Output Tables
Output Tables
01 Int. PR-100 y PR-101
Pico AM Base

Run Information
Cycle Time = 45 (User-given Cycle Time)

* Basic Parameters:
  Intersection Type: Signalised - Fixed Time
  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

* Iteration Data:
  No. of Main (Timing-Capacity) Iterations = 1
  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 B.1 - Movement Definitions and Flow Rates (Origin-Destination)
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-101 S							
	North	2	Thru	240	0	1.00	1.00
	West	1	Left	180	0	1.00	1.00
North: PR-100 N							
	South	8	Thru	152	0	1.00	1.00
	West	9	Right	180	0	1.00	1.00
West: PR-101 W							
	South	12	Right	288	0	1.00	1.00
	North	10	Left	40	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)

01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S						
1 L	180	0	0	0	0	0
2 T	0	0	240	0	0	0
North: PR-100 N						
8 T	0	0	152	0	0	0
9 R	0	0	0	0	180	0
West: PR-101 W						
10 L	40	0	0	0	0	0
12 R	0	0	0	0	288	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.1 - Movement Phase and Timing Parameters
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Mov ID	Mov Typ	PHASE MATRIX First Green Fr	To	Op Pr	Second Green Fr	To	Op Pr	Req.Mov.Time	Eff. Grn	Lost Tim 1st Grn	2nd Grn	1st Grn	2nd Grn
South: PR-101 S													
1 L	*C	A						10.0Min	15	4			
North: PR-100 N													
8 T	*A	B						10.0Min	12	4			
West: PR-101 W													

```
   10 L        *B      C                                          4
10.0Min              6
   12 R  (Slp) A      B       Y       B      A                    6     4
10.0Min  20.0Min  10   25
 ---------------------------------------------------------------------------
-------------------
 ---------------------------------------------------------------------------
-------------------
   Current Phase Sequence: Actual
   Input phase sequence: A B C
   Output phase sequence: A B C
 ---------------------------------------------------------------------------
-------------------
   *  Critical Movement/Green Period

 Movement Types:                                   Under heading 'Op':
   Slp  Slip Lane Movement                           Y   If opposed turn
   Ped  Pedestrian
   Dum  Dummy
```

Table S.2 - Movement Capacity Parameters
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Mov ID	Dem Flow (veh /h)	HV (%)	Satn Flow 1st Grn	Satn Flow 2nd Grn	Flow Ratio 1st Grn	Flow Ratio 2nd Grn	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-101 S											
1 L	180	0.0	1867		0.096		622	0.90	211	100	0.289
2 T	240	0.0	1940		0.124		1940	0.90	628	100	0.124
North: PR-100 N											
8 T	152	0.0	1930		0.079		515	0.90	205	100	0.295*
9 R	180	0.0	1857		0.097		1857	0.90	829	100	0.097
West: PR-101 W											
10 L	40	0.0	1934		0.021		258	0.90	480	100	0.155

```
   12 R     288    0.0   965  1876  0.000 0.154  1257  0.90   293   100
0.229
 ---------------------------------------------------------------------
--------
Table S.3 - Intersection Parameters
 01 Int. PR-100 y PR-101
 Pico AM Base
 Intersection ID: 01
 Fixed-Time Signals, Cycle Time =  45 (User-given Cycle Time)

 ---------------------------------------------------------------------
----
    Crit App.  Green   Phases   Adjusted    Adjusted   Required
Required
    Mov  and   Period  ------     Lost        Flow     Grn Time
Movement
    ID   Turn          Fr  To     Time        Ratio     Ratio
Time
 ---------------------------------------------------------------------
----
      8  N_T          A    B       10           -          -
10.0Min
     10  W_L          B    C       10           -          -
10.0Min
      1  S_L          C    A       10           -          -
10.0Min
                                  ----       ------     ------     ----
--
                          Total:   30        0.000      0.000
30.0
 ---------------------------------------------------------------------
----
  -  Flow ratio not used for cycle time calculations and
     the adjusted lost time equals the required movement time
     (=Min or Max as shown in Table S.1)

    Cycle Time:
      Minimum   Maximum   Practical   Chosen
         30       150         30         45
      (Cycle time specified by the user)

    Intersection Level of Service              =        B
    Worst movement Level of Service            =        C
    Average intersection delay (s/pers)        =     10.1
    Largest average movement delay (s)         =     28.1
    Largest cycle-average queue, mean (m)      =        4
    Performance Index                          =    18.72
    Degree of saturation (highest)             =    0.295
    Practical Spare Capacity (lowest)          =      205 %
    Effective intersection capacity, (veh/h)   =     3657
    Total vehicle flow (veh/h)                 =     1080
    Total person flow (pers/h)                 =     1620
    Total vehicle delay (veh-h/h)              =     3.02
    Total person delay (pers-h/h)              =     4.54
    Total effective vehicle stops (veh/h)      =      574
    Total effective person stops (pers/h)      =      861
    Total vehicle travel (veh-km/h)            =    658.2
```

Total cost ($/h) = 475.60
Total fuel (L/h) = 67.6
Total CO2 (kg/h) = 168.95

Table S.4 - Phase Information
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Phase	Change Time	Starting Intgrn	Green Start	Displayed Green	Green End	Terminating Intgrn	Phase Time	Phase Split
A	0	4	4	12	16	4	16	36%
B	16	4	20	6	26	4	10	22%
C	26	4	30	15	45	4	19	42%

Current Phase Sequence: Actual
Input phase sequence: A B C
Output phase sequence: A B C

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-101 S									
1 L	1.03	1.55	20.6	0.78	0.78	0.6	4	4.24	38.2
2 T	0.00	0.00	0.0		0.00	4.0#		2.43	60.0
North: PR-100 N									
8 T	0.62	0.93	14.7	0.84	0.67	0.6	4	3.35	42.7
9 R	0.38	0.57	7.6		0.60	3.0#		2.83	49.8
West: PR-101 W									
10 L	0.31	0.47	28.1	0.92	0.73	0.2	2	1.10	33.8

```
    12 R      0.68      1.02      8.5    0.31  0.67     0.1      1     4.78
48.1
 ---------------------------------------------------------------------------
----
   #  Largest density (passenger cars per km or mile) for any lane
Table S.6 - Intersection Performance
 01 Int. PR-100 y PR-101
 Pico AM Base
 Intersection ID: 01
 Fixed-Time Signals, Cycle Time =  45 (User-given Cycle Time)

 ---------------------------------------------------------------------------
---
  Total    Deg.    Total     Total    Aver.  Prop.  Eff. Longest Perf.
Aver.
  Flow     Satn    Delay     Delay    Delay Queued  Stop  Queue  Index
Speed
 (veh/h)    x    (veh-h/h)(pers-h/h)(sec)          Rate    (m)
(km/h)
 ---------------------------------------------------------------------------
---
 South: PR-101 S
   420    0.289    1.03      1.55      8.8   0.33  0.34     28     6.67
48.3
 ---------------------------------------------------------------------------
---
 North: PR-100 N
   332    0.295    1.00      1.50     10.9   0.38  0.63     21     6.17
46.3
 ---------------------------------------------------------------------------
---
 West: PR-101 W
   328    0.229    0.99      1.49     10.9   0.39  0.68      2     5.88
45.8
 ---------------------------------------------------------------------------
---
 ALL VEHICLES:
  1080    0.295    3.02      4.54     10.1   0.36  0.53      4    18.72
46.9
 ---------------------------------------------------------------------------
---
 INTERSECTION (persons):
  1620    0.295              4.54     10.1   0.36  0.53          18.72
46.9
 ---------------------------------------------------------------------------
---
 Queue values in this table are mean cycle-average queue (metres).
Table S.7 - Lane Performance
 01 Int. PR-100 y PR-101
 Pico AM Base
 Intersection ID: 01
 Fixed-Time Signals, Cycle Time =  45 (User-given Cycle Time)

 ---------------------------------------------------------------------------
------
         Effective Red and   Dem                                Q u e u e
```

Lane Length	Lane No.	Green Times (sec) R1	G1	R2	G2	Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Cycle Aver. (vehs)	(m)
South: PR-101 S												
120.0T	1 L	30	15	0	0	180	622	0.289	20.6	0.78	0.6	4.3
500.0	2 T	0	45	0	0	240	1940	0.124	0.0	0.00	4.0#	
North: PR-100 N												
500.0	1 T	33	12	0	0	152	515	0.295	14.7	0.67	0.6	4.4
265.0T	2 R	0	45	0	0	180	1857	0.097	7.6	0.60	3.0#	
West: PR-101 W												
500.0	1 L	39	6	0	0	40	258	0.155	28.1	0.73	0.2	1.5
210.0T	2 R	6	10	4	25	288	1257	0.229	8.5	0.67	0.1	0.5

Density (passenger cars per km or mile)
T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Lane Length	Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Lane Width (m)	Saturation Flow Adj. (tcu)	Basic Aver (veh)	1st Aver (veh)	2nd Aver	End Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Util %
South: PR-101 S														
100	1 L	180	0	0	180	3.40	1960	1867	0	0	622	0.289		
100	2 T	0	240	0	240	3.20	1940	1940	0	0	1940	0.124		
North: PR-100 N														

```
  1 T        0  152    0  152  3.10  1930 1930     0    0  515 0.295
100
  2 R        0    0  180  180  3.30  1950 1857     0    0 1857 0.097
100
 ---------------------------------------------------------------------
--
  West: PR-101 W
  1 L       40    0    0   40  4.10  2030 1934     0    0  258 0.155
100
  2 R        0    0  288  288  3.50  1970  965  1876   80 1257 0.229
100
 ---------------------------------------------------------------------
--

   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
 01 Int. PR-100 y PR-101
 Pico AM Base
 Intersection ID: 01
 Fixed-Time Signals, Cycle Time =  45 (User-given Cycle Time)

 ---------------------------------------------------------------------
------
  Mov      Mov  Dem   Total  Lane  Deg.  Eff. Grn  Aver.  Eff.   Cycle
Perf.
  ID       Typ  Flow   Cap.  Util  Satn  -------- Delay  Stop  Average
Index
               (veh   (veh                1st  2nd        Rate   Queue
               /h)    /h)   (%)     x    Grn  Grn  (sec)         (veh)
 ---------------------------------------------------------------------
------
 South: PR-101 S
    1 L         180   622   100  0.289   15*        20.6  0.78    0.6
4.24
    2 T  (Con)  240  1940   100  0.124   45          0.0  0.00    4.0 #
2.43
 ---------------------------------------------------------------------
------
 North: PR-100 N
    8 T         152   515   100  0.295*  12*        14.7  0.67    0.6
3.35
    9 R  (Con)  180  1857   100  0.097   45          7.6  0.60    3.0 #
2.83
 ---------------------------------------------------------------------
------
 West: PR-101 W
   10 L          40   258   100  0.155    6*        28.1  0.73    0.2
1.10
   12 R  (Slp)  288  1257   100  0.229   10   25    8.5  0.67    0.1
4.78
 ---------------------------------------------------------------------
------
   *  Maximum degree of saturation, or critical green periods
```

Largest density (passenger cars per km or mile) for any lane

Table S.14 - Summary of Input and Output Data

01 Int. PR-100 y PR-101

Pico AM Base

Intersection ID: 01

Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S												
1 L	180			180	0	1960	15		0.289	20.6	4	120
2 T		240		240	0	1939	45		0.124	0.0		500
	180	240	0	420	0				0.289	8.8	4	
North: PR-100 N												
1 T		152		152	0	1929	12		0.295	14.7	4	500
2 R			180	180	0	1949	45		0.097	7.6		265
	0	152	180	332	0				0.295	10.9	4	
West: PR-101 W												
1 L	40			40	0	2030	6		0.155	28.1	2	500
2 R			288	288	0	1970	10	25	0.229	8.5	1	210
	40	0	288	328	0				0.229	10.9	2	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	1080	0	45	0.295	10.1	4

Peak flow period = 15 minutes.

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

Note: Basic Saturation Flows (in through car units) have been adjusted for
grade, lane widths, parking manoeuvres and bus stops.

Table S.15 - Capacity and Level of Service
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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)	Queue (m)	Cycle
South: PR-101 S											
1	L	0.333*		180	622	0.289	20.6	C			0.6
2	T (Con)	1.000		240	1940	0.124	0.0	A#			4.0#
North: PR-100 N											
8	T	0.267*		152	515	0.295*	14.7	B			0.6
9	R (Con)	1.000		180	1857	0.097	7.6	A#			3.0#
West: PR-101 W											
10	L	0.133*		40	258	0.155	28.1	C			0.2
12	R (Slp)	0.222	0.556	288	1257	0.229	8.5	A			0.1
ALL VEHICLES:				1080		0.295	10.1	B			0.6
INTERSECTION (persons):				1620			10.1				0.6

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
SIDRA Output Guide or the Output section of the on-line help.
Continuous movements: Level Of Service based on density,

Density (passenger cars per km or mile) instead of queue.
* 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)
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S											
1 L	0.289	0.0	0.6	0.0	0.6	0.8	1.2	1.5	2.2	2.6	0.11
North: PR-100 N											
1 T	0.295	0.0	0.6	0.0	0.6	0.8	1.2	1.5	2.2	2.6	0.02
West: PR-101 W											
1 L	0.155	0.0	0.2	0.0	0.2	0.3	0.4	0.6	0.9	1.0	0.01
2 R	0.229	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.3	0.4	0.03

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

Table D.3B - Lane Queues (metres)
01 Int. PR-100 y PR-101
Pico AM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S											

1	L	0.289	0.0	4.3	0.0	4.3	5.5	8.2	10.6	15.4	18.2	0.11
North: PR-100 N												
1	T	0.295	0.0	4.4	0.0	4.4	5.6	8.3	10.7	15.5	18.3	0.02
West: PR-101 W												
1	L	0.155	0.0	1.5	0.0	1.5	2.0	3.0	3.9	6.0	7.2	0.01
2	R	0.229	0.0	0.5	0.0	0.5	0.7	1.0	1.3	2.1	2.5	0.03

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

Site: 01_PR-100 y PR-101 BA
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 31, 2007 01:45:30PM

M0276, Traffic Consulting Group, Large Office
Produced by SIDRA Intersection 3.1.061208.34
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Output Tables
Output Tables
01 Int. PR-100 y PR-101
Pico PM Base

Run Information
Cycle Time = 45 (User-given Cycle Time)

* Basic Parameters:
  Intersection Type: Signalised - Fixed Time
  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

* Iteration Data:
  No. of Main (Timing-Capacity) Iterations = 1
  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 B.1 - Movement Definitions and Flow Rates (Origin-Destination)
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-101 S							
	North	2	Thru	260	0	1.00	1.00
	West	1	Left	444	0	1.00	1.00
North: PR-100 N							
	South	8	Thru	328	0	1.00	1.00
	West	9	Right	280	0	1.00	1.00
West: PR-101 W							
	South	12	Right	248	0	1.00	1.00
	North	10	Left	460	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)
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S						
1 L	444	0	0	0	0	0
2 T	0	0	260	0	0	0
North: PR-100 N						
8 T	0	0	328	0	0	0
9 R	0	0	0	0	280	0
West: PR-101 W						
10 L	460	0	0	0	0	0
12 R	0	0	0	0	248	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.1 - Movement Phase and Timing Parameters
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Mov ID	Mov Typ	PHASE MATRIX First Green Fr	First Green To	First Green Op Pr	Second Green Fr	Second Green To	Second Green Op Pr	Lost Tim 1st Grn	Lost Tim 2nd Grn	Req.Mov.Time 1st Grn	Req.Mov.Time 2nd Grn	Eff. Grn 1st Grn	Eff. Grn 2nd Grn
South: PR-101 S													
1 L	*C	A						4		15.9		12	

```
North: PR-100 N
   8 T       *A     B                                   4        12.5
9
 ---------------------------------------------------------------------------------
----------
 West: PR-101 W
  10 L       *B     C                                   4        15.9
12
  12 R  (Slp) A     B      Y      B     A              10    4   10.0Min
20.0Min   3   28
 ---------------------------------------------------------------------------------
----------
 ---------------------------------------------------------------------------------
----------
   Current Phase Sequence: Actual
   Input phase sequence: A B C
   Output phase sequence: A B C
 ---------------------------------------------------------------------------------
----------
   *  Critical Movement/Green Period

 Movement Types:                                Under heading 'Op':
   Slp  Slip Lane Movement                        Y   If opposed turn
   Ped  Pedestrian
   Dum  Dummy
```

Table S.2 - Movement Capacity Parameters
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Mov ID	Dem Flow (veh /h)	HV (%)	Satn Flow 1st Grn	Satn Flow 2nd Grn	Flow Ratio 1st Grn	Flow Ratio 2nd Grn	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-101 S											
1 L	444	0.0	1867		0.238		498	0.90	1	100	0.892*
2 T	260	0.0	1940		0.134		1940	0.90	572	100	0.134
North: PR-100 N											
8 T	328	0.0	1930		0.170		386	0.90	6	100	0.850
9 R	280	0.0	1857		0.151		1857	0.90	497	100	0.151
West: PR-101 W											
10 L	460	0.0	1934		0.238		516	0.90	1	100	0.892*
12 R	248	0.0	1200	1876	0.000	0.132	1247	0.90	353	100	0.199

Table S.3 - Intersection Parameters

01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Crit Mov ID	App. and Turn	Green Period	Phases Fr	Phases To	Adjusted Lost Time	Adjusted Flow Ratio	Required Grn Time Ratio	Required Movement Time
8	N_T		A	B	4	0.170	0.189	12.5
10	W_L		B	C	4	0.238	0.264	15.9
1	S_L		C	A	4	0.238	0.264	15.9
				Total:	12	0.646	0.717	44.3

Cycle Time:

Minimum	Maximum	Practical	Chosen
30	150	42	45

(Cycle time specified by the user)

Intersection Level of Service	=	C
Worst movement Level of Service	=	D
Average intersection delay (s/pers)	=	22.2
Largest average movement delay (s)	=	35.5
Largest cycle-average queue, mean (m)	=	24
Performance Index	=	51.46
Degree of saturation (highest)	=	0.892
Practical Spare Capacity (lowest)	=	1 %
Effective intersection capacity, (veh/h)	=	2265
Total vehicle flow (veh/h)	=	2020
Total person flow (pers/h)	=	3030
Total vehicle delay (veh-h/h)	=	12.45
Total person delay (pers-h/h)	=	18.67
Total effective vehicle stops (veh/h)	=	1675
Total effective person stops (pers/h)	=	2513
Total vehicle travel (veh-km/h)	=	1226.6
Total cost ($/h)	=	1093.51
Total fuel (L/h)	=	144.7
Total CO2 (kg/h)	=	361.70

Table S.4 - Phase Information
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Phase	Change Time	Starting Intgrn	Green Start	Displayed Green	Green End	Terminating Intgrn	Phase Time	Phase Split
A	0	4	4	9	13	4	13	29%
B	13	4	17	12	29	4	16	36%
C	29	4	33	12	45	4	16	36%

Current Phase Sequence: Actual
Input phase sequence: A B C
Output phase sequence: A B C

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 Cycle (vehs)	Queue Aver. (m)	Perf. Index	Aver. Speed (km/h)
South: PR-101 S									
1 L	4.38	6.57	35.5	1.00	1.11	3.4	24	14.93	30.3
2 T	0.00	0.00	0.0		0.00	4.3#		2.63	60.0
North: PR-100 N									
8 T	2.30	3.46	25.3	1.00	1.03	2.3	16	9.79	35.4
9 R	0.59	0.89	7.6		0.60	4.7#		4.40	49.8
West: PR-101 W									
10 L	4.51	6.76	35.3	1.00	1.11	3.5	24	15.42	30.4
12 R	0.67	1.00	9.7	0.40	0.68	0.1	1	4.30	47.2

Largest density (passenger cars per km or mile) for any lane

Table S.6 - Intersection Performance
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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-101 S									
704	0.892	4.38	6.57	22.4	0.63	0.70	30	17.56	37.1
North: PR-100 N									
608	0.850	2.89	4.34	17.1	0.54	0.83	33	14.19	40.9
West: PR-101 W									
708	0.892	5.17	7.76	26.3	0.79	0.96	24	19.71	34.8
ALL VEHICLES:									
2020	0.892	12.45	18.67	22.2	0.66	0.83	24	51.46	37.3
INTERSECTION (persons):									
3030	0.892		18.67	22.2	0.66	0.83		51.46	37.3

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

Table S.7 - Lane Performance
01 Int. PR-100 y PR-101

Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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 Cycle Aver. (vehs)	(m)	Lane Length (m)
South: PR-101 S												
1 L	33	12	0	0	444	498	0.892	35.5	1.11	3.4	23.5	120.0T
2 T	0	45	0	0	260	1940	0.134	0.0	0.00	4.3#		500.0
North: PR-100 N												
1 T	36	9	0	0	328	386	0.850	25.3	1.03	2.3	16.1	500.0
2 R	0	45	0	0	280	1857	0.151	7.6	0.60	4.7#		265.0T
West: PR-101 W												
1 L	33	12	0	0	460	516	0.892	35.3	1.11	3.5	24.2	500.0
2 R	10	3	4	28	248	1247	0.199	9.7	0.68	0.1	1.0	210.0T

Density (passenger cars per km or mile)
T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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-101 S												
1 L	444	0	0	444	3.40	1960	1867	0	0	498	0.892	100
2 T	0	260	0	260	3.20	1940	1940	0	0	1940	0.134	100
North: PR-100 N												
1 T	0	328	0	328	3.10	1930	1930	0	0	386	0.850	100
2 R	0	0	280	280	3.30	1950	1857	0	0	1857	0.151	100
West: PR-101 W												
1 L	460	0	0	460	4.10	2030	1934	0	0	516	0.892	100
2 R	0	0	248	248	3.50	1970	1200	1876	80	1247	0.199	100

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

01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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	Cycle Average Queue (veh)	Perf. Index
South: PR-101 S											
1 L		444	498	100	0.892*	12*		35.5	1.11	3.4	14.93
2 T	(Con)	260	1940	100	0.134	45		0.0	0.00	4.3 #	2.63
North: PR-100 N											
8 T		328	386	100	0.850	9*		25.3	1.03	2.3	9.79
9 R	(Con)	280	1857	100	0.151	45		7.6	0.60	4.7 #	4.40
West: PR-101 W											
10 L		460	516	100	0.892*	12*		35.3	1.11	3.5	15.42
12 R	(Slp)	248	1247	100	0.199	3	28	9.7	0.68	0.1	4.30

* Maximum degree of saturation, or critical green periods
\# Largest density (passenger cars per km or mile) for any lane

Table S.14 - Summary of Input and Output Data
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

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-101 S												
1 L	444			444	0	1960	12		0.892	35.5	24	120
2 T		260		260	0	1939	45		0.134	0.0		500
	444	260	0	704	0				0.892	22.4	24	
North: PR-100 N												
1 T		328		328	0	1929	9		0.850	25.3	16	500
2 R			280	280	0	1949	45		0.151	7.6		265
	0	328	280	608	0				0.850	17.1	16	
West: PR-101 W												
1 L	460			460	0	2030	12		0.892	35.3	24	500
2 R			248	248	0	1970	3	28	0.199	9.7	1	210
	460	0	248	708	0				0.892	26.3	24	

ALL VEHICLES	Total	%	Cycle	Max	Aver.	Max

Flow	HV	Time	X	Delay	Queue
2020	0	45	0.892	22.2	24

Peak flow period = 15 minutes.

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

Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

Table S.15 - Capacity and Level of Service
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (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 Cycle (vehs)	Aver. (m)
South: PR-101 S										
1 L		0.267*		444	498	0.892*	35.5	D	3.4	24
2 T	(Con)	1.000		260	1940	0.134	0.0	A#	4.3#	
North: PR-100 N										
8 T		0.200*		328	386	0.850	25.3	C	2.3	16
9 R	(Con)	1.000		280	1857	0.151	7.6	A#	4.7#	
West: PR-101 W										
10 L		0.267*		460	516	0.892*	35.3	D	3.5	24
12 R	(Slp)	0.067	0.622	248	1247	0.199	9.7	A	0.1	1
ALL VEHICLES:				2020		0.892	22.2	C	3.5	24
INTERSECTION (persons):				3030			22.2		3.5	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
SIDRA Output Guide or the Output section of the on-line help.

\# Continuous movements: Level Of Service based on density,
Density (passenger cars per km or mile) instead of queue.

* 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)
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Lane	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-101 S											
1 L	0.892	1.2	2.2	1.1	3.4	4.1	5.7	6.9	8.3	9.4	0.45
North: PR-100 N											
1 T	0.850	0.5	1.8	0.5	2.3	2.9	4.1	5.0	6.3	7.2	0.07
West: PR-101 W											
1 L	0.892	1.2	2.3	1.1	3.5	4.2	5.9	7.1	8.5	9.5	0.11
2 R	0.199	0.0	0.1	0.0	0.1	0.2	0.3	0.4	0.6	0.7	0.04

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

Table D.3B - Lane Queues (metres)
01 Int. PR-100 y PR-101
Pico PM Base
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 45 (User-given Cycle Time)

Lane	Deg. Satn x	Ovrfl. Queue No	Average (metres) Nc1	Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-101 S											
1 L	0.892	8.2	15.6	7.9	23.5	28.8	40.1	48.5	58.1	65.5	0.45
North: PR-100 N											
1 T	0.850	3.6	12.8	3.4	16.1	20.0	28.4	35.0	44.1	50.3	0.07

West: PR-101 W											
1 L	0.892	8.3	16.1	8.0	24.2	29.6	41.1	49.7	59.4	66.8	0.11
2 R	0.199	0.0	1.0	0.0	1.0	1.3	2.0	2.6	4.0	4.8	0.04

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

Site: 01_PR-100 y PR-101 BP
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 30, 2007 11:21:10AM

M0276, Traffic Consulting Group, Large Office
Produced by SIDRA Intersection 3.1.061208.34
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Output Tables
Output Tables
01 Int. PR-100 y PR-101
Pico AM Futuro

Run Information
Cycle Time = 60 (Optimum Cycle Time)

* Basic Parameters:
  Intersection Type: Signalised - Fixed Time
  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.
  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: Cycle average queue, Average

* Iteration Data:
  No. of Main (Timing-Capacity) Iterations = 1
  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 B.1 - Movement Definitions and Flow Rates (Origin-Destination)
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-101 S							
	North	2	Thru	428	0	1.00	1.00
	West	1	Left	214	0	1.00	1.00
North: PR-100 N							
	South	8	Thru	210	0	1.00	1.00
	West	9	Right	214	0	1.00	1.00

West: PR-101 W						
South	12	Right	343	0	1.00	1.00
North	10	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)
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

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-101 S						
1 L	214	0	0	0	0	0
2 T	0	0	428	0	0	0
North: PR-100 N						
8 T	0	0	210	0	0	0
9 R	0	0	0	0	214	0
West: PR-101 W						
10 L	48	0	0	0	0	0
12 R	0	0	0	0	343	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.1 - Movement Phase and Timing Parameters
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Mov ID	Mov Typ	P H A S E M A T R I X First Green Fr	To	Op Pr	Second Green Fr	To	Op Pr	Lost Tim 1st Grn	2nd Grn	Req.Mov.Time 1st Grn	2nd Grn	Eff. Grn 1st Grn	2nd Grn

```
---------------------------------------------------------------------------
----------
 South: PR-101 S
    1 L       *C     A                                   4        11.6
22
---------------------------------------------------------------------------
----------
 North: PR-100 N
    8 T       *A     B                                   4        11.3
20
---------------------------------------------------------------------------
----------
 West: PR-101 W
   10 L       *B     C                                   4        10.0Min
6
   12 R  (Slp) A     B      Y      B     A               8    4   10.0Min
20.0Min  16   32
---------------------------------------------------------------------------
----------
---------------------------------------------------------------------------
----------
   Current Phase Sequence: Actual
   Input phase sequence: A B C
   Output phase sequence: A B C
---------------------------------------------------------------------------
----------
   *  Critical Movement/Green Period

 Movement Types:                                Under heading 'Op':
   Slp  Slip Lane Movement                        Y   If opposed turn
   Ped  Pedestrian
   Dum  Dummy
```

Table S.2 - Movement Capacity Parameters
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Mov ID	Dem Flow (veh /h)	HV (%)	Satn Flow 1st Grn	Satn Flow 2nd Grn	Flow Ratio 1st Grn	Flow Ratio 2nd Grn	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-101 S											
1 L	214	0.0	1867		0.115		685	0.90	188	100	0.313
2 T	428	0.0	1940		0.221		1940	0.90	308	100	0.221
North: PR-100 N											
8 T	210	0.0	1930		0.109		643	0.90	176	100	0.326*
9 R	214	0.0	1857		0.115		1857	0.90	681	100	0.115

West: PR-101 W											
10	L	48	0.0	1934		0.025		193	0.90	263	100	0.248
12	R	343	0.0	907	1876	0.000	0.183	1242	0.90	226	100	0.276

Table S.3 - Intersection Parameters
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Crit Mov ID	App. and Turn	Green Period	Phases Fr	Phases To	Adjusted Lost Time	Adjusted Flow Ratio	Required Grn Time Ratio	Required Movement Time
8	N_T		A	B	4	0.109	0.121	11.3
10	W_L		B	C	10	-	-	10.0Min
1	S_L		C	A	4	0.115	0.127	11.6
				Total:	18	0.223	0.248	32.9

- Flow ratio not used for cycle time calculations and the adjusted lost time equals the required movement time (=Min or Max as shown in Table S.1)

Cycle Time:

Minimum	Maximum	Practical	Chosen
30	150	30	60

(Program-determined Optimum Cycle Time)

Intersection Level of Service	=	B
Worst movement Level of Service	=	D
Average intersection delay (s/pers)	=	10.2
Largest average movement delay (s)	=	37.0
Largest cycle-average queue, mean (m)	=	7
Performance Index	=	25.16
Degree of saturation (highest)	=	0.326
Practical Spare Capacity (lowest)	=	176 %
Effective intersection capacity, (veh/h)	=	4464
Total vehicle flow (veh/h)	=	1457
Total person flow (pers/h)	=	2186
Total vehicle delay (veh-h/h)	=	4.12
Total person delay (pers-h/h)	=	6.18
Total effective vehicle stops (veh/h)	=	704
Total effective person stops (pers/h)	=	1056
Total vehicle travel (veh-km/h)	=	887.4
Total cost ($/h)	=	637.31
Total fuel (L/h)	=	88.8
Total CO2 (kg/h)	=	222.10

Table S.4 - Phase Information
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01

Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Phase	Change Time	Starting Intgrn	Green Start	Displayed Green	Green End	Terminating Intgrn	Phase Time	Phase Split
A	0	4	4	20	24	4	24	40%
B	24	4	28	6	34	4	10	17%
C	34	4	38	22	60	4	26	43%

Current Phase Sequence: Actual
Input phase sequence: A B C
Output phase sequence: A B C

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-101 S									
1 L	1.38	2.07	23.2	0.76	0.79	0.9	6	5.36	36.6
2 T	0.00	0.00	0.0		0.00	7.1#		4.33	60.0
North: PR-100 N									
8 T	0.96	1.44	16.4	0.79	0.65	1.0	7	4.80	41.3
9 R	0.45	0.68	7.6		0.60	3.6#		3.36	49.8
West: PR-101 W									
10 L	0.49	0.74	37.0	0.96	0.74	0.4	3	1.56	29.7
12 R	0.84	1.25	8.8	0.32	0.68	0.1	1	5.76	48.1

Largest density (passenger cars per km or mile) for any lane

Table S.6 - Intersection Performance
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum 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-101 S									
642	0.313	1.38	2.07	7.7	0.25	0.26	50	9.68	49.5
North: PR-100 N									
424	0.326	1.41	2.11	12.0	0.39	0.63	25	8.16	45.2
West: PR-101 W									
391	0.276	1.33	1.99	12.2	0.39	0.69	3	7.31	44.7

ALL VEHICLES:

1457	0.326	4.12	6.18	10.2	0.33	0.48	7	25.16	46.8

INTERSECTION (persons):

2186	0.326		6.18	10.2	0.33	0.48		25.16	46.8

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

Table S.7 - Lane Performance
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum 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 Cycle Aver. (vehs)	(m)	Lane Length (m)
South: PR-101 S												
1 L	38	22	0	0	214	684	0.313	23.2	0.79	0.9	6.2	120.0T
2 T	0	60	0	0	428	1940	0.221	0.0	0.00	7.1#		500.0
North: PR-100 N												
1 T	40	20	0	0	210	643	0.326	16.4	0.65	1.0	6.7	500.0
2 R	0	60	0	0	214	1857	0.115	7.6	0.60	3.6#		265.0T
West: PR-101 W												
1 L	54	6	0	0	48	193	0.248	37.0	0.74	0.4	2.7	500.0
2 R	8	16	4	32	343	1243	0.276	8.8	0.68	0.1	0.8	210.0T

Density (passenger cars per km or mile)
T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum 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-101 S												
1 L	214	0	0	214	3.40	1960	1867	0	0	684	0.313	100
2 T	0	428	0	428	3.20	1940	1940	0	0	1940	0.221	100
North: PR-100 N												
1 T	0	210	0	210	3.10	1930	1930	0	0	643	0.326	100
2 R	0	0	214	214	3.30	1950	1857	0	0	1857	0.115	100
West: PR-101 W												

1 L	48	0	0	48	4.10	2030	1934	0	0	193	0.248	100
2 R	0	0	343	343	3.50	1970	907	1876	60	1243	0.276	100

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
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum 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	Cycle Average Queue (veh)	Perf. Index
South: PR-101 S											
1 L		214	685	100	0.313	22*		23.2	0.79	0.9	5.36
2 T	(Con)	428	1940	100	0.221	60		0.0	0.00	7.1 #	4.33
North: PR-100 N											
8 T		210	643	100	0.326*	20*		16.4	0.65	1.0	4.80
9 R	(Con)	214	1857	100	0.115	60		7.6	0.60	3.6 #	3.36
West: PR-101 W											
10 L		48	193	100	0.248	6*		37.0	0.74	0.4	1.56
12 R	(Slp)	343	1242	100	0.276	16	32	8.8	0.68	0.1	5.76

* Maximum degree of saturation, or critical green periods
\# Largest density (passenger cars per km or mile) for any lane

Table S.14 - Summary of Input and Output Data
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

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-101 S												
1 L	214			214	0	1960	22		0.313	23.2	6	120
2 T		428		428	0	1939	60		0.221	0.0		500
	214	428	0	642	0				0.313	7.7	6	
North: PR-100 N												
1 T		210		210	0	1929	20		0.326	16.4	7	500
2 R			214	214	0	1949	60		0.115	7.6		265

	0	210	214	424	0				0.326	12.0	7	
West: PR-101 W												
1 L	48			48	0	2030	6		0.248	37.0	3	500
2 R			343	343	0	1970	16	32	0.276	8.8	1	210
	48	0	343	391	0				0.276	12.2	3	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	1457	0	60	0.326	10.2	7

Peak flow period = 15 minutes.

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

Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

Table S.15 - Capacity and Level of Service
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Mov ID	Mov Typ	Green Ratio 1st grn	Time (g/C) 2nd grn	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-101 S										
1 L		0.367*		214	685	0.313	23.2	C	0.9	6
2 T	(Con)	1.000		428	1940	0.221	0.0	B#	7.1#	
North: PR-100 N										
8 T		0.333*		210	643	0.326*	16.4	B	1.0	7
9 R	(Con)	1.000		214	1857	0.115	7.6	A#	3.6#	
West: PR-101 W										
10 L		0.100*		48	193	0.248	37.0	D	0.4	3
12 R	(Slp)	0.267	0.533	343	1242	0.276	8.8	A	0.1	1
ALL VEHICLES:				1457		0.326	10.2	B	1.0	7
INTERSECTION (persons):				2186			10.2		1.0	7

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.
Continuous movements: Level Of Service based on density,
Density (passenger cars per km or mile) instead of queue.

* 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 S.21 - Optimum Cycle Time Results
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Performance Measure	Smallest Value	Cycle Time
Degree of Satn	0.296	80
Average Delay	10.2	60
Stop Rate	0.48	80
Max. Queue for Any Movement	1.0	60
Perf. Index	25.2	60
Cost	637.3	60

Performance Measure	Largest Value	Cycle Time
Eff. Inters. Cap.	4926	80
Prac. Spare Cap.	204	80

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 D.3A - Lane Queues (veh)
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Lane	Deg. Satn x	Ovrfl. Queue No	Average (veh) Nc1	Nc2	Nc	Percentile (veh) 70%	85%	90%	95%	98%	Queue Stor. Ratio
South: PR-101 S											
1 L	0.313	0.0	0.9	0.0	0.9	1.1	1.7	2.1	3.0	3.5	0.16

North: PR-100 N										
1 T	0.326	0.0	1.0	0.0	1.0	1.2	1.8	2.3	3.2	3.7
0.04										
West: PR-101 W										
1 L	0.248	0.0	0.4	0.0	0.4	0.5	0.7	1.0	1.4	1.7
0.01										
2 R	0.276	0.0	0.1	0.0	0.1	0.1	0.2	0.3	0.5	0.5
0.05										

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

Table D.3B - Lane Queues (metres)
01 Int. PR-100 y PR-101
Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

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-101 S											
1 L	0.313	0.0	6.2	0.0	6.2	7.9	11.7	14.8	21.0	24.6	0.16
North: PR-100 N											
1 T	0.326	0.0	6.7	0.0	6.7	8.5	12.6	16.0	22.4	26.2	0.04
West: PR-101 W											
1 L	0.248	0.0	2.7	0.0	2.7	3.5	5.2	6.7	10.1	11.9	0.01
2 R	0.276	0.0	0.8	0.0	0.8	1.0	1.6	2.0	3.2	3.8	0.05

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

Table V.21 - Intersection Summary for Optimum Cycle Time
01 Int. PR-100 y PR-101

Pico AM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 60 (Optimum Cycle Time)

Cycle Time (sec)	Eff. Int. Cap.	Intersn Deg. of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	Longest Queue (veh)	Perf. Index	Cost Total $/h	Unsett
60	4464	0.326	176	10.2	0.48	1.0	25.2	637.3	
70	4782	0.305	195	10.7	0.48	1.0	25.6	643.0	
80	4926	0.296	204	11.4	0.48	1.1	26.1	649.9	
90	4729	0.308	192	12.1	0.48	1.3	26.7	657.5	
100	4580	0.318	183	12.6	0.48	1.5	27.1	663.9	
110	4438	0.328	174	13.4	0.48	1.7	27.7	671.9	
120	4352	0.335	169	14.0	0.48	1.9	28.3	679.5	
130	4221	0.345	161	14.8	0.48	2.1	28.9	687.8	
140	4113	0.354	154	15.5	0.48	2.3	29.4	695.7	
150	4017	0.363	148	16.2	0.48	2.6	30.0	704.0	

Site: 01_PR-100 y PR-101 FA
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 30, 2007 12:31:48PM

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Output Tables
Output Tables
01 Int. PR-100 y PR-101
Pico PM Futuro

Run Information
Cycle Time = 100 (Optimum Cycle Time)

* Basic Parameters:
  Intersection Type: Signalised - Fixed Time
  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.
  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: Cycle average queue, Average

* Iteration Data:
  No. of Main (Timing-Capacity) Iterations = 1
  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 B.1 - Movement Definitions and Flow Rates (Origin-Destination)
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

From Approach	To Approach	Mov ID	Turn	Flow Rate LV	Flow Rate HV	Flow Scale	Peak Flow Factor
South: PR-101 S							
	North	2	Thru	377	0	1.00	1.00
	West	1	Left	528	0	1.00	1.00
North: PR-100 N							
	South	8	Thru	528	0	1.00	1.00
	West	9	Right	333	0	1.00	1.00

West: PR-101 W						
South	12	Right	295	0	1.00	1.00
North	10	Left	547	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)
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Mov ID	Left		Through		Right	
	LV	HV	LV	HV	LV	HV
Demand flows in veh/hour as used by the program						
South: PR-101 S						
1 L	528	0	0	0	0	0
2 T	0	0	377	0	0	0
North: PR-100 N						
8 T	0	0	528	0	0	0
9 R	0	0	0	0	333	0
West: PR-101 W						
10 L	547	0	0	0	0	0
12 R	0	0	0	0	295	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.1 - Movement Phase and Timing Parameters
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Mov ID	Mov Typ	P H A S E M A T R I X First Green			Second Green			Lost Tim		Req.Mov.Time		Eff. Grn	
		Fr	To	Op Pr	Fr	To	Op Pr	1st Grn	2nd Grn	1st Grn	2nd Grn	1st Grn	2nd Grn

```
-----------------------------------------------------------------------------------------
-----------
 South: PR-101 S
    1 L        *C      A                                    4          35.4
29
-----------------------------------------------------------------------------------------
-----------
 North: PR-100 N
    8 T        *A      B                                    4          34.4
29
-----------------------------------------------------------------------------------------
-----------
 West: PR-101 W
   10 L        *B      C                                    4          35.4
30
   12 R   (Slp) A      B       Y       B      A            30     4   10.0Min   22.4
3   63
-----------------------------------------------------------------------------------------
-----------
-----------------------------------------------------------------------------------------
-----------
   Current Phase Sequence: Actual
   Input phase sequence: A B C
   Output phase sequence: A B C
-----------------------------------------------------------------------------------------
-----------
   *  Critical Movement/Green Period

 Movement Types:                                  Under heading 'Op':
   Slp  Slip Lane Movement                          Y   If opposed turn
   Ped  Pedestrian
   Dum  Dummy
```

Table S.2 - Movement Capacity Parameters
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Mov ID	Dem Flow (veh /h)	HV (%)	Satn Flow 1st Grn	Satn Flow 2nd Grn	Flow Ratio 1st Grn	Flow Ratio 2nd Grn	Total Cap. (veh /h)	Prac. Deg. Satn xp	Prac. Spare Cap. (%)	Lane Util (%)	Deg. Satn x
South: PR-101 S											
1 L	528	0.0	1867		0.283		541	0.90	-8	100	0.975*
2 T	377	0.0	1940		0.194		1940	0.90	363	100	0.194
North: PR-100 N											
8 T	528	0.0	1930		0.274		560	0.90	-5	100	0.943
9 R	333	0.0	1857		0.179		1857	0.90	402	100	0.179

```
West: PR-101 W
  10 L     547    0.0  1934        0.283         580  0.90    -5   100  0.943
  12 R     295    0.0  1200  1778< 0.000 0.166  1156  0.90   253   100  0.255
-----------------------------------------------------------------------------
  <  Reduced saturation flow due to a short lane effect
```

Table S.3 - Intersection Parameters
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Crit Mov ID	App. and Turn	Green Period	Phases Fr	Phases To	Adjusted Lost Time	Adjusted Flow Ratio	Required Grn Time Ratio	Required Movement Time
8	N_T		A	B	4	0.274	0.304	34.4
10	W_L		B	C	4	0.283	0.314	35.4
1	S_L		C	A	4	0.283	0.314	35.4
				Total:	12	0.839	0.932	105.2

Cycle Time:

Minimum	Maximum	Practical	Chosen
30	150	150	100

(Program-determined Optimum Cycle Time)

Intersection Level of Service	=	D
Worst movement Level of Service	=	E
Average intersection delay (s/pers)	=	38.7
Largest average movement delay (s)	=	64.5
Largest cycle-average queue, mean (m)	=	60
Performance Index	=	90.52
Degree of saturation (highest)	=	0.975
Practical Spare Capacity (lowest)	=	-8 %
Effective intersection capacity, (veh/h)	=	2674
Total vehicle flow (veh/h)	=	2608
Total person flow (pers/h)	=	3912
Total vehicle delay (veh-h/h)	=	28.04
Total person delay (pers-h/h)	=	42.06
Total effective vehicle stops (veh/h)	=	2133
Total effective person stops (pers/h)	=	3199
Total vehicle travel (veh-km/h)	=	1583.5
Total cost ($/h)	=	1742.97
Total fuel (L/h)	=	203.6
Total CO2 (kg/h)	=	509.05

Table S.4 - Phase Information
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Phase	Change Time	Starting Intgrn	Green Start	Displayed Green	Green End	Terminating Intgrn	Phase Time	Phase Split
A	0	4	4	29	33	4	33	33%
B	33	4	37	30	67	4	34	34%
C	67	4	71	29	100	4	33	33%

Current Phase Sequence: Actual
Input phase sequence: A B C
Output phase sequence: A B C

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-101 S									
1 L	7.84	11.76	53.5	1.00	0.96	6.6	46	22.58	24.2
2 T	0.00	0.00	0.0		0.00	6.3#		3.81	60.0
North: PR-100 N									
8 T	8.35	12.53	57.0	1.00	1.12	8.4	58	25.33	23.4
9 R	0.70	1.05	7.6		0.60	5.6#		5.23	49.8
West: PR-101 W									
10 L	9.81	14.71	64.5	1.00	1.12	8.6	60	27.27	21.6
12 R	1.33	2.00	16.2	0.44	0.76	0.7	5	6.31	41.7

Largest density (passenger cars per km or mile) for any lane

Table S.6 - Intersection Performance
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum 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-101 S									
905	0.975	7.84	11.77	31.2	0.58	0.56	46	26.39	32.2
North: PR-100 N									
861	0.943	9.06	13.58	37.9	0.61	0.92	58	30.56	29.5
West: PR-101 W									
842	0.943	11.14	16.71	47.6	0.80	0.99	60	33.58	26.0
ALL VEHICLES:									
2608	0.975	28.04	42.06	38.7	0.66	0.82	60	90.52	29.1

INTERSECTION (persons):

3912	0.975	42.06	38.7	0.66	0.82	90.52	29.1

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

Table S.7 - Lane Performance
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum 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 Cycle (vehs)	Queue Aver. (m)	Lane Length (m)
South: PR-101 S												
1 L	71	29	0	0	528	541	0.975	53.5r	0.96	6.6	46.4	120.0T
2 T	0	100	0	0	377	1940	0.194	0.0	0.00	6.3#		500.0
North: PR-100 N												
1 T	71	29	0	0	528	560	0.943	57.0	1.12	8.4	58.5	500.0
2 R	0	100	0	0	333	1857	0.179	7.6	0.60	5.6#		265.0T
West: PR-101 W												
1 L	70	30	0	0	547	580	0.943	64.5	1.12	8.6	59.9	500.0
2 R	30	3	4	63	295	1156	0.255	16.2	0.76	0.7	5.0	210.0T

Density (passenger cars per km or mile)
r Delay, stops and queue length for this lane have been cut down to fit in the queuing space. The amount cut may not be accounted for fully in the adjacent lane performance statistics. You may wish to change the short lane to a full lane to investigate the extent of this effect.
T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum 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-101 S												
1 L	528	0	0	528	3.40	1960	1867	0	0	541	0.975	100
2 T	0	377	0	377	3.20	1940	1940	0	0	1940	0.194	100
North: PR-100 N												
1 T	0	528	0	528	3.10	1930	1930	0	0	560	0.943	100
2 R	0	0	333	333	3.30	1950	1857	0	0	1857	0.179	100

West: PR-101 W													
1	L	547	0	0	547	4.10	2030	1934	0	0	580	0.943	100
2	R	0	0	295	295	3.50	1970	1200	1778<	36	1156	0.255	100

< Reduced saturation flow due to a short lane effect

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
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum 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	Cycle Average Queue (veh)	Perf. Index
South: PR-101 S											
1 L		528	541	100	0.975*	29*		53.5	0.96	6.6	22.58
2 T	(Con)	377	1940	100	0.194	100		0.0	0.00	6.3 #	3.81
North: PR-100 N											
8 T		528	560	100	0.943	29*		57.0	1.12	8.4	25.33
9 R	(Con)	333	1857	100	0.179	100		7.6	0.60	5.6 #	5.23
West: PR-101 W											
10 L		547	580	100	0.943	30*		64.5	1.12	8.6	27.27
12 R	(Slp)	295	1156<	100	0.255	3	63	16.2	0.76	0.7	6.31

< Reduced capacity due to a short lane effect
* Maximum degree of saturation, or critical green periods
# Largest density (passenger cars per km or mile) for any lane

Table S.14 - Summary of Input and Output Data
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

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-101 S												
1 L	528			528	0	1960	29		0.975	53.5r	46	120
2 T		377		377	0	1939	100		0.194	0.0		500
	528	377	0	905	0				0.975	31.2	46	

North: PR-100 N												
1 T		528		528	0	1929	29		0.943	57.0	58	500
2 R			333	333	0	1949	100		0.179	7.6		265
	0	528	333	861	0				0.943	37.9	58	
West: PR-101 W												
1 L	547			547	0	2030	30		0.943	64.5	60	500
2 R			295	295	0	1970	3	63	0.255	16.2	5	210
	547	0	295	842	0				0.943	47.6	60	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	2608	0	100	0.975	38.7	60

Peak flow period = 15 minutes.

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

Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

r Delay, stops and queue length for this lane have been cut down to fit in the queuing space. The amount cut may not be accounted for fully in the adjacent lane performance statistics. You may wish to change the short lane to a full lane to investigate the extent of this effect.

Table S.15 - Capacity and Level of Service
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Mov ID	Mov Typ	Green Ratio 1st grn	Green Ratio 2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Cycle (vehs)	Queue Aver. (m)
South: PR-101 S										
1 L		0.290*		528	541	0.975*	53.5	D	6.6	46
2 T	(Con)	1.000		377	1940	0.194	0.0	A#	6.3#	
North: PR-100 N										
8 T		0.290*		528	560	0.943	57.0	E	8.4	58
9 R	(Con)	1.000		333	1857	0.179	7.6	A#	5.6#	
West: PR-101 W										
10 L		0.300*		547	580	0.943	64.5	E	8.6	60
12 R	(Slp)	0.030	0.630	295	1156<	0.255	16.2	B	0.7	5
ALL VEHICLES:				2608		0.975	38.7	D	8.6	60

INTERSECTION (persons):	3912	38.7	8.6	60

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.

Continuous movements: Level Of Service based on density,
Density (passenger cars per km or mile) instead of queue.

< 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 S.21 - Optimum Cycle Time Results
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Performance Measure	Smallest Value	Cycle Time
Degree of Satn	0.943	110
Average Delay	38.7	100
Stop Rate	0.78	150
Max. Queue for Any Movement	8.4	85
Perf. Index	90.5	100
Cost	1743.0	100

Performance Measure	Largest Value	Cycle Time
Eff. Inters. Cap.	2766	110
Prac. Spare Cap.	-5	110

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 D.3A - Lane Queues (veh)
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

	Deg.	Ovrfl.	Average (veh)		Percentile (veh)	
				Queue		Queue

Lane No.	Satn x	Queue No	Nc1	Nc2	Nc	70%	85%	90%	95%	98%	Stor. Ratio
South: PR-101 S											
1 L	0.975	3.8	5.6	1.0	6.6	8.0	10.8	12.5	14.4	15.9	1.00
North: PR-100 N											
1 T	0.943	2.8	5.5	2.8	8.4	10.1	13.5	15.5	17.8	19.5	0.27
West: PR-101 W											
1 L	0.943	2.9	5.6	2.9	8.6	10.3	13.8	15.8	18.2	20.0	0.28
2 R	0.255	0.0	0.7	0.0	0.7	0.9	1.3	1.7	2.5	2.9	0.12

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

Table D.3B - Lane Queues (metres)
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Lane No.	Satn x	Deg. Queue No	Ovrfl. Nc1	Average (metres) Nc2	Nc	Percentile (metres) 70%	85%	90%	95%	98%	Stor. Ratio
South: PR-101 S											
1 L	0.975	26.8	39.4	7.0	46.4	56.0	75.5	87.6	100.8	111.1	1.00
North: PR-100 N											
1 T	0.943	19.5	38.8	19.7	58.5	70.4	94.4	108.2	124.6	136.8	0.27
West: PR-101 W											
1 L	0.943	20.2	39.5	20.4	59.9	72.1	96.6	110.6	127.4	139.9	0.28

2 R	0.255	0.0	5.0	0.0	5.0	6.3	9.4	12.1	17.4	20.5
0.12										

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

Table V.21 - Intersection Summary for Optimum Cycle Time
01 Int. PR-100 y PR-101
Pico PM Futuro
Intersection ID: 01
Fixed-Time Signals, Cycle Time = 100 (Optimum Cycle Time)

Cycle Time (sec)	Eff. Int. Cap.	Intersn Deg. of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	Longest Queue (veh)	Perf. Index	Cost Total $/h	Unsett
60	2459	1.061	-15	48.5	1.03	11.3	107.8	1954.9	
65	2493	1.046	-14	46.4	0.99	10.5	104.2	1910.9	
70	2563	1.018	-12	42.9	0.95	9.3	98.5	1837.7	
75	2582	1.010	-11	42.5	0.93	9.8	97.5	1827.3	
80	2622	0.995	-10	42.0	0.91	9.1	96.6	1816.7	
85	2608	1.000	-10	39.9	0.87	8.4	93.0	1771.4	
90	2664	0.979	-8	40.1	0.86	9.4	93.1	1773.7	
95	2709	0.963	-7	40.0	0.84	8.9	92.8	1772.1	
100	2674	0.975	-8	38.7	0.82	8.6	90.5	1743.0	
105	2722	0.958	-6	39.1	0.81	9.4	91.0	1751.0	
110	2766	0.943	-5	39.4	0.80	9.1	91.2	1754.5	
115	2624	0.994	-9	44.7	0.82	11.2	99.3	1864.5	
120	2609	1.000	-10	47.0	0.83	12.2	102.8	1911.8	
125	2608	1.000	-10	45.8	0.81	11.7	100.7	1884.1	
130	2607	1.000	-10	46.4	0.80	11.9	101.5	1896.0	
135	2607	1.000	-10	47.0	0.79	12.1	102.3	1908.0	
140	2609	1.000	-10	49.3	0.79	13.0	105.6	1953.4	
145	2608	1.000	-10	49.8	0.79	13.0	106.4	1964.1	
150	2609	1.000	-10	50.5	0.78	13.4	107.2	1975.9	

Site: 01_PR-100 y PR-101 FP
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Output Tables
Output Tables
02 Int. PR-101 y PR-301
Pico AM Base

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)
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	32	0	1.00	1.00
	NorthWest	2	Thru	272	0	1.00	1.00
East: PR-301 E							
	South	4	Left	28	0	1.00	1.00
	NorthWest	6	Right	68	0	1.00	1.00
NorthWest: PR-101 N							
	South	28	Thru	328	0	1.00	1.00
	East	27	Left	64	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)
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	272	0	0	0
3 R	0	0	0	0	32	0
East: PR-301 E						
4 L	28	0	0	0	0	0
6 R	0	0	0	0	68	0
NorthWest: PR-101 N						
27 L	64	0	0	0	0	0
28 T	0	0	328	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
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	272	0.0	0			1950	0.80	474	100	0.139
3 R	32	0.0	0			1950	0.80	4775	100	0.016
East: PR-301 E										
4 L	28	0.0	616+	0.0	616	775	0.80	2114	100	0.036
6 R	68	0.0	288+	0.0	288	1089	0.80	1181	100	0.062
NorthWest: PR-101 N										
27 L	64	0.0	338+	0.0	338	1042	0.80	1203	100	0.061
28 T	328	0.0	0			1950	0.80	376	100	0.168*

+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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)	=	13.6
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	12.46
Degree of saturation (highest)	=	0.168
Practical Spare Capacity (lowest)	=	376 %
Effective intersection capacity, (veh/h)	=	4709
Total vehicle flow (veh/h)	=	792
Total person flow (pers/h)	=	1188
Total vehicle delay (veh-h/h)	=	1.69
Total person delay (pers-h/h)	=	2.53
Total effective vehicle stops (veh/h)	=	495
Total effective person stops (pers/h)	=	743
Total vehicle travel (veh-km/h)	=	477.2
Total cost ($/h)	=	336.00
Total fuel (L/h)	=	51.6
Total CO2 (kg/h)	=	129.01

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	0.51	0.76	6.7	0.00	0.57	0.0	0	4.11	50.6
3 R	0.07	0.11	8.2	0.00	0.67	0.0	0	0.51	49.0
East: PR-301 E									
4 L	0.11	0.16	13.6	0.52	0.90	0.0	0	0.55	44.7
6 R	0.16	0.24	8.6	0.37	0.64	0.0	0	1.11	48.0
NorthWest: PR-101 N									
27 L	0.16	0.24	8.9	0.40	0.65	0.0	0	1.06	47.8
28 T	0.68	1.02	7.5	0.00	0.63	0.0	0	5.12	49.7

Table S.6 - Intersection Performance
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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									
304	0.139	0.58	0.87	6.9	0.00	0.58	0	4.63	50.4
East: PR-301 E									
96	0.062	0.27	0.40	10.1	0.41	0.71	0	1.66	47.0
NorthWest: PR-101 N									
392	0.168	0.84	1.26	7.7	0.06	0.64	0	6.18	49.4
ALL VEHICLES:									
792	0.168	1.69	2.53	7.7	0.08	0.63	0	12.46	49.5
INTERSECTION (persons):									
1188	0.168		2.53	7.7	0.08	0.63		12.46	49.5

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

Table S.7 - Lane Performance
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	272	1950	0.139	6.7	0.57	0.0	0.0	500.0
2 R	32	1950	0.016	8.2	0.67	0.0	0.0	60.0T
East: PR-301 E								
1 L	28	775	0.036	13.6	0.90	0.0	0.2	500.0
2 R	68	1089	0.062	8.6	0.64	0.0	0.2	38.0T
NorthWest: PR-101 N								
1 L	64	1042	0.061	8.9	0.65	0.0	0.2	40.0T
2 T	328	1950	0.168	7.5	0.63	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	272	0	272	272	1950	0.139	100
2 R	0	0	32	32	32	1950	0.016	100
East: PR-301 E								
1 L	28	0	0	28	28	775	0.036	100
2 R	0	0	68	68	60	1089	0.062	100
NorthWest: PR-101 N								
1 L	64	0	0	64	60	1042	0.061	100
2 T	0	328	0	328	328	1950	0.168	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
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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		272	1950	100	0.139	6.7	0.57	0.0	4.11
3 R		32	1950	100	0.016	8.2	0.67	0.0	0.51
East: PR-301 E									
4 L		28	775	100	0.036	13.6	0.90	0.0	0.55
6 R	(Slp)	68	1089	100	0.062	8.6	0.64	0.0	1.11
NorthWest: PR-101 N									
27 L		64	1042	100	0.061	8.9	0.65	0.0	1.06
28 T		328	1950	100	0.168*	7.5	0.63	0.0	5.12

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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: PR-301 S									
1 T		272		272	0	0.139	6.7	0	500
2 R			32	32	0	0.016	8.2	0	60
	0	272	32	304	0	0.139	6.9		
East: PR-301 E									
1 L	28			28	0	0.036	13.6	0	500
2 R			68	68	0	0.062	8.6	0	38
	28	0	68	96	0	0.062	10.1	0	
NorthWest: PR-101 N									
1 L	64			64	0	0.061	8.9	0	40
2 T		328		328	0	0.168	7.5	0	500
	64	328	0	392	0	0.168	7.7	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	792	0	0.168	7.7	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
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	272	1950	0.139	6.7	A	0.0	0
3	R	32	1950	0.016	8.2	A	0.0	0
East: PR-301 E								
4	L	28	775	0.036	13.6	B	0.0	0
6	R (Slp)	68	1089	0.062	8.6	A	0.0	0
NorthWest: PR-101 N								
27	L	64	1042	0.061	8.9	A	0.0	0
28	T	328	1950	0.168*	7.5	A	0.0	0
ALL VEHICLES:		792		0.168	7.7	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
" 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)
02 Int. PR-101 y PR-301
Pico AM Base
Intersection ID: 02
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	0.139	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.036	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.00
2 R	0.062	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.02
NorthWest: PR-101 N											
1 L	0.061	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.02
2 T	0.168	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)
02 Int. PR-101 y PR-301

Pico AM Base
Intersection ID: 02
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	0.139	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.036	0.0	0.2	0.0	0.2	0.2	0.3	0.4	0.5	0.7	0.00
2 R	0.062	0.0	0.2	0.0	0.2	0.2	0.3	0.4	0.5	0.7	0.02
NorthWest: PR-101 N											
1 L	0.061	0.0	0.2	0.0	0.2	0.2	0.3	0.5	0.6	0.7	0.02
2 T	0.168	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: 02_PR-101 y PR-301 BA
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Output Tables
Output Tables
02 Int. PR-101 y PR-301
Pico PM Base

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)
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	48	0	1.00	1.00
	NorthWest	2	Thru	316	0	1.00	1.00
East: PR-301 E							
	South	4	Left	24	0	1.00	1.00
	NorthWest	6	Right	92	0	1.00	1.00
NorthWest: PR-101 N							
	South	28	Thru	300	0	1.00	1.00
	East	27	Left	56	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)
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	0	0	0
3 R	0	0	0	0	48	0
East: PR-301 E						
4 L	24	0	0	0	0	0
6 R	0	0	0	0	92	0
NorthWest: PR-101 N						
27 L	56	0	0	0	0	0
28 T	0	0	300	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
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	0.0	0			1950	0.80	394	100	0.162*
3 R	48	0.0	0			1950	0.80	3150	100	0.025
East: PR-301 E										
4 L	24	0.0	640+	0.0	640	754	0.80	2413	100	0.032
6 R	92	0.0	340+	0.0	340	1031	0.80	797	100	0.089
NorthWest: PR-101 N										
27 L	56	0.0	410+	0.0	410	967	0.80	1281	100	0.058
28 T	300	0.0	0			1950	0.80	420	100	0.154

\+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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)	=	13.7
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	13.18
Degree of saturation (highest)	=	0.162
Practical Spare Capacity (lowest)	=	394 %
Effective intersection capacity, (veh/h)	=	5159
Total vehicle flow (veh/h)	=	836
Total person flow (pers/h)	=	1254
Total vehicle delay (veh-h/h)	=	1.79
Total person delay (pers-h/h)	=	2.68
Total effective vehicle stops (veh/h)	=	524
Total effective person stops (pers/h)	=	786
Total vehicle travel (veh-km/h)	=	503.8
Total cost ($/h)	=	354.65
Total fuel (L/h)	=	54.4
Total CO2 (kg/h)	=	136.08

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	0.59	0.89	6.7	0.00	0.57	0.0	0	4.78	50.6
3 R	0.11	0.16	8.2	0.00	0.67	0.0	0	0.77	49.0
East: PR-301 E									
4 L	0.09	0.14	13.7	0.53	0.89	0.0	0	0.47	44.5
6 R	0.23	0.34	8.9	0.41	0.66	0.0	0	1.53	47.8
NorthWest: PR-101 N									
27 L	0.14	0.22	9.3	0.44	0.67	0.0	0	0.94	47.6
28 T	0.62	0.94	7.5	0.00	0.63	0.0	0	4.69	49.7

Table S.6 - Intersection Performance
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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									
364	0.162	0.70	1.05	6.9	0.00	0.59	0	5.55	50.4
East: PR-301 E									
116	0.089	0.32	0.48	9.9	0.43	0.71	0	2.00	47.1
NorthWest: PR-101 N									
356	0.154	0.77	1.15	7.8	0.07	0.64	0	5.63	49.4
ALL VEHICLES:									
836	0.162	1.79	2.68	7.7	0.09	0.63	0	13.18	49.5
INTERSECTION (persons):									
1254	0.162		2.68	7.7	0.09	0.63		13.18	49.5

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

Table S.7 - Lane Performance
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	1950	0.162	6.7	0.57	0.0	0.0	500.0
2 R	48	1950	0.025	8.2	0.67	0.0	0.0	60.0T
East: PR-301 E								
1 L	24	754	0.032	13.7	0.89	0.0	0.1	500.0
2 R	92	1031	0.089	8.9	0.66	0.0	0.3	38.0T
NorthWest: PR-101 N								
1 L	56	967	0.058	9.3	0.67	0.0	0.2	40.0T
2 T	300	1950	0.154	7.5	0.63	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	0	316	316	1950	0.162	100
2 R	0	0	48	48	48	1950	0.025	100
East: PR-301 E								
1 L	24	0	0	24	24	754	0.032	100
2 R	0	0	92	92	60	1031	0.089	100
NorthWest: PR-101 N								
1 L	56	0	0	56	56	967	0.058	100
2 T	0	300	0	300	300	1950	0.154	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
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	1950	100	0.162*	6.7	0.57	0.0	4.78
3	R	48	1950	100	0.025	8.2	0.67	0.0	0.77
East: PR-301 E									
4	L	24	754	100	0.032	13.7	0.89	0.0	0.47
6	R (Slp)	92	1031	100	0.089	8.9	0.66	0.0	1.53
NorthWest: PR-101 N									
27	L	56	967	100	0.058	9.3	0.67	0.0	0.94
28	T	300	1950	100	0.154	7.5	0.63	0.0	4.69

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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: PR-301 S										
1 T		316		316	0		0.162	6.7	0	500
2 R			48	48	0		0.025	8.2	0	60
	0	316	48	364	0		0.162	6.9		
East: PR-301 E										
1 L	24			24	0		0.032	13.7	0	500
2 R			92	92	0		0.089	8.9	0	38
	24	0	92	116	0		0.089	9.9	0	
NorthWest: PR-101 N										
1 L	56			56	0		0.058	9.3	0	40
2 T		300		300	0		0.154	7.5	0	500
	56	300	0	356	0		0.154	7.8	0	
ALL VEHICLES				Total Flow	% HV		Max X	Aver. Delay	Max Queue	
				836	0		0.162	7.7	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
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	316	1950	0.162*	6.7	A	0.0	0
3	R	48	1950	0.025	8.2	A	0.0	0
East: PR-301 E								
4	L	24	754	0.032	13.7	B	0.0	0
6	R (Slp)	92	1031	0.089	8.9	A	0.0	0
NorthWest: PR-101 N								
27	L	56	967	0.058	9.3	A	0.0	0
28	T	300	1950	0.154	7.5	A	0.0	0
ALL VEHICLES:		836		0.162	7.7	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
" 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)
02 Int. PR-101 y PR-301
Pico PM Base
Intersection ID: 02
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	0.162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.025	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.032	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.00
2 R	0.089	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.03
NorthWest: PR-101 N											
1 L	0.058	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.02
2 T	0.154	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)
02 Int. PR-101 y PR-301

Pico PM Base
Intersection ID: 02
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	0.162	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.025	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.032	0.0	0.1	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.00
2 R	0.089	0.0	0.3	0.0	0.3	0.3	0.5	0.7	0.9	1.1	0.03
NorthWest: PR-101 N											
1 L	0.058	0.0	0.2	0.0	0.2	0.2	0.4	0.5	0.6	0.8	0.02
2 T	0.154	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: 02_PR-101 y PR-301 BP
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 24, 2007 01:36:05PM

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Output Tables
Output Tables
02 Int. PR-101 y PR-301
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)
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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	57	0	1.00	1.00
	NorthWest	2	Thru	471	0	1.00	1.00
East: PR-301 E							
	South	4	Left	38	0	1.00	1.00
	NorthWest	6	Right	82	0	1.00	1.00
NorthWest: PR-101 N							
	South	28	Thru	426	0	1.00	1.00
	East	27	Left	77	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)
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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	471	0	0	0
3 R	0	0	0	0	57	0
East: PR-301 E						
4 L	38	0	0	0	0	0
6 R	0	0	0	0	82	0
NorthWest: PR-101 N						
27 L	77	0	0	0	0	0
28 T	0	0	426	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
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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	471	0.0	0			1950	0.80	231	100	0.242*
3 R	57	0.0	0			1950	0.80	2637	100	0.029
East: PR-301 E										
4 L	38	0.0	926+	0.0	926	538	0.80	1033	100	0.071
6 R	82	0.0	499+	0.0	499	863	0.80	742	100	0.095
NorthWest: PR-101 N										
27 L	77	0.0	569+	0.0	569	816	0.80	748	100	0.094
28 T	426	0.0	0			1950	0.80	266	100	0.218

\+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s/pers)	=	7.8
Largest average movement delay (s)	=	16.2
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	18.32
Degree of saturation (highest)	=	0.242
Practical Spare Capacity (lowest)	=	231 %
Effective intersection capacity, (veh/h)	=	4765
Total vehicle flow (veh/h)	=	1151
Total person flow (pers/h)	=	1727
Total vehicle delay (veh-h/h)	=	2.51
Total person delay (pers-h/h)	=	3.76
Total effective vehicle stops (veh/h)	=	734
Total effective person stops (pers/h)	=	1100
Total vehicle travel (veh-km/h)	=	693.7
Total cost ($/h)	=	489.09
Total fuel (L/h)	=	74.9
Total CO2 (kg/h)	=	187.31

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	0.88	1.32	6.7	0.00	0.57	0.0	0	7.12	50.6
3 R	0.13	0.19	8.2	0.00	0.67	0.0	0	0.91	49.0
East: PR-301 E									
4 L	0.17	0.26	16.2	0.64	0.99	0.1	0	0.82	42.6
6 R	0.22	0.34	9.9	0.50	0.73	0.1	0	1.43	47.1
NorthWest: PR-101 N									
27 L	0.22	0.33	10.3	0.52	0.75	0.1	0	1.37	46.7
28 T	0.89	1.33	7.5	0.00	0.63	0.0	0	6.66	49.7

Table S.6 - Intersection Performance
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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									
528	0.242	1.01	1.51	6.9	0.00	0.58	0	8.04	50.4
East: PR-301 E									
120	0.095	0.40	0.59	11.9	0.54	0.81	0	2.25	45.6
NorthWest: PR-101 N									
503	0.218	1.11	1.66	7.9	0.08	0.65	0	8.03	49.2
ALL VEHICLES:									
1151	0.242	2.51	3.76	7.8	0.09	0.64	0	18.32	49.3
INTERSECTION (persons):									
1727	0.242		3.76	7.8	0.09	0.64		18.32	49.3

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

Table S.7 - Lane Performance
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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)	Queue Cycle Aver. (m)	Lane Length (m)
South: PR-301 S								
1 T	471	1950	0.242	6.7	0.57	0.0	0.0	500.0
2 R	57	1950	0.029	8.2	0.67	0.0	0.0	60.0T
East: PR-301 E								
1 L	38	538	0.071	16.2	0.99	0.1	0.4	500.0
2 R	82	863	0.095	9.9	0.73	0.1	0.4	38.0T
NorthWest: PR-101 N								
1 L	77	816	0.094	10.3	0.75	0.1	0.4	40.0T
2 T	426	1950	0.218	7.5	0.63	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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	471	0	471	471	1950	0.242	100
2 R	0	0	57	57	57	1950	0.029	100
East: PR-301 E								
1 L	38	0	0	38	38	538	0.071	100
2 R	0	0	82	82	60	863	0.095	100
NorthWest: PR-101 N								
1 L	77	0	0	77	60	816	0.094	100
2 T	0	426	0	426	426	1950	0.218	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
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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		471	1950	100	0.242*	6.7	0.57	0.0	7.12
3 R		57	1950	100	0.029	8.2	0.67	0.0	0.91
East: PR-301 E									
4 L		38	538	100	0.071	16.2	0.99	0.1	0.82
6 R	(Slp)	82	863	100	0.095	9.9	0.73	0.1	1.43
NorthWest: PR-101 N									
27 L		77	816	100	0.094	10.3	0.75	0.1	1.37
28 T		426	1950	100	0.218	7.5	0.63	0.0	6.66

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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: PR-301 S									
1 T		471		471	0	0.242	6.7	0	500
2 R			57	57	0	0.029	8.2	0	60
	0	471	57	528	0	0.242	6.9		
East: PR-301 E									
1 L	38			38	0	0.071	16.2	0	500
2 R			82	82	0	0.095	9.9	0	38
	38	0	82	120	0	0.095	11.9	0	
NorthWest: PR-101 N									
1 L	77			77	0	0.094	10.3	0	40
2 T		426		426	0	0.218	7.5	0	500
	77	426	0	503	0	0.218	7.9	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	1151	0	0.242	7.8	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
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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 Aver. (vehs)	(m)
South: PR-301 S								
2	T	471	1950	0.242*	6.7	A	0.0	0
3	R	57	1950	0.029	8.2	A	0.0	0
East: PR-301 E								
4	L	38	538	0.071	16.2	C	0.1	0
6	R (Slp)	82	863	0.095	9.9	A	0.1	0
NorthWest: PR-101 N								
27	L	77	816	0.094	10.3	B	0.1	0
28	T	426	1950	0.218	7.5	A	0.0	0
ALL VEHICLES:		1151		0.242	7.8	NA	0.1	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
" 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)
02 Int. PR-101 y PR-301
Pico AM Futuro
Intersection ID: 02
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	0.242	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.029	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.071	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.00
2 R	0.095	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.03
NorthWest: PR-101 N											
1 L	0.094	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.03
2 T	0.218	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)
02 Int. PR-101 y PR-301

Pico AM Futuro
Intersection ID: 02
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	0.242	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.029	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.071	0.0	0.4	0.0	0.4	0.5	0.8	1.1	1.3	1.7	0.00
2 R	0.095	0.0	0.4	0.0	0.4	0.5	0.8	1.0	1.2	1.6	0.03
NorthWest: PR-101 N											
1 L	0.094	0.0	0.4	0.0	0.4	0.5	0.8	1.1	1.3	1.7	0.03
2 T	0.218	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).

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Output Tables
Output Tables
02 Int. PR-101 y PR-301
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)
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	67	0	1.00	1.00
	NorthWest	2	Thru	450	0	1.00	1.00
East: PR-301 E							
	South	4	Left	46	0	1.00	1.00
	NorthWest	6	Right	111	0	1.00	1.00
NorthWest: PR-101 N							
	South	28	Thru	501	0	1.00	1.00
	East	27	Left	68	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)
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	450	0	0	0
3 R	0	0	0	0	67	0
East: PR-301 E						
4 L	46	0	0	0	0	0
6 R	0	0	0	0	111	0
NorthWest: PR-101 N						
27 L	68	0	0	0	0	0
28 T	0	0	501	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
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	450	0.0	0			1950	0.80	247	100	0.231
3 R	67	0.0	0			1950	0.80	2228	100	0.034
East: PR-301 E										
4 L	46	0.0	985+	0.0	985	500	0.80	770	100	0.092
6 R	111	0.0	484+	0.0	484	879	0.80	534	100	0.126
NorthWest: PR-101 N										
27 L	68	0.0	573+	0.0	573	813	0.80	856	100	0.084
28 T	501	0.0	0			1950	0.80	211	100	0.257*

\+ Percentage of exiting flow included in total opposing flow

Table S.3 - Intersection Parameters
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
Stop Sign Controlled Intersection

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s/pers)	=	8.0
Largest average movement delay (s)	=	16.9
Largest cycle-average queue, mean (m)	=	1
Performance Index	=	19.87
Degree of saturation (highest)	=	0.257
Practical Spare Capacity (lowest)	=	211 %
Effective intersection capacity, (veh/h)	=	4838
Total vehicle flow (veh/h)	=	1243
Total person flow (pers/h)	=	1865
Total vehicle delay (veh-h/h)	=	2.75
Total person delay (pers-h/h)	=	4.12
Total effective vehicle stops (veh/h)	=	799
Total effective person stops (pers/h)	=	1199
Total vehicle travel (veh-km/h)	=	749.0
Total cost ($/h)	=	529.31
Total fuel (L/h)	=	81.1
Total CO2 (kg/h)	=	202.73

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	0.84	1.26	6.7	0.00	0.57	0.0	0	6.81	50.6
3 R	0.15	0.23	8.2	0.00	0.67	0.0	0	1.08	49.0
East: PR-301 E									
4 L	0.22	0.32	16.9	0.67	1.00	0.1	1	1.01	42.1
6 R	0.30	0.45	9.8	0.50	0.74	0.1	1	1.94	47.2
NorthWest: PR-101 N									
27 L	0.19	0.29	10.3	0.52	0.75	0.1	0	1.21	46.7
28 T	1.04	1.56	7.5	0.00	0.63	0.0	0	7.83	49.7

Table S.6 - Intersection Performance
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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									
517	0.231	0.99	1.49	6.9	0.00	0.59	0	7.88	50.4
East: PR-301 E									
157	0.126	0.52	0.78	11.9	0.55	0.81	1	2.96	45.5
NorthWest: PR-101 N									
569	0.257	1.24	1.85	7.8	0.06	0.65	0	9.04	49.3
ALL VEHICLES:									
1243	0.257	2.75	4.12	8.0	0.10	0.64	1	19.87	49.2
INTERSECTION (persons):									
1865	0.257		4.12	8.0	0.10	0.64		19.87	49.2

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

Table S.7 - Lane Performance
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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)	Queue Cycle Aver. (m)	Lane Length (m)
South: PR-301 S								
1 T	450	1950	0.231	6.7	0.57	0.0	0.0	500.0
2 R	67	1950	0.034	8.2	0.67	0.0	0.0	60.0T
East: PR-301 E								
1 L	46	500	0.092	16.9	1.00	0.1	0.6	500.0
2 R	111	879	0.126	9.8	0.74	0.1	0.5	38.0T
NorthWest: PR-101 N								
1 L	68	813	0.084	10.3	0.75	0.1	0.4	40.0T
2 T	501	1950	0.257	7.5	0.63	0.0	0.0	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	450	0	450	450	1950	0.231	100
2 R	0	0	67	67	67	1950	0.034	100
East: PR-301 E								
1 L	46	0	0	46	46	500	0.092	100
2 R	0	0	111	111	60	879	0.126	100
NorthWest: PR-101 N								
1 L	68	0	0	68	60	813	0.084	100
2 T	0	501	0	501	501	1950	0.257	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
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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		450	1950	100	0.231	6.7	0.57	0.0	6.81
3 R		67	1950	100	0.034	8.2	0.67	0.0	1.08
East: PR-301 E									
4 L		46	500	100	0.092	16.9	1.00	0.1	1.01
6 R	(Slp)	111	879	100	0.126	9.8	0.74	0.1	1.94
NorthWest: PR-101 N									
27 L		68	813	100	0.084	10.3	0.75	0.1	1.21
28 T		501	1950	100	0.257*	7.5	0.63	0.0	7.83

* Maximum degree of saturation

Table S.14 - Summary of Input and Output Data
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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: PR-301 S									
1 T		450		450	0	0.231	6.7	0	500
2 R			67	67	0	0.034	8.2	0	60
	0	450	67	517	0	0.231	6.9		
East: PR-301 E									
1 L	46			46	0	0.092	16.9	1	500
2 R			111	111	0	0.126	9.8	1	38
	46	0	111	157	0	0.126	11.9	1	
NorthWest: PR-101 N									
1 L	68			68	0	0.084	10.3	0	40
2 T		501		501	0	0.257	7.5	0	500
	68	501	0	569	0	0.257	7.8	0	

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	1243	0	0.257	8.0	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
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	450	1950	0.231	6.7	A	0.0	0
3	R	67	1950	0.034	8.2	A	0.0	0
East: PR-301 E								
4	L	46	500	0.092	16.9	C	0.1	1
6	R (Slp)	111	879	0.126	9.8	A	0.1	1
NorthWest: PR-101 N								
27	L	68	813	0.084	10.3	B	0.1	0
28	T	501	1950	0.257*	7.5	A	0.0	0
ALL VEHICLES:		1243		0.257	8.0	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)

Table D.3A - Lane Queues (veh)
02 Int. PR-101 y PR-301
Pico PM Futuro
Intersection ID: 02
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	0.231	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.034	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.092	0.0	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.00
2 R	0.126	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.04
NorthWest: PR-101 N											
1 L	0.084	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.02
2 T	0.257	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)
02 Int. PR-101 y PR-301

Pico PM Futuro
Intersection ID: 02
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	0.231	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.034	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
East: PR-301 E											
1 L	0.092	0.0	0.6	0.0	0.6	0.7	1.1	1.4	1.8	2.3	0.00
2 R	0.126	0.0	0.5	0.0	0.5	0.6	1.0	1.3	1.7	2.2	0.04
NorthWest: PR-101 N											
1 L	0.084	0.0	0.4	0.0	0.4	0.4	0.7	0.9	1.2	1.5	0.02
2 T	0.257	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).

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

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 Base
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	32	0	1.00	1.00
	North	2	Thru	180	0	1.00	1.00
East: PR-303 E							
	South	4	Left	24	0	1.00	1.00
	North	6	Right	36	0	1.00	1.00
North: PR-301 N							
	South	8	Thru	356	0	1.00	1.00
	East	7	Left	12	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 Base
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	32	0
East: PR-303 E						
4 L	24	0	0	0	0	0
6 R	0	0	0	0	36	0
North: PR-301 N						
7 L	12	0	0	0	0	0
8 T	0	0	356	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 Base
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	32	0.0	0			1950	0.80	4775	100	0.016
East: PR-303 E										
4 L	24	0.0	564+	0.0	564	372	0.80	1140	100	0.065
6 R	36	0.0	196+	0.0	196	982	0.80	2082	100	0.037
North: PR-301 N										
7 L	12	0.0	212	0.0	212	930<	0.80	6100	100	0.013
8 T	356	0.0	0			1950	0.80	338	100	0.183*

\+ Percentage of exiting flow included in total opposing flow

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

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s/pers)	=	1.7
Largest average movement delay (s)	=	18.0
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	7.24
Degree of saturation (highest)	=	0.183
Practical Spare Capacity (lowest)	=	338 %
Effective intersection capacity, (veh/h)	=	3506
Total vehicle flow (veh/h)	=	640
Total person flow (pers/h)	=	960
Total vehicle delay (veh-h/h)	=	0.30
Total person delay (pers-h/h)	=	0.45
Total effective vehicle stops (veh/h)	=	71
Total effective person stops (pers/h)	=	107
Total vehicle travel (veh-km/h)	=	388.6
Total cost ($/h)	=	225.00
Total fuel (L/h)	=	30.1
Total CO2 (kg/h)	=	75.27

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	0.07	0.10	7.6	0.00	0.60	0.0	0	0.50	49.8
East: PR-303 E									
4 L	0.12	0.18	18.0	0.60	0.97	0.0	0	0.54	41.0
6 R	0.08	0.13	8.5	0.29	0.59	0.0	0	0.58	48.2
North: PR-301 N									
7 L	0.03	0.04	9.0	0.30	0.61	0.0	0	0.19	47.6
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	3.60	60.0

Table S.6 - Intersection Performance
03 Int. PR-301 y PR-303
Pico AM Base
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									
212	0.092	0.07	0.10	1.1	0.00	0.09	0	2.32	58.2
East: PR-303 E									
60	0.065	0.21	0.31	12.3	0.42	0.74	0	1.12	45.1
North: PR-301 N									
368	0.183	0.03	0.04	0.3	0.01	0.02	0	3.79	59.5
ALL VEHICLES:									
640	0.183	0.30	0.45	1.7	0.04	0.11	0	7.24	57.3
INTERSECTION (persons):									
960	0.183		0.45	1.7	0.04	0.11		7.24	57.3

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 Base
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	32	1950	0.016	7.6	0.60	0.0	0.0	75.0T
East: PR-303 E								
1 L	24	372	0.064	18.0	0.97	0.0	0.3	500.0
2 R	36	982	0.037	8.5	0.59	0.0	0.1	55.0T
North: PR-301 N								
1 L	12	930	0.013	9.0	0.61	0.0	0.0	24.0T
2 T	356	1950	0.183	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 Base
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	32	32	32	1950	0.016	100
East: PR-303 E								
1 L	24	0	0	24	24	372	0.064	100
2 R	0	0	36	36	36	982	0.037	100
North: PR-301 N								
1 L	12	0	0	12	12	930<	0.013	100
2 T	0	356	0	356	356	1950	0.183	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 Base
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)	32	1950	100	0.016	7.6	0.60	0.0	0.50
East: PR-303 E									
4 L		24	372	100	0.065	18.0	0.97	0.0	0.54
6 R	(Slp)	36	982	100	0.037	8.5	0.59	0.0	0.58
North: PR-301 N									
7 L		12	930<	100	0.013	9.0	0.61	0.0	0.19
8 T		356	1950	100	0.183*	0.0	0.00	0.0	3.60

< 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 Base
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			32	32	0				0.016	7.6	0	75
	0	180	32	212	0				0.092	1.1		
East: PR-303 E												
1 L	24			24	0				0.064	18.0	0	500
2 R			36	36	0				0.037	8.5	0	55
	24	0	36	60	0				0.064	12.3	0	
North: PR-301 N												
1 L	12			12	0				0.013	9.0	0	24
2 T		356		356	0				0.183	0.0	0	500
	12	356	0	368	0				0.183	0.3	0	
ALL VEHICLES				Total Flow 640	% HV 0				Max X 0.183	Aver. Delay 1.7	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
03 Int. PR-301 y PR-303
Pico AM Base
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)	32	1950	0.016	7.6	A	0.0	0
East: PR-303 E								
4 L		24	372	0.065	18.0	C	0.0	0
6 R	(Slp)	36	982	0.037	8.5	A	0.0	0
North: PR-301 N								
7 L		12	930<	0.013	9.0	A	0.0	0
8 T		356	1950	0.183*	0.0	A	0.0	0

ALL VEHICLES:	640	0.183	1.7	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.

< 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 Base
Intersection ID: 03
Stop Sign Controlled Intersection

Lane No.	Deg. Satn x	Ovrfl. Queue No	Average (veh) Ncl	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	0.016	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	0.064	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.00
2 R	0.037	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.01
North: PR-301 N											
1 L	0.013	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 T	0.183	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 Base
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	0.092	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.016	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	0.064	0.0	0.3	0.0	0.3	0.4	0.7	0.9	1.1	1.5	0.00
2 R	0.037	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.01
North: PR-301 N											
1 L	0.013	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.00
2 T	0.183	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 BA
C:\Documents and Settings\Carlos M Contreras\My Documents\My Projects\Margarita Reef\Corridas\MARGARITA REEF.aap
Processed Jan 26, 2007 09:26:26AM

M0276, Traffic Consulting Group, Large Office
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Output Tables
Output Tables
03 Int. PR-301 y PR-303
Pico PM Base

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 Base
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	56	0	1.00	1.00
	North	2	Thru	300	0	1.00	1.00
East: PR-303 E							
	South	4	Left	28	0	1.00	1.00
	North	6	Right	60	0	1.00	1.00
North: PR-301 N							
	South	8	Thru	224	0	1.00	1.00
	East	7	Left	64	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 Base
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	300	0	0	0
3 R	0	0	0	0	56	0
East: PR-303 E						
4 L	28	0	0	0	0	0
6 R	0	0	0	0	60	0
North: PR-301 N						
7 L	64	0	0	0	0	0
8 T	0	0	224	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 Base
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	300	0.0	0			1950	0.80	420	100	0.154*
3 R	56	0.0	0			1950	0.80	2686	100	0.029
East: PR-303 E										
4 L	28	0.0	616+	0.0	616	340	0.80	871	100	0.082
6 R	60	0.0	328+	0.0	328	847	0.80	1029	100	0.071
North: PR-301 N										
7 L	64	0.0	356	0.0	356	886<	0.80	1008	100	0.072
8 T	224	0.0	0			1950	0.80	596	100	0.115

+ Percentage of exiting flow included in total opposing flow

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

Intersection Level of Service	=	NA
Worst movement Level of Service	=	C
Average intersection delay (s/pers)	=	2.9
Largest average movement delay (s)	=	19.2
Largest cycle-average queue, mean (m)	=	0
Performance Index	=	8.93
Degree of saturation (highest)	=	0.154
Practical Spare Capacity (lowest)	=	420 %
Effective intersection capacity, (veh/h)	=	4758
Total vehicle flow (veh/h)	=	732
Total person flow (pers/h)	=	1098
Total vehicle delay (veh-h/h)	=	0.60
Total person delay (pers-h/h)	=	0.89
Total effective vehicle stops (veh/h)	=	145
Total effective person stops (pers/h)	=	217
Total vehicle travel (veh-km/h)	=	444.7
Total cost ($/h)	=	267.58
Total fuel (L/h)	=	36.6
Total CO2 (kg/h)	=	91.52

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	3.03	60.0
3 R	0.12	0.18	7.6	0.00	0.60	0.0	0	0.88	49.8
East: PR-303 E									
4 L	0.15	0.22	19.2	0.64	1.00	0.1	0	0.65	40.1
6 R	0.16	0.23	9.3	0.40	0.66	0.0	0	1.02	47.6
North: PR-301 N									
7 L	0.17	0.26	9.7	0.41	0.68	0.0	0	1.09	47.2
8 T	0.00	0.00	0.0	0.00	0.00	0.0	0	2.26	60.0

Table S.6 - Intersection Performance
03 Int. PR-301 y PR-303
Pico PM Base
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									
356	0.154	0.12	0.18	1.2	0.00	0.09	0	3.91	58.1
East: PR-303 E									
88	0.082	0.31	0.46	12.5	0.48	0.76	0	1.67	45.0
North: PR-301 N									
288	0.115	0.17	0.26	2.2	0.09	0.15	0	3.35	56.6
ALL VEHICLES:									
732	0.154	0.60	0.89	2.9	0.09	0.20	0	8.93	55.6
INTERSECTION (persons):									
1098	0.154		0.89	2.9	0.09	0.20		8.93	55.6

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 Base
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	300	1950	0.154	0.0	0.00	0.0	0.0	500.0
2 R	56	1950	0.029	7.6	0.60	0.0	0.0	75.0T
East: PR-303 E								
1 L	28	340	0.082	19.2	1.00	0.1	0.5	500.0
2 R	60	847	0.071	9.3	0.66	0.0	0.2	55.0T
North: PR-301 N								
1 L	64	886	0.072	9.7	0.68	0.0	0.2	24.0T
2 T	224	1950	0.115	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 Base
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	300	0	300	300	1950	0.154	100
2 R	0	0	56	56	56	1950	0.029	100
East: PR-303 E								
1 L	28	0	0	28	28	340	0.082	100
2 R	0	0	60	60	60	847	0.071	100
North: PR-301 N								
1 L	64	0	0	64	60	886<	0.072	100
2 T	0	224	0	224	224	1950	0.115	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 Base
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		300	1950	100	0.154*	0.0	0.00	0.0	3.03
3 R	(Slp)	56	1950	100	0.029	7.6	0.60	0.0	0.88
East: PR-303 E									
4 L		28	340	100	0.082	19.2	1.00	0.1	0.65
6 R	(Slp)	60	847	100	0.071	9.3	0.66	0.0	1.02
North: PR-301 N									
7 L		64	886<	100	0.072	9.7	0.68	0.0	1.09
8 T		224	1950	100	0.115	0.0	0.00	0.0	2.26

< 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 Base
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		300		300	0				0.154	0.0	0	500
2 R			56	56	0				0.029	7.6	0	75
	0	300	56	356	0				0.154	1.2		
East: PR-303 E												
1 L	28			28	0				0.082	19.2	0	500
2 R			60	60	0				0.071	9.3	0	55
	28	0	60	88	0				0.082	12.5	0	
North: PR-301 N												
1 L	64			64	0				0.072	9.7	0	24
2 T		224		224	0				0.115	0.0	0	500
	64	224	0	288	0				0.115	2.2	0	
ALL VEHICLES				Total Flow 732	% HV 0				Max X 0.154	Aver. Delay 2.9	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
03 Int. PR-301 y PR-303
Pico PM Base
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		300	1950	0.154*	0.0	A	0.0	0
3 R	(Slp)	56	1950	0.029	7.6	A	0.0	0
East: PR-303 E								
4 L		28	340	0.082	19.2	C	0.1	0
6 R	(Slp)	60	847	0.071	9.3	A	0.0	0
North: PR-301 N								
7 L		64	886<	0.072	9.7	A	0.0	0
8 T		224	1950	0.115	0.0	A	0.0	0

ALL VEHICLES:	732	0.154	2.9	NA	0.1	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.

< 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 Base
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	0.154	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.029	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	0.082	0.0	0.1	0.0	0.1	0.1	0.1	0.2	0.2	0.3	0.00
2 R	0.071	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.01
North: PR-301 N											
1 L	0.072	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.03
2 T	0.115	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 Base
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	0.154	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
2 R	0.029	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	0.082	0.0	0.5	0.0	0.5	0.6	0.9	1.2	1.5	2.0	0.00
2 R	0.071	0.0	0.2	0.0	0.2	0.2	0.4	0.5	0.7	0.9	0.01
North: PR-301 N											
1 L	0.072	0.0	0.2	0.0	0.2	0.2	0.4	0.5	0.6	0.8	0.03
2 T	0.115	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 BP
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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	(secs) 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 931	% HV 0				Max X 0.221	Aver. Delay 3.3	Max Queue 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%	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
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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 Cycle (vehs)	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)	Queue Cycle Aver. (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 Cycle (vehs)	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)	Queue Cycle Aver. (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	% HV	Max X	Aver. Delay	Max Queue
	375	0	0.146	6.3	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)	Longest Queue 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 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	0.146	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 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	0.146	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	% HV	Max X	Aver. Delay	Max Queue
	509	0	0.158	5.1	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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