Average intersection delay (s/pers)	=	23.4
Largest average movement delay (s)	=	45.6
Largest back of queue, mean (m)	=	44
Performance Index	=	74.45
Degree of saturation (highest)	=	0.942
Practical Spare Capacity (lowest)	=	-4 %
Effective intersection capacity, (veh/h)	=	2307
Total vehicle flow (veh/h)	=	2173
Total person flow (pers/h)	=	3260
Total vehicle delay (veh-h/h)	=	14.12
Total person delay (pers-h/h)	=	21.17
Total effective vehicle stops (veh/h)	=	1891
Total effective person stops (pers/h)	=	2837
Total vehicle travel (veh-km/h)	=	1319.5
Total cost ($/h)	=	1221.81
Total fuel (L/h)	=	170.1
Total CO2 (kg/h)	=	425.59

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (Optimum Cycle Time)

Phase Change Times:	0,	16,	29,	39
Phase Green Times:	12,	9,	6,	7

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

Table S.5 - Movement Performance

Mov ID		Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Aver. (vehs)	Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S										
1	L	0.20	0.30	24.8	0.78	0.71	0.3	2	0.95	35.6
2	T	3.55	5.33	24.2	1.00	0.92	4.2	30	20.04	36.1
3	R	0.61	0.91	8.0	0.20	0.64	0.4	3	4.78	48.7
East: PR-116R Este										
4	L	0.02	0.03	31.3	0.95	0.75	1.1	8	0.08	32.2
5	T	0.46	0.69	23.3	0.95	0.72	1.1	8	2.50	36.6
6	R	0.90	1.34	11.6	0.49	0.76	1.6	12	6.46	45.6
North: PR-116 N										
7	L	1.42	2.14	28.2	0.90	0.80	2.5	19	6.62	34.0
8	T	3.53	5.30	30.5	0.98	1.01	6.2	44	17.67	32.6
9	R	0.17	0.26	8.7	0.20	0.69	0.1	1	1.27	48.1
West: PR-116R Oeste										
10	L	2.00	3.00	45.6	1.00	1.13	5.1	36	7.82	26.7
11	T	1.05	1.57	31.2	0.96	1.01	5.1	36	5.09	32.3
12	R	0.21	0.32	18.2	0.83	0.75	0.6	4	1.17	40.0

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (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-116 S									
831	0.746	4.36	6.54	18.9	0.73	0.82	30	25.78	39.4
East: PR-116R Este									
351	0.339	1.37	2.06	14.1	0.59	0.75	12	9.04	43.3
North: PR-116 N									
670	0.916	5.13	7.69	27.5	0.87	0.92	44	25.56	34.2
West: PR-116R Oeste									
321	0.942	3.26	4.89	36.6	0.96	1.03	36	14.08	29.9
ALL VEHICLES:									
2173	0.942	14.12	21.17	23.4	0.78	0.87	44	74.45	36.5
INTERSECTION (persons):									
3260	0.942		21.17	23.4	0.78	0.87		74.45	36.5

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

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (Optimum Cycle Time)

Lane No.	Effective Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	38	12	0	0	29	308	0.094	24.8	0.71	0.3	2.4	30.5T
2 T	41	9	0	0	264	354	0.746	24.2	0.92	4.2	29.5	500.0
3 T	41	9	0	0	265	355	0.746	24.2	0.92	4.2	29.6	500.0
4 R	4	9	4	33	273	1383	0.197	8.0	0.64	0.4	2.9	56.0T
East: PR-116R Este												
1 LT	44	6	0	0	73	238	0.306	23.5	0.72	1.1	7.5	500.0
2 R	4	6	14	26	278	819	0.339	11.6	0.76	1.6	11.9	500.0
North: PR-116 N												
1 L	38	12	0	0	182	335	0.542	28.2	0.80	2.5	19.1	43.8T

West: PR-116R Oeste										
10	L	0.140*		158	168	0.942*	45.6	D	5.1	36
11	T	0.140		121	129	0.941	31.2	C	5.1	36
12	R	0.540	0.140	42	223	0.188	18.2	B	0.6	4
ALL VEHICLES:				2173		0.942	23.4	C	6.2	44
INTERSECTION (persons):				3260			23.4		6.2	44

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

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

Table S.21 - Optimum Cycle Time Results
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (Optimum Cycle Time)

Performance Measure	Smallest Value	Cycle Time
Degree of Satn	0.821	120
Average Delay	23.4	50
Stop Rate	0.74	150
Max. Queue for Any Movement	6.2	50
Perf. Index	74.4	50
Cost	1221.8	50

Performance Measure	Largest Value	Cycle Time
Eff. Inters. Cap.	2647	120
Prac. Spare Cap.	10	120

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.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (Optimum Cycle Time)

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

Table V.21 - Intersection Summary for Optimum Cycle Time
06 PR-116 y PR-116R
Pico AM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 50 (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
40	1976	1.100	-18	28.5	0.96	9.0	78.4	1311.9	
50	2307	0.942	-4	23.4	0.87	6.2	74.4	1221.8	
60	2415	0.900	0	25.0	0.85	7.1	78.8	1248.2	
70	2447	0.888	1	27.2	0.84	7.9	83.9	1283.2	
80	2624	0.828	9	28.4	0.81	8.3	87.3	1300.7	
90	2635	0.825	9	30.5	0.80	9.2	92.5	1335.6	
100	2635	0.825	9	32.7	0.80	10.1	97.5	1372.3	
110	2620	0.830	8	35.3	0.80	11.0	103.3	1415.4	
120	2647	0.821	10	36.2	0.78	11.2	106.2	1427.9	
130	2374	0.915	-2	37.8	0.76	11.4	110.2	1453.3	
140	2172	1.000	-10	38.5	0.75	11.9	112.7	1463.8	
150	2175	0.999	-10	39.6	0.74	12.9	116.2	1480.0	

Average intersection delay (s/pers)	=	28.6
Largest average movement delay (s)	=	55.4
Largest back of queue, mean (m)	=	63
Performance Index	=	95.58
Degree of saturation (highest)	=	0.938
Practical Spare Capacity (lowest)	=	-4 %
Effective intersection capacity, (veh/h)	=	2561
Total vehicle flow (veh/h)	=	2401
Total person flow (pers/h)	=	3602
Total vehicle delay (veh-h/h)	=	19.08
Total person delay (pers-h/h)	=	28.62
Total effective vehicle stops (veh/h)	=	2062
Total effective person stops (pers/h)	=	3092
Total vehicle travel (veh-km/h)	=	1457.9
Total cost ($/h)	=	1445.62
Total fuel (L/h)	=	192.7
Total CO2 (kg/h)	=	482.09

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (Optimum Cycle Time)

Phase Change Times: 0, 27, 45, 55
Phase Green Times: 23, 14, 6, 11

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

Table S.5 - Movement Performance

Mov ID		Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Aver. (vehs)	Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S										
1	L	0.23	0.35	26.0	0.69	0.71	0.5	3	1.14	35.0
2	T	5.06	7.59	31.2	0.99	0.90	6.2	44	26.31	32.3
3	R	0.66	0.99	7.9	0.15	0.63	0.4	3	5.24	49.0
East: PR-116R Este										
4	L	0.04	0.05	43.4	0.99	0.76	1.7	12	0.14	27.3
5	T	0.77	1.15	35.4	0.99	0.76	1.7	12	3.56	30.4
6	R	1.08	1.62	12.6	0.48	0.75	2.5	19	7.98	44.7
North: PR-116 N										
7	L	1.73	2.60	30.6	0.84	0.81	3.6	27	8.31	32.7
8	T	4.87	7.31	38.2	0.97	0.99	9.0	63	23.02	29.3
9	R	0.19	0.28	8.6	0.16	0.69	0.2	1	1.42	48.2
West: PR-116R Oeste										
10	L	2.68	4.01	55.4	1.00	1.10	7.6	53	10.20	23.9
11	T	1.50	2.25	40.6	0.97	1.01	7.6	53	6.77	28.4
12	R	0.28	0.42	22.0	0.83	0.75	0.9	6	1.49	37.3

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (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-116 S									
916	0.740	5.95	8.92	23.4	0.70	0.80	44	32.69	36.5
East: PR-116R Este									
391	0.519	1.89	2.83	17.4	0.59	0.75	19	11.68	40.7
North: PR-116 N									
741	0.908	6.79	10.19	33.0	0.85	0.91	63	32.75	31.5
West: PR-116R Oeste									
353	0.938	4.46	6.69	45.5	0.96	1.02	53	18.46	26.7
ALL VEHICLES:									
2401	0.938	19.08	28.62	28.6	0.77	0.86	63	95.58	33.6
INTERSECTION (persons):									
3602	0.938		28.62	28.6	0.77	0.86		95.58	33.6

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

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (Optimum Cycle Time)

Lane No.	Effective Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	47	23	0	0	32	263	0.122	26.0	0.71	0.5	3.2	30.5T
2 T	56	14	0	0	291	393	0.740	31.2	0.90	6.2	43.5	500.0
3 T	56	14	0	0	292	395	0.740	31.2	0.90	6.2	43.6	500.0
4 R	4	14	4	48	301	1450	0.208	7.9	0.63	0.4	3.1	56.0T
East: PR-116R Este												
1 LT	64	6	0	0	81	170	0.476	35.7	0.76	1.7	12.2	500.0
2 R	4	6	19	41	310	597	0.519	12.6	0.75	2.5	18.5	500.0
North: PR-116 N												
1 L	47	23	0	0	204	300	0.680	30.6	0.81	3.6	26.9	43.8T

2 T	56	14	0	0	351	386	0.908	41.9	1.08	9.0	63.1	500.0
3 T	56	14	0	0	108	400	0.271	26.2	0.70	2.0	13.8	500.0
4 R	4	14	6	46	78	853	0.091	8.6	0.69	0.2	1.1	43.5T
West: PR-116R Oeste												
1 LT	59	11	0	0	280	299	0.937	52.4	1.10	7.6	52.9	500.0
2 TR	16	6	37	11	73	389	0.187	19.0	0.71	0.9	6.1	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (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-116 S												
1 L	32	0	0	32	2.44	1864	801<	0	0	263	0.122	100
2 T	0	291	0	291	3.46	1966	1966	0	0	393	0.740	100
3 T	0	292	0	292	3.53	1973	1973	0	0	395	0.740	100
4 R	0	0	301	301	3.30	1950	1857	1574<	0	1450	0.208	100
East: PR-116R Este												
1 LT	3	78	0	81	3.70	1990	1986	0	0	170	0.476	92P
2 R	0	0	310	310	3.70	1990	5835	166	50	597	0.519	100
North: PR-116 N												
1 L	204	0	0	204	2.40	1860	913<	0	110	300	0.680	100
2 T	0	351	0	351	3.12	1932	1932	0	0	386	0.908	100
3 T	0	108	0	108	3.78	1998	1998	0	0	400	0.271	30D
4 R	0	0	78	78	3.56	1976	1097<	964<	51	853	0.091	100
West: PR-116R Oeste												
1 LT	174	106	0	280	3.40	1960	1901	0	0	299	0.937	100
2 TR	0	27	46	73	3.61	1981	1019	1921	51	389	0.187	20D

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

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

Table S.10 - Movement Capacity and Performance Summary
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06

Actuated Isolated Signals, Cycle Time = 70 (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	Average Back Queue (veh)	Perf. Index
South: PR-116 S											
1 L		32	263<	100	0.122	23		26.0	0.71	0.5	1.14
2 T		583	788	100	0.740	14		31.2	0.90	6.2	26.31
3 R	(Slp)	301	1451<	100	0.207	14	48	7.9	0.63	0.4	5.24
East: PR-116R Este											
4 L		3	6	92	0.473	6		43.4	0.76	1.7	0.14
5 T		78	164	92	0.476	6		35.4	0.76	1.7	3.56
6 R		310	597	100	0.519	6*	41	12.6	0.75	2.5	7.98
North: PR-116 N											
7 L		204	300<	100	0.680	23*		30.6	0.81	3.6	8.31
8 T		459	506	30	0.908	14*		38.2	0.99	9.0	23.02
9 R		78	853<	100	0.091	14	46	8.6	0.69	0.2	1.42
West: PR-116R Oeste											
10 L		174	186	100	0.938*	11*		55.4	1.10	7.6	10.20
11 T		133	142	20	0.937	11		40.6	1.01	7.6	6.77
12 R		46	246	20	0.187	39	11	22.0	0.75	0.9	1.49

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

Table S.15 - Capacity and Level of Service
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (Optimum Cycle Time)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Back (m)
South: PR-116 S										
1 L		0.329		32	263<	0.122	26.0	C	0.5	3
2 T		0.200		583	788	0.740	31.2	C	6.2	44
3 R	(Slp)	0.200	0.686	301	1451<	0.207	7.9	A	0.4	3
East: PR-116R Este										
4 L		0.086		3	6	0.473	43.4	D	1.7	12
5 T		0.086		78	164	0.476	35.4	D	1.7	12
6 R		0.086*	0.586	310	597	0.519	12.6	B	2.5	19
North: PR-116 N										
7 L		0.329*		204	300<	0.680	30.6	C	3.6	27
8 T		0.200*		459	506	0.908	38.2	D	9.0	63
9 R		0.200	0.657	78	853<	0.091	8.6	A	0.2	1

West: PR-116R Oeste										
10	L	0.157*		174	186	0.938*	55.4	E	7.6	53
11	T	0.157		133	142	0.937	40.6	D	7.6	53
12	R	0.557	0.157	46	246	0.187	22.0	C	0.9	6
ALL VEHICLES:				2401		0.938	28.6	C	9.0	63
INTERSECTION (persons):				3602			28.6		9.0	63

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

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

Table S.21 - Optimum Cycle Time Results
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (Optimum Cycle Time)

Performance Measure	Smallest Value	Cycle Time
Degree of Satn	0.868	110
Average Delay	28.6	70
Stop Rate	0.75	150
Max. Queue for Any Movement	8.7	50
Perf. Index	91.3	50
Cost	1445.6	70

Performance Measure	Largest Value	Cycle Time
Eff. Inters. Cap.	2765	110
Prac. Spare Cap.	4	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.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (Optimum Cycle Time)

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

Table V.21 - Intersection Summary for Optimum Cycle Time
06 PR-116 y PR-116R
Pico AM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 70 (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
40	1984	1.210	-26	39.7	1.06	13.1	101.8	1659.9	
50	2316	1.037	-13	29.3	0.94	8.7	91.3	1463.5	
60	2424	0.990	-9	29.6	0.90	9.5	94.7	1467.4	
70	2561	0.938	-4	28.6	0.86	9.0	95.6	1445.6	
80	2634	0.911	-1	30.9	0.85	10.1	101.7	1487.9	
90	2645	0.908	-1	32.9	0.84	11.2	107.0	1522.4	
100	2738	0.877	3	36.7	0.83	11.6	115.6	1592.7	
110	2765	0.868	4	36.6	0.82	12.6	117.3	1589.2	
120	2631	0.913	-1	38.6	0.81	13.2	122.4	1625.3	
130	2403	0.999	-10	38.4	0.78	13.3	123.7	1618.3	
140	2401	1.000	-10	38.8	0.76	14.0	126.3	1623.7	
150	2402	0.999	-10	39.8	0.75	15.1	130.1	1639.1	

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Output Tables
Output Tables
06 PR-116 y PR-116R
Pico PM Futuro 2010

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

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

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

Table S.3 - Intersection Parameters
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

L= 22 Y= 0.613 U= 0.743 T= 81.5

Cycle Time:

Minimum	Maximum	Practical	Chosen
40	150	86	80

(Cycle time specified by the user)

Intersection Level of Service	=	C
Worst movement Level of Service	=	E
Average intersection delay (s/pers)	=	28.3
Largest average movement delay (s)	=	65.7
Largest back of queue, mean (m)	=	99
Performance Index	=	95.85
Degree of saturation (highest)	=	0.959
Practical Spare Capacity (lowest)	=	-6 %
Effective intersection capacity, (veh/h)	=	2502

Total vehicle flow (veh/h)	=	2400
Total person flow (pers/h)	=	3600
Total vehicle delay (veh-h/h)	=	18.85
Total person delay (pers-h/h)	=	28.27
Total effective vehicle stops (veh/h)	=	1964
Total effective person stops (pers/h)	=	2946
Total vehicle travel (veh-km/h)	=	1457.3
Total cost ($/h)	=	1434.34
Total fuel (L/h)	=	190.1
Total CO2 (kg/h)	=	475.63

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

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

Table S.5 - Movement Performance

Mov ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Aver. (vehs)	Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
1 L	0.46	0.68	26.1	0.66	0.73	1.0	7	2.32	34.9
2 T	3.91	5.86	27.4	0.90	0.75	5.3	37	21.83	34.2
3 R	0.72	1.08	7.8	0.13	0.62	0.5	3	5.75	49.1
East: PR-116R Este									
4 L	0.03	0.04	49.0	0.99	0.75	1.6	11	0.10	25.6
5 T	0.72	1.07	40.9	0.99	0.75	1.6	11	3.16	28.2
6 R	0.79	1.19	10.4	0.32	0.73	1.6	12	6.21	46.8
North: PR-116 N									
7 L	1.84	2.76	30.8	0.80	0.81	4.1	31	9.09	32.6
8 T	7.25	10.87	42.3	0.96	1.01	14.2	99	33.91	27.8
9 R	0.29	0.44	8.7	0.16	0.69	0.3	2	2.26	48.2
West: PR-116R Oeste									
10 L	1.30	1.94	65.7	1.00	1.06	4.9	34	4.63	21.4
11 T	1.41	2.12	57.8	1.00	1.06	4.9	34	5.54	23.2
12 R	0.14	0.21	12.1	0.37	0.70	0.3	2	1.03	44.9

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06

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

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
907	0.496	5.08	7.63	20.2	0.60	0.70	37	29.91	38.6
East: PR-116R Este									
339	0.494	1.54	2.31	16.3	0.45	0.73	12	9.48	41.5
North: PR-116 N									
953	0.930	9.38	14.06	35.4	0.82	0.93	99	45.27	30.4
West: PR-116R Oeste									
201	0.959	2.85	4.28	51.0	0.87	0.98	34	11.19	25.0
ALL VEHICLES:									
2400	0.959	18.85	28.27	28.3	0.69	0.82	99	95.85	33.8
INTERSECTION (persons):									
3600	0.959		28.27	28.3	0.69	0.82		95.85	33.8

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

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Effective Red and Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	50	30	0	0	63	251	0.251	26.1	0.73	1.0	6.8	30.5T
2 T	59	21	0	0	256	516	0.496	27.4	0.75	5.3	37.0	500.0
3 T	59	21	0	0	257	518	0.496	27.4	0.75	5.3	37.2	500.0
4 R	4	21	4	51	331	1446	0.229	7.8	0.62	0.5	3.5	56.0T
East: PR-116R Este												
1 LT	74	6	0	0	65	149	0.436	41.2	0.75	1.6	11.2	500.0
2 R	4	6	14	56	274	554	0.494	10.4	0.73	1.6	11.6	500.0
North: PR-116 N												
1 L	50	30	0	0	215	283	0.759	30.8	0.81	4.1	30.8	43.8T
2 T	59	21	0	0	472	507	0.930	47.4	1.11	14.2	99.2	500.0
3 T	59	21	0	0	145	525	0.277	25.6	0.68	2.8	19.6	500.0
4 R	4	21	7	48	121	808	0.150	8.7	0.69	0.3	2.0	43.5T
West: PR-116R Oeste												
1 LT	73	7	0	0	159	166	0.959	61.3	1.06	4.9	34.4	500.0
2 R	23	46	4	7	42	203	0.206	12.1	0.70	0.3	2.1	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Lane Width (m)	Saturation Flow Adj. Basic (tcu)	Aver 1st (veh)	Aver 2nd (veh)	End Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-116 S												
1 L	63	0	0	63	2.44	1864	668<	0	0	251	0.251	100
2 T	0	256	0	256	3.46	1966	1966	0	0	516	0.496	100
3 T	0	257	0	257	3.53	1973	1973	0	0	518	0.496	100
4 R	0	0	331	331	3.30	1950	1721<	1559<	0	1446	0.229	100
East: PR-116R Este												
1 LT	2	63	0	65	3.70	1990	1986	0	0	149	0.436	88P
2 R	0	0	274	274	3.70	1990	6321	114	44	554	0.494	100
North: PR-116 N												
1 L	215	0	0	215	2.40	1860	755<	0	96	283	0.759	100
2 T	0	472	0	472	3.12	1932	1932	0	0	507	0.930	100
3 T	0	145	0	145	3.78	1998	1998	0	0	525	0.277	30D
4 R	0	0	121	121	3.56	1976	962<	926<	45	808	0.150	100
West: PR-116R Oeste												
1 LT	71	88	0	159	3.40	1960	1895	0	0	166	0.959	100
2 R	0	0	42	42	3.61	1981	59	1940	45	203	0.206	22P

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

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

Table S.10 - Movement Capacity and Performance Summary
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Mov Typ	Dem Flow (veh /h)	Total Cap. (veh /h)	Lane Util (%)	Deg. Satn x	Eff. Grn 1st Grn	Eff. Grn 2nd Grn	Aver. Delay (sec)	Eff. Stop Rate	Average Back Queue (veh)	Perf. Index
South: PR-116 S											
1 L		63	251<	100	0.251	30		26.1	0.73	1.0	2.32
2 T		513	1034	100	0.496	21		27.4	0.75	5.3	21.83
3 R	(Slp)	331	1446<	100	0.229	21	51	7.8	0.62	0.5	5.75
East: PR-116R Este											
4 L		2	5	88	0.437	6		49.0	0.75	1.6	0.10
5 T		63	144	88	0.436	6		40.9	0.75	1.6	3.16
6 R		274	554	100	0.494	6*	56	10.4	0.73	1.6	6.21
North: PR-116 N											
7 L		215	283<	100	0.759	30*		30.8	0.81	4.1	9.09
8 T		617	664	30	0.930	21*		42.3	1.01	14.2	33.91
9 R		121	808<	100	0.150	21	48	8.7	0.69	0.3	2.26
West: PR-116R Oeste											
10 L		71	74	100	0.959*	7*		65.7	1.06	4.9	4.63
11 T		88	92	22	0.959*	7		57.8	1.06	4.9	5.54
12 R		42	203	22	0.207	46	7	12.1	0.70	0.3	1.03

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

Table S.15 - Capacity and Level of Service
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID	Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue Aver. (vehs)	Back (m)
South: PR-116 S										
1 L		0.375		63	251<	0.251	26.1	C	1.0	7
2 T		0.262		513	1034	0.496	27.4	C	5.3	37
3 R	(Slp)	0.262	0.637	331	1446<	0.229	7.8	A	0.5	3
East: PR-116R Este										
4 L		0.075		2	5	0.437	49.0	D	1.6	11
5 T		0.075		63	144	0.436	40.9	D	1.6	11
6 R		0.075*	0.700	274	554	0.494	10.4	B	1.6	12
North: PR-116 N										
7 L		0.375*		215	283<	0.759	30.8	C	4.1	31
8 T		0.262*		617	664	0.930	42.3	D	14.2	99
9 R		0.262	0.600	121	808<	0.150	8.7	A	0.3	2
West: PR-116R Oeste										
10 L		0.087*		71	74	0.959*	65.7	E	4.9	34
11 T		0.087		88	92	0.959*	57.8	E	4.9	34
12 R		0.575	0.087	42	203	0.207	12.1	B	0.3	2
ALL VEHICLES:				2400		0.959	28.3	C	14.2	99

INTERSECTION (persons):	3600	28.3	14.2	99

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

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

Table D.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico PM Futuro 2010
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

Site: 06 PR-116 y PR-116R FP 2010
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Output Tables
Output Tables
06 PR-116 y PR-116R
Pico PM Futuro 2015

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

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

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

Table S.3 - Intersection Parameters
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

L= 22 Y= 0.677 U= 0.798 T= 85.9

Cycle Time:

Minimum	Maximum	Practical	Chosen
40	150	110	80

(Cycle time specified by the user)

Intersection Level of Service	=	C
Worst movement Level of Service	=	F
Average intersection delay (s/pers)	=	32.1
Largest average movement delay (s)	=	90.0
Largest back of queue, mean (m)	=	121
Performance Index	=	112.70
Degree of saturation (highest)	=	1.049
Practical Spare Capacity (lowest)	=	-14 %
Effective intersection capacity, (veh/h)	=	2525
Total vehicle flow (veh/h)	=	2648
Total person flow (pers/h)	=	3972
Total vehicle delay (veh-h/h)	=	23.62
Total person delay (pers-h/h)	=	35.43
Total effective vehicle stops (veh/h)	=	2251
Total effective person stops (pers/h)	=	3376
Total vehicle travel (veh-km/h)	=	1607.9
Total cost ($/h)	=	1663.39
Total fuel (L/h)	=	214.6
Total CO2 (kg/h)	=	536.82

Table S.4 - Phase Information
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Phase Change Times: 0, 33, 59, 69
Phase Green Times: 29, 22, 6, 7

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

Table S.5 - Movement Performance

Mov ID	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue Aver. (vehs)	Longest Queue Back (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
1 L	0.52	0.77	26.9	0.68	0.73	1.1	8	2.59	34.5
2 T	4.21	6.31	26.9	0.90	0.76	5.8	41	23.89	34.5
3 R	0.80	1.19	7.8	0.13	0.62	0.6	4	6.36	49.0
East: PR-116R Este									
4 L	0.04	0.06	49.2	1.00	0.76	1.8	12	0.16	25.5
5 T	0.79	1.18	41.1	1.00	0.75	1.8	12	3.48	28.2
6 R	0.94	1.41	11.1	0.37	0.74	2.1	15	7.32	46.1
North: PR-116 N									
7 L	2.34	3.51	35.0	0.85	0.86	5.2	39	11.11	30.7
8 T	9.36	14.04	49.6	0.96	1.08	17.3	121	40.62	25.4
9 R	0.32	0.49	8.8	0.18	0.69	0.4	3	2.54	48.2
West: PR-116R Oeste									
10 L	1.95	2.93	90.0	1.00	1.17	6.4	45	6.13	17.3
11 T	2.19	3.28	82.1	1.00	1.17	6.4	45	7.34	18.4
12 R	0.16	0.24	12.8	0.40	0.70	0.4	3	1.17	44.3

Table S.6 - Intersection Performance
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06

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

Total Flow (veh/h)	Deg. Satn x	Total Delay (veh-h/h)	Total Delay (pers-h/h)	Aver. Delay (sec)	Prop. Queued	Eff. Stop Rate	Longest Queue (m)	Perf. Index	Aver. Speed (km/h)
South: PR-116 S									
998	0.521	5.52	8.28	19.9	0.60	0.71	41	32.84	38.7
East: PR-116R Este									
377	0.543	1.77	2.65	16.9	0.49	0.74	15	10.95	41.0
North: PR-116 N									
1053	0.977	12.03	18.04	41.1	0.84	0.98	121	54.27	28.2
West: PR-116R Oeste									
220	1.049	4.30	6.45	70.4	0.87	1.07	45	14.64	20.4
ALL VEHICLES:									
2648	1.049	23.62	35.43	32.1	0.70	0.85	121	112.70	31.9
INTERSECTION (persons):									
3972	1.049		35.43	32.1	0.70	0.85		112.70	31.9

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

Table S.7 - Lane Performance
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Effective Green Times (sec) R1	G1	R2	G2	Dem Flow (veh /h)	Cap (veh /h)	Deg. Satn x	Aver. Delay (sec)	Eff. Stop Rate	Queue Aver. (vehs)	Queue Back (m)	Lane Length (m)
South: PR-116 S												
1 L	51	29	0	0	69	246	0.280	26.9	0.73	1.1	7.7	30.5T
2 T	58	22	0	0	281	541	0.521	26.9	0.76	5.8	40.6	500.0
3 T	58	22	0	0	283	543	0.521	26.9	0.76	5.8	40.7	500.0
4 R	4	22	4	50	365	1446	0.252	7.8	0.62	0.6	3.9	56.0T
East: PR-116R Este												
1 LT	74	6	0	0	72	149	0.484	41.5	0.75	1.8	12.4	500.0
2 R	4	6	16	54	305	562	0.543	11.1	0.74	2.1	15.4	500.0
North: PR-116 N												
1 L	51	29	0	0	241	276	0.873	35.0	0.86	5.2	38.7	43.8T
2 T	58	22	0	0	519	531	0.977	57.3	1.20	17.3	120.9	500.0
3 T	58	22	0	0	160	550	0.291	24.9	0.68	3.1	21.4	500.0
4 R	4	22	8	46	133	781	0.170	8.8	0.69	0.4	2.5	43.5T
West: PR-116R Oeste												
1 LT	73	7	0	0	174	166	1.049	85.7	1.17	6.4	45.1	500.0
2 R	25	44	4	7	46	204	0.225	12.8	0.70	0.4	2.6	500.0

T Short lane due to specification of Turn Slot

Table S.8 - Lane Flow and Capacity Information
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Lane No.	Dem Flow (veh/h) Lef	Thru	Rig	Tot	Lane Width (m)	Saturation Flow Adj. Basic (tcu)	Aver 1st (veh)	Aver 2nd (veh)	End Cap (veh /h)	Tot Cap (veh /h)	Deg. Satn x	Lane Util %
South: PR-116 S												
1 L	69	0	0	69	2.44	1864	679<	0	0	246	0.280	100
2 T	0	281	0	281	3.46	1966	1966	0	0	541	0.521	100
3 T	0	283	0	283	3.53	1973	1973	0	0	543	0.521	100
4 R	0	0	365	365	3.30	1950	1709<	1562<	0	1446	0.252	100
East: PR-116R Este												
1 LT	3	69	0	72	3.70	1990	1985	0	0	149	0.484	89P
2 R	0	0	305	305	3.70	1990	6414	119	44	562	0.543	100
North: PR-116 N												
1 L	241	0	0	241	2.40	1860	762<	0	96	276	0.873	100
2 T	0	519	0	519	3.12	1932	1932	0	0	531	0.977	100
3 T	0	160	0	160	3.78	1998	1998	0	0	550	0.291	30D
4 R	0	0	133	133	3.56	1976	923<	917<	45	781	0.170	100
West: PR-116R Oeste												
1 LT	78	96	0	174	3.40	1960	1895	0	0	166	1.049	100
2 R	0	0	46	46	3.61	1981	63	1939	45	204	0.225	21P

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

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

Table S.10 - Movement Capacity and Performance Summary
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

South: PR-116 S											
1	L		69	246<	100	0.280	29		26.9	0.73	1.1	2.59
2	T		564	1083	100	0.521	22		26.9	0.76	5.8	23.89
3	R	(Slp)	365	1446<	100	0.252	22	50	7.8	0.62	0.6	6.36
East: PR-116R Este												
4	L		3	6	89	0.482	6		49.2	0.76	1.8	0.16
5	T		69	143	89	0.484	6		41.1	0.75	1.8	3.48
6	R		305	562	100	0.543	6*	54	11.1	0.74	2.1	7.32
North: PR-116 N												
7	L		241	276<	100	0.872	29*		35.0	0.86	5.2	11.11
8	T		679	695	30	0.977	22*		49.6	1.08	17.3	40.62
9	R		133	781<	100	0.170	22	46	8.8	0.69	0.4	2.54
West: PR-116R Oeste												
10	L		78	74	100	1.049*	7		90.0	1.17	6.4	6.13
11	T		96	92	21	1.049*	7*		82.1	1.17	6.4	7.34
12	R		46	204	21	0.225	44	7	12.8	0.70	0.4	1.17

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

Table S.15 - Capacity and Level of Service
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

Mov ID		Mov Typ	Green Time Ratio (g/C) 1st grn	2nd grn	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Aver. (vehs)	Queue Back (m)
South: PR-116 S											
1	L		0.363		69	246<	0.280	26.9	C	1.1	8
2	T		0.275		564	1083	0.521	26.9	C	5.8	41
3	R	(Slp)	0.275	0.625	365	1446<	0.252	7.8	A	0.6	4
East: PR-116R Este											
4	L		0.075		3	6	0.482	49.2	D	1.8	12
5	T		0.075		69	143	0.484	41.1	D	1.8	12
6	R		0.075*	0.675	305	562	0.543	11.1	B	2.1	15
North: PR-116 N											
7	L		0.363*		241	276<	0.872	35.0	C	5.2	39
8	T		0.275*		679	695	0.977	49.6	D	17.3	121
9	R		0.275	0.575	133	781<	0.170	8.8	A	0.4	3
West: PR-116R Oeste											
10	L		0.087		78	74	1.049*	90.0	F	6.4	45
11	T		0.087*		96	92	1.049*	82.1	F	6.4	45
12	R		0.550	0.087	46	204	0.225	12.8	B	0.4	3
ALL VEHICLES:					2648		1.049	32.1	C	17.3	121
INTERSECTION (persons):					3972			32.1		17.3	121

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

Table D.5 - Progression Factors and Actuated Signal Parameters
06 PR-116 y PR-116R
Pico PM Futuro 2015
Intersection ID: 06
Actuated Isolated Signals, Cycle Time = 80 (User-given Cycle Time)

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

Site: 06 PR-116 y PR-116R FP 2015
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Apéndice 10:

Evaluación Arqueológica