h/h)	=	1.30
Total effective vehicle stops (veh/h)	=	211
Total effective person stops (pers/h)	=	317
Total vehicle travel (veh-km/h)	=	566.5
Total cost ($/h)	=	346.37
Total fuel (L/h)	=	47.8
Total CO2 (kg/h)	=	119.46

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 ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Cycle (vehs)	Longest Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: PR-301 S									
2 T	0.00	0.00	0.0	0.00	0.00	0.0	0	1.82	60.0
3 R	0.08	0.12	7.6	0.00	0.60	0.0	0	0.61	49.8
East: PR-303 E									
4 L	0.17	0.25	20.8	0.68	1.00	0.1	1	0.70	39.1
6 R	0.49	0.74	8.7	0.34	0.63	0.1	0	3.36	47.9
North: PR-301 N									
7 L	0.12	0.18	9.0	0.31	0.63	0.0	0	0.78	47.6
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	4.36	60.0

Table S.6 - Intersection Performance
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
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)

South: PR-301 S									
219	0.092	0.08	0.12	1.3	0.00	0.11	0	2.43	57.9
East: PR-303 E									
233	0.209	0.66	0.99	10.2	0.38	0.67	1	4.07	46.7
North: PR-301 N									
479	0.221	0.12	0.18	0.9	0.03	0.06	0	5.14	58.5
ALL VEHICLES:									
931	0.221	0.86	1.30	3.3	0.11	0.23	1	11.64	54.8
INTERSECTION (persons):									
1397	0.221		1.30	3.3	0.11	0.23		11.64	54.8

Queue values in this table are mean cycle-average queue (metres).

Table S.7 - Lane Performance
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	(m)	Lane Length (m)
South: PR-301 S								
1 T	180	1950	0.092	0.0	0.00	0.0	0.0	500.0
2 R	39	1950	0.020	7.6	0.60	0.0	0.0	75.0T
East: PR-303 E								
1 L	29	304	0.096	20.8	1.00	0.1	0.6	500.0
2 R	204	978	0.209	8.7	0.63	0.1	0.5	55.0T
North: PR-301 N								
1 L	48	929	0.052	9.0	0.63	0.0	0.1	24.0T
2 T	431	1950	0.221	0.0	0.00	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
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 %

South: PR-301 S								
1	T	0	180	0	180	180	1950	0.092	100
2	R	0	0	39	39	39	1950	0.020	100
East: PR-303 E									
1	L	29	0	0	29	29	304	0.096	100
2	R	0	0	204	204	60	978	0.209	100
North: PR-301 N									
1	L	48	0	0	48	48	929<	0.052	100
2	T	0	431	0	431	431	1950	0.221	100

< Reduced capacity flow due to a short lane effect

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
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
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	Cycle Average Queue (veh)	Perf. Index
South: PR-301 S									
2 T		180	1950	100	0.092	0.0	0.00	0.0	1.82
3 R	(Slp)	39	1950	100	0.020	7.6	0.60	0.0	0.61
East: PR-303 E									
4 L		29	304	100	0.095	20.8	1.00	0.1	0.70
6 R	(Slp)	204	978	100	0.209	8.7	0.63	0.1	3.36
North: PR-301 N									
7 L		48	929<	100	0.052	9.0	0.63	0.0	0.78
8 T		431	1950	100	0.221*	0.0	0.00	0.0	4.36

< Reduced capacity due to a short lane effect

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane	Demand Flow (veh/h)	Adj.	Eff Grn	Deg	Aver.	Longest	Shrt

No.	L	T	R	Tot	%HV	Basic Satf.	(secs) 1st	2nd	Sat x	Delay (sec)	Queue (m)	Lane (m)
South: PR-301 S												
1 T		180		180	0				0.092	0.0	0	500
2 R			39	39	0				0.020	7.6	0	75
	0	180	39	219	0				0.092	1.3		
East: PR-303 E												
1 L	29			29	0				0.096	20.8	1	500
2 R			204	204	0				0.209	8.7	0	55
	29	0	204	233	0				0.209	10.2	1	
North: PR-301 N												
1 L	48			48	0				0.052	9.0	0	24
2 T		431		431	0				0.221	0.0	0	500
	48	431	0	479	0				0.221	0.9	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	931	0	0.221	3.3	1

Peak flow period = 15 minutes.

Queue values in this table are mean cycle-average queue (metres).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Table S.15 - Capacity and Level of Service
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
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 Cycle (vehs)	Aver. (m)
South: PR-301 S								
2 T		180	1950	0.092	0.0	A	0.0	0
3 R	(Slp)	39	1950	0.020	7.6	A	0.0	0
East: PR-303 E								
4 L		29	304	0.095	20.8	C	0.1	1
6 R	(Slp)	204	978	0.209	8.7	A	0.1	0
North: PR-301 N								
7 L		48	929<	0.052	9.0	A	0.0	0
8 T		431	1950	0.221*	0.0	A	0.0	0

ALL VEHICLES:	931	0.221	3.3	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.

< 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.3A - Lane Queues (veh)
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-301 S											
1 T	0.092	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-303 E											
1 L	0.096	0.0	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.00
2 R	0.209	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.04
North: PR-301 N											
1 L	0.052	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.02
2 T	0.221	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (vehicles).

Table D.3B - Lane Queues (metres)
03 Int. PR-301 y PR-303
Pico AM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (metres) Nc1	Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-301 S											
1 T	0.092	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-303 E											
1 L	0.096	0.0	0.6	0.0	0.6	0.7	1.1	1.5	1.8	2.4	0.00
2 R	0.209	0.0	0.5	0.0	0.5	0.5	0.9	1.2	1.5	1.9	0.04
North: PR-301 N											
1 L	0.052	0.0	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.02
2 T	0.221	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (metres).

Site: 03_ PR-301 y PR-303 FA
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 24, 2007 03:00:10PM

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Output Tables
Output Tables
03 Int. PR-301 y PR-303
Pico PM Futuro

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: TCG Standard Right
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: Cycle average queue, Average

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-301 S							
	East	3	Right	68	0	1.00	1.00
	North	2	Thru	363	0	1.00	1.00
East: PR-303 E							
	South	4	Left	34	0	1.00	1.00
	North	6	Right	150	0	1.00	1.00
North: PR-301 N							
	South	8	Thru	271	0	1.00	1.00
	East	7	Left	232	0	1.00	1.00

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table B.2A - Flow Rates (Separate Light and Heavy Vehicles)
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Mov ID	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV
Demand flows in veh/hour as used by the program						
South: PR-301 S						
2 T	0	0	363	0	0	0
3 R	0	0	0	0	68	0
East: PR-303 E						
4 L	34	0	0	0	0	0
6 R	0	0	0	0	150	0
North: PR-301 N						
7 L	232	0	0	0	0	0
8 T	0	0	271	0	0	0

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.2 - Movement Capacity Parameters
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Mov ID	Demand Flow (veh/h)	HV (%)	Opposing Movement Flow (veh/h)	HV (%)	Adjust. Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-301 S										
2 T	363	0.0	0			1950	0.80	330	100	0.186
3 R	68	0.0	0			1950	0.80	2194	100	0.035
East: PR-303 E										
4 L	34	0.0	900+	0.0	900	200	0.80	371	100	0.170
6 R	150	0.0	397+	0.0	397	780	0.80	316	100	0.192
North: PR-301 N										
7 L	232	0.0	431	0.0	431	866<	0.80	199	100	0.268*
8 T	271	0.0	0			1950	0.80	476	100	0.139

\+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	D
Average intersection delay (s/pers)	=	4.8
Largest average movement delay (s)	=	28.2
Largest cycle-average queue, mean (m)	=	1
Performance Index	=	15.26
Degree of saturation (highest)	=	0.268
Practical Spare Capacity (lowest)	=	199 %
Effective intersection capacity, (veh/h)	=	4173
Total vehicle flow (veh/h)	=	1118
Total person flow (pers/h)	=	1677
Total vehicle delay (veh-h/h)	=	1.51
Total person delay (pers-h/h)	=	2.26
Total effective vehicle stops (veh/h)	=	363
Total effective person stops (pers/h)	=	544
Total vehicle travel (veh-km/h)	=	679.3
Total cost ($/h)	=	431.40
Total fuel (L/h)	=	60.3
Total CO2 (kg/h)	=	150.77

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 ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Cycle (vehs)	Longest Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: PR-301 S									
2 T	0.00	0.00	0.0	0.00	0.00	0.0	0	3.67	60.0
3 R	0.14	0.21	7.6	0.00	0.60	0.0	0	1.07	49.8
East: PR-303 E									
4 L	0.27	0.40	28.2	0.81	1.00	0.2	1	0.96	34.6
6 R	0.42	0.63	10.1	0.47	0.73	0.1	1	2.67	47.1
North: PR-301 N									
7 L	0.68	1.02	10.5	0.51	0.77	0.1	1	4.15	46.5
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	2.74	60.0

Table S.6 - Intersection Performance
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
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)

South: PR-301 S									
431	0.186	0.14	0.21	1.2	0.00	0.10	0	4.74	58.1
East: PR-303 E									
184	0.192	0.69	1.03	13.4	0.54	0.78	1	3.63	44.2
North: PR-301 N									
503	0.268	0.68	1.02	4.8	0.23	0.35	1	6.89	52.9
ALL VEHICLES:									
1118	0.268	1.51	2.26	4.8	0.19	0.32	1	15.26	53.0
INTERSECTION (persons):									
1677	0.268		2.26	4.8	0.19	0.32		15.26	53.0

Queue values in this table are mean cycle-average queue (metres).

Table S.7 - Lane Performance
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	(m)	Lane Length (m)
South: PR-301 S								
1 T	363	1950	0.186	0.0	0.00	0.0	0.0	500.0
2 R	68	1950	0.035	7.6	0.60	0.0	0.0	75.0T
East: PR-303 E								
1 L	34	200	0.170	28.2	1.00	0.2	1.2	500.0
2 R	150	780	0.192	10.1	0.73	0.1	0.7	55.0T
North: PR-301 N								
1 L	232	866	0.268	10.5	0.77	0.1	1.0	24.0T
2 T	271	1950	0.139	0.0	0.00	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
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 %

South: PR-301 S								
1 T	0	363	0	363	363	1950	0.186	100
2 R	0	0	68	68	68	1950	0.035	100
East: PR-303 E								
1 L	34	0	0	34	34	200	0.170	100
2 R	0	0	150	150	60	780	0.192	100
North: PR-301 N								
1 L	232	0	0	232	60	866<	0.268	100
2 T	0	271	0	271	271	1950	0.139	100

< Reduced capacity flow due to a short lane effect

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
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
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	Cycle Average Queue (veh)	Perf. Index
South: PR-301 S									
2 T		363	1950	100	0.186	0.0	0.00	0.0	3.67
3 R	(Slp)	68	1950	100	0.035	7.6	0.60	0.0	1.07
East: PR-303 E									
4 L		34	200	100	0.170	28.2	1.00	0.2	0.96
6 R	(Slp)	150	780	100	0.192	10.1	0.73	0.1	2.67
North: PR-301 N									
7 L		232	866<	100	0.268*	10.5	0.77	0.1	4.15
8 T		271	1950	100	0.139	0.0	0.00	0.0	2.74

< Reduced capacity due to a short lane effect

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane	Demand Flow (veh/h)	Adj.	Eff Grn	Deg	Aver.	Longest	Shrt

No.	L	T	R	Tot	%HV	Basic Satf.	(secs) 1st	2nd	Sat x	Delay (sec)	Queue (m)	Lane (m)
South: PR-301 S												
1 T		363		363	0				0.186	0.0	0	500
2 R			68	68	0				0.035	7.6	0	75
	0	363	68	431	0				0.186	1.2		
East: PR-303 E												
1 L	34			34	0				0.170	28.2	1	500
2 R			150	150	0				0.192	10.1	1	55
	34	0	150	184	0				0.192	13.4	1	
North: PR-301 N												
1 L	232			232	0				0.268	10.5	1	24
2 T		271		271	0				0.139	0.0	0	500
	232	271	0	503	0				0.268	4.8	1	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	1118	0	0.268	4.8	1

Peak flow period = 15 minutes.

Queue values in this table are mean cycle-average queue (metres).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Table S.15 - Capacity and Level of Service
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
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 Cycle (vehs)	Aver. (m)
South: PR-301 S								
2 T		363	1950	0.186	0.0	A	0.0	0
3 R	(Slp)	68	1950	0.035	7.6	A	0.0	0
East: PR-303 E								
4 L		34	200	0.170	28.2	D	0.2	1
6 R	(Slp)	150	780	0.192	10.1	B	0.1	1
North: PR-301 N								
7 L		232	866<	0.268*	10.5	B	0.1	1
8 T		271	1950	0.139	0.0	A	0.0	0

ALL VEHICLES:	1118	0.268	4.8	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.

< 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.3A - Lane Queues (veh)
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-301 S											
1 T	0.186	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-303 E											
1 L	0.170	0.0	0.2	0.0	0.2	0.2	0.3	0.4	0.5	0.7	0.00
2 R	0.192	0.0	0.1	0.0	0.1	0.1	0.2	0.3	0.3	0.4	0.04
North: PR-301 N											
1 L	0.268	0.0	0.1	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.13
2 T	0.139	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (vehicles).

Table D.3B - Lane Queues (metres)
03 Int. PR-301 y PR-303
Pico PM Futuro
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (metres) Ncl	Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-301 S											
1 T	0.186	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-303 E											
1 L	0.170	0.0	1.2	0.0	1.2	1.4	2.3	3.0	3.7	4.9	0.00
2 R	0.192	0.0	0.7	0.0	0.7	0.9	1.5	1.9	2.3	3.0	0.04
North: PR-301 N											
1 L	0.268	0.0	1.0	0.0	1.0	1.3	2.1	2.7	3.3	4.4	0.13
2 T	0.139	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (metres).

Site: 03_ PR-301 y PR-303 FP
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 24, 2007 03:04:53PM

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Output Tables
Output Tables
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro

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: TCG Standard Right
  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: Cycle average queue, Average

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: Margarita Reef S							
	East	3	Right	18	0	1.00	1.00
	West	1	Left	160	0	1.00	1.00
East: PR-303 E							
	South	4	Left	4	0	1.00	1.00
	West	5	Thru	63	0	1.00	1.00
West: PR-303 O							
	South	12	Right	33	0	1.00	1.00
	East	11	Thru	97	0	1.00	1.00

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table B.2A - Flow Rates (Separate Light and Heavy Vehicles)
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Mov ID	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV
Demand flows in veh/hour as used by the program						
South: Margarita Reef S						
1 L	160	0	0	0	0	0
3 R	0	0	0	0	18	0
East: PR-303 E						
4 L	4	0	0	0	0	0
5 T	0	0	63	0	0	0
West: PR-303 O						
11 T	0	0	97	0	0	0
12 R	0	0	0	0	33	0

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.2 - Movement Capacity Parameters
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Mov ID	Demand Flow (veh/h)	HV (%)	Opposing Movement Flow (veh/h)	HV (%)	Adjust. Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: Margarita Reef S										
1 L	160	0.0	181+	0.0	181	1098	0.80	449	100	0.146*
3 R	18	0.0	113+	0.0	113	124	0.80	451	100	0.145
East: PR-303 E										
4 L	4	0.0	130	0.0	130	113	0.80	2160	100	0.035
5 T	63	0.0	0			1777	0.80	2157	100	0.035
West: PR-303 O										
11 T	97	0.0	0			1437	0.80	1085	100	0.068
12 R	33	0.0	0			489	0.80	1085	100	0.067

+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	6.3
Largest average movement delay (s)	=	11.4
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	5.49
Degree of saturation (highest)	=	0.146
Practical Spare Capacity (lowest)	=	449 %
Effective intersection capacity, (veh/h)	=	2573
Total vehicle flow (veh/h)	=	375
Total person flow (pers/h)	=	563
Total vehicle delay (veh-h/h)	=	0.66
Total person delay (pers-h/h)	=	0.99
Total effective vehicle stops (veh/h)	=	180
Total effective person stops (pers/h)	=	270
Total vehicle travel (veh-km/h)	=	227.1
Total cost ($/h)	=	152.11
Total fuel (L/h)	=	22.3
Total CO2 (kg/h)	=	55.76

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 ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Cycle (vehs)	Longest Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: Margarita Reef S									
1 L	0.51	0.76	11.4	0.29	0.88	0.0	0	2.93	46.2
3 R	0.06	0.09	11.4	0.29	0.85	0.0	0	0.33	46.2
East: PR-303 E									
4 L	0.01	0.01	8.6	0.26	0.61	0.0	0	0.06	47.8
5 T	0.01	0.01	0.5	0.26	0.00	0.0	0	0.65	56.5
West: PR-303 O									
11 T	0.00	0.00	0.0	0.00	0.00	0.0	0	0.98	60.0
12 R	0.08	0.11	8.2	0.00	0.67	0.0	0	0.53	49.0

Table S.6 - Intersection Performance
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
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)

South: Margarita Reef S									
178	0.146	0.56	0.85	11.4	0.29	0.88	0	3.26	46.2
East: PR-303 E									
67	0.035	0.02	0.03	1.0	0.26	0.04	0	0.72	55.9
West: PR-303 O									
130	0.068	0.08	0.11	2.1	0.00	0.17	0	1.51	56.8
ALL VEHICLES:									
375	0.146	0.66	0.99	6.3	0.19	0.48	0	5.49	51.1
INTERSECTION (persons):									
563	0.146		0.99	6.3	0.19	0.48		5.49	51.1

Queue values in this table are mean cycle-average queue (metres).

Table S.7 - Lane Performance
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	(m)	Lane Length (m)
South: Margarita Reef S								
1 LR	178	1222	0.146	11.4	0.88	0.0	0.3	500.0
East: PR-303 E								
1 LT	67	1890	0.035	1.0	0.04	0.0	0.1	500.0
West: PR-303 O								
1 TR	130	1926	0.068	2.1	0.17	0.0	0.0	500.0

Table S.8 - Lane Flow and Capacity Information
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
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 %
South: Margarita Reef S								
1 LR	160	0	18	178	60	1222	0.146	100

East: PR-303 E								
1 LT	4	63	0	67	67	1890	0.035	100
West: PR-303 O								
1 TR	0	97	33	130	130	1926	0.068	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
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
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	Cycle Average Queue (veh)	Perf. Index
South: Margarita Reef S									
1	L	160	1098	100	0.146*	11.4	0.88	0.0	2.93
3	R	18	124	100	0.145	11.4	0.85	0.0	0.33
East: PR-303 E									
4	L	4	113	100	0.035	8.6	0.61	0.0	0.06
5	T	63	1777	100	0.035	0.5	0.00	0.0	0.65
West: PR-303 O									
11	T	97	1437	100	0.068	0.0	0.00	0.0	0.98
12	R	33	489	100	0.067	8.2	0.67	0.0	0.53

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (secs) 1st	2nd	Deg Sat x	Aver. Delay (sec)	Longest Queue (m)	Shrt Lane (m)
South: Margarita Reef S												
1 LR	160		18	178	0				0.146	11.4	0	500
	160	0	18	178	0				0.146	11.4	0	
East: PR-303 E												

1 LT	4	63		67	0	0.035	1.0	0	500
	4	63	0	67	0	0.035	1.0	0	
West: PR-303 O									
1 TR		97	33	130	0	0.068	2.1	0	500
	0	97	33	130	0	0.068	2.1		
ALL VEHICLES				Total Flow 375	% HV 0	Max X 0.146	Aver. Delay 6.3	Max Queue 0	

Peak flow period = 15 minutes.

Queue values in this table are mean cycle-average queue (metres).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Table S.15 - Capacity and Level of Service
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
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 Cycle (vehs)	Aver. (m)
South: Margarita Reef S								
1	L	160	1098	0.146*	11.4	B	0.0	0
3	R	18	124	0.145	11.4	B	0.0	0
East: PR-303 E								
4	L	4	113	0.035	8.6	A	0.0	0
5	T	63	1777	0.035	0.5	A	0.0	0
West: PR-303 O								
11	T	97	1437	0.068	0.0	A	0.0	0
12	R	33	489	0.067	8.2	A	0.0	0
ALL VEHICLES:		375		0.146	6.3	NA	0.0	0

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

Table D.3A - Lane Queues (veh)
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: Margarita Reef S											
1 LR	0.146	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.00
East: PR-303 E											
1 LT	0.035	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
West: PR-303 O											
1 TR	0.068	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (vehicles).

Table D.3B - Lane Queues (metres)
04 Int. PR 303 y Acceso Proyecto
Pico AM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane	Deg. Satn x	Ovrfl. Queue No	Average (metres) Nc1	Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: Margarita Reef S											
1 LR	0.146	0.0	0.3	0.0	0.3	0.3	0.5	0.7	0.8	1.1	0.00

```
 ---------------------------------------------------------------------------------
-----
  East: PR-303 E
  1 LT  0.035    0.0     0.1    0.0    0.1     0.1    0.1    0.2    0.2    0.3
0.00
 ---------------------------------------------------------------------------------
-----
  West: PR-303 O
  1 TR  0.068    0.0     0.0    0.0    0.0     0.0    0.0    0.0    0.0    0.0
0.00
 ---------------------------------------------------------------------------------
-----
```

Values printed in this table are cycle-average queues (metres).

Site: 04_PR-303 y Acceso Proyecto FA
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 25, 2007 10:41:09AM

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Output Tables
Output Tables
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro

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: TCG Standard Right
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: Cycle average queue, Average

Table B.1 - Movement Definitions and Flow Rates (Origin-Destination)
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: Margarita Reef S							
	East	3	Right	9	0	1.00	1.00
	West	1	Left	77	0	1.00	1.00
East: PR-303 E							
	South	4	Left	17	0	1.00	1.00
	West	5	Thru	106	0	1.00	1.00
West: PR-303 O							
	South	12	Right	155	0	1.00	1.00
	East	11	Thru	145	0	1.00	1.00

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table B.2A - Flow Rates (Separate Light and Heavy Vehicles)
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Mov ID	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV
Demand flows in veh/hour as used by the program						
South: Margarita Reef S						
1 L	77	0	0	0	0	0
3 R	0	0	0	0	9	0
East: PR-303 E						
4 L	17	0	0	0	0	0
5 T	0	0	106	0	0	0
West: PR-303 O						
11 T	0	0	145	0	0	0
12 R	0	0	0	0	155	0

Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Flow Rates include effects of Flow Scale and Peak Flow Factor

Table S.2 - Movement Capacity Parameters
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Mov ID	Demand Flow (veh/h)	HV (%)	Opposing Movement Flow (veh/h)	HV (%)	Adjust. Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: Margarita Reef S										
1 L	77	0.0	346+	0.0	346	928	0.80	864	100	0.083
3 R	9	0.0	223+	0.0	223	109	0.80	869	100	0.083
East: PR-303 E										
4 L	17	0.0	300	0.0	300	241	0.80	1034	100	0.071
5 T	106	0.0	0			1506	0.80	1037	100	0.070
West: PR-303 O										
11 T	145	0.0	0			919	0.80	407	100	0.158*
12 R	155	0.0	0			982	0.80	407	100	0.158*

+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	B
Average intersection delay (s/pers)	=	5.1
Largest average movement delay (s)	=	12.1
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	7.00
Degree of saturation (highest)	=	0.158
Practical Spare Capacity (lowest)	=	407 %
Effective intersection capacity, (veh/h)	=	3225
Total vehicle flow (veh/h)	=	509
Total person flow (pers/h)	=	764
Total vehicle delay (veh-h/h)	=	0.73
Total person delay (pers-h/h)	=	1.09
Total effective vehicle stops (veh/h)	=	191
Total effective person stops (pers/h)	=	286
Total vehicle travel (veh-km/h)	=	308.2
Total cost ($/h)	=	202.10
Total fuel (L/h)	=	29.5
Total CO2 (kg/h)	=	73.82

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 ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Cycle (vehs)	Longest Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: Margarita Reef S									
1 L	0.26	0.39	12.1	0.40	0.89	0.0	0	1.45	45.8
3 R	0.03	0.05	12.1	0.40	0.84	0.0	0	0.17	45.8
East: PR-303 E									
4 L	0.04	0.07	9.5	0.42	0.67	0.0	0	0.29	47.2
5 T	0.04	0.06	1.4	0.42	0.00	0.0	0	1.15	54.6
West: PR-303 O									
11 T	0.00	0.00	0.0	0.00	0.00	0.0	0	1.47	60.0
12 R	0.35	0.53	8.2	0.00	0.67	0.0	0	2.49	49.0

Table S.6 - Intersection Performance
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
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)

South: Margarita Reef S									
86	0.083	0.29	0.43	12.1	0.40	0.88	0	1.61	45.8
East: PR-303 E									
123	0.071	0.08	0.13	2.5	0.42	0.09	0	1.44	53.5
West: PR-303 O									
300	0.158	0.35	0.53	4.2	0.00	0.34	0	3.95	53.7
ALL VEHICLES:									
509	0.158	0.73	1.09	5.1	0.17	0.37	0	7.00	52.1
INTERSECTION (persons):									
764	0.158		1.09	5.1	0.17	0.37		7.00	52.1

Queue values in this table are mean cycle-average queue (metres).

Table S.7 - Lane Performance
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	(m)	Lane Length (m)
South: Margarita Reef S								
1 LR	86	1037	0.083	12.1	0.88	0.0	0.2	500.0
East: PR-303 E								
1 LT	123	1747	0.070	2.5	0.09	0.0	0.3	500.0
West: PR-303 O								
1 TR	300	1901	0.158	4.2	0.34	0.0	0.0	500.0

Table S.8 - Lane Flow and Capacity Information
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
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 %
South: Margarita Reef S								
1 LR	77	0	9	86	60	1037	0.083	100

East: PR-303 E								
1 LT	17	106	0	123	123	1747	0.070	100
West: PR-303 O								
1 TR	0	145	155	300	300	1901	0.158	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
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
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	Cycle Average Queue (veh)	Perf. Index
South: Margarita Reef S									
1	L	77	928	100	0.083	12.1	0.89	0.0	1.45
3	R	9	109	100	0.083	12.1	0.84	0.0	0.17
East: PR-303 E									
4	L	17	241	100	0.071	9.5	0.67	0.0	0.29
5	T	106	1506	100	0.070	1.4	0.00	0.0	1.15
West: PR-303 O									
11	T	145	919	100	0.158*	0.0	0.00	0.0	1.47
12	R	155	982	100	0.158*	8.2	0.67	0.0	2.49

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (secs) 1st	2nd	Deg Sat x	Aver. Delay (sec)	Longest Queue (m)	Shrt Lane (m)
South: Margarita Reef S												
1 LR	77		9	86	0				0.083	12.1	0	500
	77	0	9	86	0				0.083	12.1	0	
East: PR-303 E												

1 LT	17	106		123	0	0.070	2.5	0	500
	17	106	0	123	0	0.070	2.5	0	
West: PR-303 O									
1 TR		145	155	300	0	0.158	4.2	0	500
	0	145	155	300	0	0.158	4.2		
ALL VEHICLES				Total Flow 509	% HV 0	Max X 0.158	Aver. Delay 5.1	Max Queue 0	

Peak flow period = 15 minutes.

Queue values in this table are mean cycle-average queue (metres).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Table S.15 - Capacity and Level of Service
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
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 Cycle (vehs)	Aver. (m)
South: Margarita Reef S								
1	L	77	928	0.083	12.1	B	0.0	0
3	R	9	109	0.083	12.1	B	0.0	0
East: PR-303 E								
4	L	17	241	0.071	9.5	A	0.0	0
5	T	106	1506	0.070	1.4	A	0.0	0
West: PR-303 O								
11	T	145	919	0.158*	0.0	A	0.0	0
12	R	155	982	0.158*	8.2	A	0.0	0
ALL VEHICLES:		509		0.158	5.1	NA	0.0	0

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

Table D.3A - Lane Queues (veh)
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: Margarita Reef S											
1 LR	0.083	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.00
East: PR-303 E											
1 LT	0.070	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.00
West: PR-303 O											
1 TR	0.158	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00

Values printed in this table are cycle-average queues (vehicles).

Table D.3B - Lane Queues (metres)
04 Int. PR 303 y Acceso Proyecto
Pico PM Futuro
Intersection ID: 04
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (metres) Nc1	Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: Margarita Reef S											
1 LR	0.083	0.0	0.2	0.0	0.2	0.3	0.5	0.6	0.8	1.0	0.00

```
 ---------------------------------------------------------------------------
-----
  East: PR-303 E
  1 LT  0.070    0.0     0.3    0.0    0.3     0.4    0.6    0.8    1.0    1.4
0.00
 ---------------------------------------------------------------------------
-----
  West: PR-303 O
  1 TR  0.158    0.0     0.0    0.0    0.0     0.0    0.0    0.0    0.0    0.0
0.00
 ---------------------------------------------------------------------------
-----
```

Values printed in this table are cycle-average queues (metres).

Site: 04_PR-303 y Acceso Proyecto FP
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
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