Total cost ($/h)	=	1234.16
Total fuel (L/h)	=	152.9
Total CO2 (kg/h)	=	382.17

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.

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	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: Acceso 1 S									
1 L	7.44	11.16	119.0	1.00	1.77	7.0	49	18.69	14.2
3 R	6.33	9.50	101.3	1.00	2.05	7.0	49	16.83	16.1
East: PR-957 E									
4 LT	2.51	3.76	11.9	0.26	0.36	2.0	14	13.67	45.2
West: PR-957 W									
10 T	0.00	0.00	0.0	0.00	0.00	0.0	0	11.46	60.0
12 R	0.47	0.70	8.2	0.00	0.67	0.0	0	3.31	49.0

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.6 - INTERSECTION PERFORMANCE

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: Acceso 1 S									
450	1.092	13.77	20.66	110.2	1.00	1.91	49	35.52	15.0
East: PR-957 E									
756	0.820	2.51	3.76	11.9	0.26	0.36	14	13.67	45.2
West: PR-957 W									
1340	0.582	0.47	0.70	1.3	0.00	0.10	0	14.77	58.0
ALL VEHICLES:									
2546	1.092	16.75	25.12	23.7	0.25	0.50	49	63.96	36.5

INTERSECTION (persons):								
3819	1.092		25.12	23.7	0.25	0.50	63.96	36.5

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

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.7 - LANE PERFORMANCE

Lane No.	Mov No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	Queue Cycle Aver. (m)	Short Lane (m)
South: Acceso 1 S									
1 L	1	171	156	1.092	124.7	1.71	5.4	38	
2 LR	1, 3	279	256	1.092	101.3	2.03	7.0	49	
East: PR-957 E									
1 L	4	206	251	0.820	43.8	1.31	2.0	14	30
2 T	4	550	1950	0.282	0.0	0.00	0.0	0	
West: PR-957 W									
1 T	10	1134	1950	0.582	0.0	0.00	0.0	0	
2 R	12	206	1857	0.111	8.2	0.67	0.0	0	50

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.8A - LANE FLOW AND CAPACITY INFORMATION

Lane No.	Mov No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: Acceso 1 S									
1 L	1	171	0	0	171	120	156	1.092	100
2 LR	1, 3	54	0	225	279	120	256	1.092	100
East: PR-957 E									
1 L	4	206	0	0	206	120	251	0.820	100
2 T	4	0	550	0	550	550	1950	0.282	34P

West:	PR-957 W								
1 T	10	0	1134	0	1134	1134	1950	0.582	100
2 R	12	0	0	206	206	206	1857	0.111	100

P Lane under-utilisation found by the "Program"

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.

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.12A - FUEL CONSUMPTION, EMISSIONS AND COST - TOTAL

Mov No.	Fuel Total L/h	Cost Total $/h	HC Total kg/h	CO Total kg/h	NOX Total kg/h	CO2 Total kg/h
South: Acceso 1 S						
1 L	25.3	267.72	0.125	3.95	0.115	63.3
3 R	24.1	239.76	0.118	4.01	0.115	60.2
	49.4	507.49	0.243	7.96	0.229	123.5
East: PR-957 E						
4 LT	40.9	301.84	0.161	4.98	0.202	102.2
	40.9	301.84	0.161	4.98	0.202	102.2
West: PR-957 W						
10 T	48.9	344.55	0.169	3.53	0.222	122.3
12 R	13.7	80.29	0.059	2.81	0.083	34.2
	62.6	424.83	0.228	6.34	0.305	156.5
INTERSECTION:	152.9	1234.16	0.632	19.28	0.736	382.2

PARAMETERS USED IN COST CALCULATIONS

Pump price of fuel ($/L)	=	0.900
Fuel resource cost factor	=	0.50
Ratio of running cost to fuel cost	=	3.0
Average income ($/h)	=	27.00
Time value factor	=	0.60
Average occupancy (persons/veh)	=	1.5
Light vehicle mass (1000 kg)	=	1.4
Heavy vehicle mass (1000 kg)	=	11.0
Light vehicle idle fuel rate (L/h)	=	1.350
Heavy vehicle idle fuel rate (L/h)	=	2.000

The idle fuel and vehicle mass parameters given above are the default values (data given in RIDES may override some of these parameters).

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

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: Acceso 1 S												
1 L	171			171	0				1.092	124.7	38	
2 LR	54		225	279	0				1.092	101.3	49	
	225	0	225	450	0				1.092	110.2	49	
East: PR-957 E												
1 L	206			206	0				0.820	43.8	14	30
2 T		550		550	0				0.282	0.0	0	
	206	550	0	756	0				0.820	11.9	14	
West: PR-957 W												
1 T		1134		1134	0				0.582	0.0	0	
2 R			206	206	0				0.111	8.2	0	50
	0	1134	206	1340	0				0.582	1.3		
ALL VEHICLES				Total Flow 2546	% HV 0				Max X 1.092	Aver. Delay 23.7	Max Queue 49	

Total flow period = 60 minutes. 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.

---

02 PR-957 y Acceso 1 (Centro Comercial)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.15 - CAPACITY AND LEVEL OF SERVICE

Mov No.	Mov Typ	Total Flow	Total Cap.	Deg. of	Aver. Delay	LOS	Longest Queue Cycle	Aver.

	(veh /h)	(veh /h)	Satn (v/c)	(sec)		(vehs)	(m)
South: Acceso 1 S							
1 L	225	206	1.092*	119.0	F	7.0	49
3 R	225	206	1.092*	101.3	F	7.0	49
	450		1.092	110.2	F	7.0	49
East: PR-957 E							
4 LT	756	922	0.820	11.9	B	2.0	14
	756		0.820	11.9	B	2.0	14
West: PR-957 W							
10 T	1134	1950	0.582	0.0	A	0.0	0
12 R	206	1857	0.111	8.2	A	0.0	0
	1340		0.582	1.3	A	0.0	0
ALL VEHICLES:	2546		1.092	23.7	NA	7.0	49

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
aaSIDRA 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

--- End of aaSIDRA Output ---

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03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2

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
  Default Values File No. 30
  Peak flow period (for performance): 15 minutes
  Unit time (for volumes): 60 minutes (Hourly Rate)
  Delay definition: Control delay
  Geometric delay included
  aaSIDRA Standard Delay and Queue models used
  Level of Service based on: Delay (HCM method)
  Queue definition: Cycle average queue, Average

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.0 - TRAFFIC FLOW DATA

Mov No.	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV	Flow Scale	Peak Flow Factor
VEHICLES Demand flows in veh/hour as used by the program								
South: Acceso 2 S								
1	222	0	0	0	0	0	1.00	1.00
3	0	0	0	0	1	0	1.00	1.00
East: PR-957 E								
4	1	0	885	0	0	0	1.00	1.00
West: PR-957 W								
10	0	0	269	0	0	0	1.00	1.00

12	0	0	0	0	65	0	1.00	1.00

Based on unit time = 60 minutes.
Flow Scale and Peak Hour Factor effects included in flow values.

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.2 - MOVEMENT CAPACITY PARAMETERS

Mov No.	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: Acceso 2 S										
1 L	222	0.0	1187+	0.0	1187	384	0.80	38	100	0.578*
3 R	1	0.0	302+	0.0	302	2	0.80	60	100	0.500
East: PR-957 E										
4 LT	886	0.0	334	0.0	334	1952<	0.80	76	0	0.454
West: PR-957 W										
10 T	269	0.0	0			1950	0.80	480	100	0.138
12 R	65	0.0	0			1857	0.80	2186	100	0.035

\+ Percentage of exiting flow included in total opposing flow

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.3 - INTERSECTION PARAMETERS

Intersection Level of Service	=	NA
Worst movement Level of Service	=	D
Average intersection delay (s)	=	4.3
Largest average movement delay (s)	=	25.6
Largest cycle-average queue, mean (m)	=	6
Performance Index	=	18.90
Degree of saturation (highest)	=	0.578
Practical Spare Capacity (lowest)	=	38 %
Effective intersection capacity, (veh/h)	=	2496
Total vehicle flow (veh/h)	=	1443
Total person flow (pers/h)	=	2165
Total vehicle delay (veh-h/h)	=	1.73
Total person delay (pers-h/h)	=	2.60
Total effective vehicle stops (veh/h)	=	301
Total effective person stops (pers/h)	=	452
Total vehicle travel (veh-km/h)	=	874.1

Total cost ($/h)	=	489.64
Total fuel (L/h)	=	71.0
Total CO2 (kg/h)	=	177.62

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.

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	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: Acceso 2 S									
1 L	1.57	2.36	25.5	0.86	1.15	0.9	6	6.15	36.2
3 R	0.01	0.01	25.6	0.86	1.10	0.9	6	0.03	36.2
East: PR-957 E									
4 LT	0.00	0.00	0.0	0.00	0.00	0.0	0	8.96	60.0
West: PR-957 W									
10 T	0.00	0.00	0.0	0.00	0.00	0.0	0	2.72	60.0
12 R	0.15	0.22	8.2	0.00	0.67	0.0	0	1.04	49.0

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.6 - INTERSECTION PERFORMANCE

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: Acceso 2 S									
223	0.578	1.58	2.37	25.5	0.86	1.15	6	6.17	36.2
East: PR-957 E									
886	0.454	0.00	0.00	0.0	0.00	0.00	0	8.96	60.0
West: PR-957 W									
334	0.138	0.15	0.22	1.6	0.00	0.13	0	3.76	57.5
ALL VEHICLES:									
1443	0.578	1.73	2.60	4.3	0.13	0.21	6	18.90	54.0

INTERSECTION (persons):							
2165	0.578	2.60	4.3	0.13	0.21	18.90	54.0

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

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.7 - LANE PERFORMANCE

Lane No.	Mov No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle (vehs)	Queue Aver. (m)	Short Lane (m)
South: Acceso 2 S									
1 LR	1, 3	223	385	0.579	25.5	1.15	0.9	6	
East: PR-957 E									
1 L	4	1	965	0.001	9.7	0.60	0.0	0	30
2 T	4	885	1950	0.454	0.0	0.00	0.0	0	
West: PR-957 W									
1 T	10	269	1950	0.138	0.0	0.00	0.0	0	
2 R	12	65	1857	0.035	8.2	0.67	0.0	0	50

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.8A - LANE FLOW AND CAPACITY INFORMATION

Lane No.	Mov No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: Acceso 2 S									
1 LR	1, 3	222	0	1	223	120	385	0.579	100
East: PR-957 E									
1 L	4	1	0	0	1	1	965	<0.001	0P
2 T	4	0	885	0	885	885	1950	0.454	100
West: PR-957 W									
1 T	10	0	269	0	269	269	1950	0.138	100

2	R	12	0	0	65	65	65	1857	0.035	100

< Reduced capacity flow due to a short lane effect
P Lane under-utilisation found by the "Program"

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.

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.12A - FUEL CONSUMPTION, EMISSIONS AND COST - TOTAL

Mov No.	Fuel Total L/h	Cost Total $/h	HC Total kg/h	CO Total kg/h	NOX Total kg/h	CO2 Total kg/h
South: Acceso 2 S						
1 L	16.8	112.77	0.076	3.41	0.098	42.0
3 R	0.1	0.51	0.000	0.02	0.000	0.2
	16.9	113.28	0.076	3.43	0.098	42.2
East: PR-957 E						
4 LT	38.2	269.29	0.132	2.77	0.174	95.6
	38.2	269.29	0.132	2.77	0.174	95.6
West: PR-957 W						
10 T	11.6	81.73	0.040	0.84	0.053	29.0
12 R	4.3	25.33	0.019	0.89	0.026	10.8
	15.9	107.06	0.059	1.72	0.079	39.8
INTERSECTION:	71.0	489.64	0.266	7.92	0.351	177.6

PARAMETERS USED IN COST CALCULATIONS

Pump price of fuel ($/L)	=	0.900
Fuel resource cost factor	=	0.50
Ratio of running cost to fuel cost	=	3.0
Average income ($/h)	=	27.00
Time value factor	=	0.60
Average occupancy (persons/veh)	=	1.5
Light vehicle mass (1000 kg)	=	1.4
Heavy vehicle mass (1000 kg)	=	11.0
Light vehicle idle fuel rate (L/h)	=	1.350
Heavy vehicle idle fuel rate (L/h)	=	2.000

The idle fuel and vehicle mass parameters given above are the default values (data given in RIDES may override some of these parameters).

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03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

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: Acceso 2 S												
1 LR	222		1	223	0				0.579	25.5	6	
	222	0	1	223	0				0.579	25.5	6	
East: PR-957 E												
1 L	1			1	0				0.001	9.7	0	30
2 T		885		885	0				0.454	0.0	0	
	1	885	0	886	0				0.454	0.0	0	
West: PR-957 W												
1 T		269		269	0				0.138	0.0	0	
2 R			65	65	0				0.035	8.2	0	50
	0	269	65	334	0				0.138	1.6		
ALL VEHICLES				Total Flow 1443	% HV 0				Max X 0.578	Aver. Delay 4.3	Max Queue 6	

Total flow period = 60 minutes. 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.

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico AM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.15 - CAPACITY AND LEVEL OF SERVICE

Mov No.	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: Acceso 2 S							
1 L	222	384	0.578*	25.5	D	0.9	6
3 R	1	2	0.500	25.6	D	0.9	6
	223		0.578	25.5	D	0.9	6
East: PR-957 E							
4 LT	886	1952<	0.454	0.0	A	0.0	0
	886		0.454	0.0	A	0.0	0
West: PR-957 W							
10 T	269	1950	0.138	0.0	A	0.0	0
12 R	65	1857	0.035	8.2	A	0.0	0
	334		0.138	1.6	A	0.0	0
ALL VEHICLES:	1443		0.578	4.3	NA	0.9	6

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
aaSIDRA 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

--- End of aaSIDRA Output ---

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03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2

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
  Default Values File No. 30
  Peak flow period (for performance): 15 minutes
  Unit time (for volumes): 60 minutes (Hourly Rate)
  Delay definition: Control delay
  Geometric delay included
  aaSIDRA Standard Delay and Queue models used
  Level of Service based on: Delay (HCM method)
  Queue definition: Cycle average queue, Average

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.0 - TRAFFIC FLOW DATA

Mov No.	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV	Flow Scale	Peak Flow Factor
VEHICLES Demand flows in veh/hour as used by the program								
South: Acceso 2 S								
1	135	0	0	0	0	0	1.00	1.00
3	0	0	0	0	1	0	1.00	1.00
East: PR-957 E								
4	1	0	621	0	0	0	1.00	1.00
West: PR-957 W								
10	0	0	1119	0	0	0	1.00	1.00

12	0	0	0	0	240	0	1.00	1.00

Based on unit time = 60 minutes.
Flow Scale and Peak Hour Factor effects included in flow values.

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.2 - MOVEMENT CAPACITY PARAMETERS

Mov No.	Demand Flow (veh/h)	HV (%)	Opposing Flow (veh/h)	HV (%)	Movement Adjust. Flow (pcu/h)	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: Acceso 2 S										
1 L	135	0.0	1860+	0.0	1860	138	0.80	-18	100	0.978
3 R	1	0.0	1239+	0.0	1239	1	0.80	-20	100	1.000*
East: PR-957 E										
4 LT	622	0.0	1359	0.0	1359	1953	0.80	151	1	0.318
West: PR-957 W										
10 T	1119	0.0	0			1950	0.80	39	100	0.574
12 R	240	0.0	0			1857	0.80	519	100	0.129

+ Percentage of exiting flow included in total opposing flow

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.3 - INTERSECTION PARAMETERS

Intersection Level of Service	=	NA
Worst movement Level of Service	=	F
Average intersection delay (s)	=	7.4
Largest average movement delay (s)	=	101.0
Largest cycle-average queue, mean (m)	=	24
Performance Index	=	31.14
Degree of saturation (highest)	=	1.000
Practical Spare Capacity (lowest)	=	-20 %
Effective intersection capacity, (veh/h)	=	2117
Total vehicle flow (veh/h)	=	2117
Total person flow (pers/h)	=	3176
Total vehicle delay (veh-h/h)	=	4.36
Total person delay (pers-h/h)	=	6.55
Total effective vehicle stops (veh/h)	=	357
Total effective person stops (pers/h)	=	535
Total vehicle travel (veh-km/h)	=	1282.8

Total cost ($/h)	=	766.22
Total fuel (L/h)	=	105.3
Total CO2 (kg/h)	=	263.26

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.

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Cycle (vehs)	Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: Acceso 2 S									
1 L	3.78	5.68	100.9	1.00	1.44	3.4	24	9.61	16.1
3 R	0.03	0.04	101.0	1.00	1.48	3.4	24	0.07	16.1
East: PR-957 E									
4 LT	0.01	0.01	0.0	0.00	0.00	0.0	0	6.30	59.9
West: PR-957 W									
10 T	0.00	0.00	0.0	0.00	0.00	0.0	0	11.31	60.0
12 R	0.55	0.82	8.2	0.00	0.67	0.0	0	3.85	49.0

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.6 - INTERSECTION PERFORMANCE

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: Acceso 2 S									
136	1.000	3.81	5.72	100.9	1.00	1.44	24	9.68	16.1
East: PR-957 E									
622	0.318	0.01	0.01	0.0	0.00	0.00	0	6.30	59.9
West: PR-957 W									
1359	0.574	0.55	0.82	1.4	0.00	0.12	0	15.16	57.7
ALL VEHICLES:									
2117	1.000	4.36	6.55	7.4	0.06	0.17	24	31.14	50.0

INTERSECTION (persons):							
3176	1.000	6.55	7.4	0.06	0.17	31.14	50.0

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

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.7 - LANE PERFORMANCE

Lane No.	Mov No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle (vehs)	Queue Aver. (m)	Short Lane (m)
South: Acceso 2 S									
1 LR	1, 3	136	139	0.980	100.9	1.44	3.4	24	
East: PR-957 E									
1 L	4	1	242	0.004	21.9	0.84	0.0	0	30
2 T	4	621	1950	0.318	0.0	0.00	0.0	0	
West: PR-957 W									
1 T	10	1119	1950	0.574	0.0	0.00	0.0	0	
2 R	12	240	1857	0.129	8.2	0.67	0.0	0	50

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.8A - LANE FLOW AND CAPACITY INFORMATION

Lane No.	Mov No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: Acceso 2 S									
1 LR	1, 3	135	0	1	136	120	139	0.980	100
East: PR-957 E									
1 L	4	1	0	0	1	1	242	0.004	1P
2 T	4	0	621	0	621	621	1950	0.318	100
West: PR-957 W									
1 T	10	0	1119	0	1119	1119	1950	0.574	100

2	R	12	0	0	240	240	240	1857	0.129	100

P Lane under-utilisation found by the "Program"

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.

---

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.12A - FUEL CONSUMPTION, EMISSIONS AND COST - TOTAL

Mov No.	Fuel Total L/h	Cost Total $/h	HC Total kg/h	CO Total kg/h	NOX Total kg/h	CO2 Total kg/h
South: Acceso 2 S						
1 L	14.1	142.47	0.069	2.27	0.066	35.3
3 R	0.1	1.06	0.001	0.02	0.000	0.3
	14.2	143.53	0.070	2.28	0.067	35.6
East: PR-957 E						
4 LT	26.9	189.17	0.093	1.95	0.122	67.1
	26.9	189.17	0.093	1.95	0.122	67.1
West: PR-957 W						
10 T	48.3	339.99	0.166	3.48	0.219	120.7
12 R	16.0	93.54	0.069	3.28	0.096	39.9
	64.2	433.53	0.235	6.76	0.316	160.5
INTERSECTION:	105.3	766.22	0.397	10.99	0.504	263.3

PARAMETERS USED IN COST CALCULATIONS

Pump price of fuel ($/L)	=	0.900
Fuel resource cost factor	=	0.50
Ratio of running cost to fuel cost	=	3.0
Average income ($/h)	=	27.00
Time value factor	=	0.60
Average occupancy (persons/veh)	=	1.5
Light vehicle mass (1000 kg)	=	1.4
Heavy vehicle mass (1000 kg)	=	11.0
Light vehicle idle fuel rate (L/h)	=	1.350
Heavy vehicle idle fuel rate (L/h)	=	2.000

The idle fuel and vehicle mass parameters given above are the default

values (data given in RIDES may override some of these parameters).

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

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: Acceso 2 S												
1 LR	135		1	136	0				0.980	100.9	24	
	135	0	1	136	0				0.980	100.9	24	
East: PR-957 E												
1 L	1			1	0				0.004	21.9	0	30
2 T		621		621	0				0.318	0.0	0	
	1	621	0	622	0				0.318	0.0	0	
West: PR-957 W												
1 T		1119		1119	0				0.574	0.0	0	
2 R			240	240	0				0.129	8.2	0	50
	0	1119	240	1359	0				0.574	1.4		
ALL VEHICLES				Total Flow 2117	% HV 0				Max X 1.000	Aver. Delay 7.4	Max Queue 24	

Total flow period = 60 minutes. 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.

03 PR-957 y Acceso 2 (Clusters 5, 7 y 8)
Pico PM Futuro
Intersection ID: 2
Stop Sign Controlled Intersection

Table S.15 - CAPACITY AND LEVEL OF SERVICE

Mov No.	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: Acceso 2 S							
1 L	135	138	0.978	100.9	F	3.4	24
3 R	1	1	1.000*	101.0	F	3.4	24
	136		1.000	100.9	F	3.4	24
East: PR-957 E							
4 LT	622	1953	0.318	0.0	A	0.0	0
	622		0.318	0.0	A	0.0	0
West: PR-957 W							
10 T	1119	1950	0.574	0.0	A	0.0	0
12 R	240	1857	0.129	8.2	A	0.0	0
	1359		0.574	1.4	A	0.0	0
ALL VEHICLES:	2117		1.000	7.4	NA	3.4	24

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
aaSIDRA 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

--- End of aaSIDRA Output ---

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04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4

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
  Default Values File No. 30
  Peak flow period (for performance): 15 minutes
  Unit time (for volumes): 60 minutes (Hourly Rate)
  Delay definition: Control delay
  Geometric delay included
  aaSIDRA Standard Delay and Queue models used
  Level of Service based on: Delay (HCM method)
  Queue definition: Cycle average queue, Average

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.0 - TRAFFIC FLOW DATA

Mov No.	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV	Flow Scale	Peak Flow Factor
VEHICLES Demand flows in veh/hour as used by the program								
South: PR-957 S								
1	1	0	0	0	0	0	1.00	1.00
2	0	0	700	0	0	0	1.00	1.00
North: PR-957 N								
8	0	0	221	0	0	0	1.00	1.00
9	0	0	0	0	21	0	1.00	1.00
West: Acceso 3 W								

10	100	0	0	0	0	0	1.00	1.00
12	0	0	0	0	1	0	1.00	1.00

Based on unit time = 60 minutes.
Flow Scale and Peak Hour Factor effects included in flow values.

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.2 - MOVEMENT CAPACITY PARAMETERS

Mov No.	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-957 S										
1 L	1	0.0	242	0.0	242	993<	0.80	****	100	0.001
2 T	700	0.0	0			1950	0.80	123	100	0.359*
North: PR-957 N										
8 T	221	0.0	0			1950	0.80	606	100	0.113
9 R	21	0.0	0			1857	0.80	6974	100	0.011
West: Acceso 3 W										
10 L	100	0.0	932+	0.0	932	532	0.80	326	100	0.188
12 R	1	0.0	232+	0.0	232	5	0.80	300	100	0.200

+ Percentage of exiting flow included in total opposing flow

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.3 - INTERSECTION PARAMETERS

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s)	=	1.8
Largest average movement delay (s)	=	16.6
Largest cycle-average queue, mean (m)	=	1
Performance Index	=	11.87
Degree of saturation (highest)	=	0.359
Practical Spare Capacity (lowest)	=	123 %
Effective intersection capacity, (veh/h)	=	2908
Total vehicle flow (veh/h)	=	1044
Total person flow (pers/h)	=	1566
Total vehicle delay (veh-h/h)	=	0.51
Total person delay (pers-h/h)	=	0.77
Total effective vehicle stops (veh/h)	=	115

Total effective person stops (pers/h)	=	173
Total vehicle travel (veh-km/h)	=	632.7
Total cost ($/h)	=	333.22
Total fuel (L/h)	=	48.4
Total CO2 (kg/h)	=	121.12

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.

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.5 - MOVEMENT PERFORMANCE

Mov No.	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Cycle (vehs)	Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: PR-957 S									
1 L	0.00	0.00	9.3	0.32	0.60	0.0	0	0.02	47.4
2 T	0.00	0.00	0.0	0.00	0.00	0.0	0	7.08	60.0
North: PR-957 N									
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	2.23	60.0
9 R	0.05	0.07	8.2	0.00	0.67	0.0	0	0.34	49.0
West: Acceso 3 W									
10 L	0.46	0.69	16.5	0.67	1.00	0.2	1	2.18	42.3
12 R	0.00	0.01	16.6	0.67	0.77	0.2	1	0.02	42.3

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.6 - INTERSECTION PERFORMANCE

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-957 S									
701	0.359	0.00	0.00	0.0	0.00	0.00	0	7.09	60.0
North: PR-957 N									
242	0.113	0.05	0.07	0.7	0.00	0.06	0	2.57	58.9
West: Acceso 3 W									
101	0.200	0.46	0.69	16.5	0.67	1.00	1	2.20	42.3

ALL VEHICLES:									
1044	0.359	0.51	0.77	1.8	0.07	0.11	1	11.87	57.4
INTERSECTION (persons):									
1566	0.359		0.77	1.8	0.07	0.11		11.87	57.4

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

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.7 - LANE PERFORMANCE

Lane No.	Mov No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle Aver. (vehs)	Queue Cycle Aver. (m)	Short Lane (m)
South: PR-957 S									
1 L	1	1	993	0.001	9.3	0.60	0.0	0	30
2 T	2	700	1950	0.359	0.0	0.00	0.0	0	
North: PR-957 N									
1 T	8	221	1950	0.113	0.0	0.00	0.0	0	
2 R	9	21	1857	0.011	8.2	0.67	0.0	0	30
West: Acceso 3 W									
1 LR	10, 12	101	537	0.188	16.5	1.00	0.2	1	

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.8A - LANE FLOW AND CAPACITY INFORMATION

Lane No.	Mov No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-957 S									
1 L	1	1	0	0	1	1	993	<0.001	100
2 T	2	0	700	0	700	700	1950	0.359	100
North: PR-957 N									
1 T	8	0	221	0	221	221	1950	0.113	100
2 R	9	0	0	21	21	21	1857	0.011	100

West: Acceso 3 W								
1 LR	10, 12	100	0	1	101	101	537	0.188	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.

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.12A - FUEL CONSUMPTION, EMISSIONS AND COST - TOTAL

Mov No.	Fuel Total L/h	Cost Total $/h	HC Total kg/h	CO Total kg/h	NOX Total kg/h	CO2 Total kg/h
South: PR-957 S						
1 L	0.1	0.40	0.000	0.01	0.000	0.2
2 T	30.2	212.68	0.104	2.18	0.137	75.5
	30.3	213.08	0.104	2.19	0.137	75.6
North: PR-957 N						
8 T	9.5	67.15	0.033	0.69	0.043	23.8
9 R	1.4	8.18	0.006	0.29	0.008	3.5
	10.9	75.33	0.039	0.97	0.052	27.3
West: Acceso 3 W						
10 L	7.2	44.36	0.032	1.50	0.043	18.0
12 R	0.1	0.44	0.000	0.01	0.000	0.2
	7.3	44.80	0.032	1.51	0.044	18.2
INTERSECTION:	48.4	333.22	0.175	4.68	0.233	121.1

PARAMETERS USED IN COST CALCULATIONS

Pump price of fuel ($/L)	=	0.900
Fuel resource cost factor	=	0.50
Ratio of running cost to fuel cost	=	3.0
Average income ($/h)	=	27.00
Time value factor	=	0.60
Average occupancy (persons/veh)	=	1.5
Light vehicle mass (1000 kg)	=	1.4
Heavy vehicle mass (1000 kg)	=	11.0

Light vehicle idle fuel rate (L/h) = 1.350
Heavy vehicle idle fuel rate (L/h) = 2.000

The idle fuel and vehicle mass parameters given above are the default values (data given in RIDES may override some of these parameters).

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

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: PR-957 S												
1 L	1			1	0				0.001	9.3	0	30
2 T		700		700	0				0.359	0.0	0	
	1	700	0	701	0				0.359	0.0	0	
North: PR-957 N												
1 T		221		221	0				0.113	0.0	0	
2 R			21	21	0				0.011	8.2	0	30
	0	221	21	242	0				0.113	0.7		
West: Acceso 3 W												
1 LR	100		1	101	0				0.188	16.5	1	
	100	0	1	101	0				0.188	16.5	1	
ALL VEHICLES				Total Flow 1044	% HV 0				Max X 0.359	Aver. Delay 1.8	Max Queue 1	

Total flow period = 60 minutes. 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.

---

04 Int PR-957 y Acceso 3
Pico AM Futuro
Intersection ID: 4
Stop Sign Controlled Intersection

Table S.15 - CAPACITY AND LEVEL OF SERVICE

Mov	Mov	Total	Total	Deg.	Aver.	LOS	Longest Queue

No.	Typ	Flow (veh /h)	Cap. (veh /h)	of Satn (v/c)	Delay (sec)		Cycle (vehs)	Aver. (m)
South: PR-957 S								
1	L	1	993<	0.001	9.3	A	0.0	0
2	T	700	1950	0.359*	0.0	A	0.0	0
		701		0.359	0.0	A	0.0	0
North: PR-957 N								
8	T	221	1950	0.113	0.0	A	0.0	0
9	R	21	1857	0.011	8.2	A	0.0	0
		242		0.113	0.7	A	0.0	0
West: Acceso 3 W								
10	L	100	532	0.188	16.5	C	0.2	1
12	R	1	5	0.200	16.6	C	0.2	1
		101		0.200	16.5	C	0.2	1
ALL VEHICLES:		1044		0.359	1.8	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
aaSIDRA 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

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Time and Date of Analysis 1:39 PM, 16 Jan 2006

Filename: C:\Documents and Settings\Carlos M Contreras\My Documents\aaTraffic\aaSIDRA Projects\CampoRicoNewCastle\04_PR-957 y Acceso 3_FP.OUT

04 Int PR-957 y Acceso 3
Pico PM Futuro
Intersection ID: 4

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
  Default Values File No. 30
  Peak flow period (for performance): 15 minutes
  Unit time (for volumes): 60 minutes (Hourly Rate)
  Delay definition: Control delay
  Geometric delay included
  aaSIDRA Standard Delay and Queue models used
  Level of Service based on: Delay (HCM method)
  Queue definition: Cycle average queue, Average

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Table S.0 - TRAFFIC FLOW DATA

Mov No.	Left LV	Left HV	Through LV	Through HV	Right LV	Right HV	Flow Scale	Peak Flow Factor
VEHICLES	Demand flows in veh/hour as used by the program							
South: PR-957 S								
1	1	0	0	0	0	0	1.00	1.00
2	0	0	518	0	0	0	1.00	1.00
North: PR-957 N								
8	0	0	927	0	0	0	1.00	1.00
9	0	0	0	0	96	0	1.00	1.00
West: Acceso 3 W								

10	47	0	0	0	0	0	1.00	1.00
12	0	0	0	0	1	0	1.00	1.00

Based on unit time = 60 minutes.
Flow Scale and Peak Hour Factor effects included in flow values.

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Table S.2 - MOVEMENT CAPACITY PARAMETERS

Mov No.	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-957 S										
1 L	1	0.0	1023	0.0	1023	428	0.80	****	100	0.002
2 T	518	0.0	0			1950	0.80	201	100	0.266
North: PR-957 N										
8 T	927	0.0	0			1950	0.80	68	100	0.475*
9 R	96	0.0	0			1857	0.80	1448	100	0.052
West: Acceso 3 W										
10 L	47	0.0	1493+	0.0	1493	246	0.80	319	100	0.191
12 R	1	0.0	975+	0.0	975	5	0.80	300	100	0.200

\+ Percentage of exiting flow included in total opposing flow

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Table S.3 - INTERSECTION PARAMETERS

Intersection Level of Service	=	NA
Worst movement Level of Service	=	D
Average intersection delay (s)	=	1.3
Largest average movement delay (s)	=	25.6
Largest cycle-average queue, mean (m)	=	1
Performance Index	=	17.46
Degree of saturation (highest)	=	0.475
Practical Spare Capacity (lowest)	=	68 %
Effective intersection capacity, (veh/h)	=	3345
Total vehicle flow (veh/h)	=	1590
Total person flow (pers/h)	=	2385
Total vehicle delay (veh-h/h)	=	0.56
Total person delay (pers-h/h)	=	0.84
Total effective vehicle stops (veh/h)	=	113

Total effective person stops (pers/h)	=	170
Total vehicle travel (veh-km/h)	=	963.9
Total cost ($/h)	=	501.21
Total fuel (L/h)	=	72.4
Total CO2 (kg/h)	=	180.96

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.

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Table S.5 - MOVEMENT PERFORMANCE

Mov No.	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-957 S									
1 L	0.00	0.01	15.3	0.70	0.73	0.0	0	0.02	42.1
2 T	0.00	0.00	0.0	0.00	0.00	0.0	0	5.24	60.0
North: PR-957 N									
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	9.37	60.0
9 R	0.22	0.33	8.2	0.00	0.67	0.0	0	1.54	49.0
West: Acceso 3 W									
10 L	0.33	0.50	25.5	0.85	1.01	0.2	1	1.26	36.2
12 R	0.01	0.01	25.6	0.85	1.01	0.2	1	0.03	36.2

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Table S.6 - INTERSECTION PERFORMANCE

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-957 S									
519	0.266	0.00	0.01	0.0	0.00	0.00	0	5.26	60.0
North: PR-957 N									
1023	0.475	0.22	0.33	0.8	0.00	0.06	0	10.91	58.8
West: Acceso 3 W									
48	0.200	0.34	0.51	25.5	0.85	1.01	1	1.29	36.2

ALL VEHICLES:									
1590	0.475	0.56	0.84	1.3	0.03	0.07	1	17.46	58.0
INTERSECTION (persons):									
2385	0.475		0.84	1.3	0.03	0.07		17.46	58.0

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

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Table S.7 - LANE PERFORMANCE

Lane No.	Mov No.	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Cycle (vehs)	Queue Aver. (m)	Short Lane (m)
South: PR-957 S									
1 L	1	1	428	0.002	15.3	0.73	0.0	0	30
2 T	2	518	1950	0.266	0.0	0.00	0.0	0	
North: PR-957 N									
1 T	8	927	1950	0.475	0.0	0.00	0.0	0	
2 R	9	96	1857	0.052	8.2	0.67	0.0	0	30
West: Acceso 3 W									
1 LR	10, 12	48	251	0.191	25.5	1.01	0.2	1	

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Table S.8A - LANE FLOW AND CAPACITY INFORMATION

Lane No.	Mov No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Min Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-957 S									
1 L	1	1	0	0	1	1	428	0.002	100
2 T	2	0	518	0	518	518	1950	0.266	100
North: PR-957 N									
1 T	8	0	927	0	927	927	1950	0.475	100
2 R	9	0	0	96	96	96	1857	0.052	100

West: Acceso 3 W								
1 LR	10, 12	47	0	1	48	48	251	0.191	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.

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Table S.12A - FUEL CONSUMPTION, EMISSIONS AND COST - TOTAL

Mov No.	Fuel Total L/h	Cost Total $/h	HC Total kg/h	CO Total kg/h	NOX Total kg/h	CO2 Total kg/h
South: PR-957 S						
1 L	0.1	0.44	0.000	0.01	0.000	0.2
2 T	22.3	157.39	0.077	1.61	0.101	55.9
	22.4	157.83	0.077	1.63	0.102	56.0
North: PR-957 N						
8 T	40.0	281.65	0.138	2.89	0.182	100.0
9 R	6.4	37.42	0.028	1.31	0.039	16.0
	46.4	319.07	0.165	4.20	0.220	115.9
West: Acceso 3 W						
10 L	3.5	23.81	0.016	0.71	0.020	8.8
12 R	0.1	0.51	0.000	0.02	0.000	0.2
	3.6	24.31	0.016	0.73	0.021	9.0
INTERSECTION:	72.4	501.21	0.259	6.55	0.343	181.0

PARAMETERS USED IN COST CALCULATIONS

Pump price of fuel ($/L)	=	0.900
Fuel resource cost factor	=	0.50
Ratio of running cost to fuel cost	=	3.0
Average income ($/h)	=	27.00
Time value factor	=	0.60
Average occupancy (persons/veh)	=	1.5
Light vehicle mass (1000 kg)	=	1.4
Heavy vehicle mass (1000 kg)	=	11.0
Light vehicle idle fuel rate (L/h)	=	1.350