Comune di Varese

Area di Trasformazione AT05 – AREA EX AERMACCHI

Programma Integrato di Intervento

Allegato – Simulazioni della rete viaria 2/2

Elaborato 433 VT PII RST RR 00

US
UrbanStudio

00	13/02/2023	Emissione per Programma Integrato di Intervento		EG	DV	DV
REV.	***DATE***	***DESCRIPTION***	***PAGES***	***PREPARED BY***	***CHECKED BY***	***AUTHORIZED BY***

AMBITO MORANDI-STAURENGHI

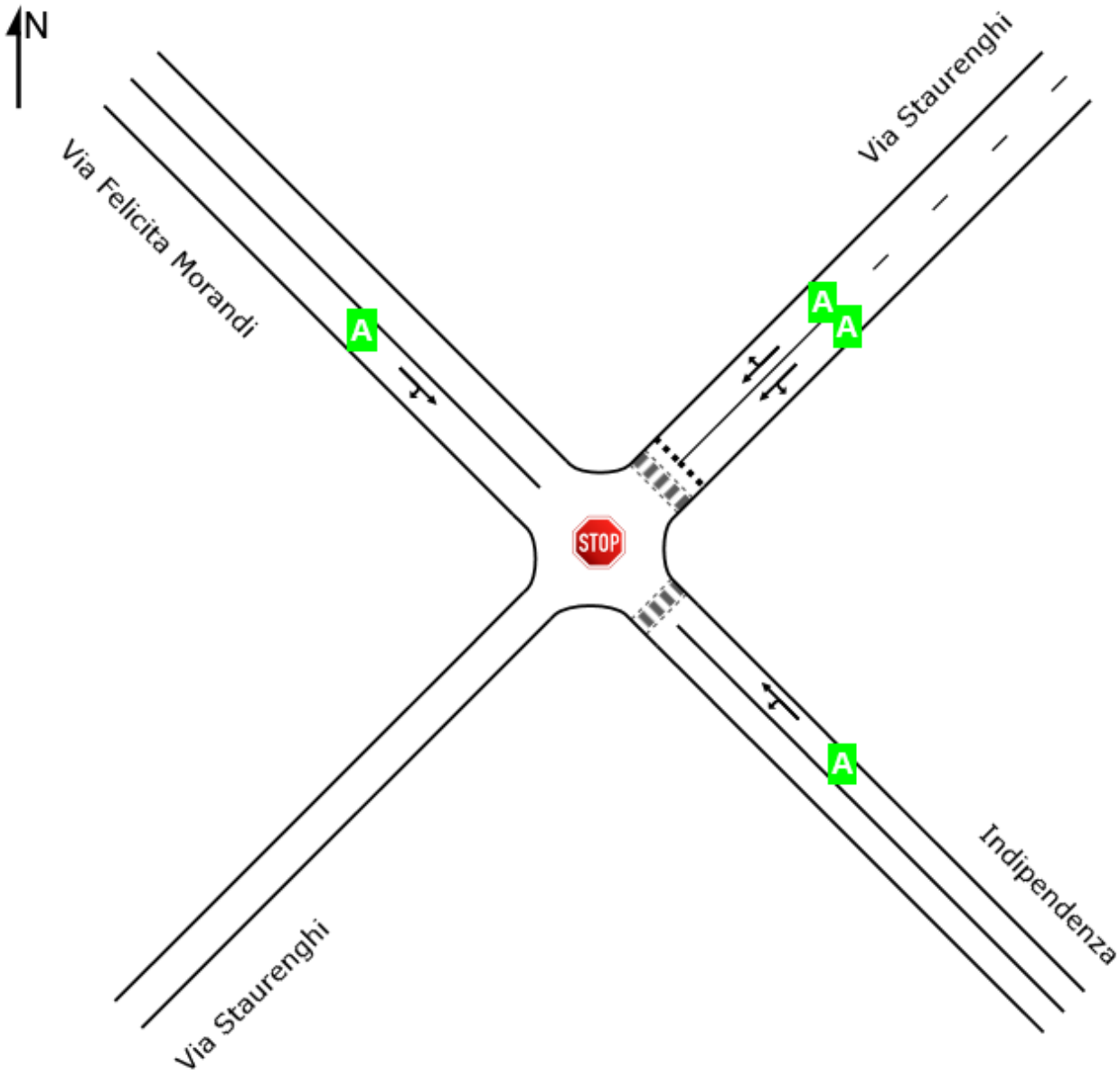
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 401 [Morandi-Staurenghi PRO (Site Folder: PROGETTO 2023 01)]

New Site
Site Category: (None)
Stop (Two-Way)

	Approaches			Intersection
	Southeast	Northeast	Northwest	
LOS	NA	A	NA	NA



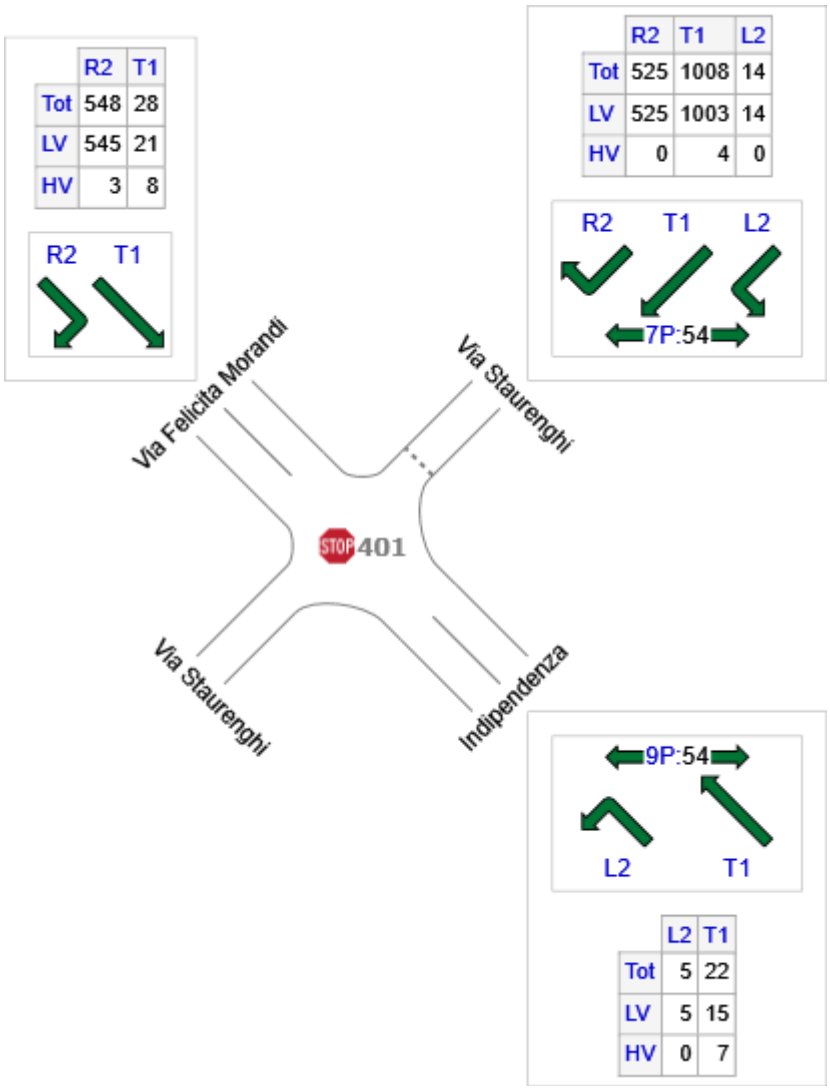
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 401 [Morandi-Staurenghi PRO (Site Folder: PROGETTO 2023 01)]

New Site
Site Category: (None)
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Indipendenza	27	21	7
NE: Via Staurenghi	1547	1542	4
NW: Via Felicita Morandi	576	565	11
Total	2150	2128	22

QUEUE DISTANCE (AVERAGE)

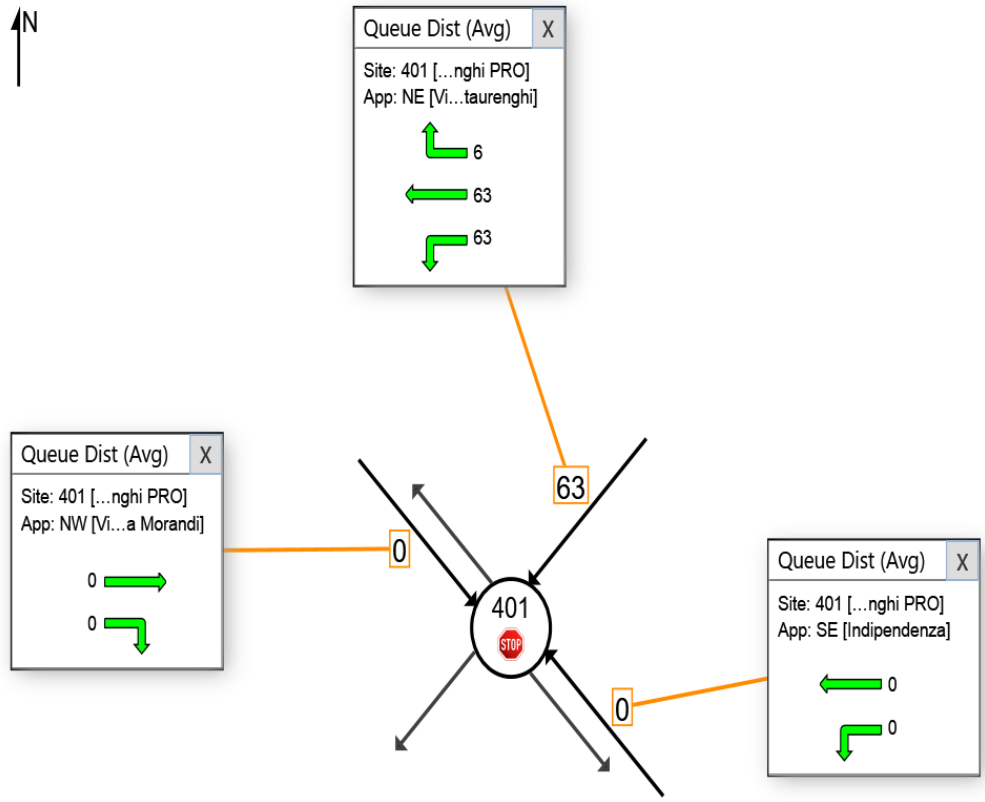
Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

Site: 401 [Morandi-Staurenghi PRO (Site Folder: PROGETTO 2023 01)]

New Site
Site Category: (None)
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 401 [Morandi-Staurenghi PRO (Site Folder: PROGETTO 2023 01)]

New Site
Site Category: (None)
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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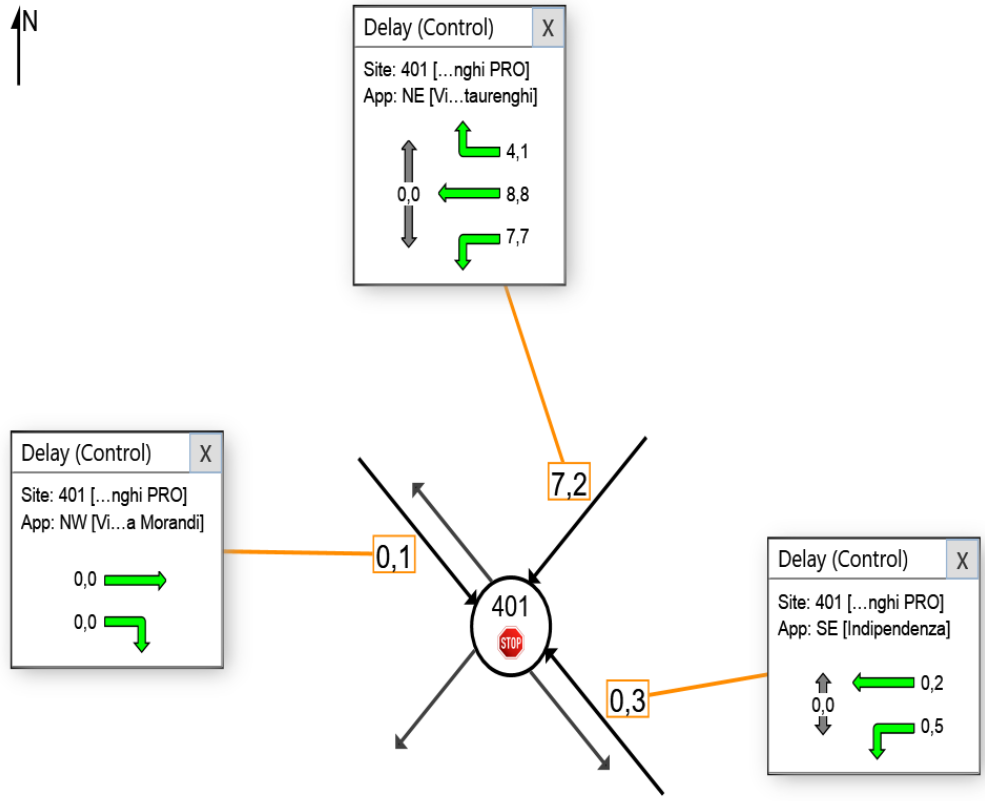
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 401 [Morandi-Staurenghi PRO (Site Folder: PROGETTO 2023 01)]

New Site
Site Category: (None)
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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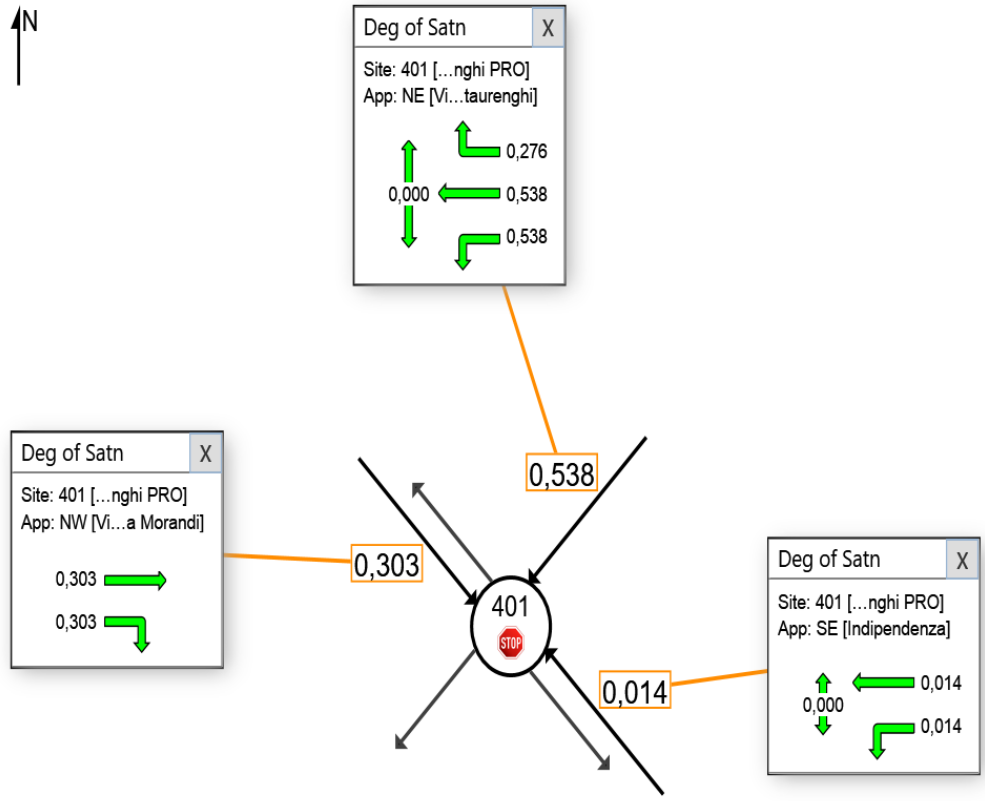


Colour code based on Degree of Saturation

INTERSEZIONI
PROGETTO GIORNO EVENTO

AMBITO SANVITO-CASTOLDI-CRISPI

LANE LEVEL OF SERVICE

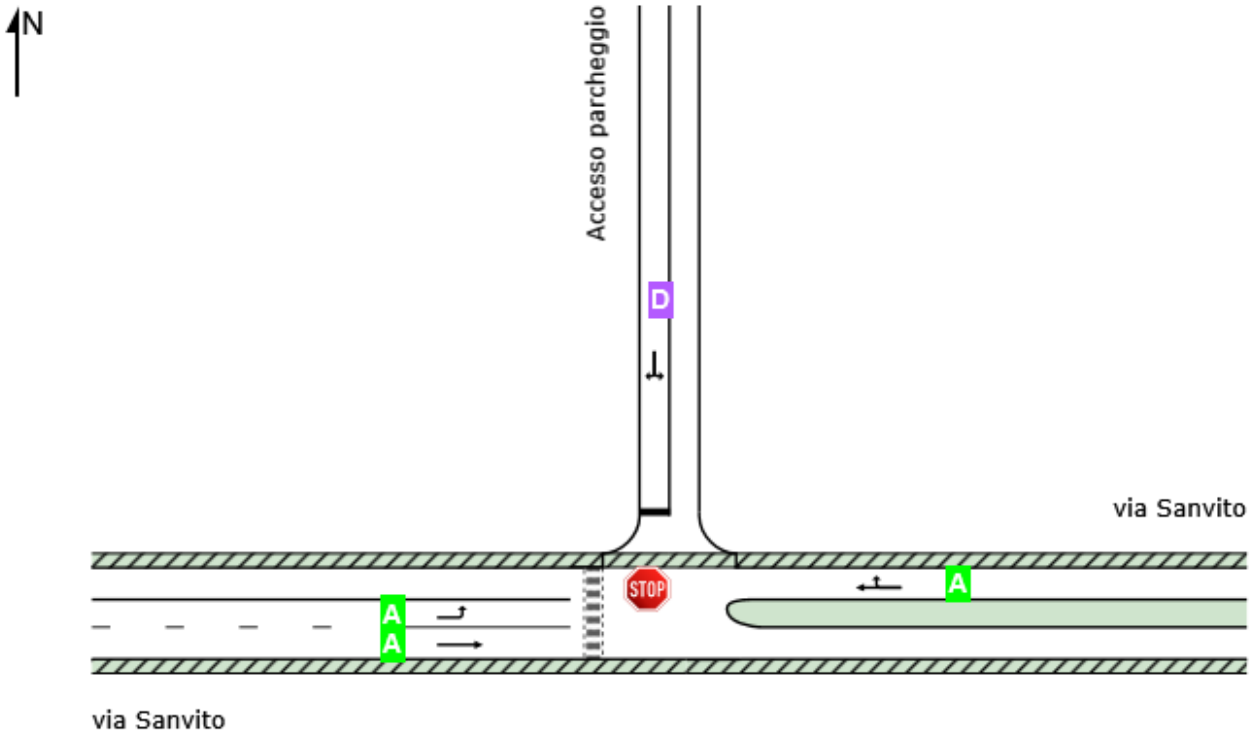
Lane Level of Service

Site: 120 [Accesso sud - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso sud - via Sanvito
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches			Intersection
	East	North	West	
LOS	NA	D	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

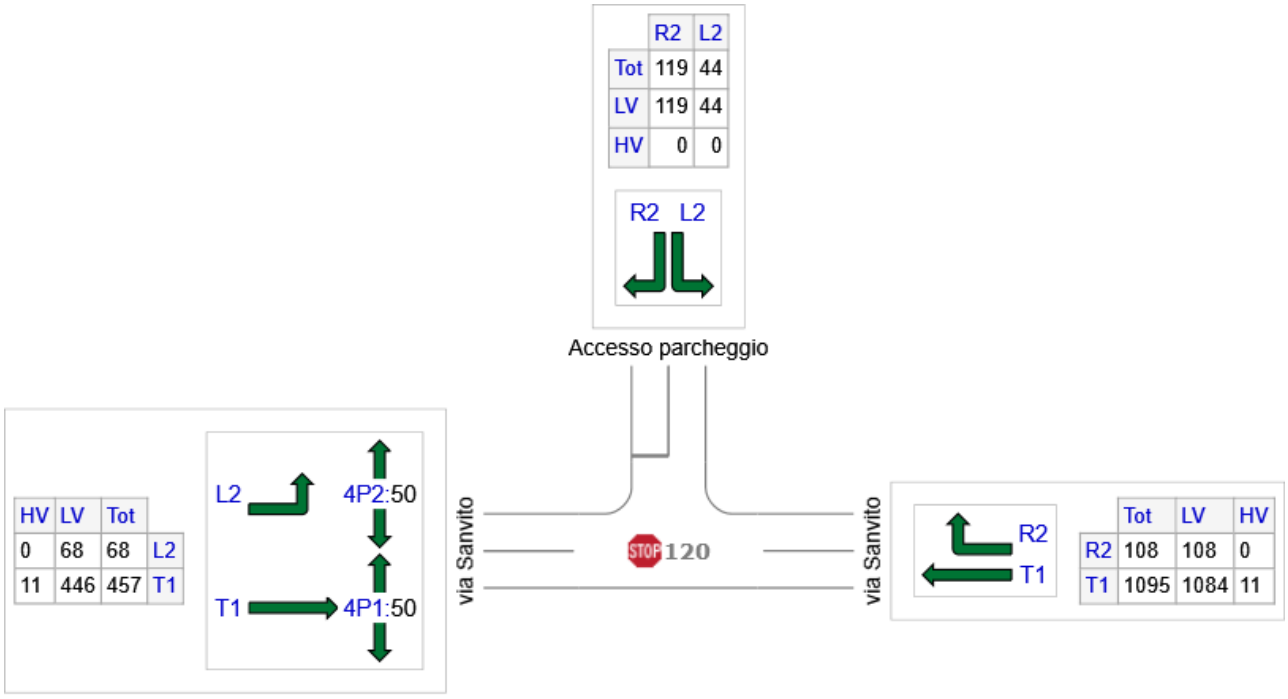
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 120 [Accesso sud - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso sud - via Sanvito
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: via Sanvito	1203	1192	11
N: Accesso parcheggio	163	163	0
W: via Sanvito	525	514	11
Total	1891	1869	22

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

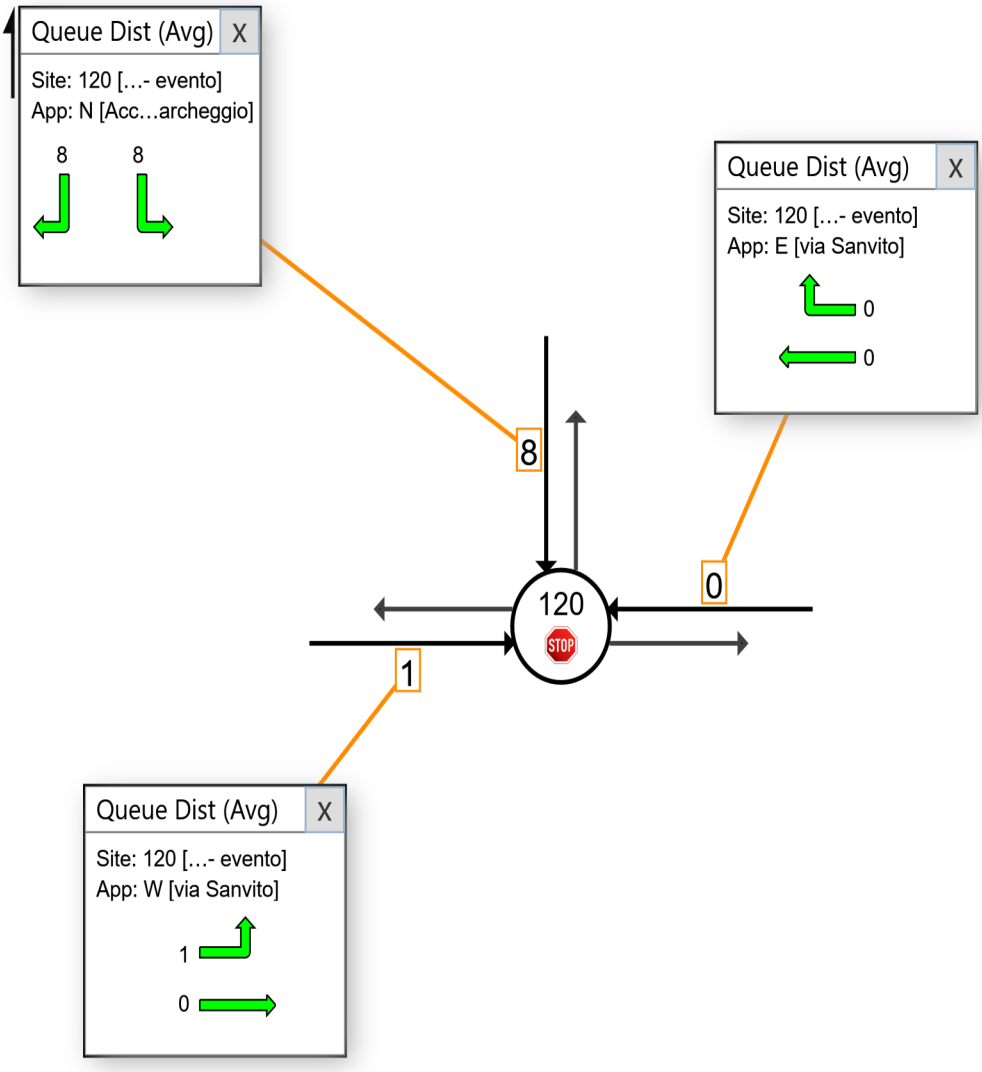
Site: 120 [Accesso sud - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso sud - via Sanvito
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 120 [Accesso sud - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso sud - via Sanvito
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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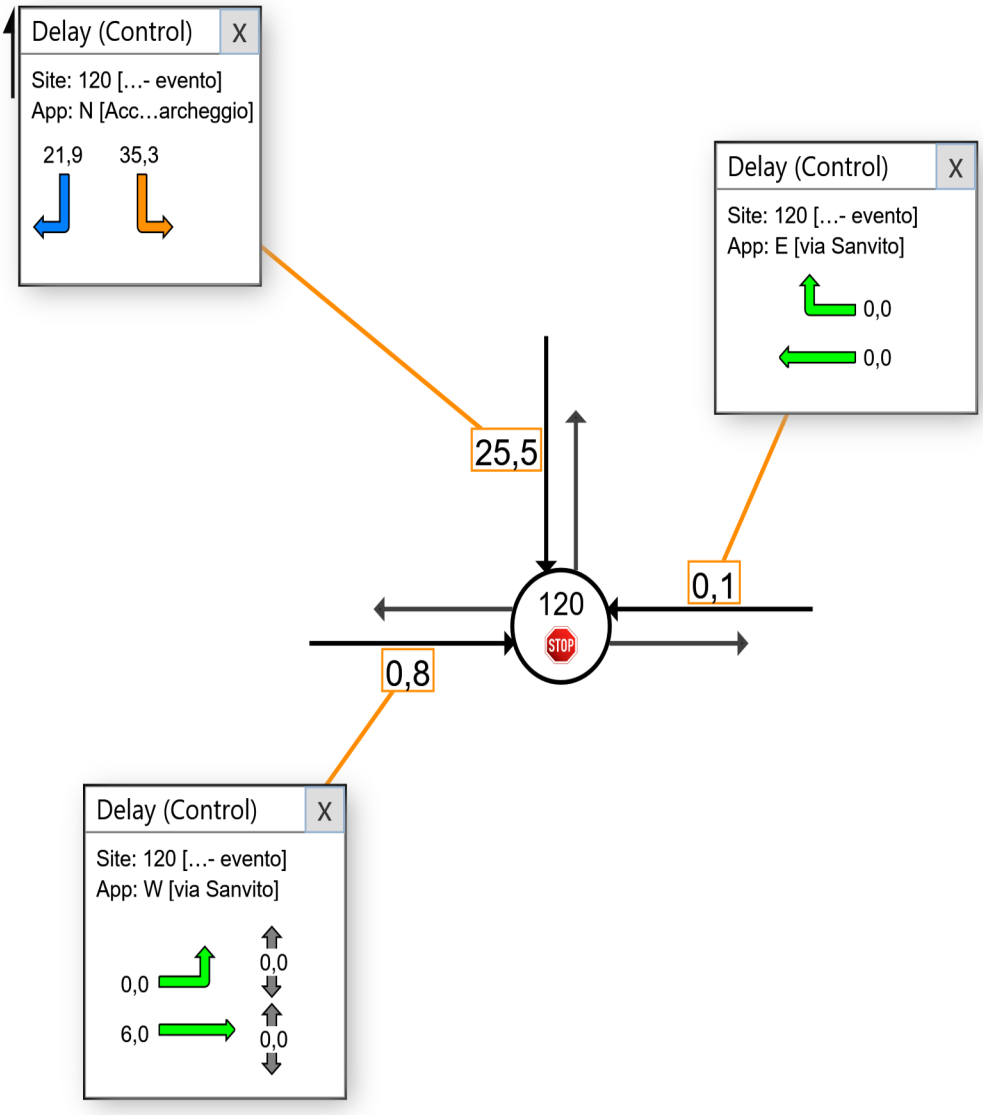
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 120 [Accesso sud - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso sud - via Sanvito
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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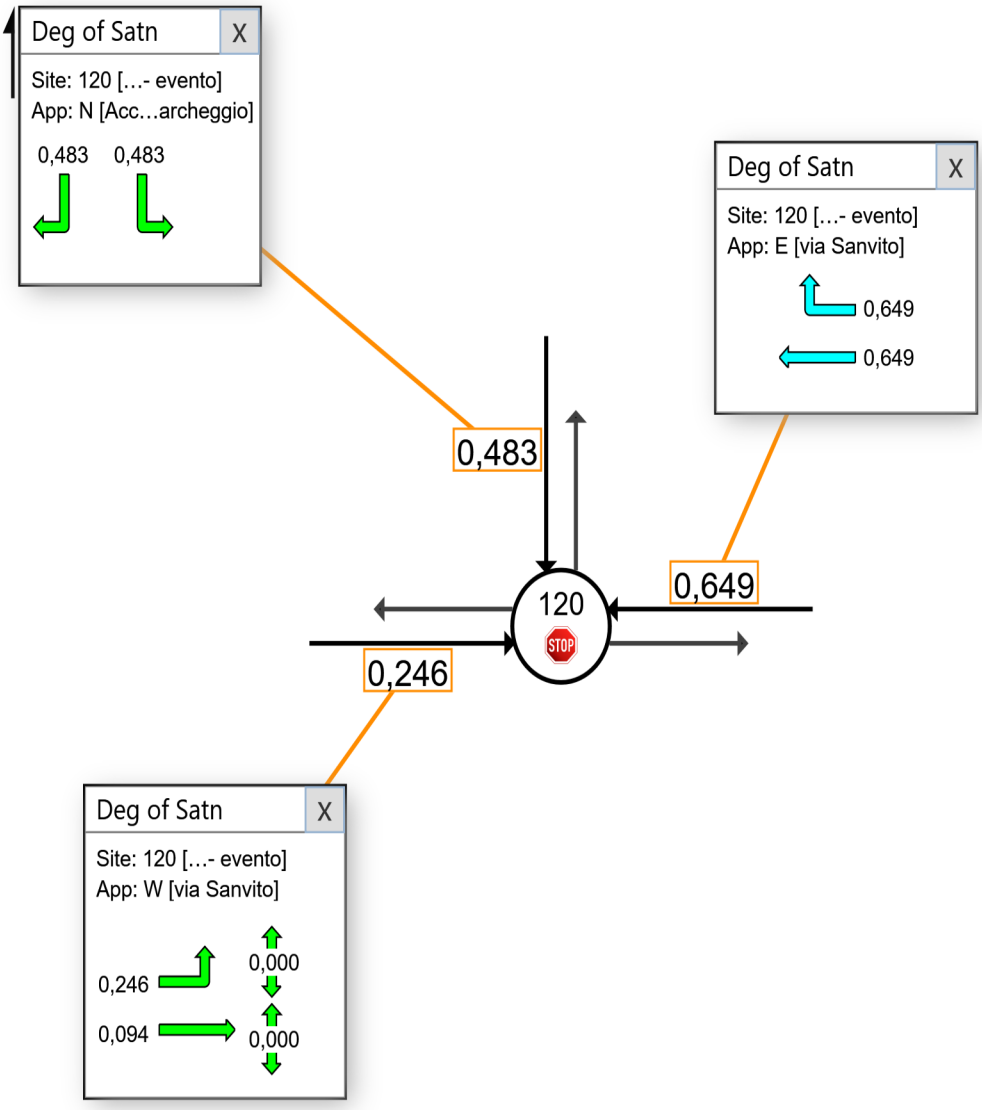
Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

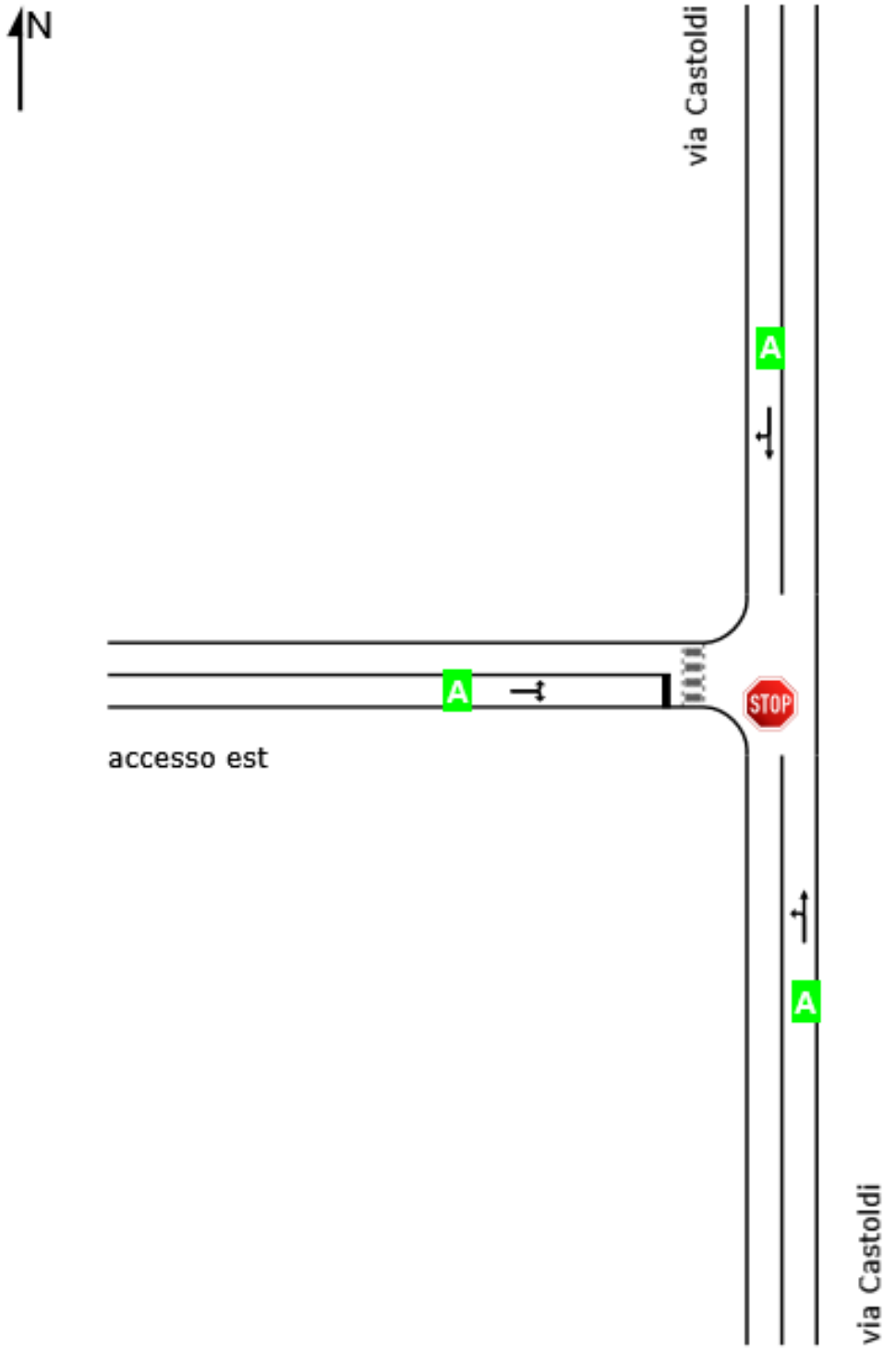
Lane Level of Service

Site: 122 [Accesso est - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso est - via Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches			Intersection
	South	North	West	
LOS	NA	NA	A	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

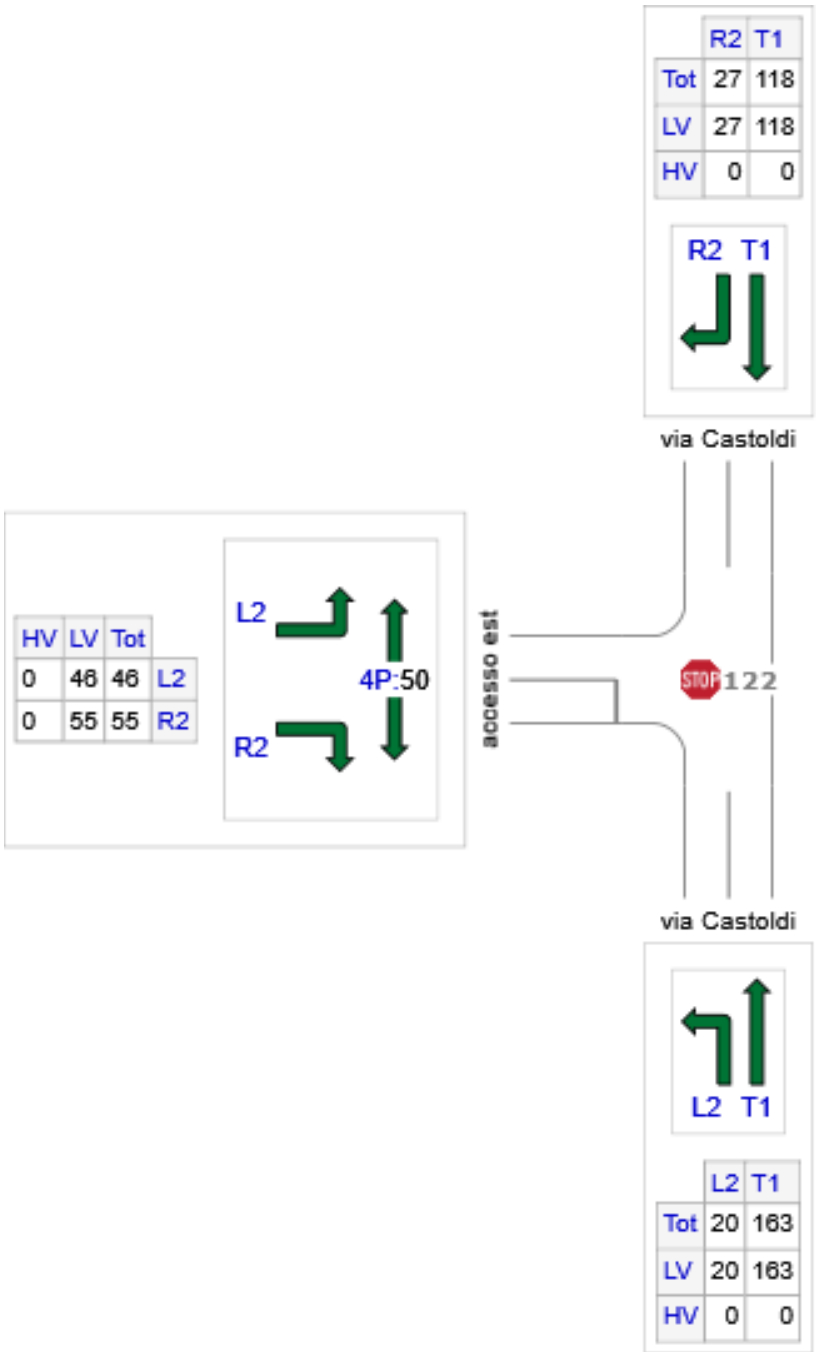
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 122 [Accesso est - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso est - via Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Castoldi	183	183	0
N: via Castoldi	145	145	0
W: accesso est	101	101	0
Total	429	429	0

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

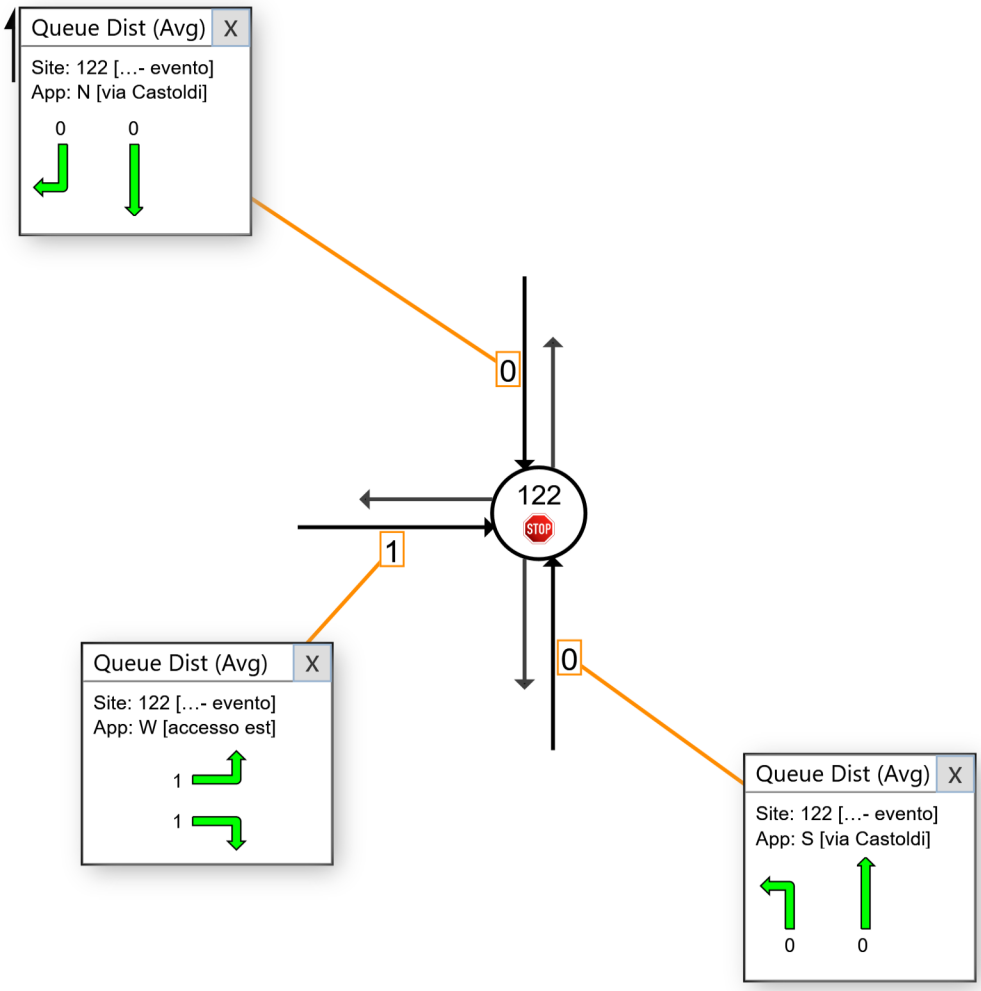
Site: 122 [Accesso est - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso est - via Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

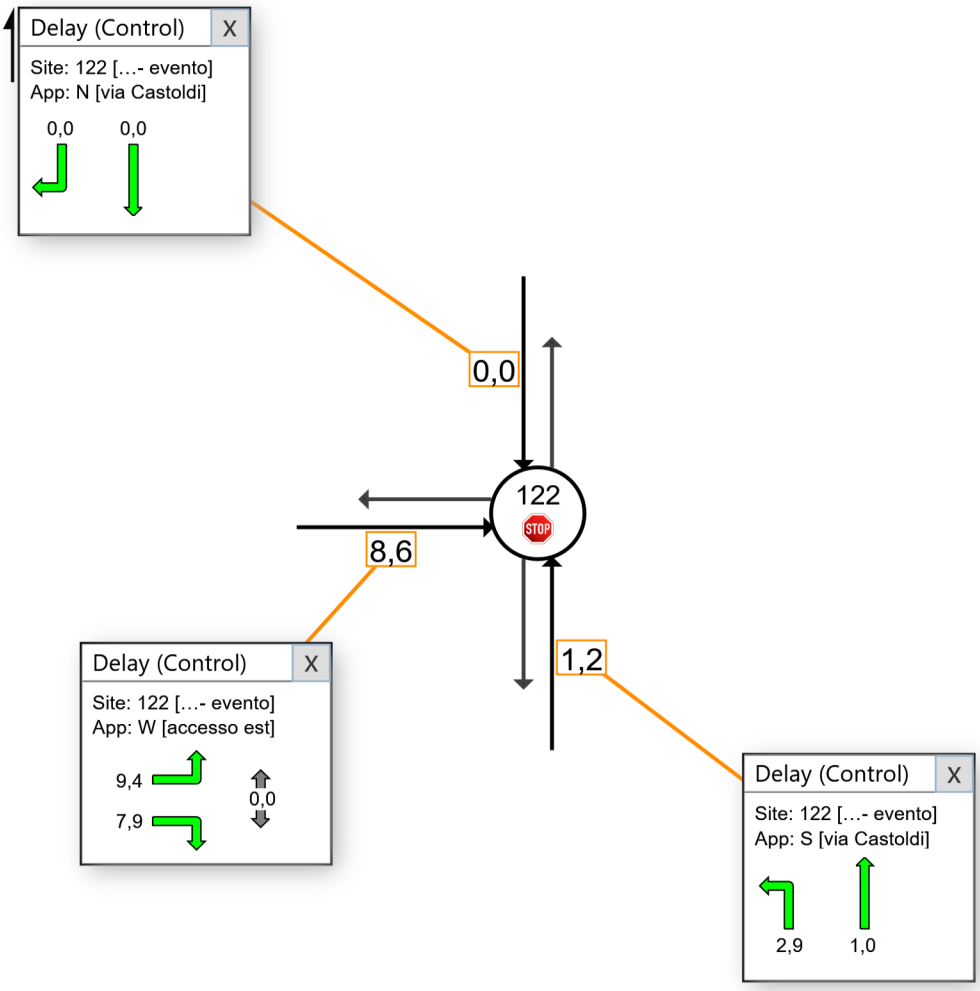
Site: 122 [Accesso est - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso est - via Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

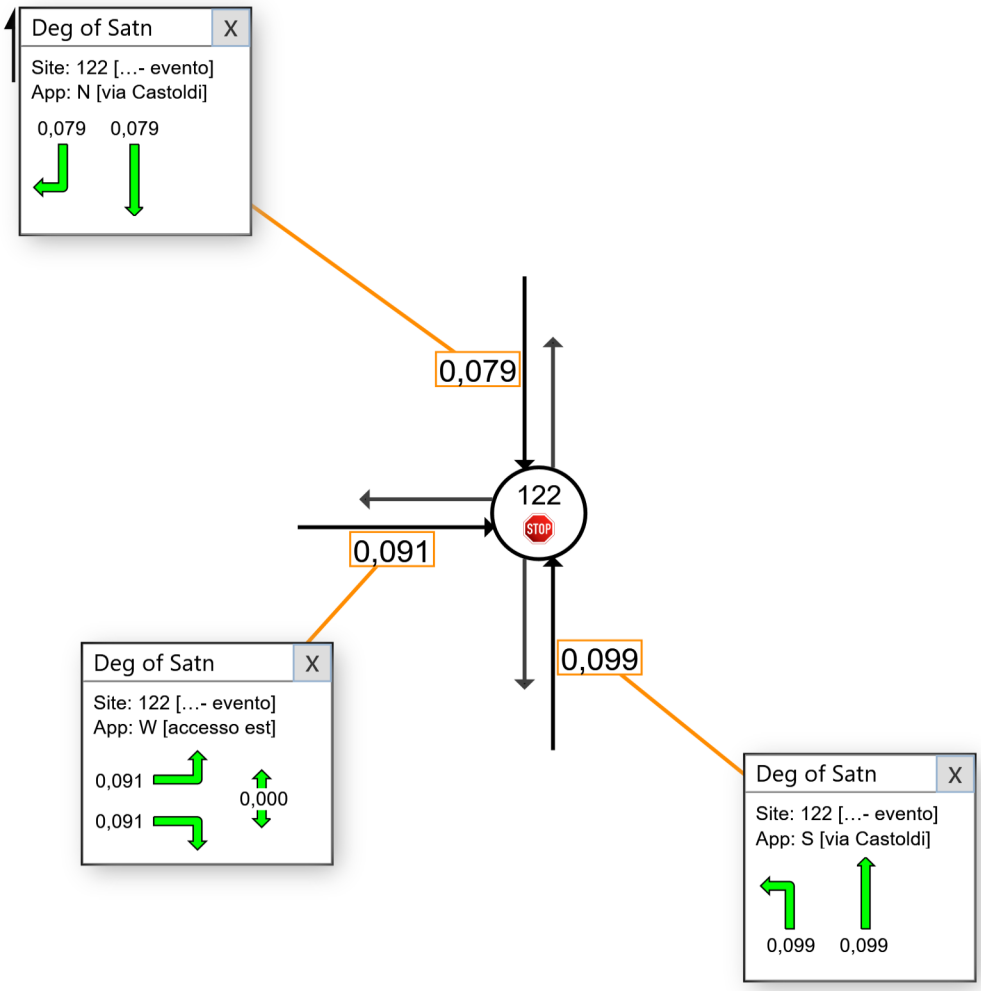
Site: 122 [Accesso est - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso est - via Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

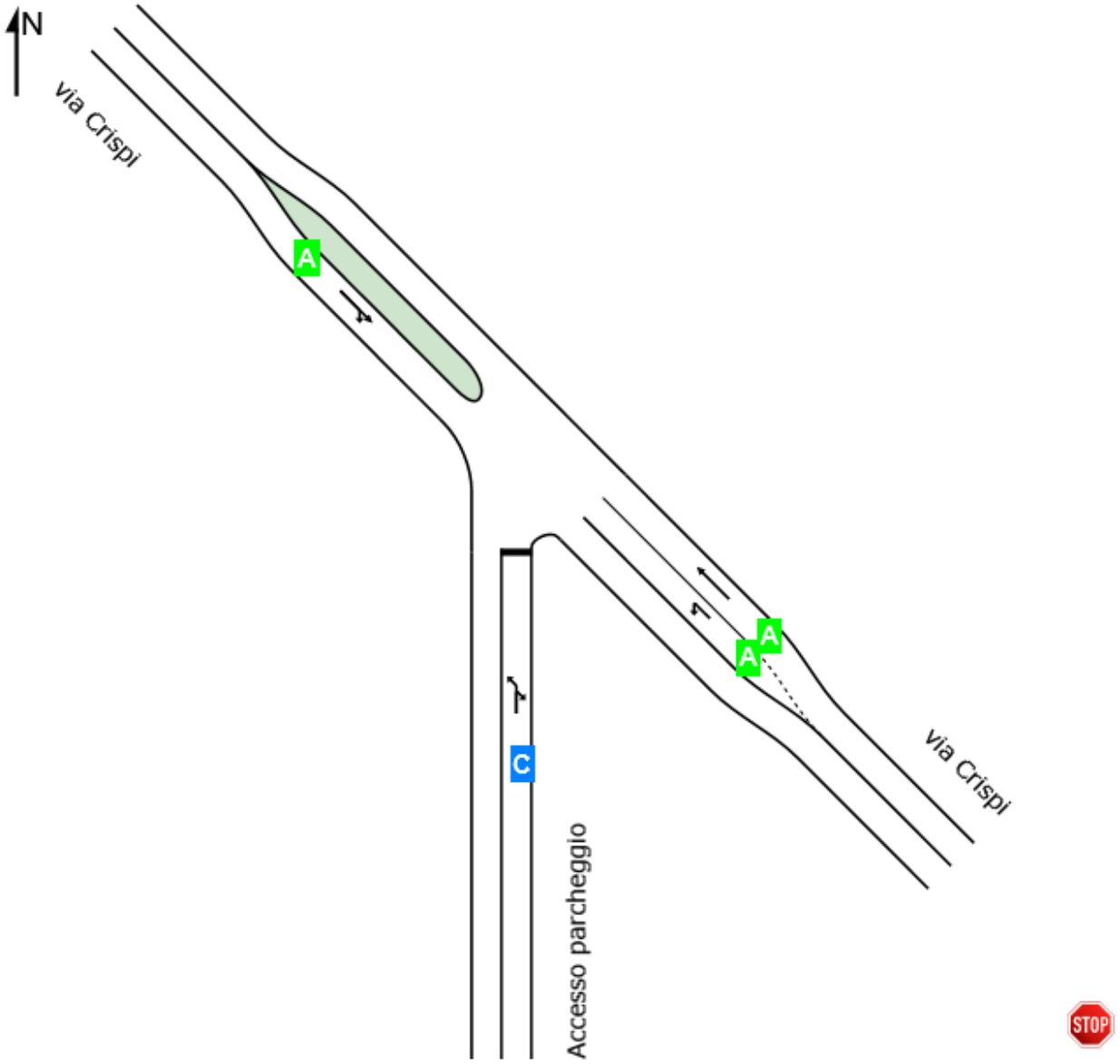
Lane Level of Service

Site: 121 [Accesso nord - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso nord - via Crispi
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches			Intersection
	South	Southeast	Northwest	
LOS	C	NA	NA	NA



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Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

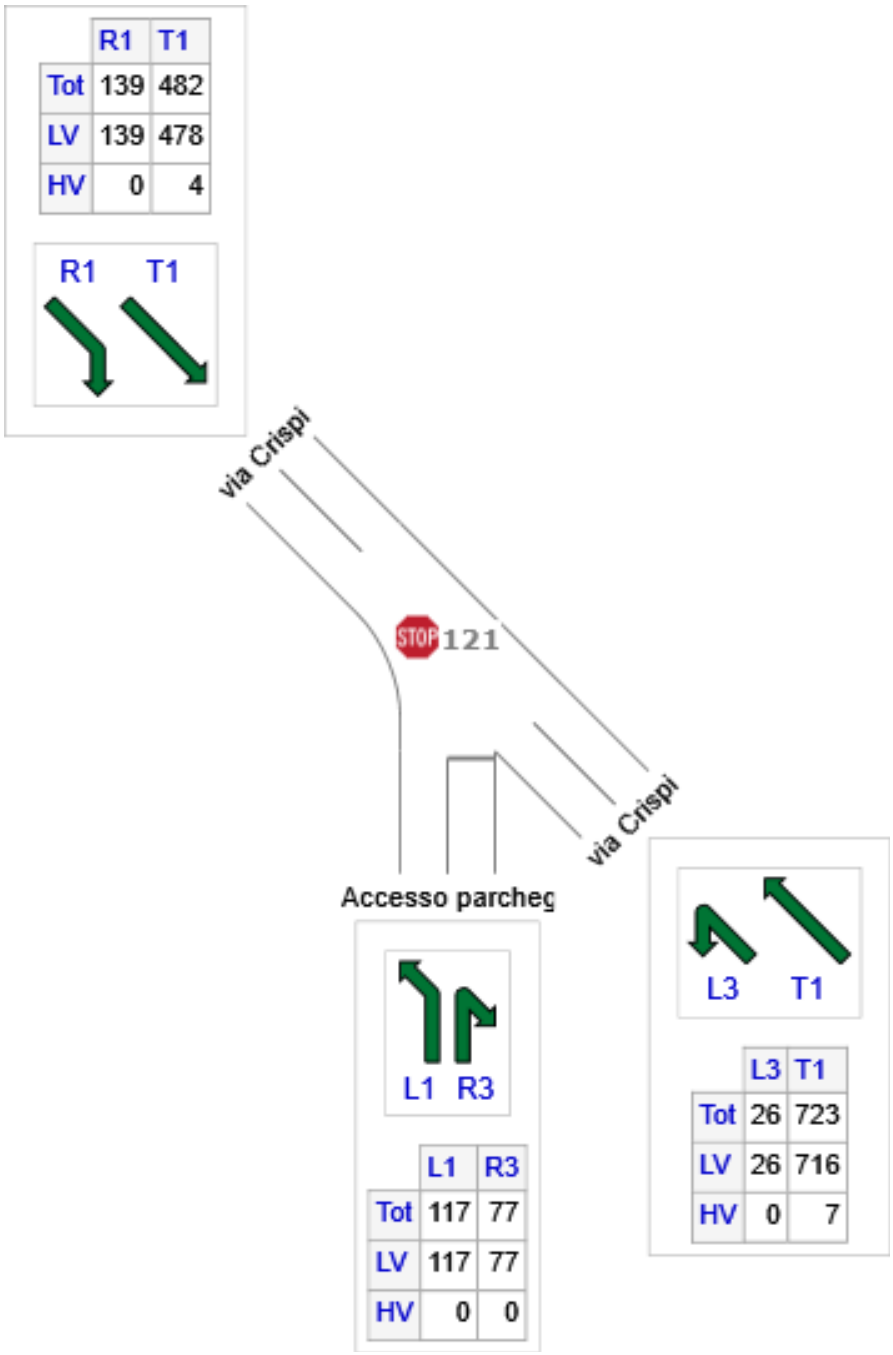
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 121 [Accesso nord - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso nord - via Crispi
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Accesso parcheggio	194	194	0
SE: via Crispi	749	742	7
NW: via Crispi	621	617	4
Total	1564	1553	11

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

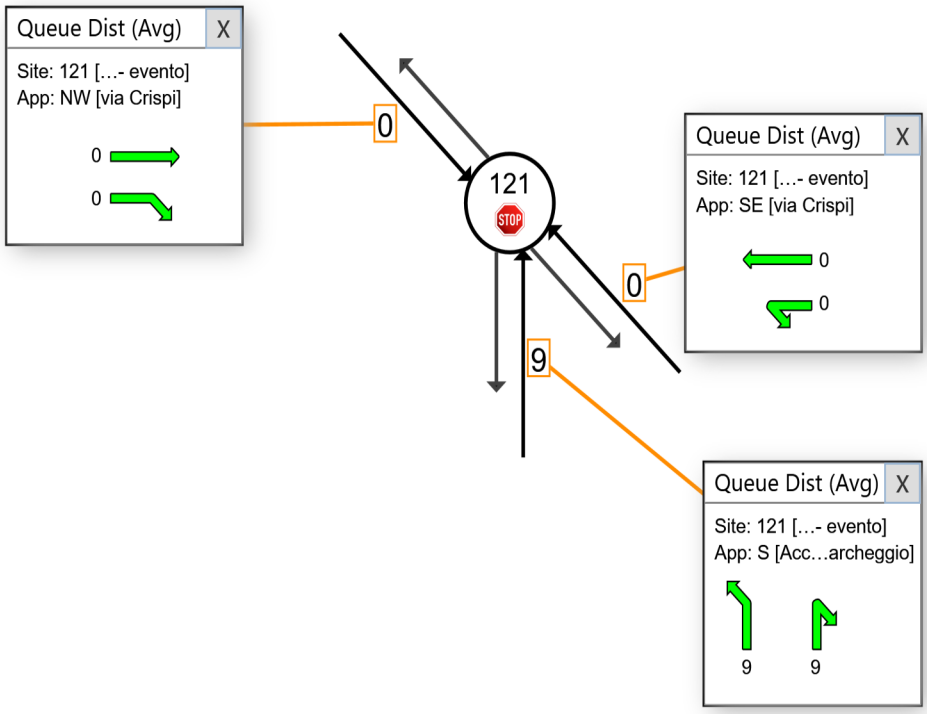
Site: 121 [Accesso nord - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso nord - via Crispi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 121 [Accesso nord - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso nord - via Crispi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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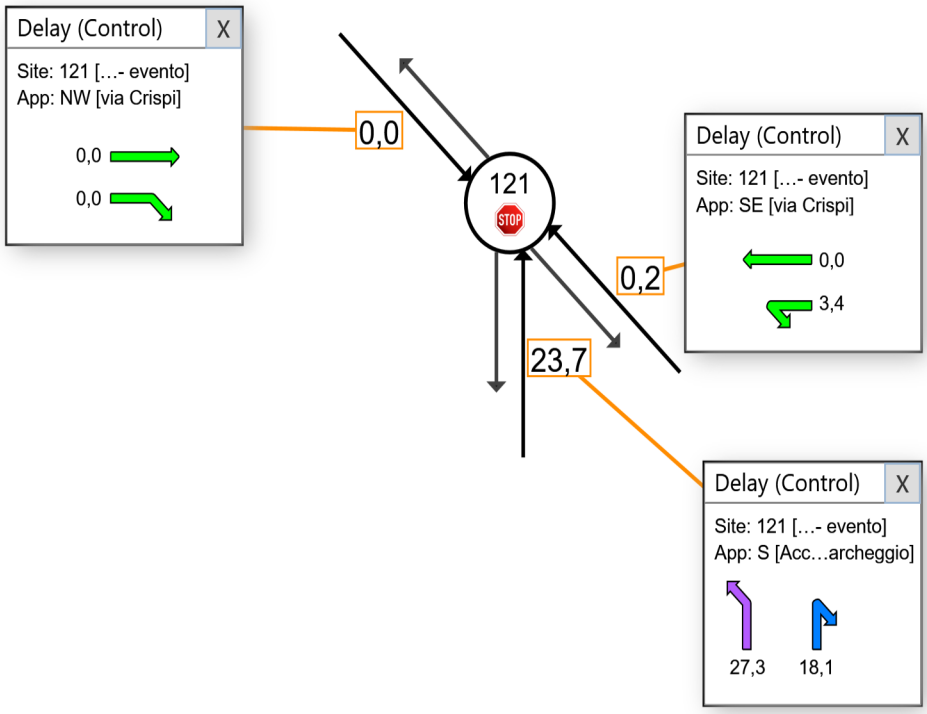
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 121 [Accesso nord - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Accesso nord - via Crispi
Site Category: Proposed Design 1
Stop (Two-Way)

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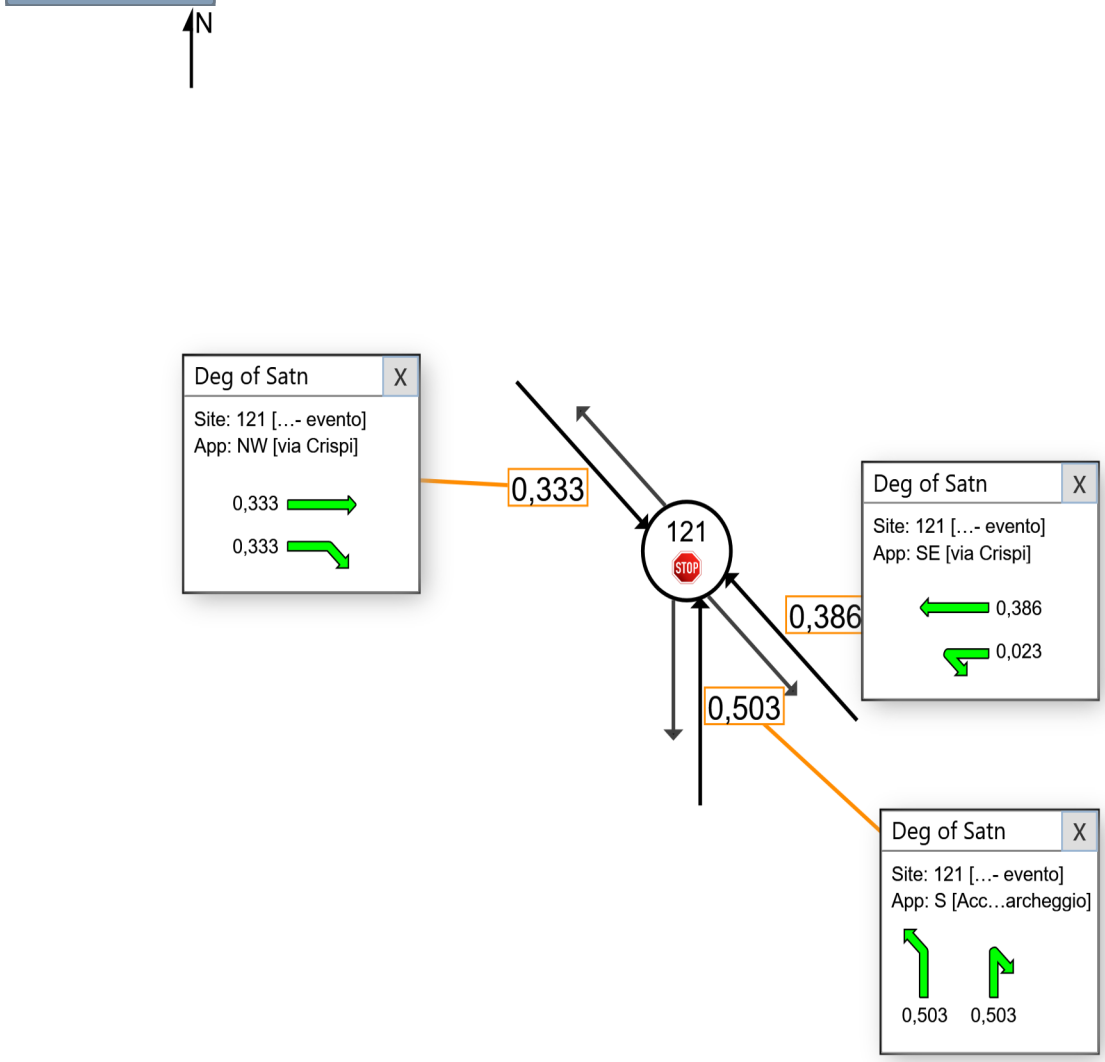
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

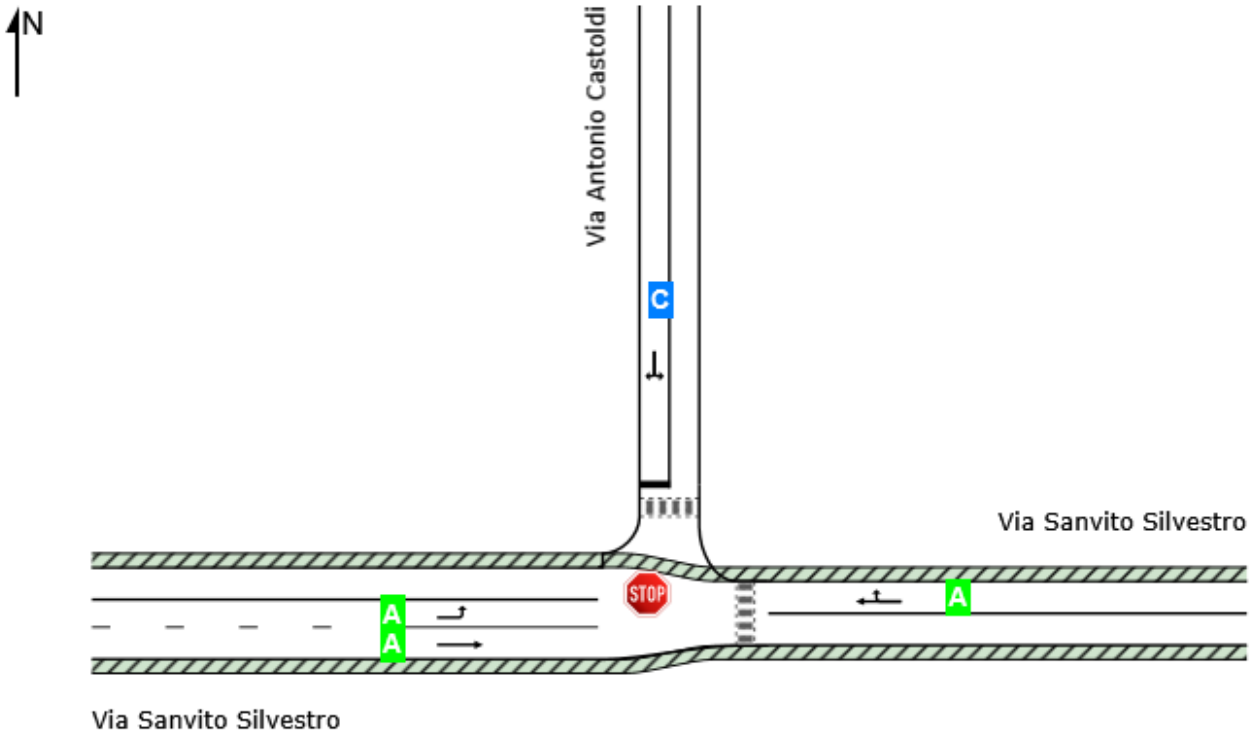
Lane Level of Service

Site: 111 [Sanvito-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches			Intersection
	East	North	West	
LOS	NA	C	NA	NA



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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

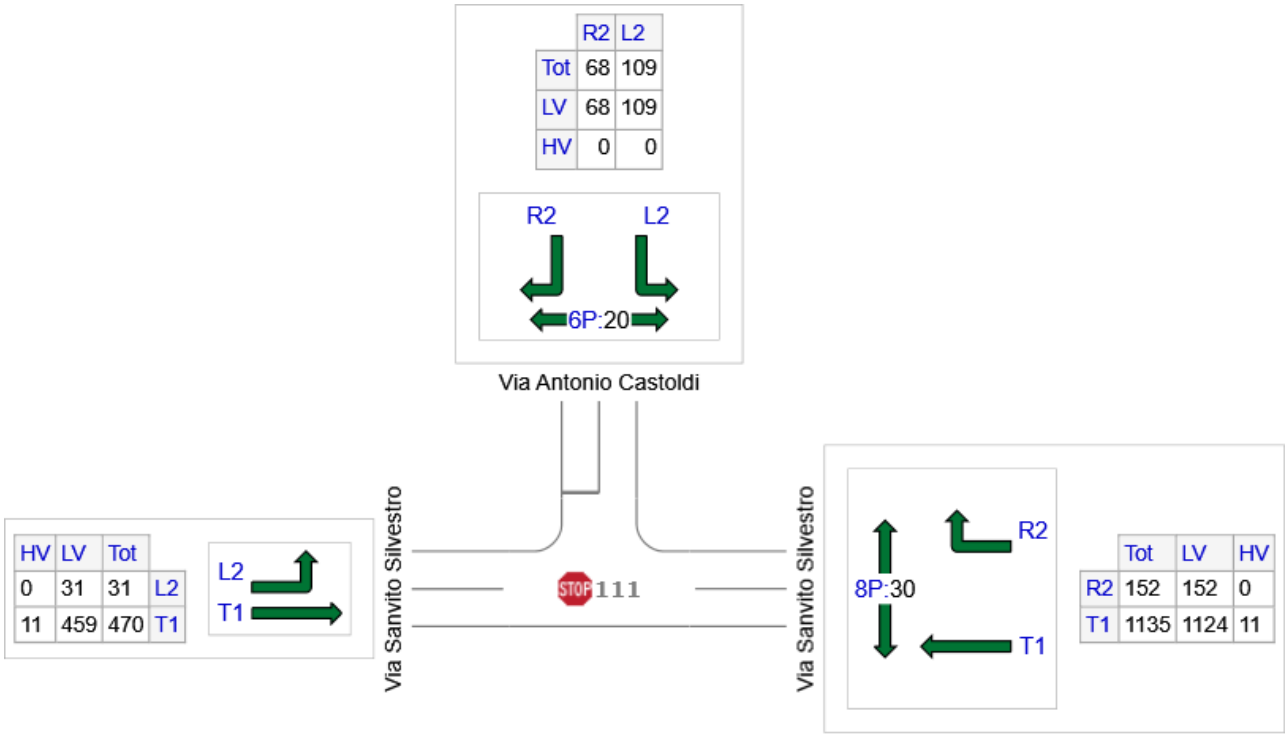
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 111 [Sanvito-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Sanvito Silvestro	1287	1276	11
N: Via Antonio Castoldi	177	177	0
W: Via Sanvito Silvestro	501	490	11
Total	1965	1943	22

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

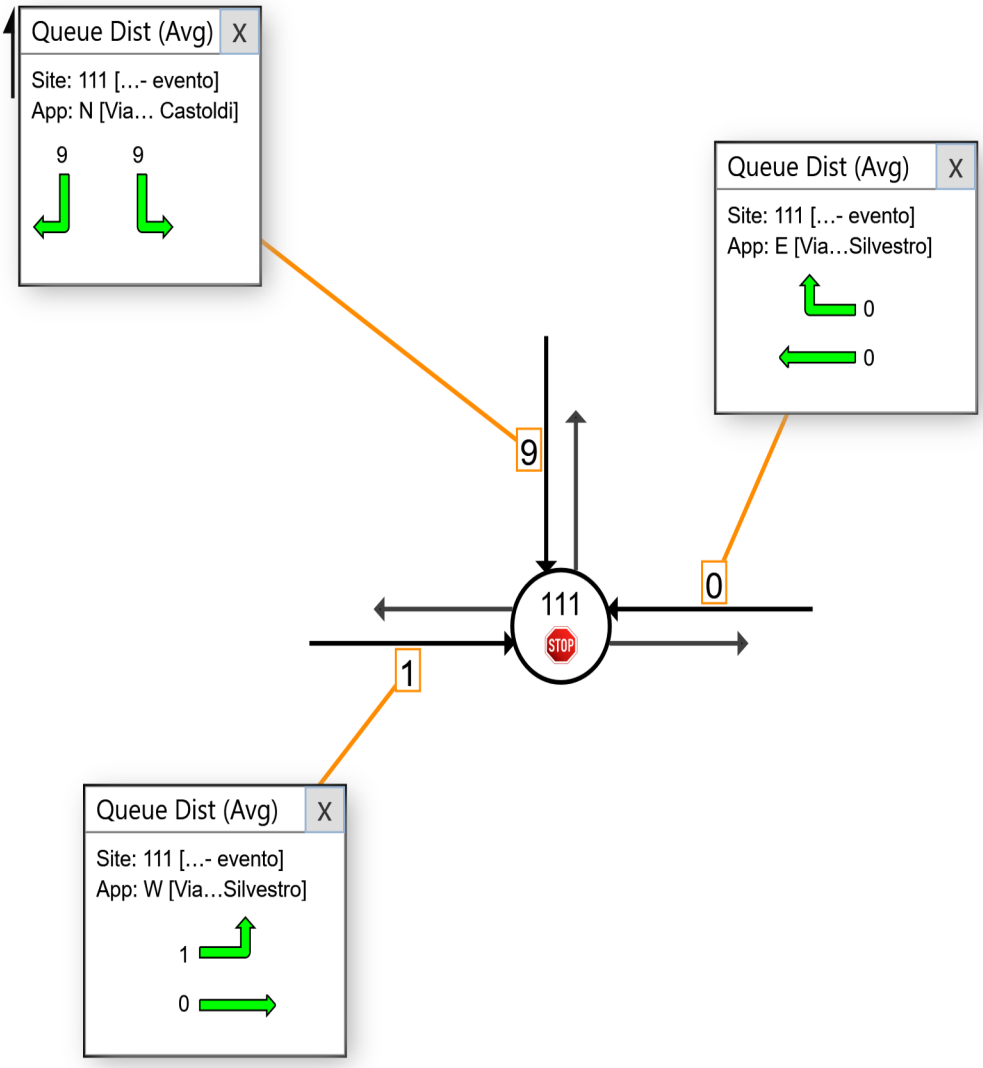
Site: 111 [Sanvito-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

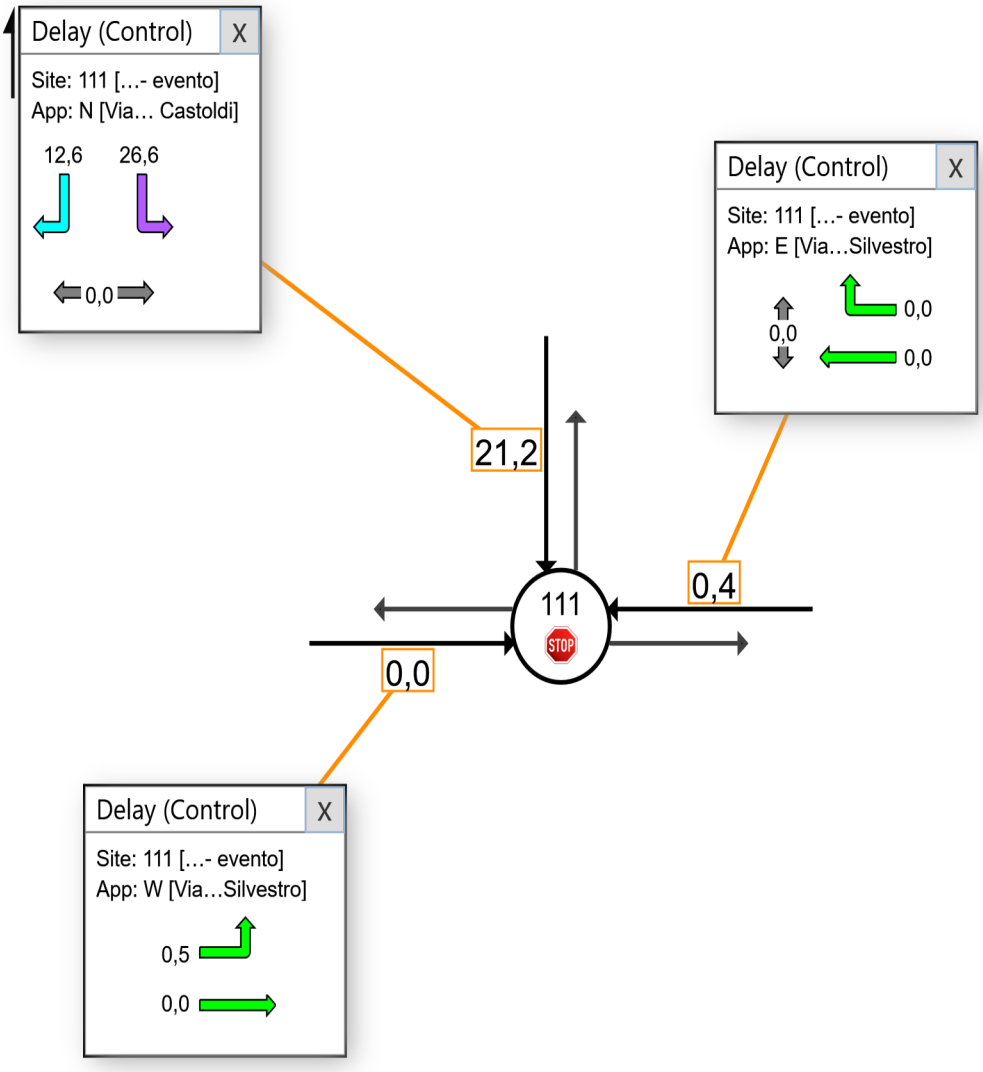
Site: 111 [Sanvito-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

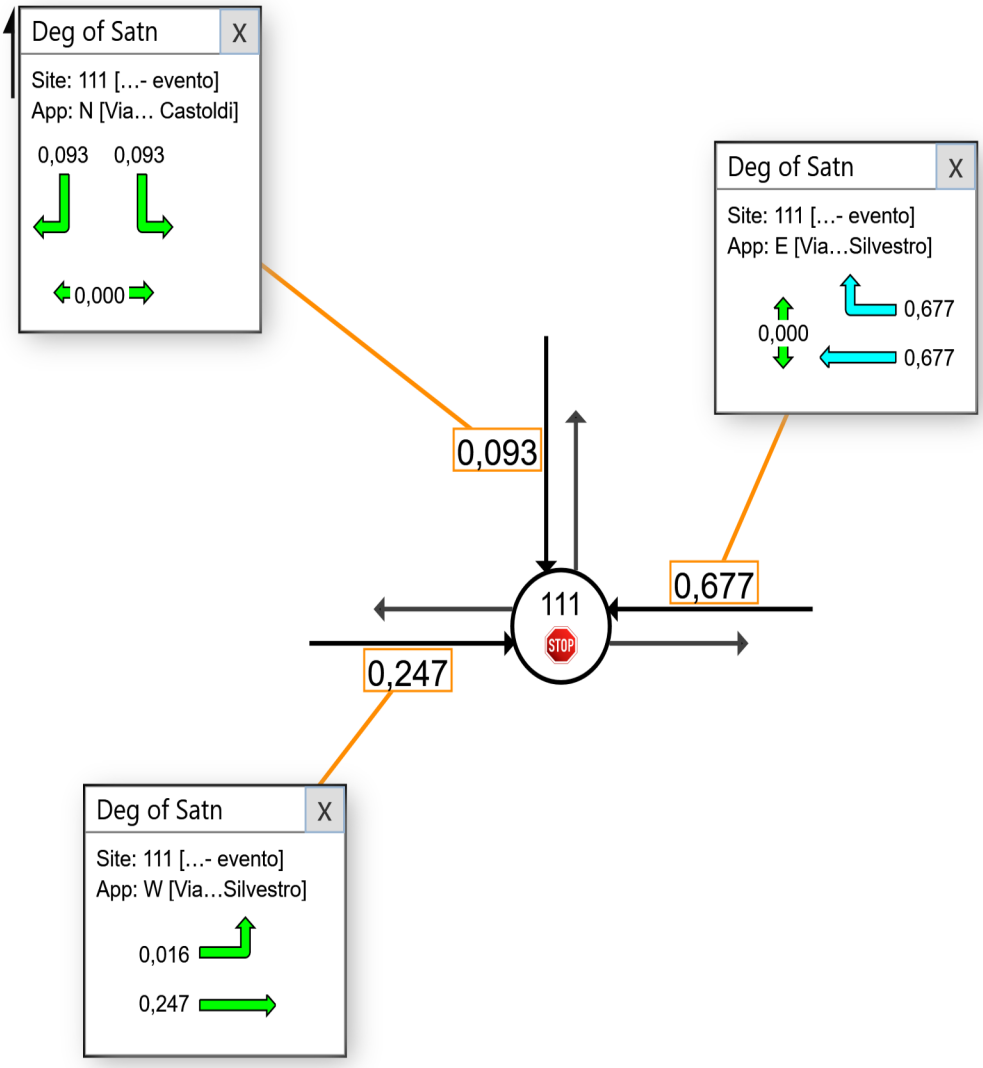
Site: 111 [Sanvito-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

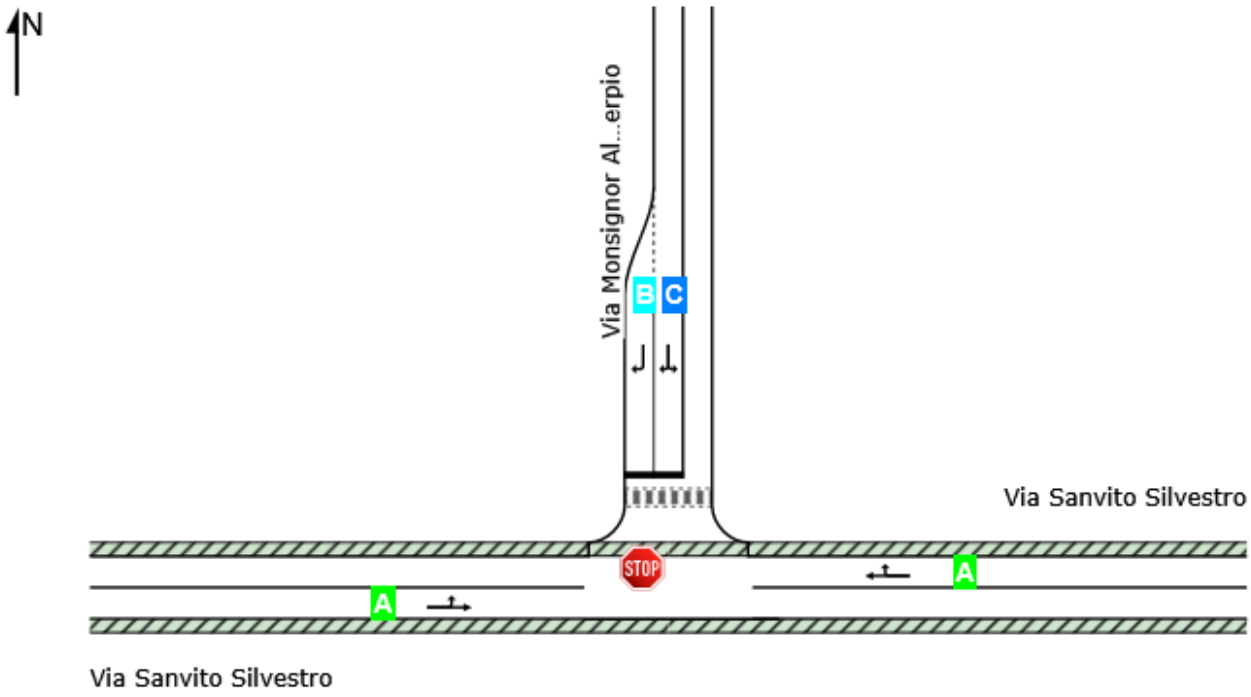
Lane Level of Service

Site: 115 [Sanvito-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Proserpio
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	East	North	West	
LOS	NA	B	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

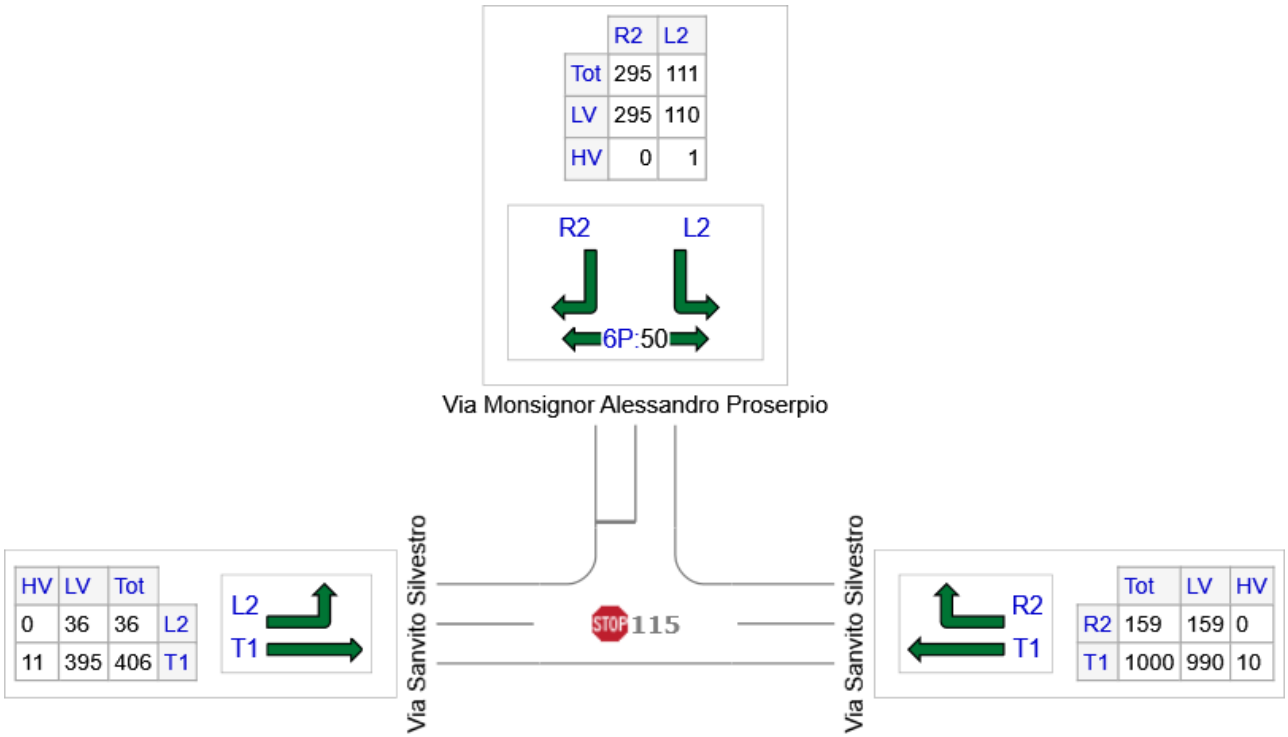
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 115 [Sanvito-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Proserpio
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Sanvito Silvestro	1159	1149	10
N: Via Monsignor Alessandro Proserpio	406	405	1
W: Via Sanvito Silvestro	442	431	11
Total	2007	1985	22

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

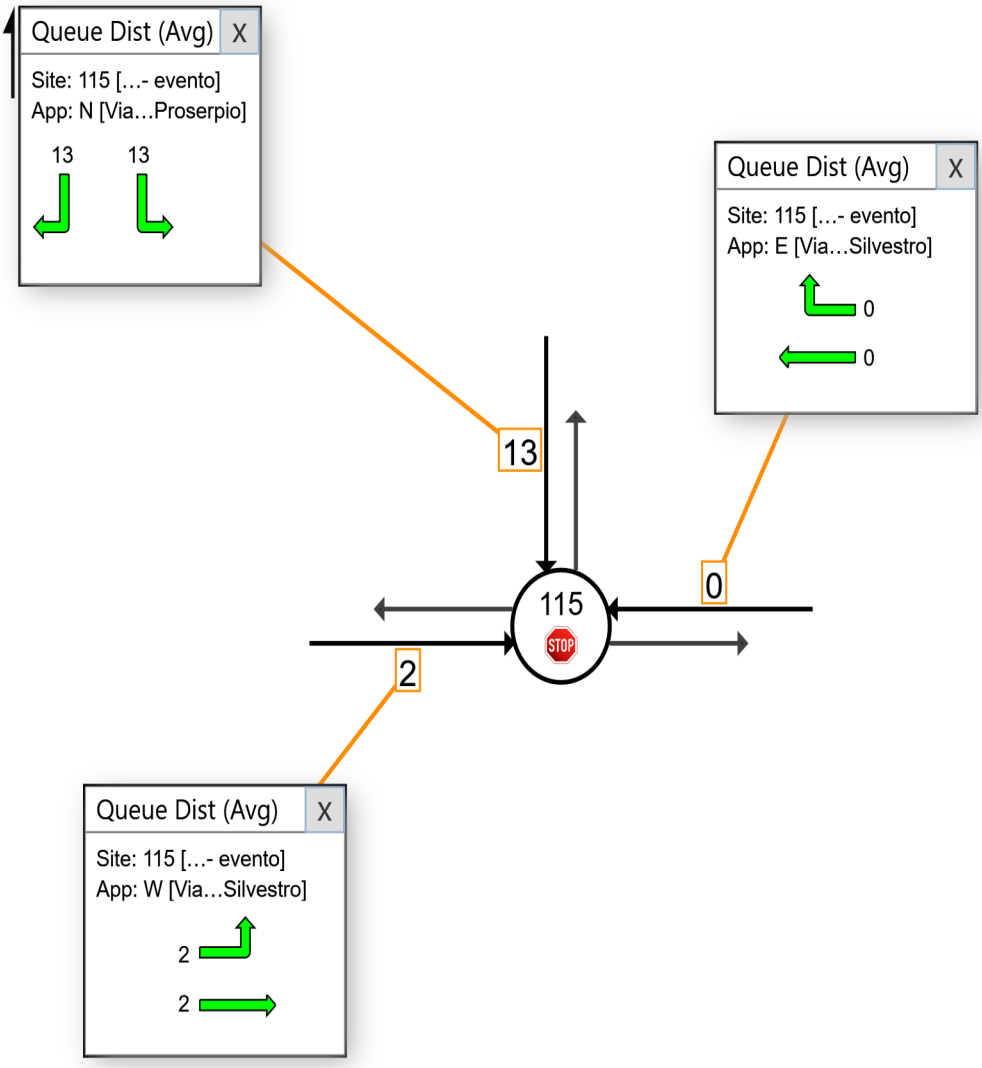
Site: 115 [Sanvito-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Proserpio
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

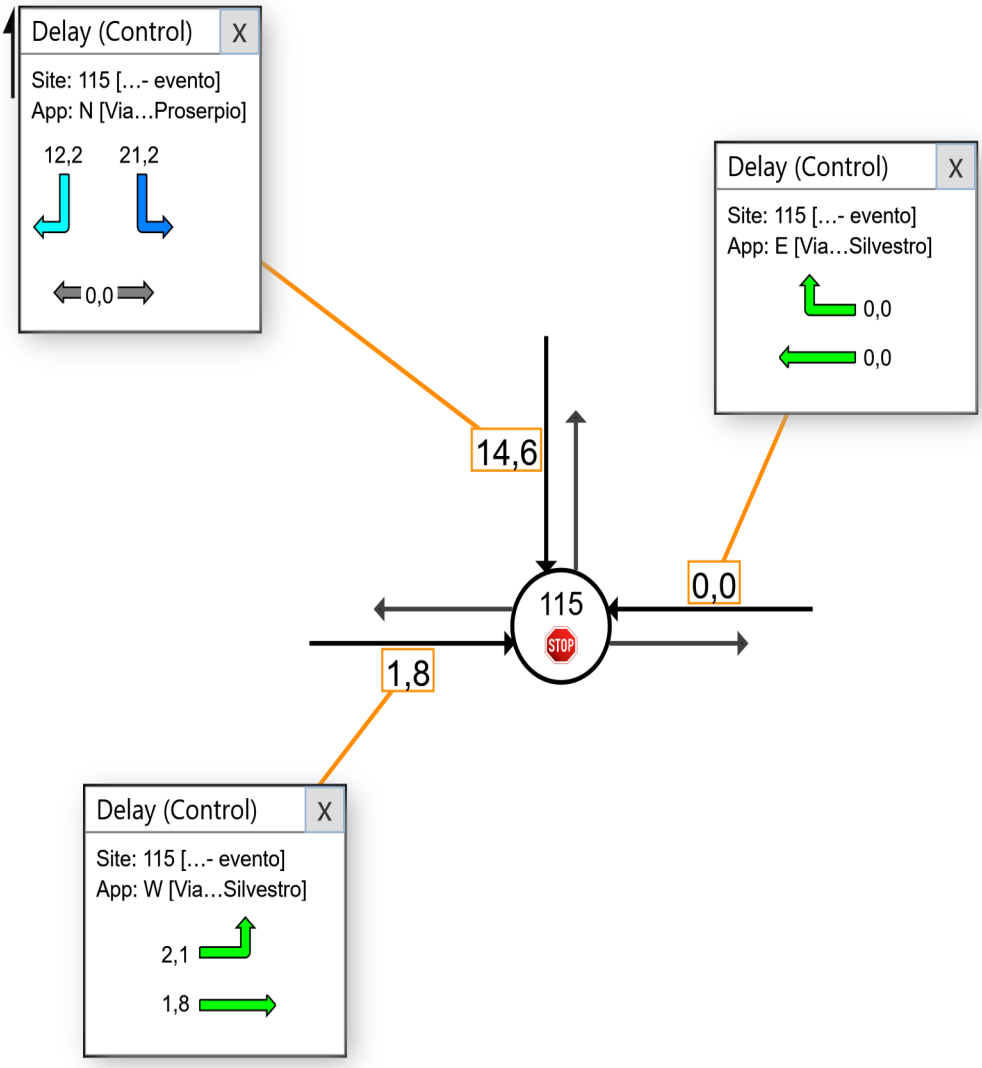
Site: 115 [Sanvito-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Proserpio
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 115 [Sanvito-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Proserpio
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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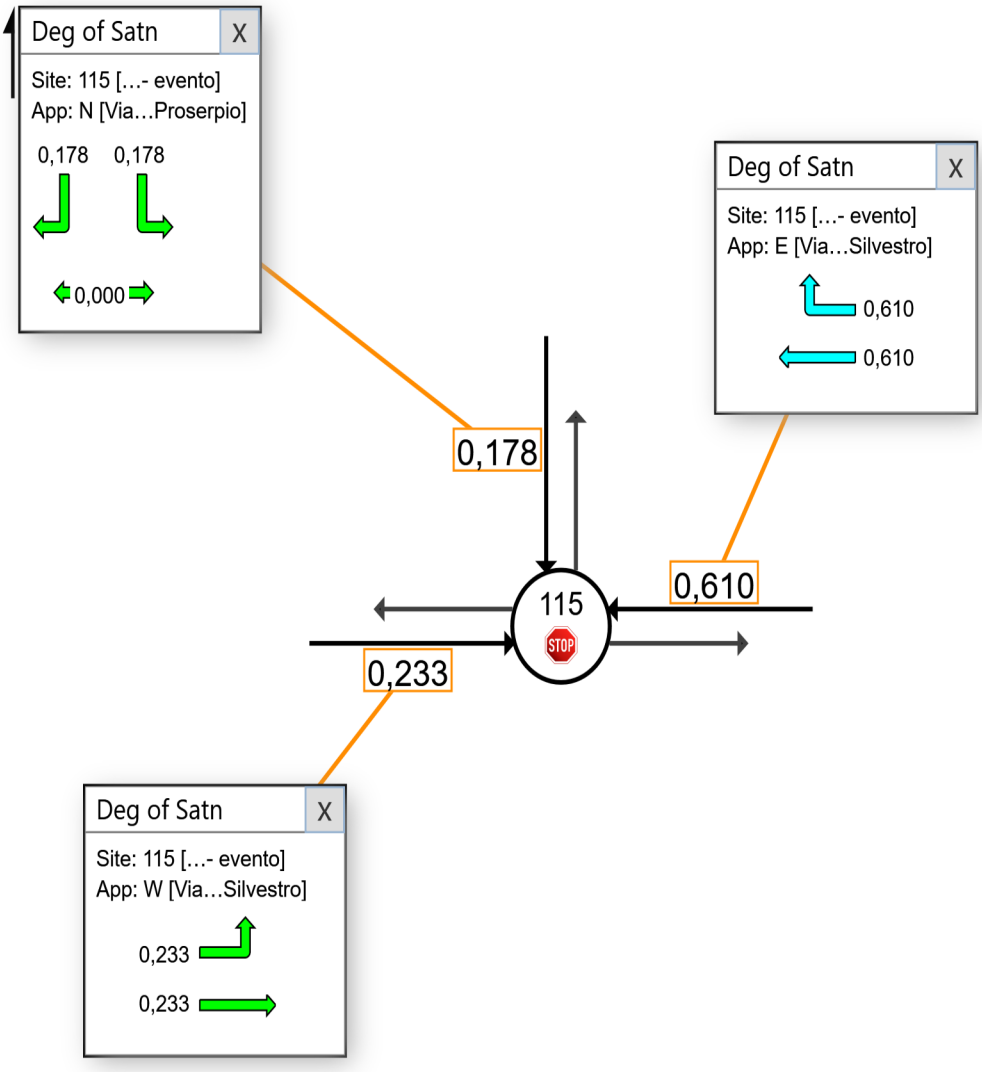
Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

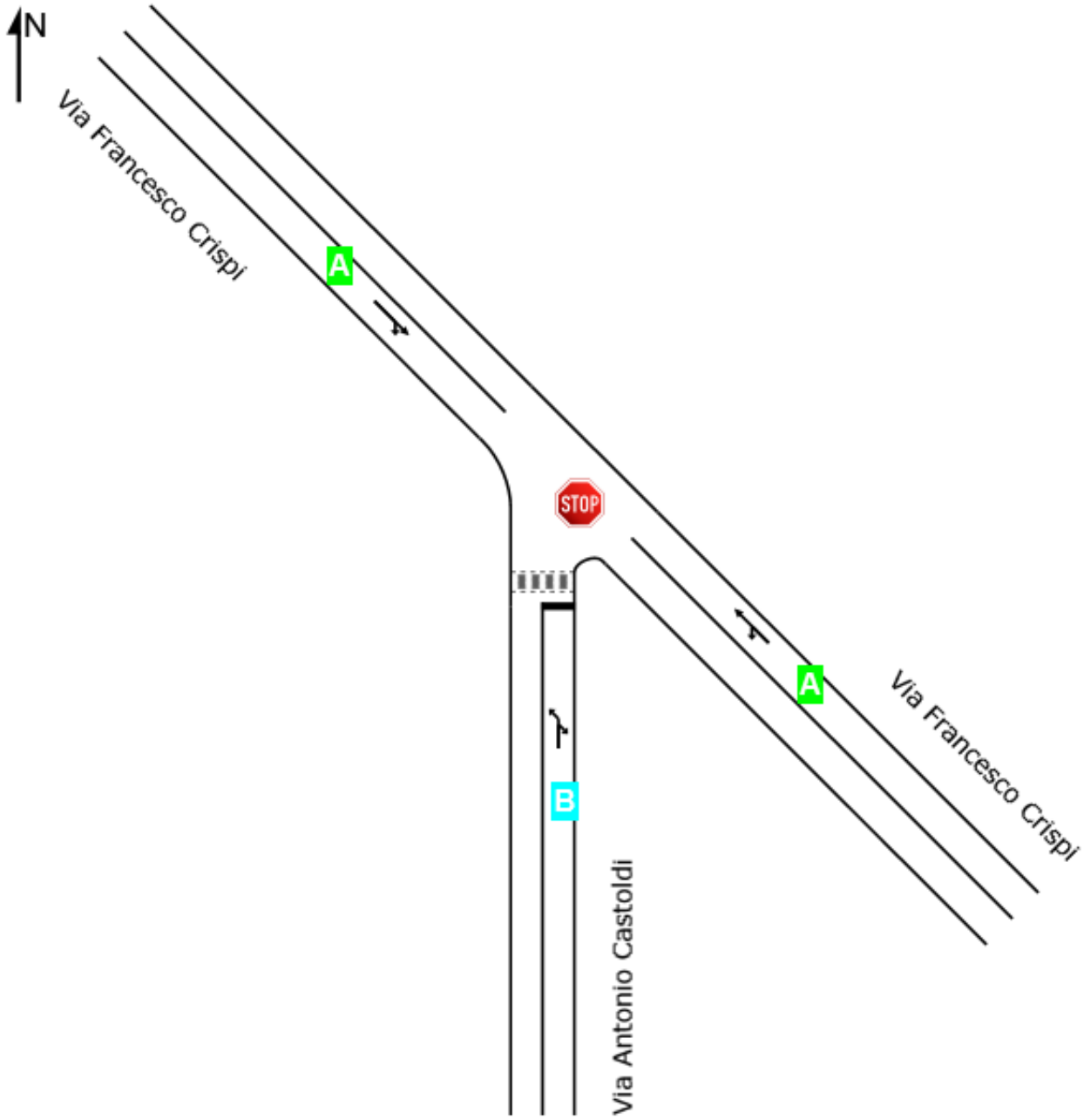
Lane Level of Service

Site: 118 [Crispi-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches			Intersection
	South	Southeast	Northwest	
LOS	B	NA	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

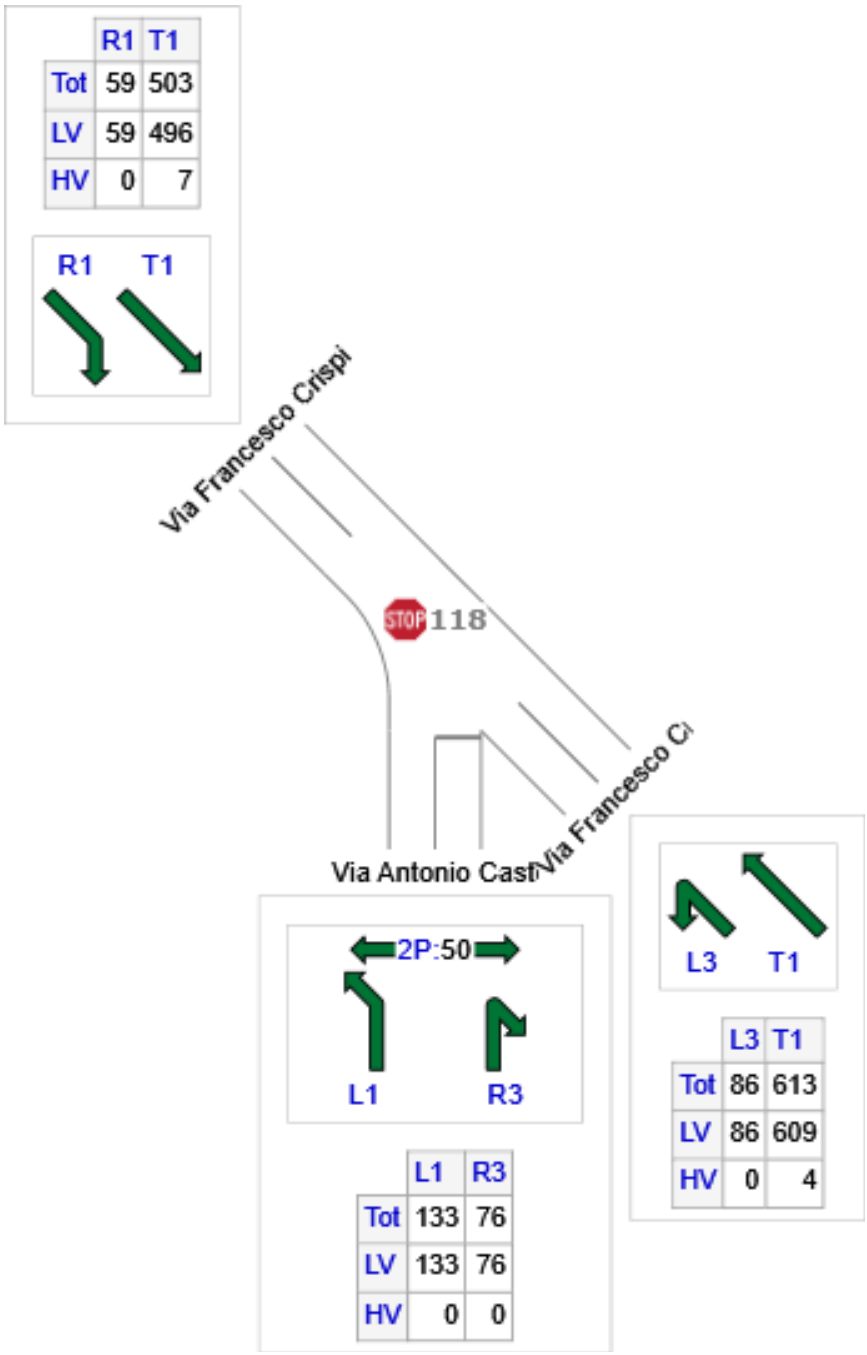
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 118 [Crispi-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Via Antonio Castoldi	209	209	0
SE: Via Francesco Crispi	699	695	4
NW: Via Francesco Crispi	562	555	7
Total	1470	1459	11

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

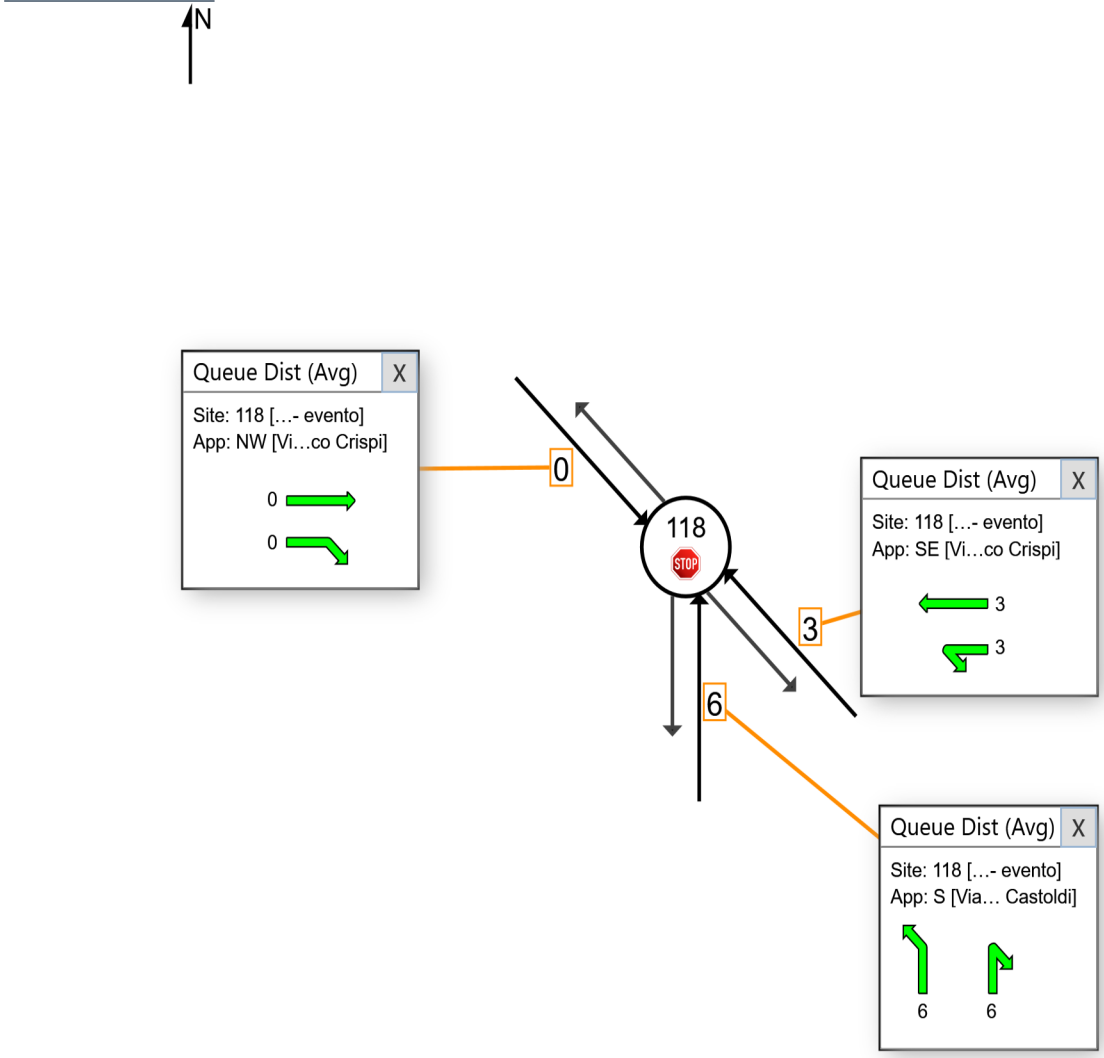
Site: 118 [Crispi-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 118 [Crispi-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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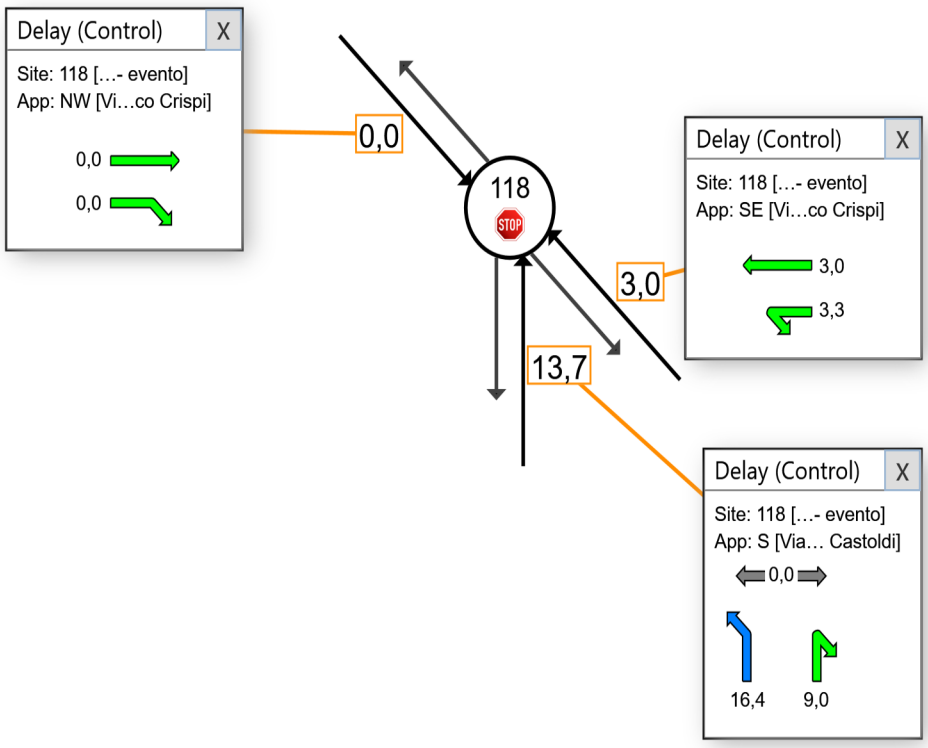
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 118 [Crispi-Castoldi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Castoldi
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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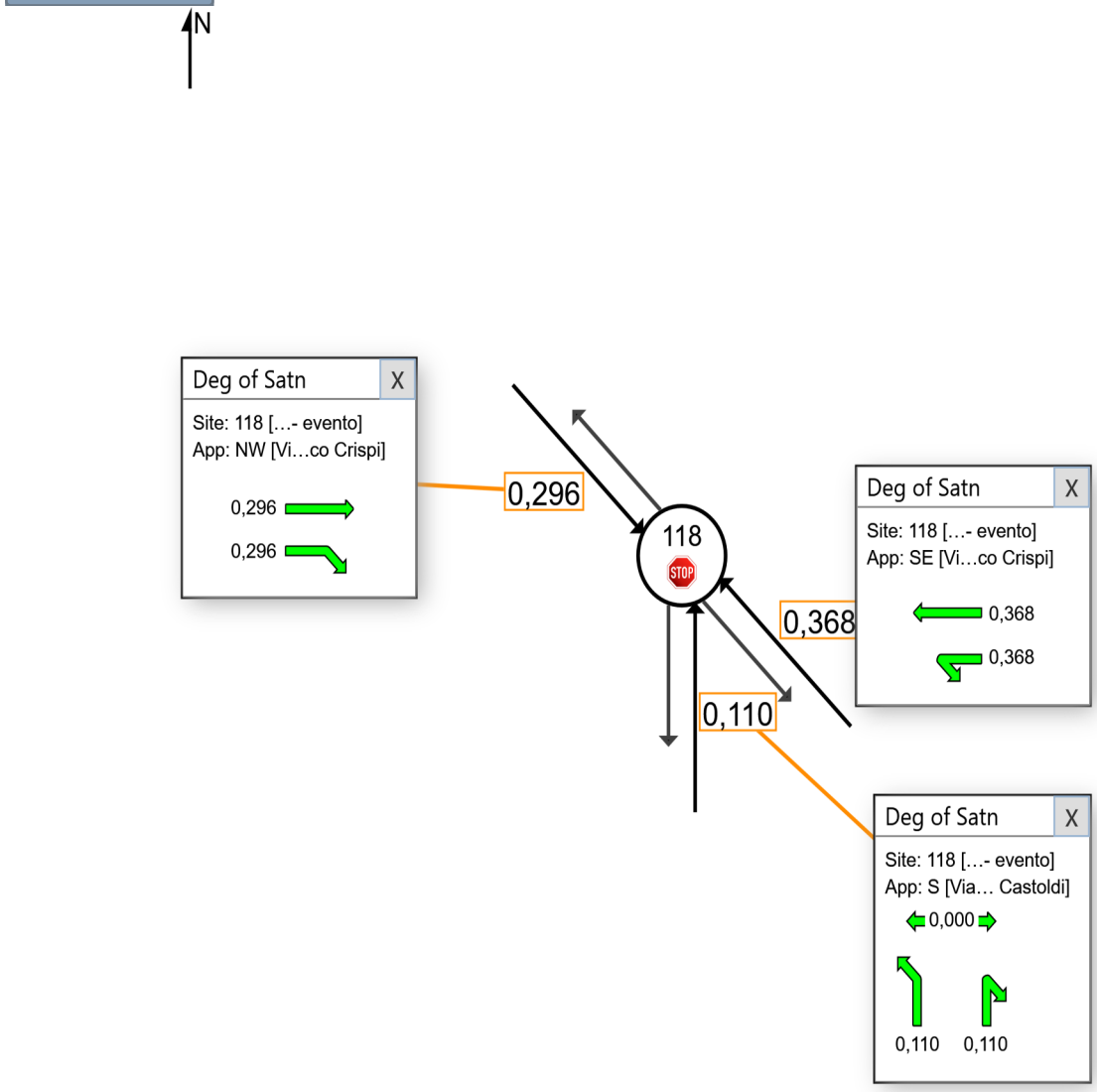
Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

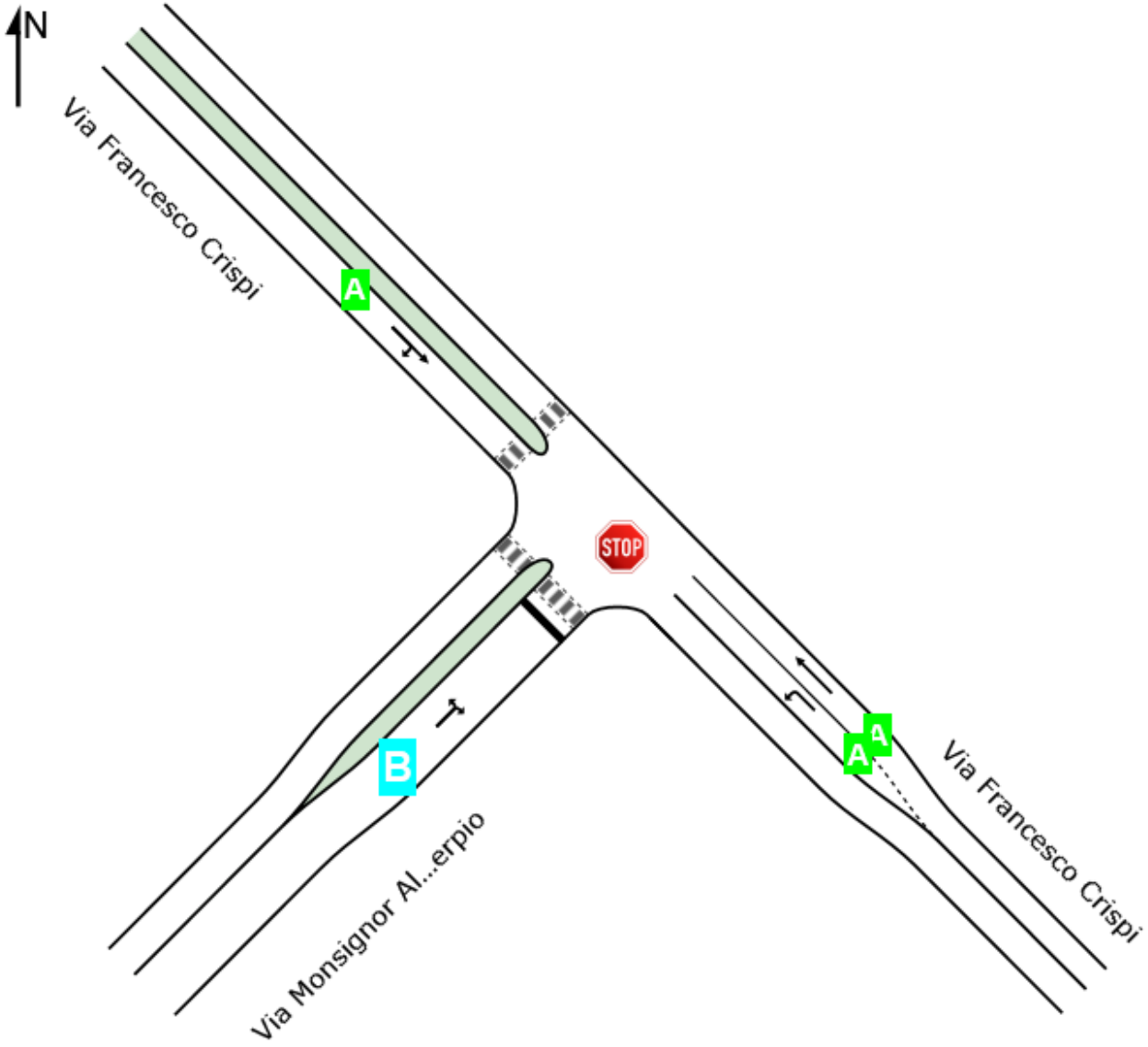
Lane Level of Service

Site: 116 [Crispi-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Proserpio
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	Southeast	Northwest	Southwest	
LOS	NA	NA	B	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

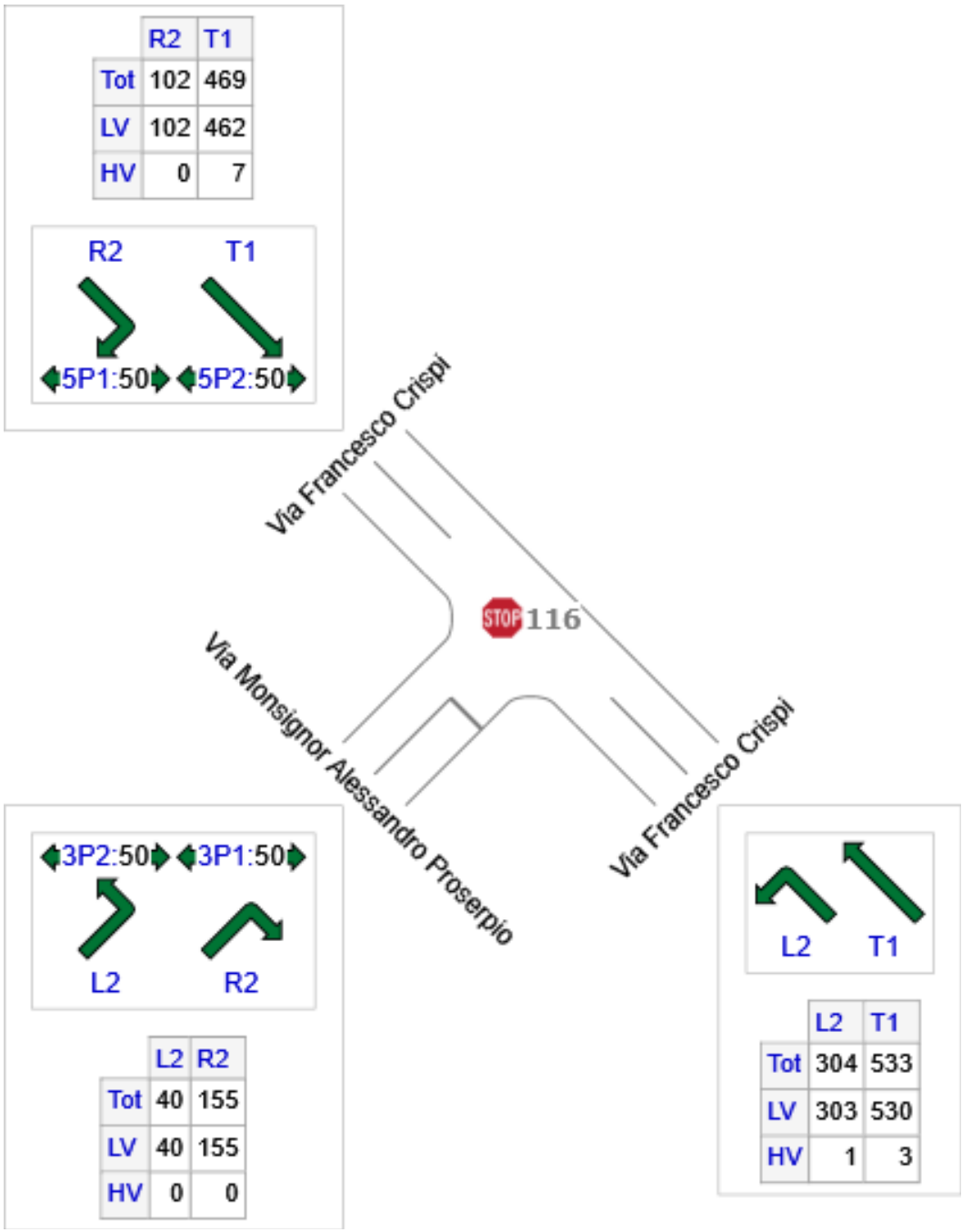
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 116 [Crispi-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Proserpio
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Francesco Crispi	837	833	4
NW: Via Francesco Crispi	571	564	7
SW: Via Monsignor Alessandro Proserpio	195	195	0
Total	1603	1592	11

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

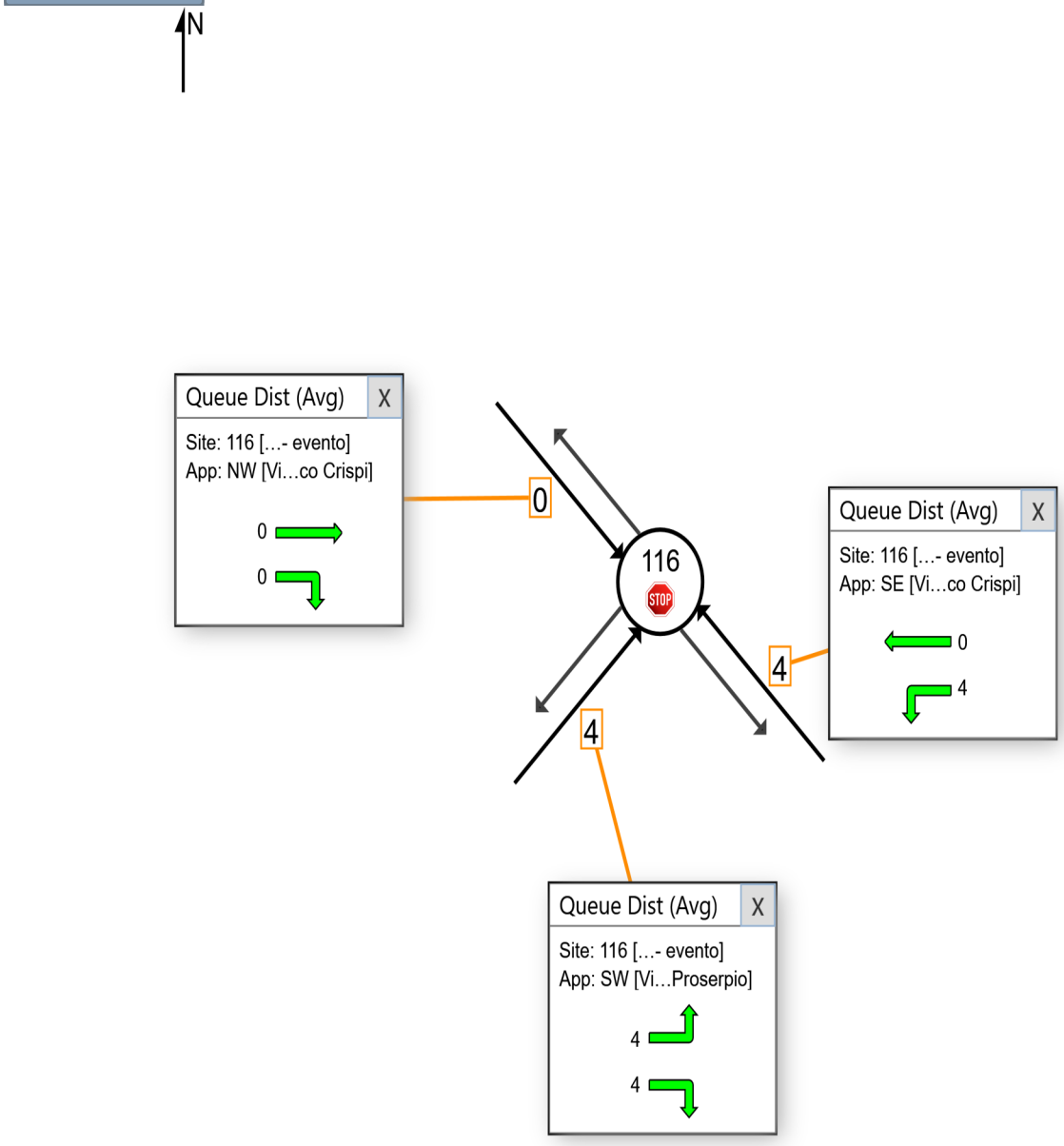
Site: 116 [Crispi-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Proserpio
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 116 [Crispi-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Proserpio
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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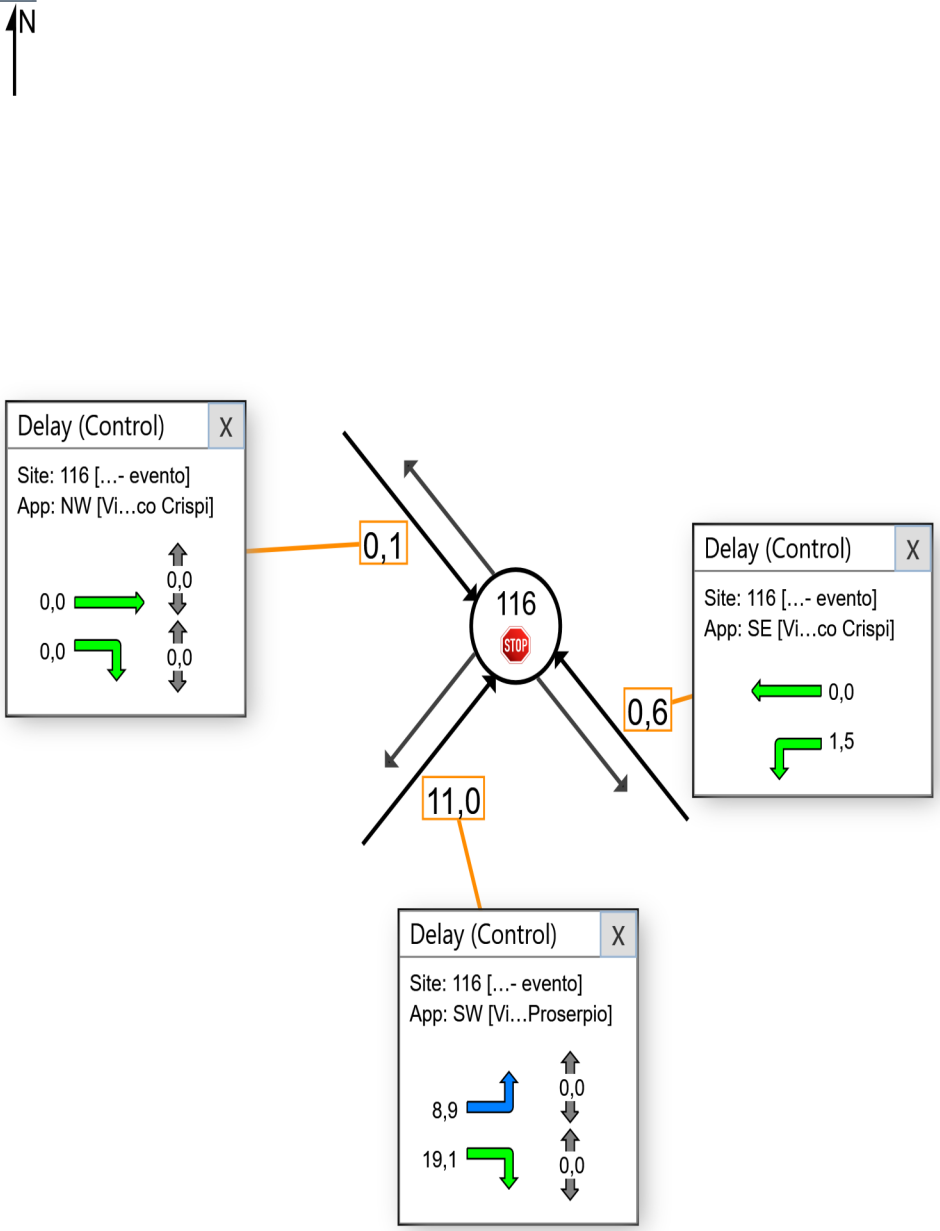
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 116 [Crispi-Proserpio PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N201 [Sanvito-Castoldi-Crispi PRO evento (Network Folder: Progetto giorno evento)]

Crispi-Proserpio
Site Category: Existing Design
Stop (Two-Way)

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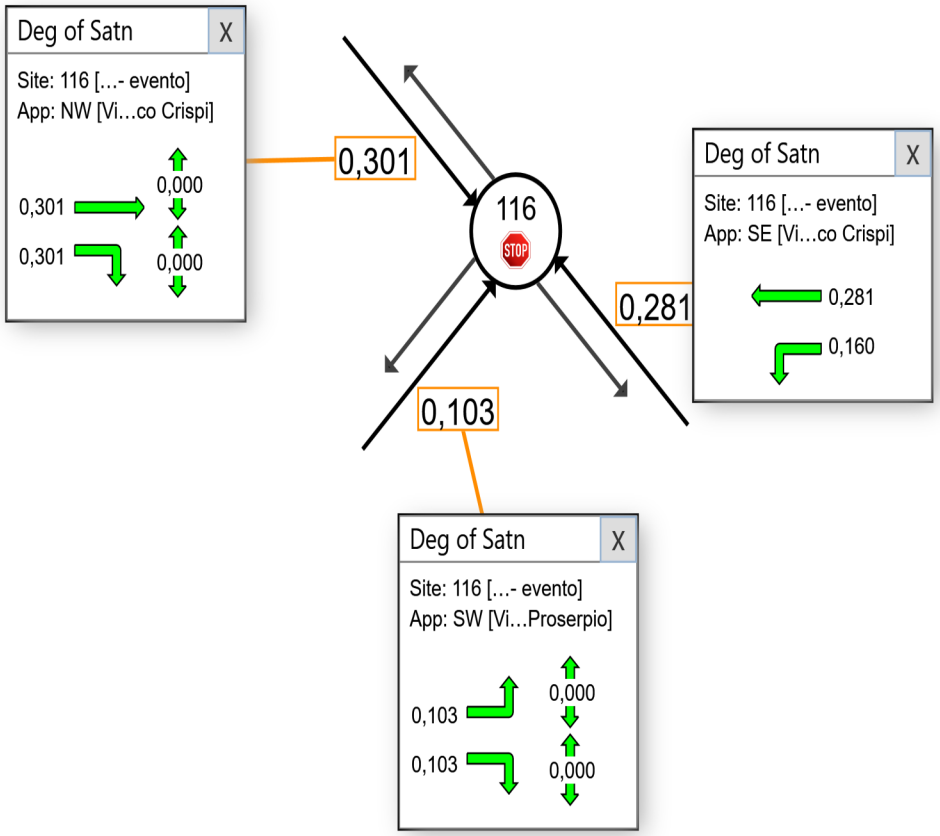
Close All Popups



Colour code based on Degree of Saturation

AMBITO SANVITO-CAMPIGLI-MONGUELFO

LANE LEVEL OF SERVICE

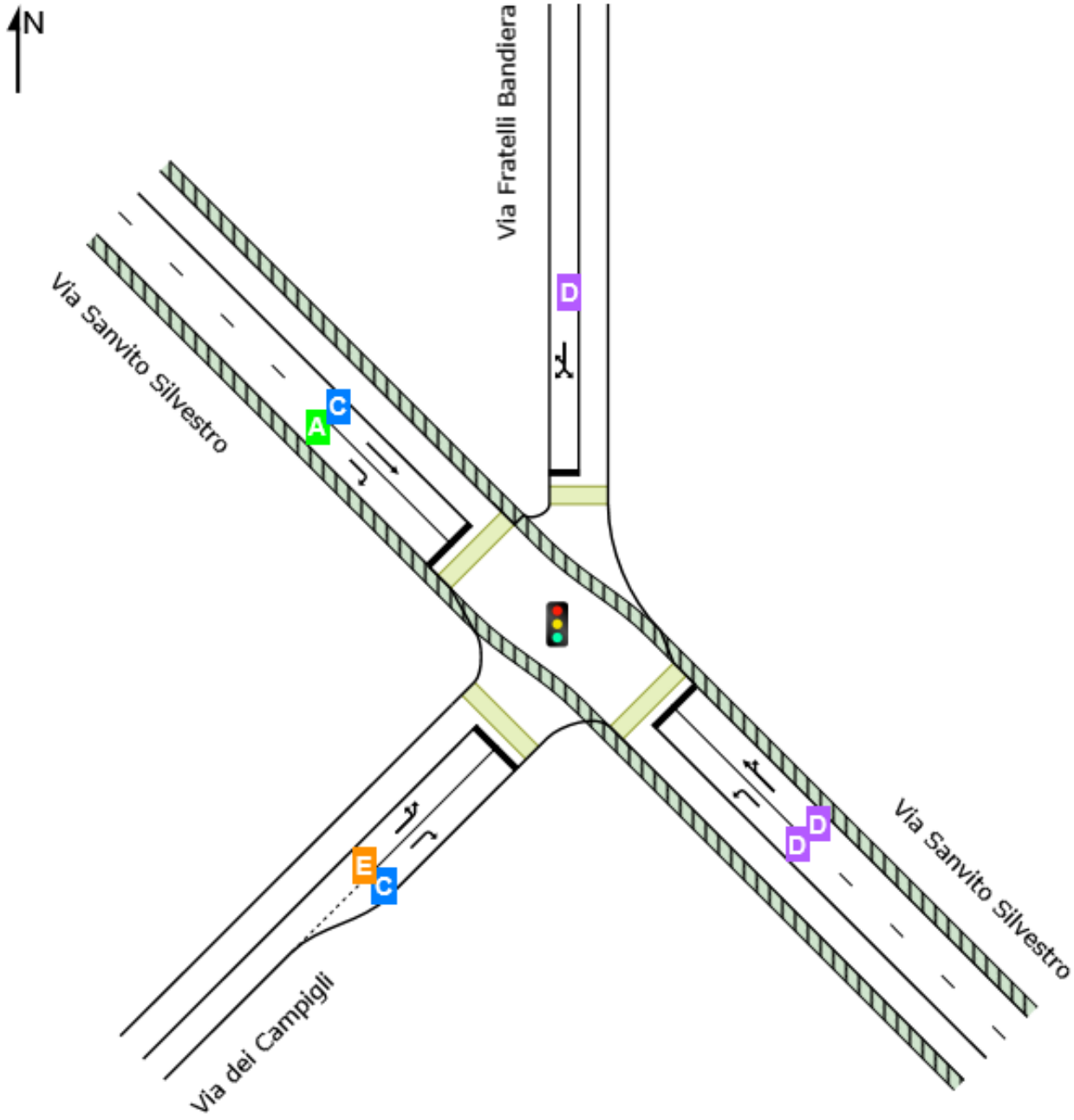
Lane Level of Service

Site: 211 [Sanvito-Campigli PRO - semaforo - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

	Approaches				Intersection
	Southeast	North	Northwest	Southwest	
LOS	D	D	B	E	D



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

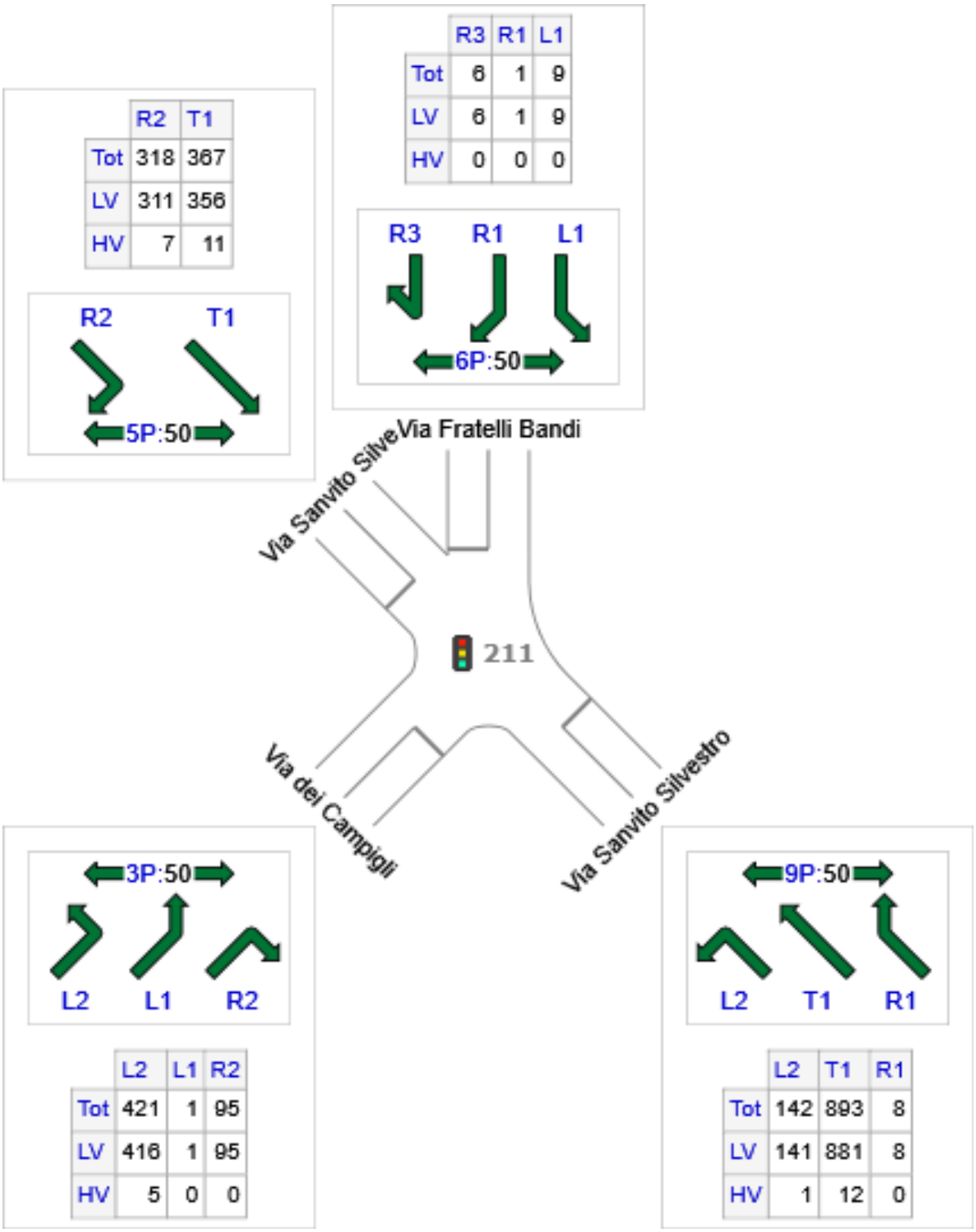
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 211 [Sanvito-Campigli PRO - semaforo - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1043	1030	13

N: Via Fratelli Bandiera	16	16	0
NW: Via Sanvito Silvestro	685	667	18
SW: Via dei Campigli	517	512	5
Total	2261	2225	36

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

Site: 211 [Sanvito-Campigli PRO - semaforo - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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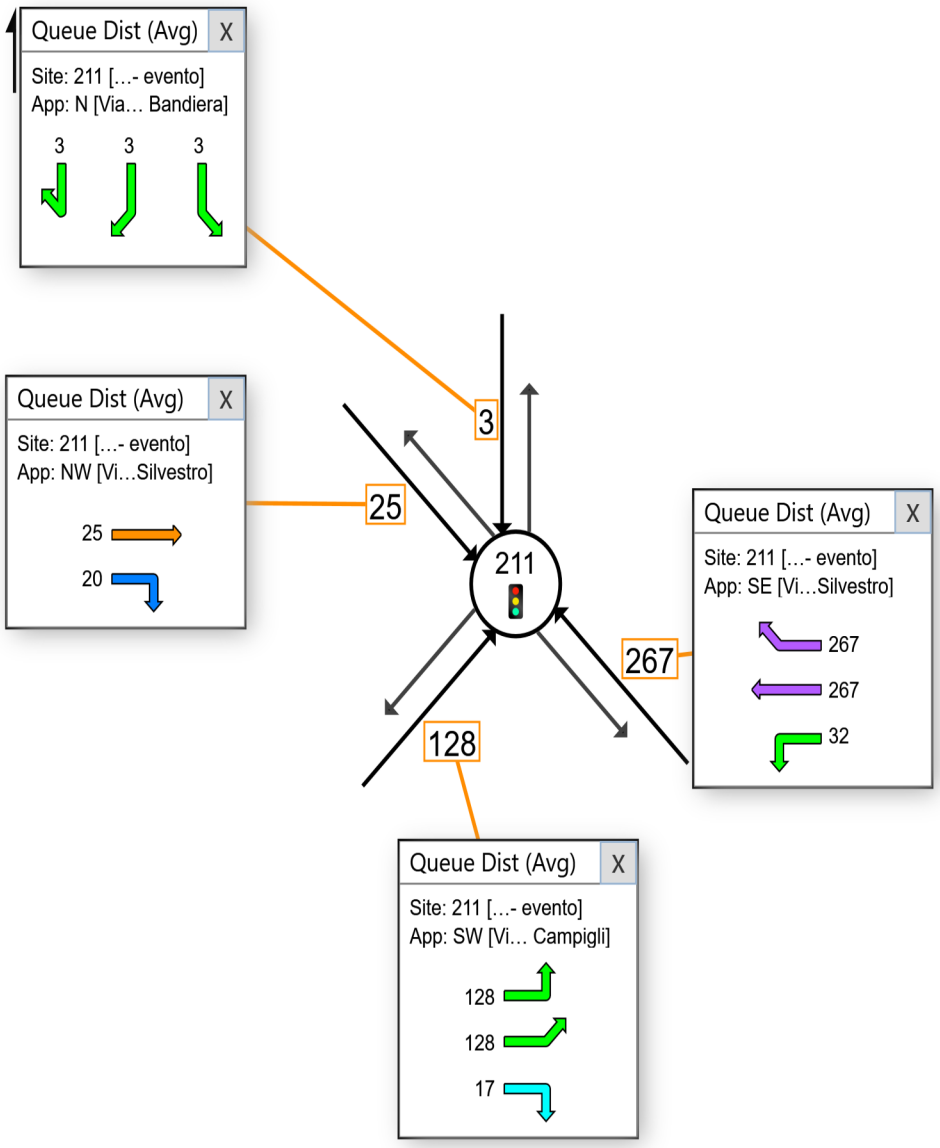
Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 211 [Sanvito-Campigli PRO - semaforo - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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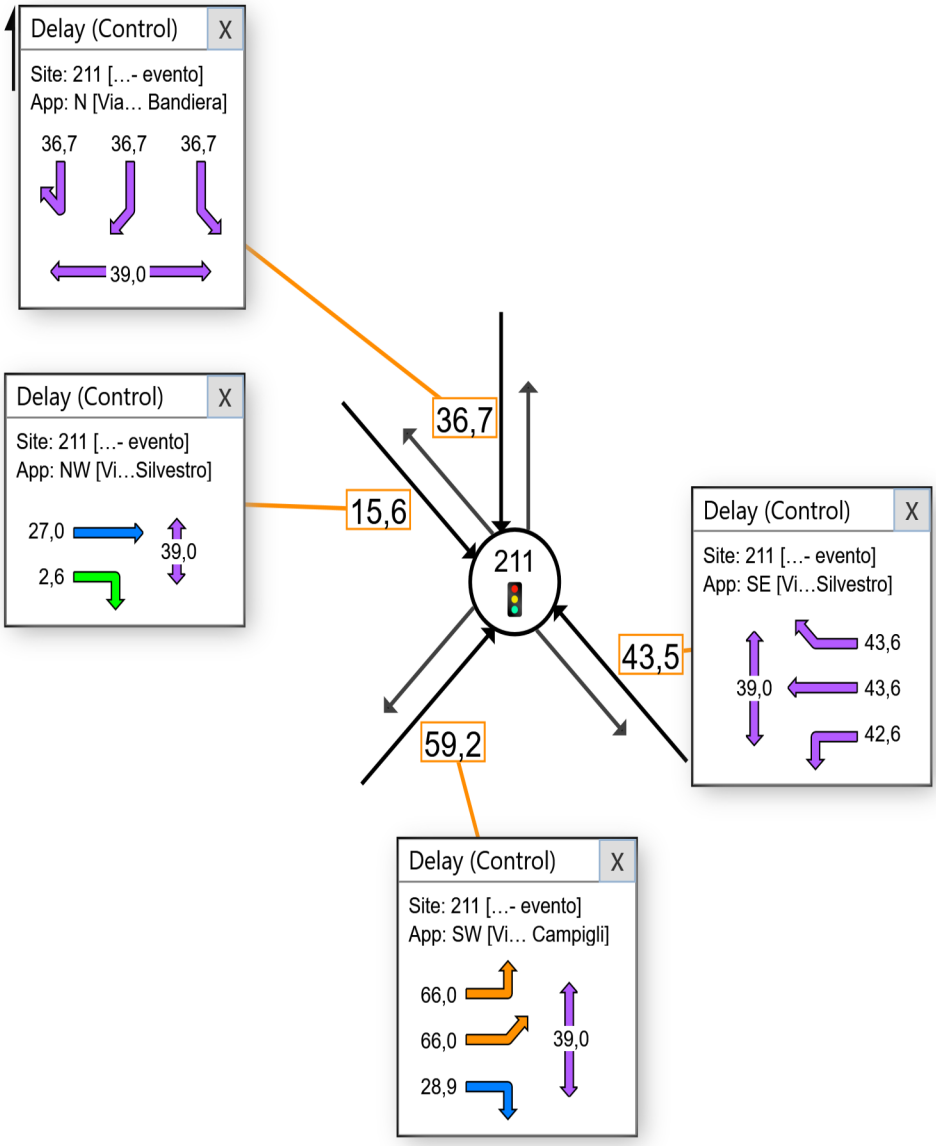
Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 211 [Sanvito-Campigli PRO - semaforo - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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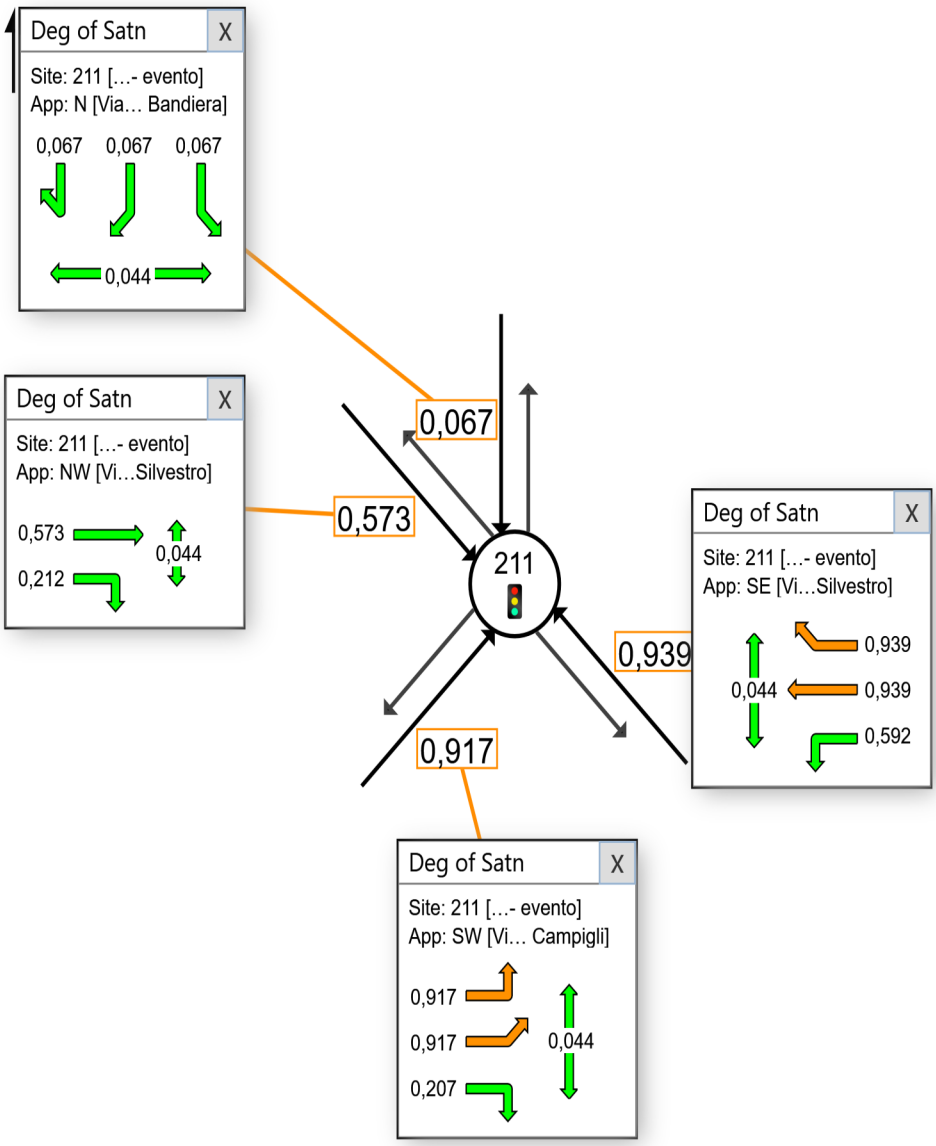
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.54.29
Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

LANE LEVEL OF SERVICE

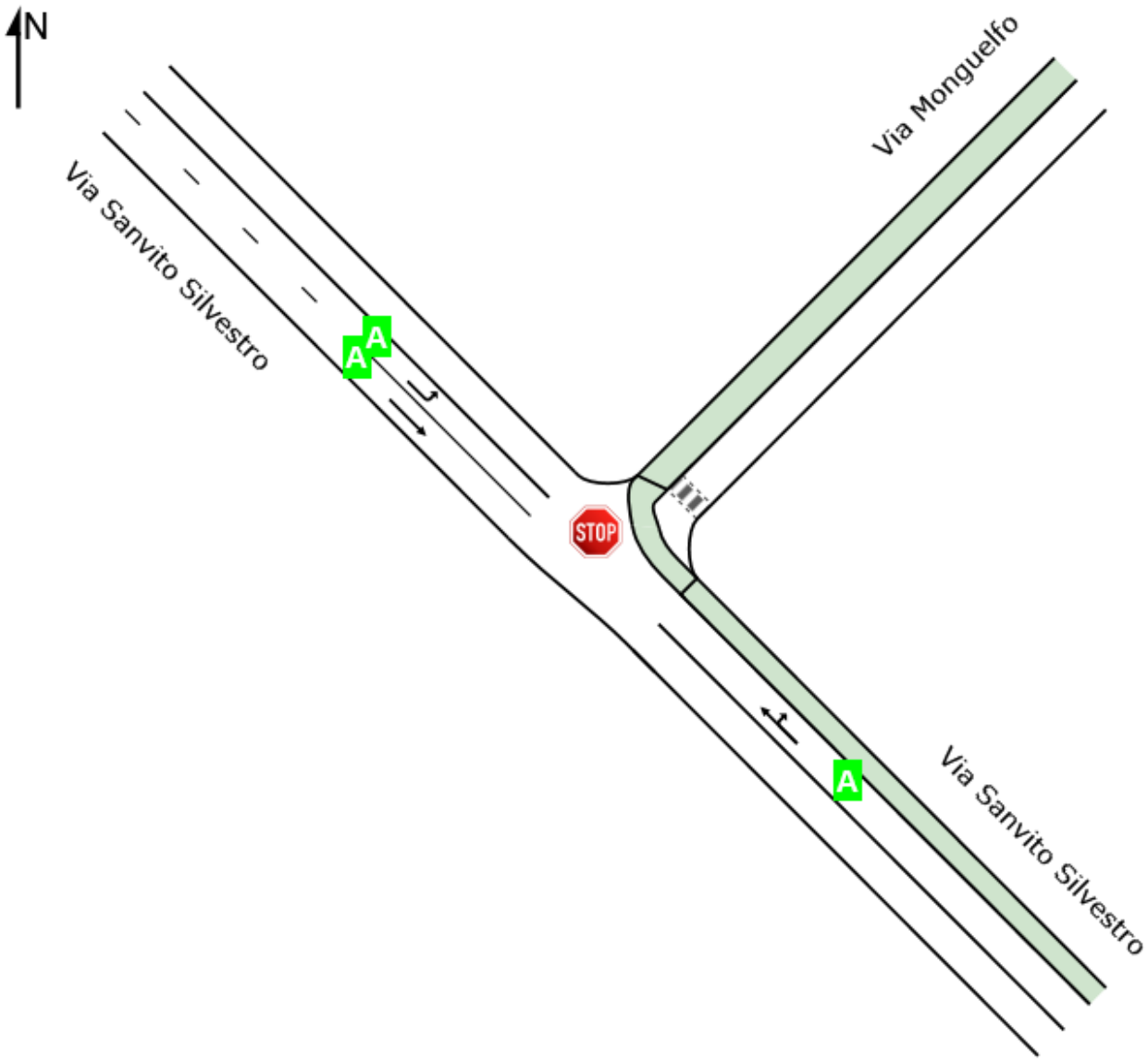
Lane Level of Service

Site: 215 [Sanvito-Monguelfo PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Monguelfo
Site Category: Proposed Design 1
Stop (Two-Way)

	Approaches		Intersection
	Southeast	Northwest	
LOS	NA	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

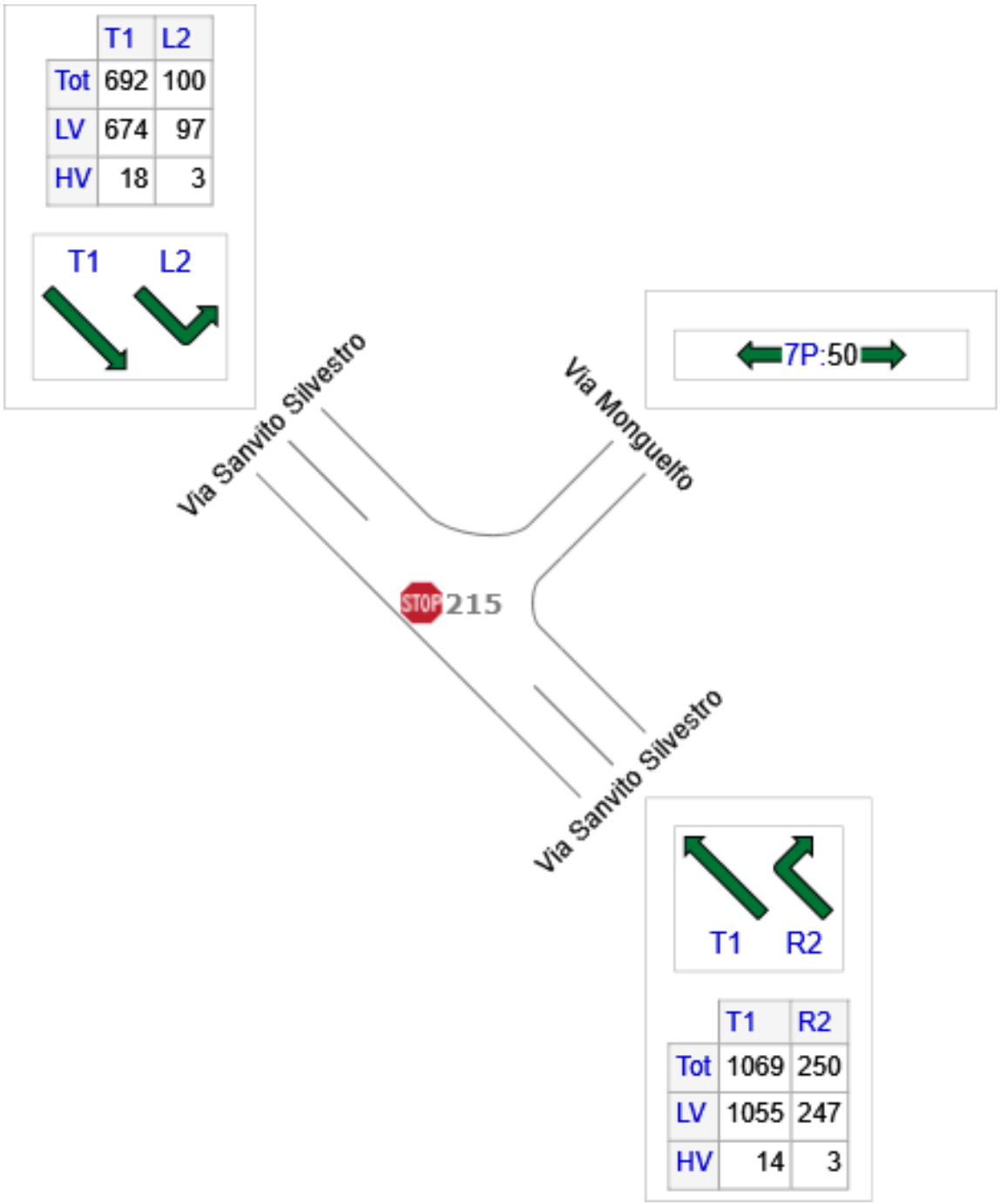
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 215 [Sanvito-Monguelfo PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Monguelfo
Site Category: Proposed Design 1
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1319	1302	17
NW: Via Sanvito Silvestro	792	771	21
Total	2111	2073	38

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

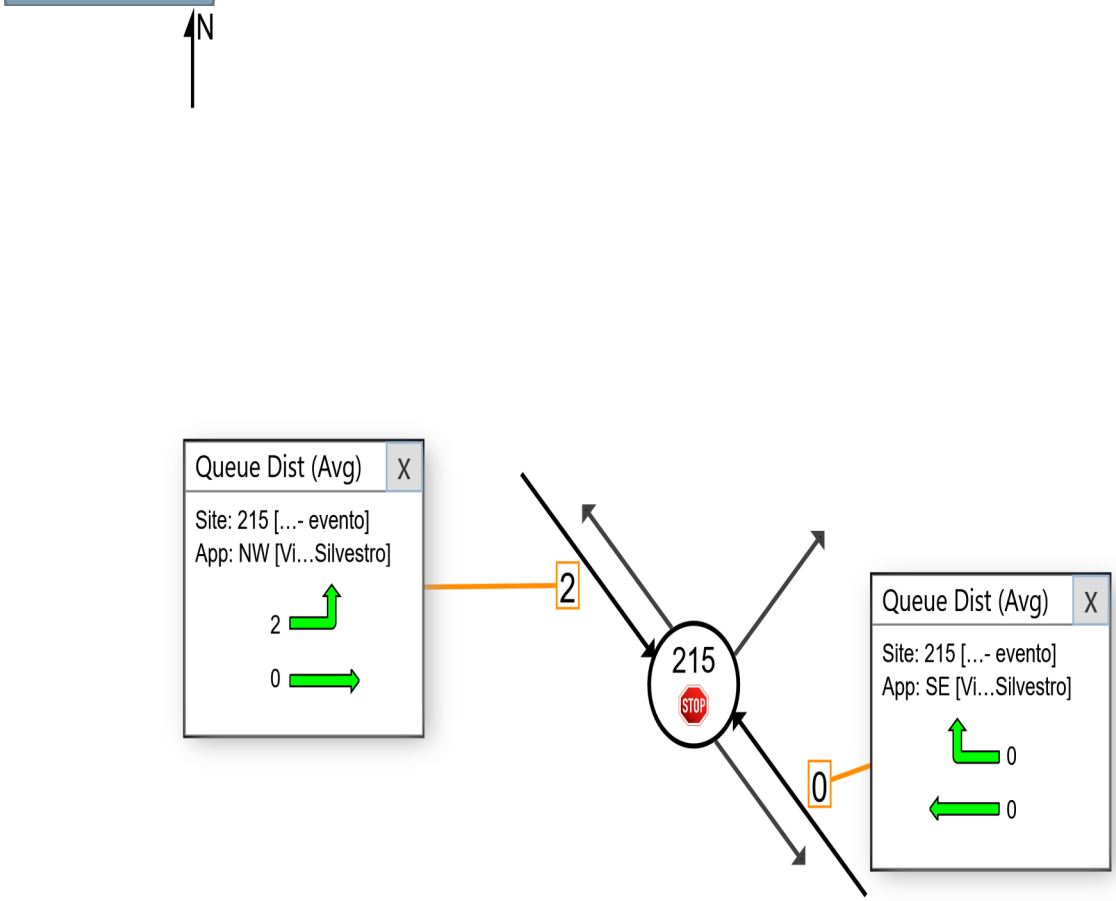
Site: 215 [Sanvito-Monguelfo PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Monguelfo
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

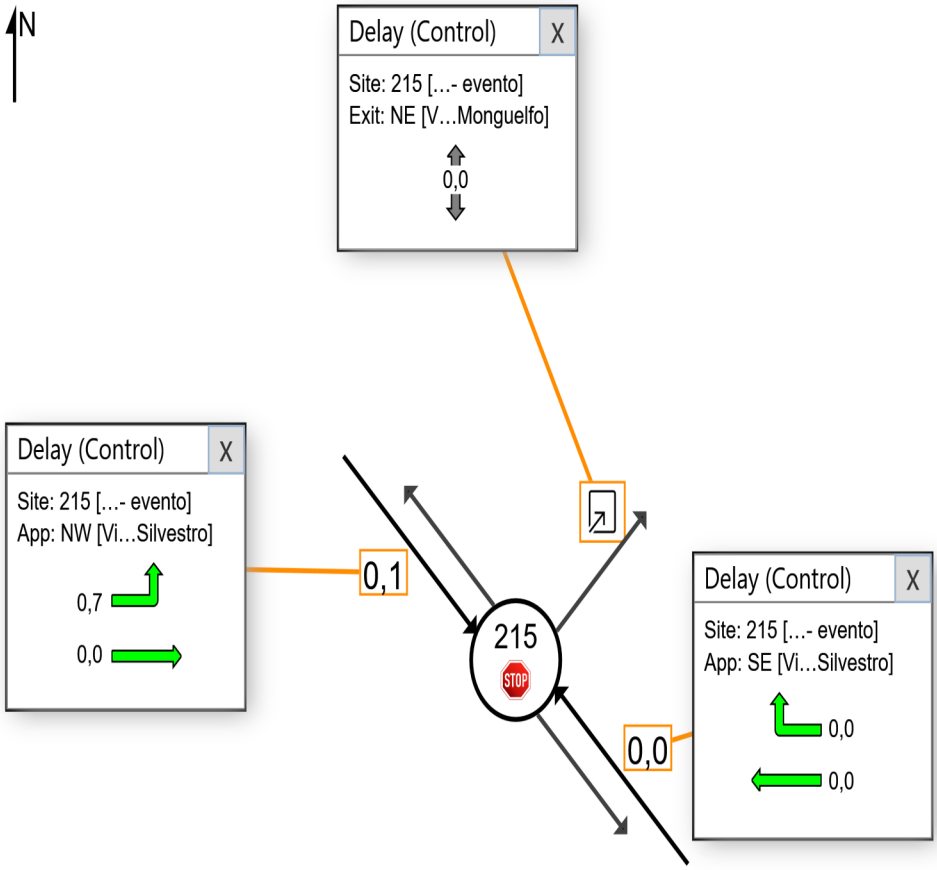
Site: 215 [Sanvito-Monguelfo PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Monguelfo
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

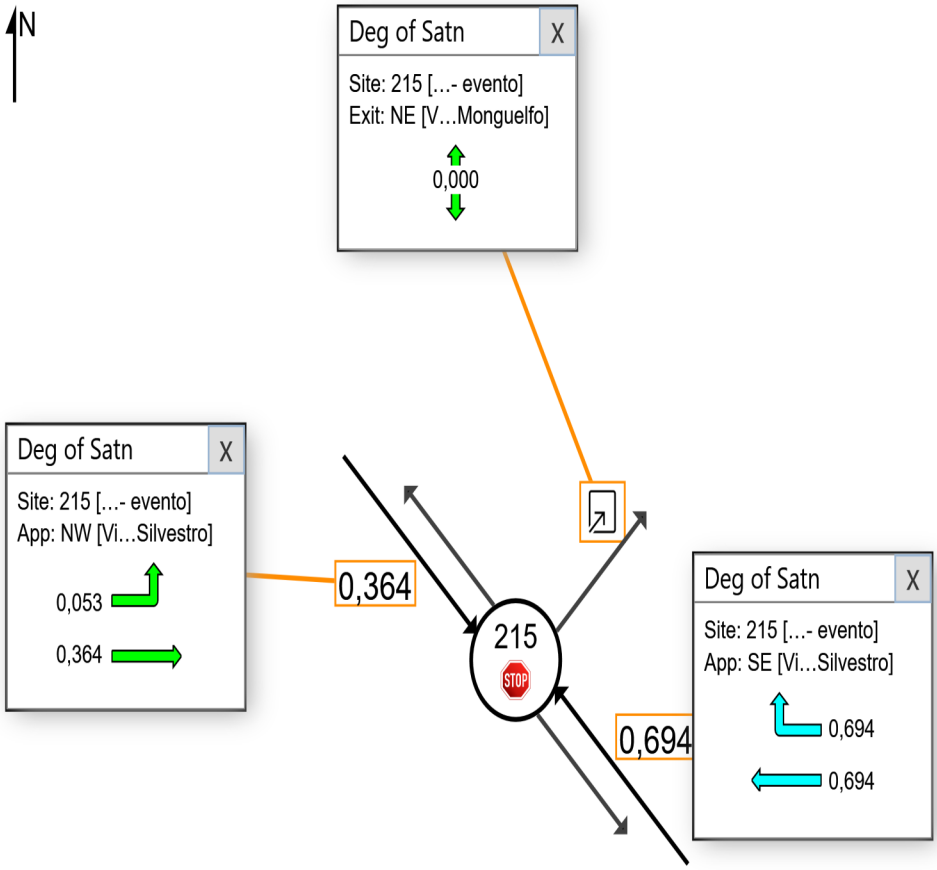
Site: 215 [Sanvito-Monguelfo PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento (Network Folder: Progetto giorno evento)]

Sanvito-Monguelfo
Site Category: Proposed Design 1
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.54.29
Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

LANE LEVEL OF SERVICE

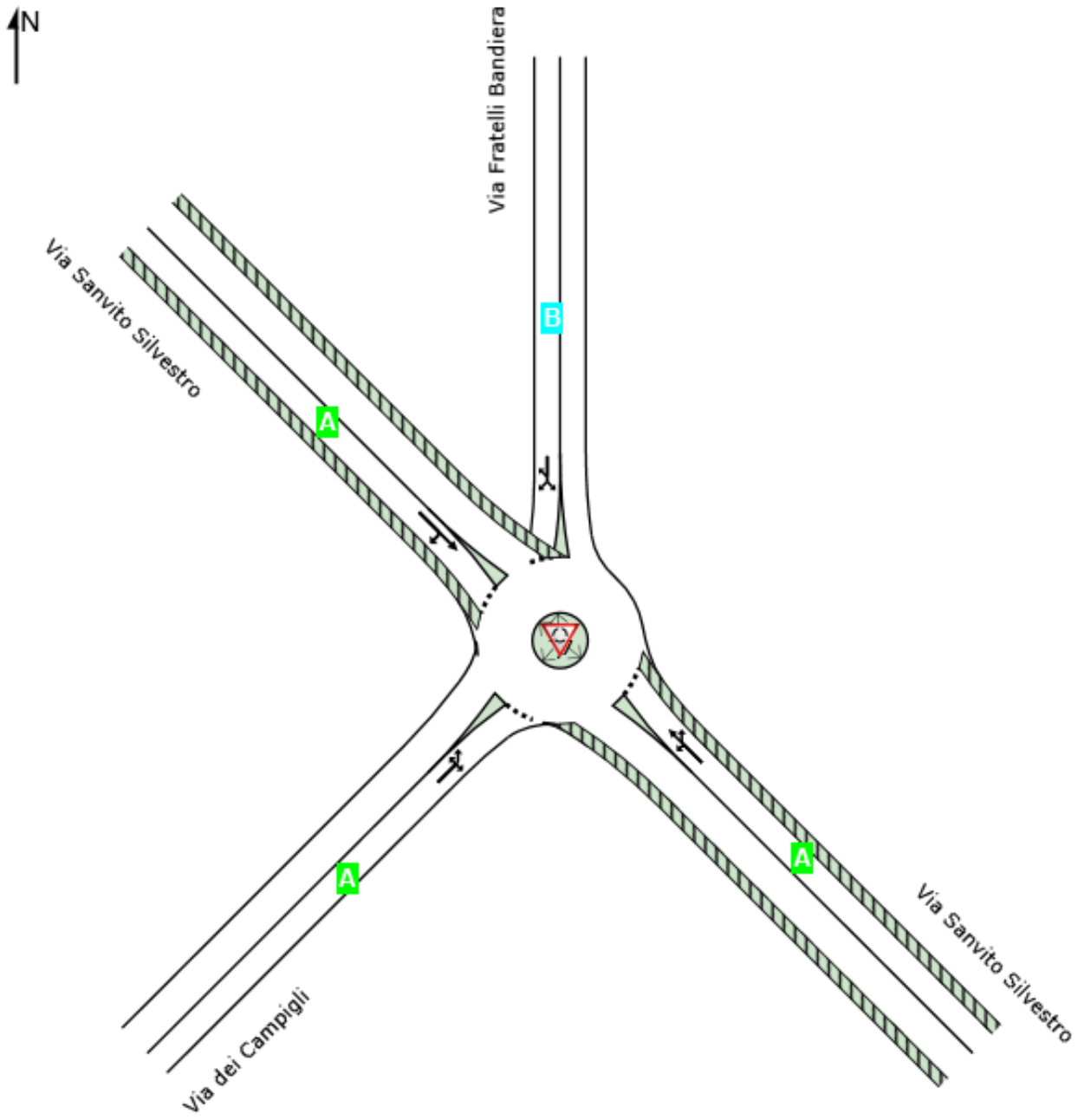
Lane Level of Service

Site: 221 [Sanvito-Campigli PRO - rotatoria - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N304 [Sanvito-Campigli rotatoria PUMS (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Roundabout

	Approaches				Intersection
	Southeast	North	Northwest	Southwest	
LOS	A	B	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

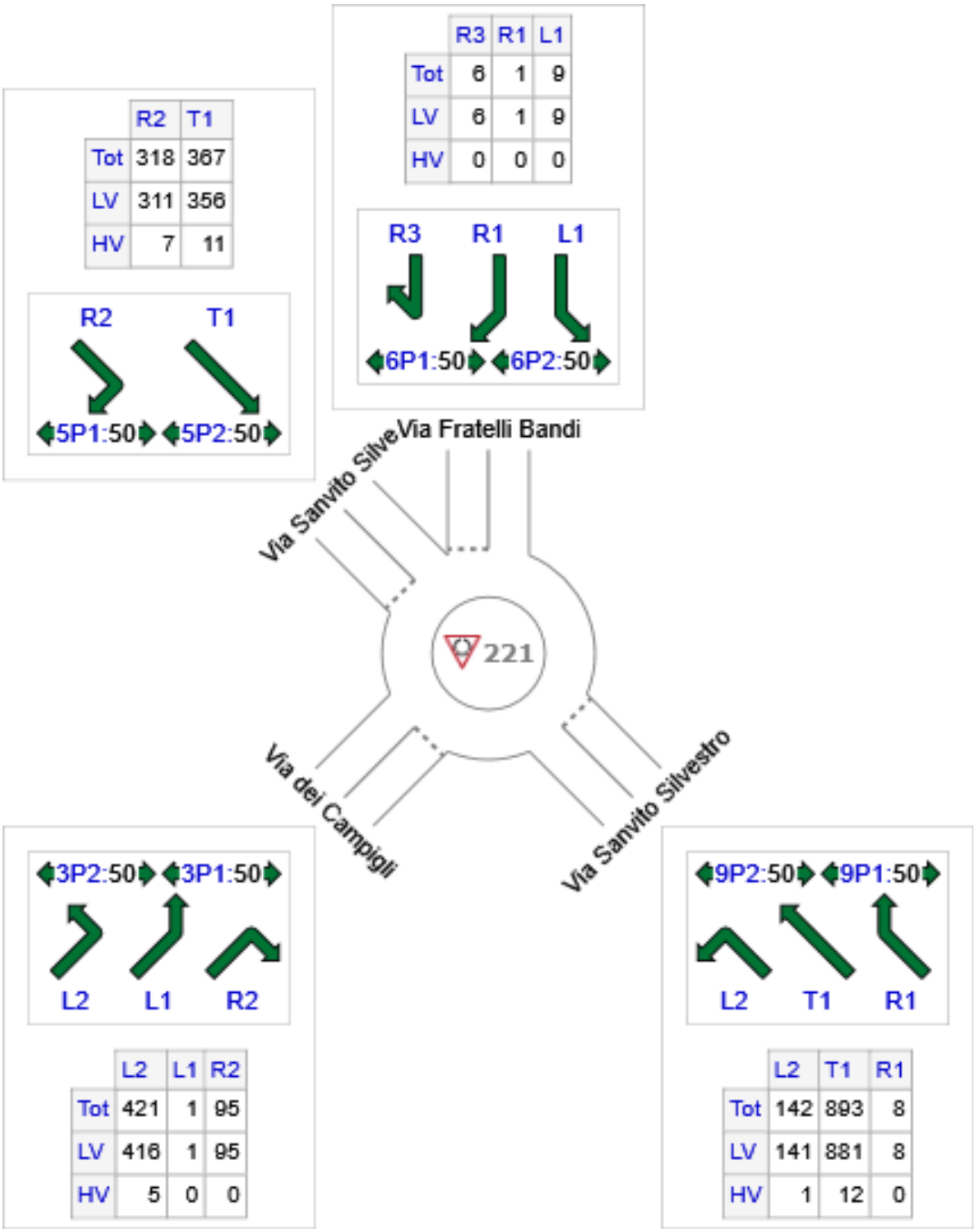
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 221 [Sanvito-Campigli PRO - rotatoria - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N304 [Sanvito-Campigli rotatoria PUMS (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Roundabout



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1043	1030	13

N: Via Fratelli Bandiera	16	16	0
NW: Via Sanvito Silvestro	685	667	18
SW: Via dei Campigli	517	512	5
Total	2261	2225	36

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

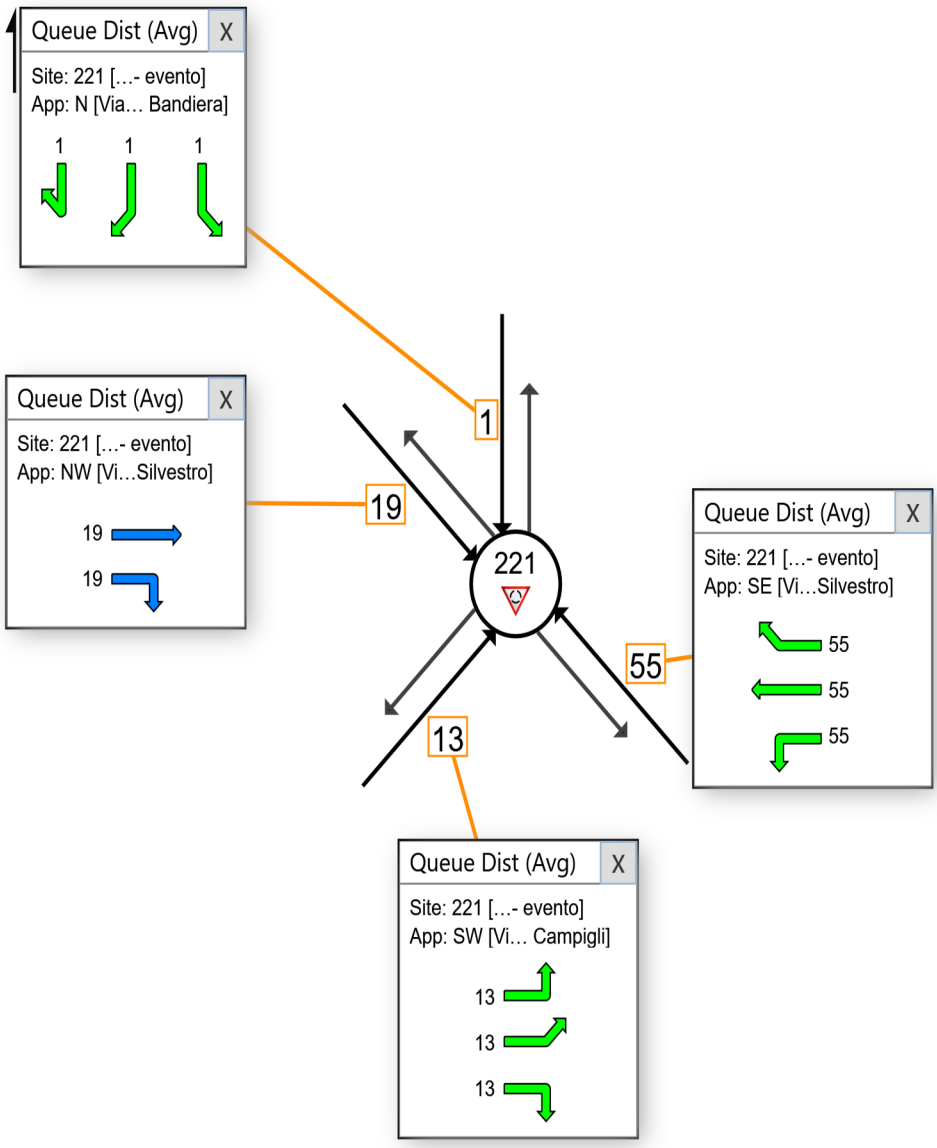
Site: 221 [Sanvito-Campigli PRO - rotatoria - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N304 [Sanvito-Campigli rotatoria PUMS (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: SIDRA Standard.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

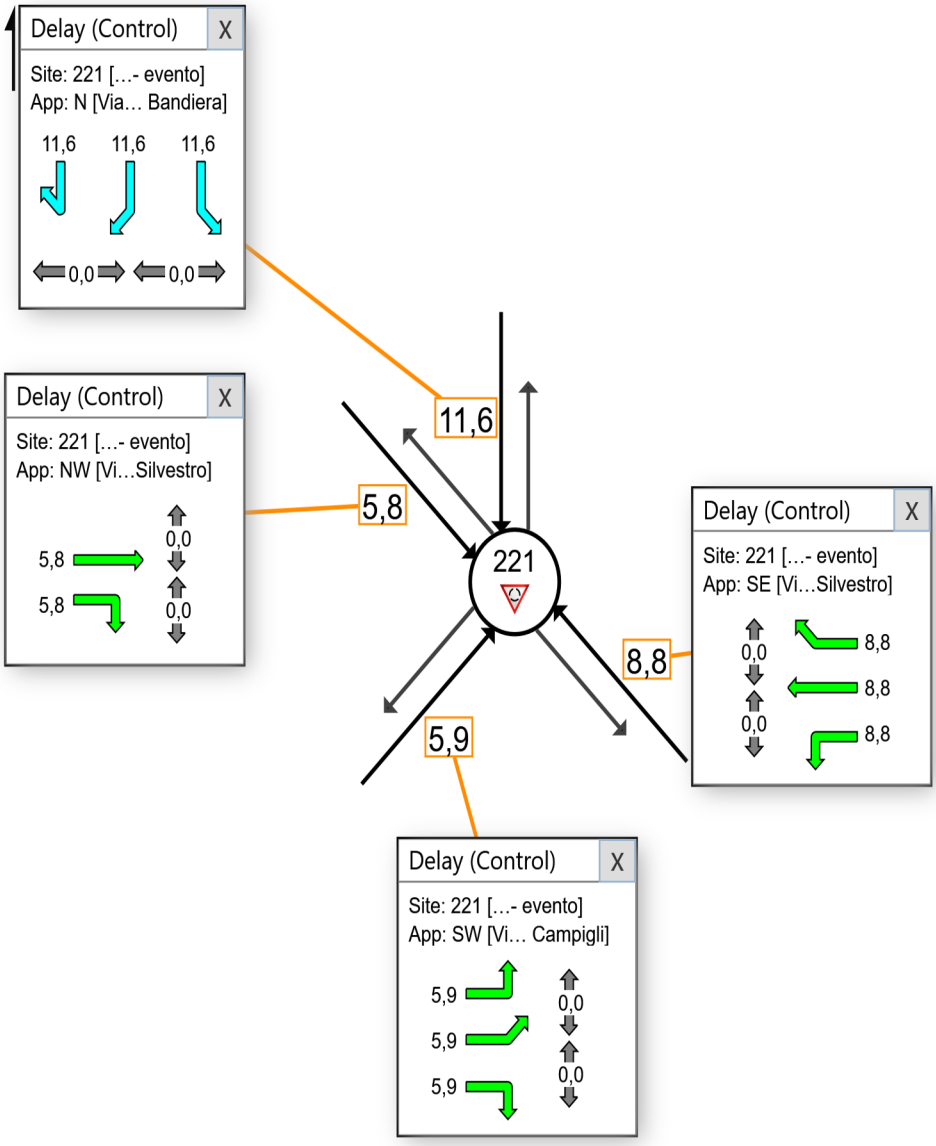
Site: 221 [Sanvito-Campigli PRO - rotatoria - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N304 [Sanvito-Campigli rotatoria PUMS (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

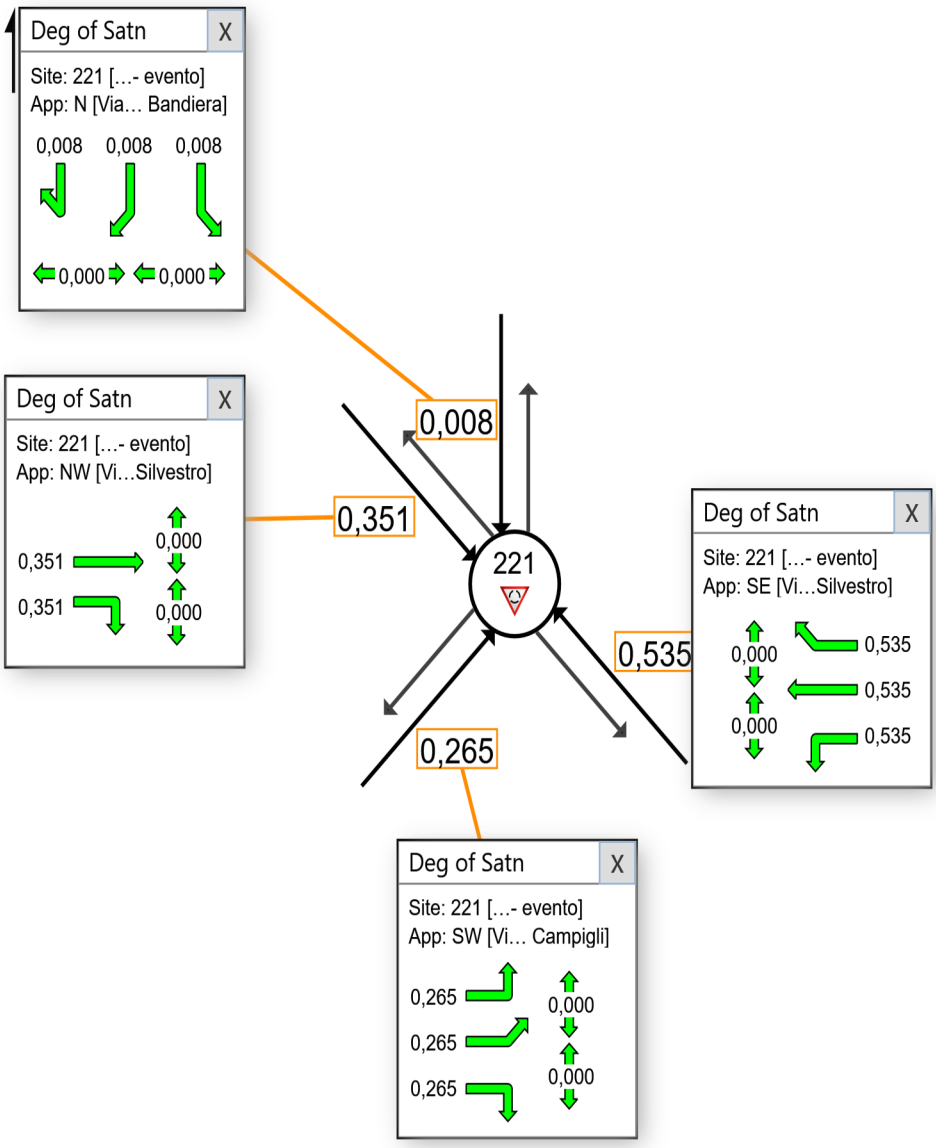
Site: 221 [Sanvito-Campigli PRO - rotatoria - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N304 [Sanvito-Campigli rotatoria PUMS (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

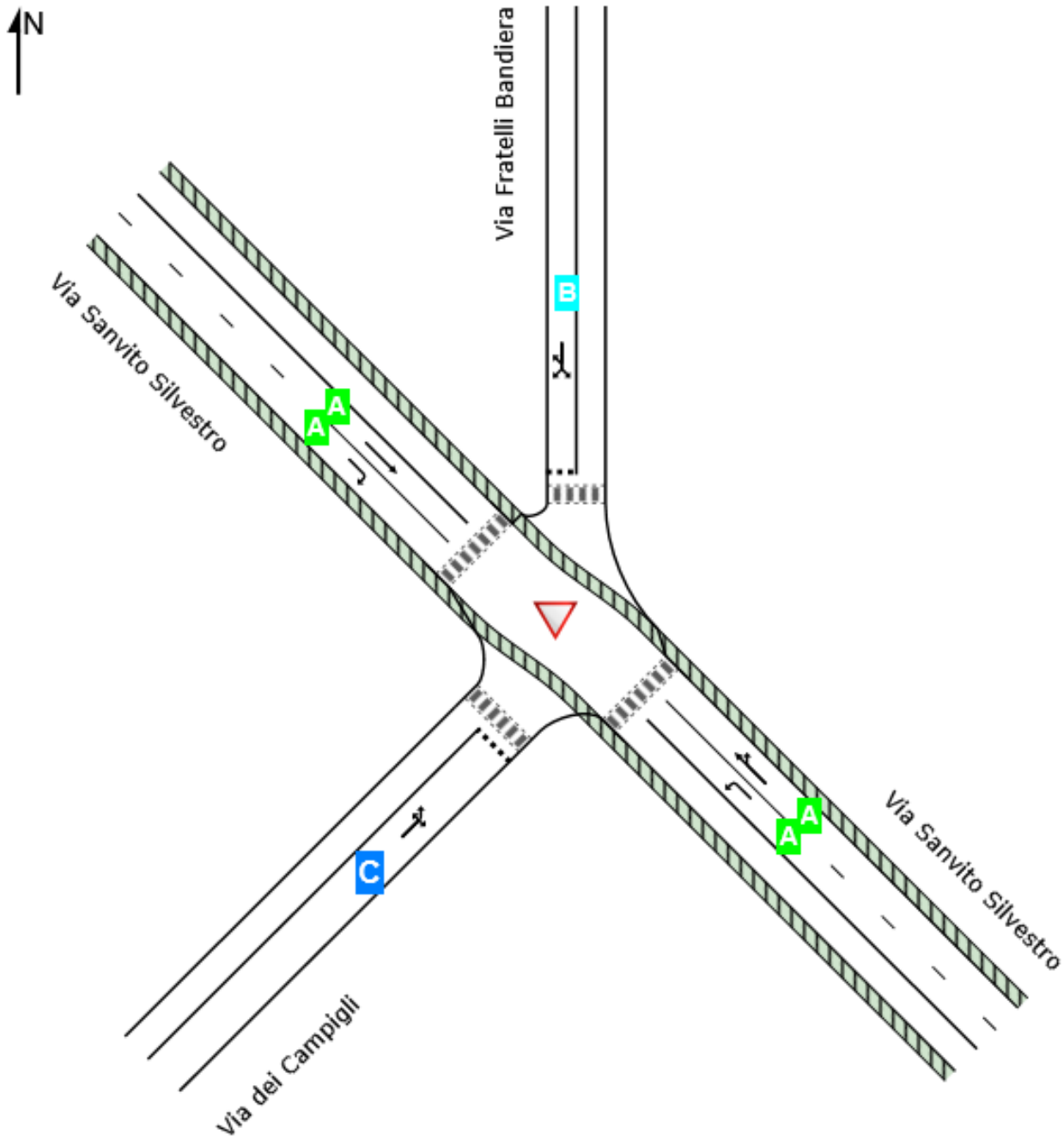
Lane Level of Service

Site: 211v [Sanvito-Campigli PRO -precedenza - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento - precedenza (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Yield (Two-Way)

	Approaches				Intersection
	Southeast	North	Northwest	Southwest	
LOS	NA	B	NA	C	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

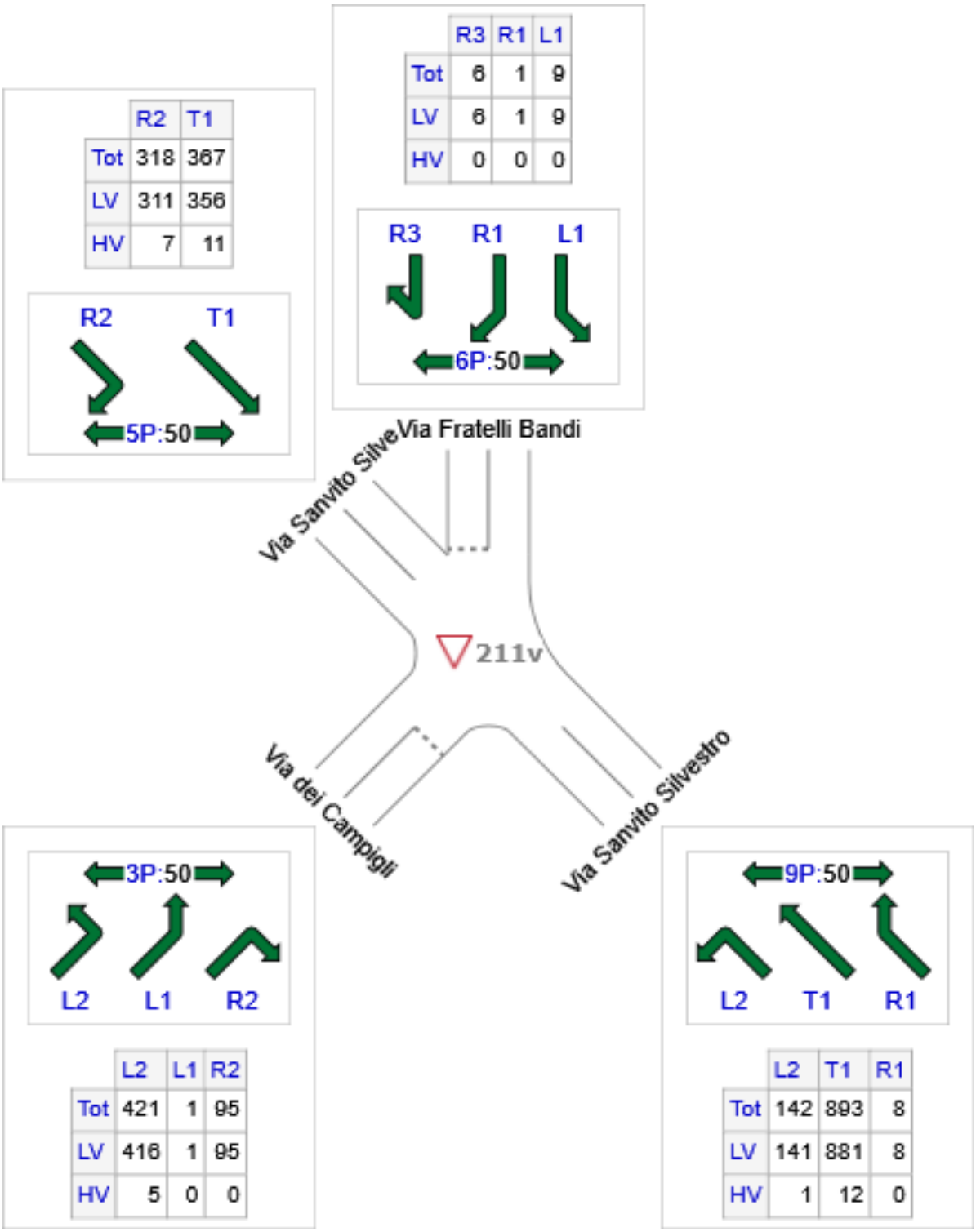
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 211v [Sanvito-Campigli PRO -precedenza - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento - precedenza (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Yield (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1043	1030	13

N: Via Fratelli Bandiera	16	16	0
NW: Via Sanvito Silvestro	685	667	18
SW: Via dei Campigli	517	512	5
Total	2261	2225	36

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

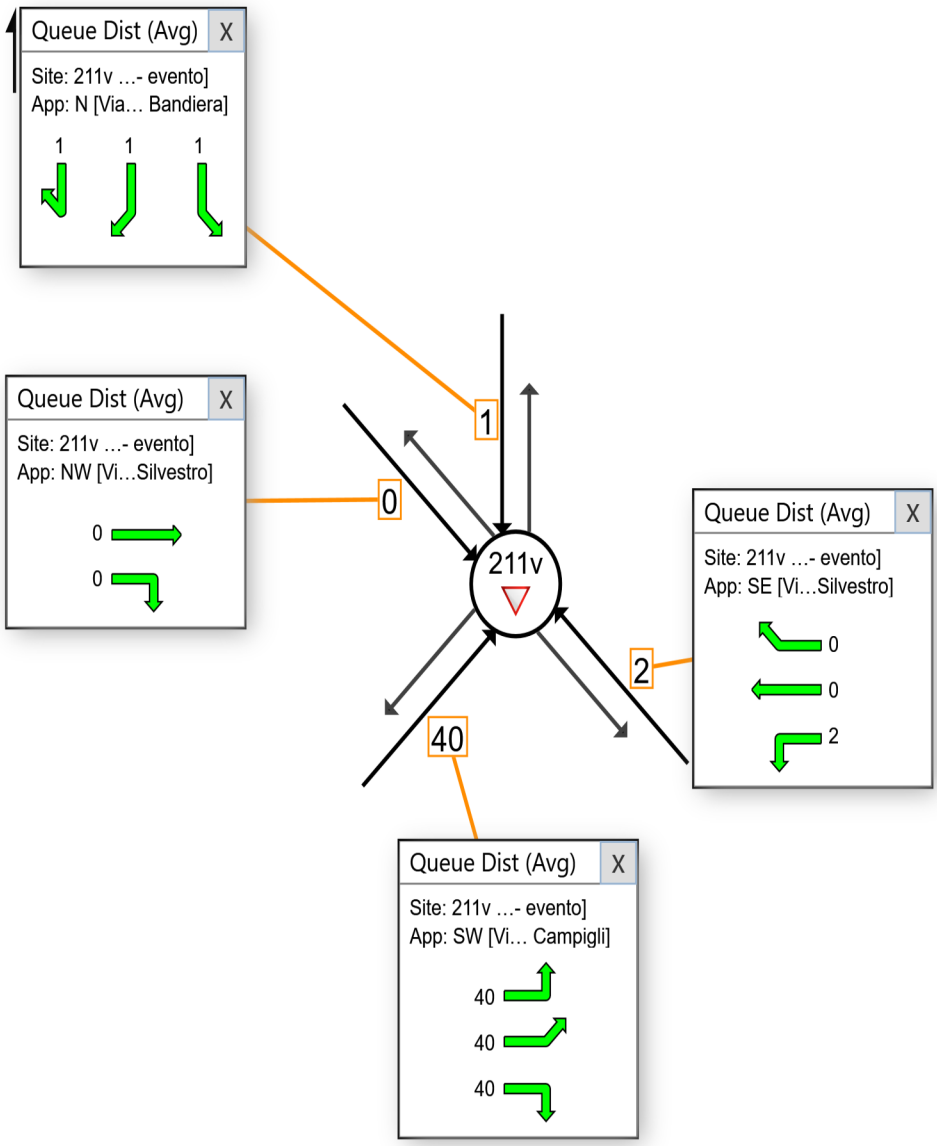
Site: 211v [Sanvito-Campigli PRO -precedenza - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento - precedenza (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Yield (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: SIDRA Standard.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

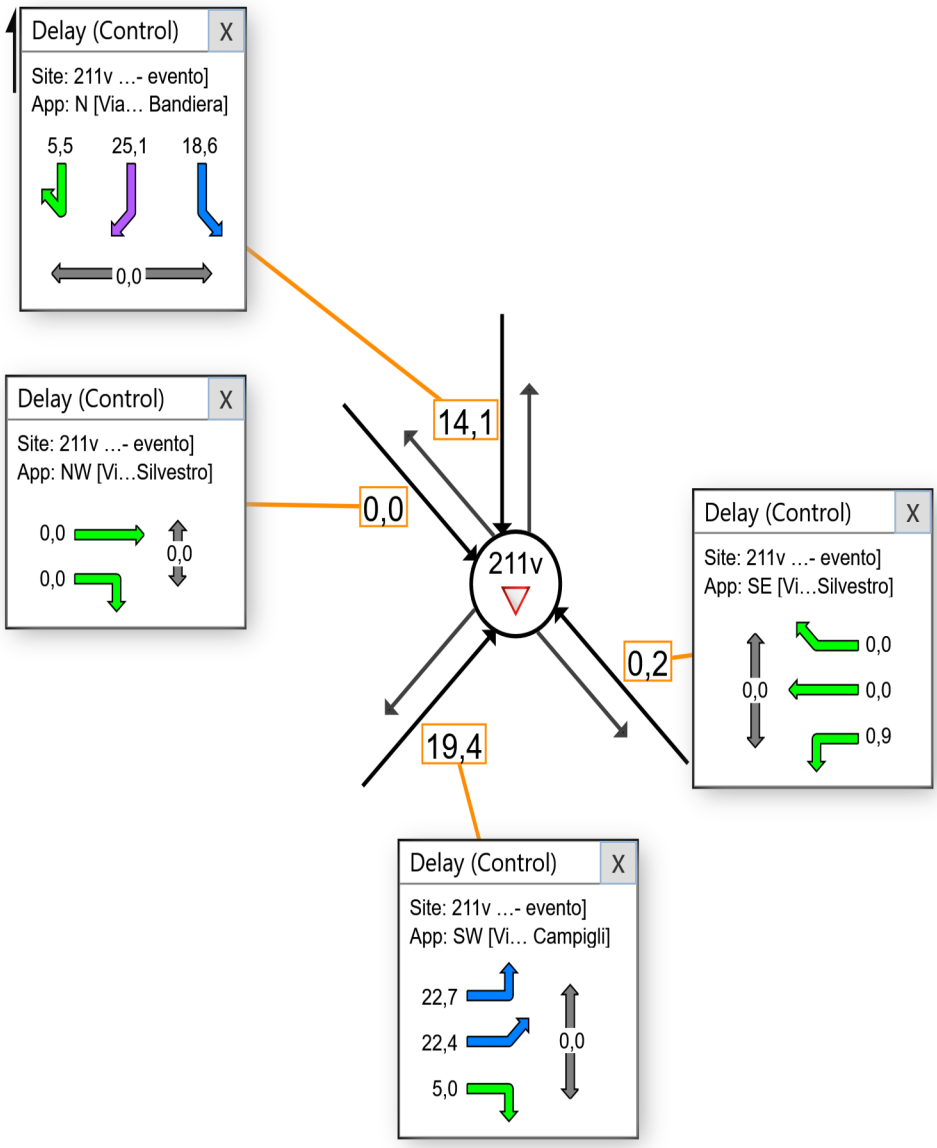
Site: 211v [Sanvito-Campigli PRO -precedenza - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento - precedenza (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Yield (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

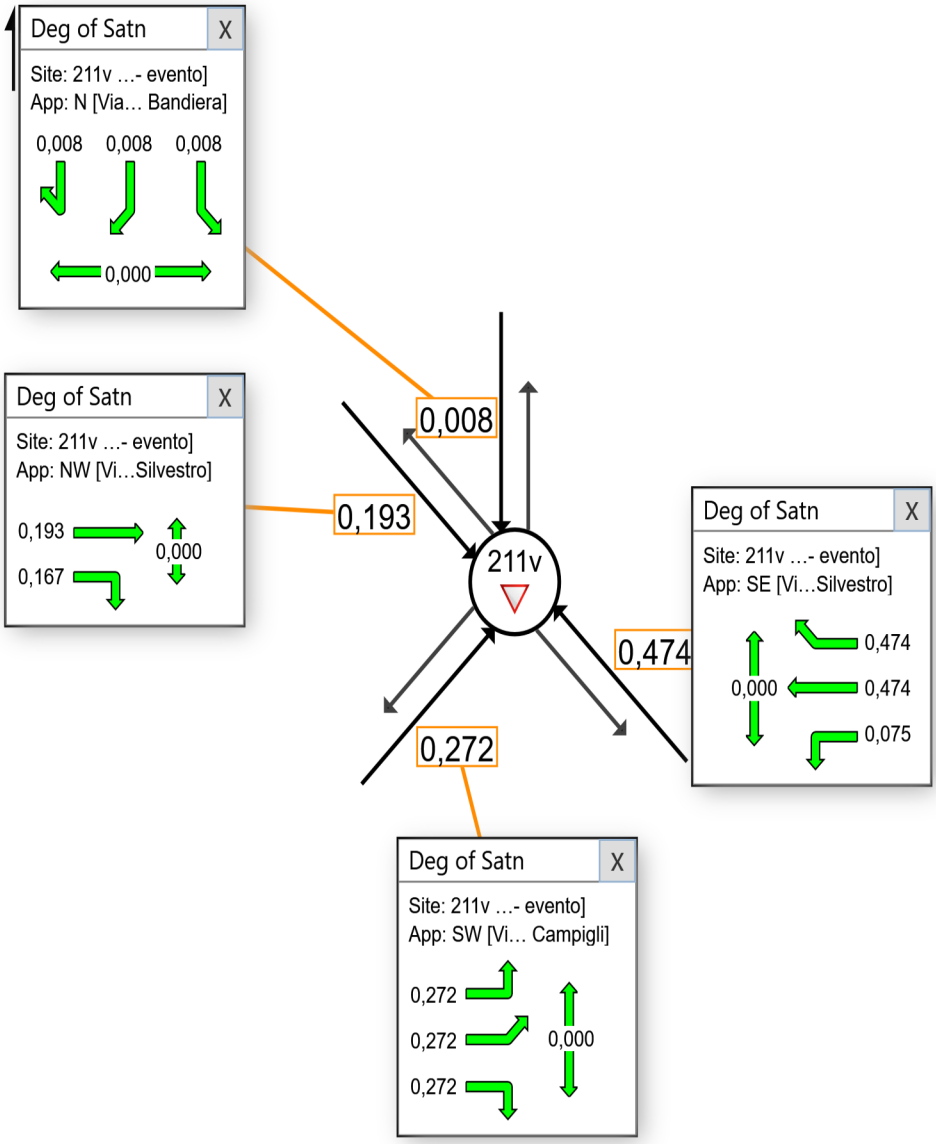
Site: 211v [Sanvito-Campigli PRO -precedenza - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N303 [Sanvito-Campigli PRO evento - precedenza (Network Folder: Progetto giorno evento)]

Sanvito-Campigli
Site Category: Proposed Design 1
Yield (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 20.29.03
Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

AMBITO SANVITO-XXV APRILE

LANE LEVEL OF SERVICE

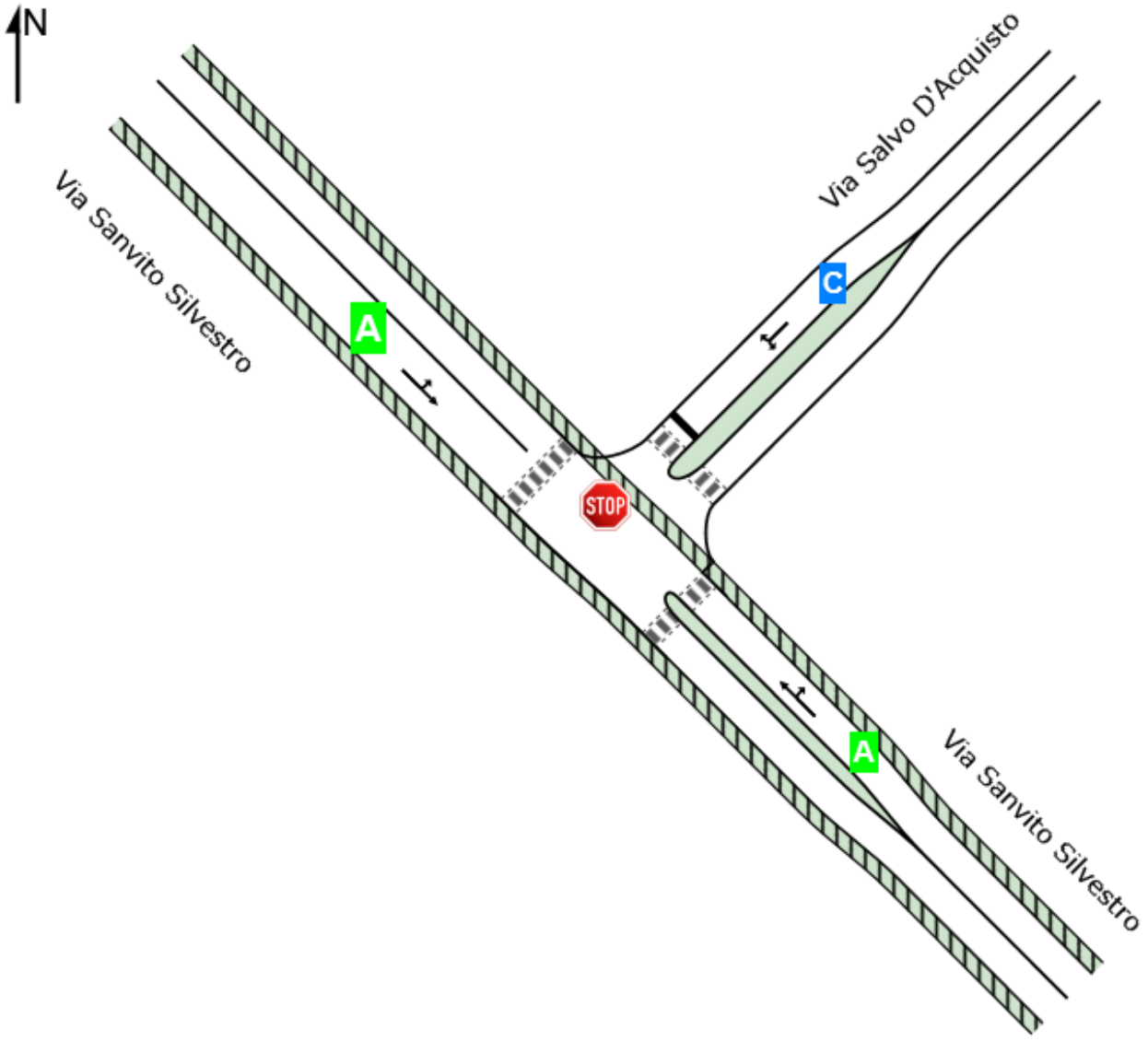
Lane Level of Service

Site: 311 [Sanvito-D'acquisto PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-D'acquisto
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	Southeast	Northeast	Northwest	
LOS	NA	C	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

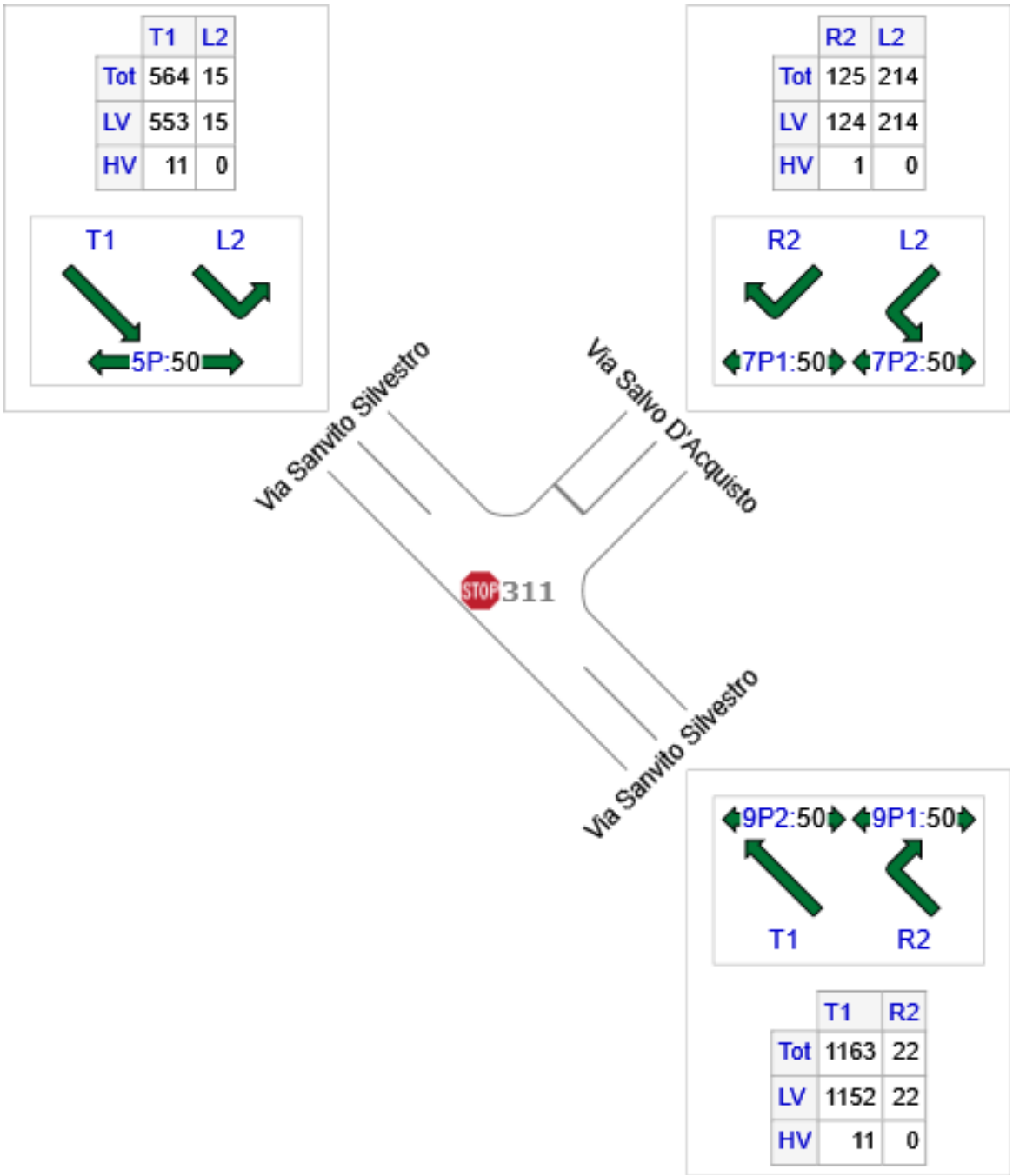
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 311 [Sanvito-D'acquisto PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-D'acquisto
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1185	1174	11
NE: Via Salvo D'Acquisto	339	338	1
NW: Via Sanvito Silvestro	579	568	11
Total	2103	2080	23

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

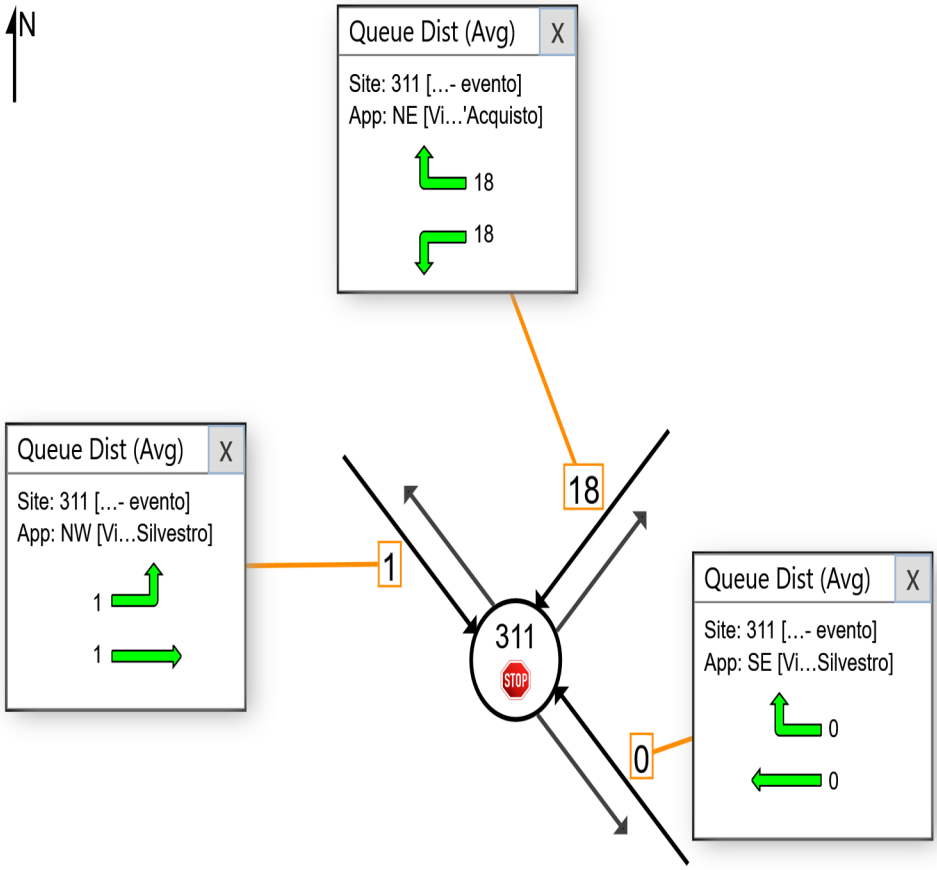
Site: 311 [Sanvito-D'acquisto PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-D'acquisto
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

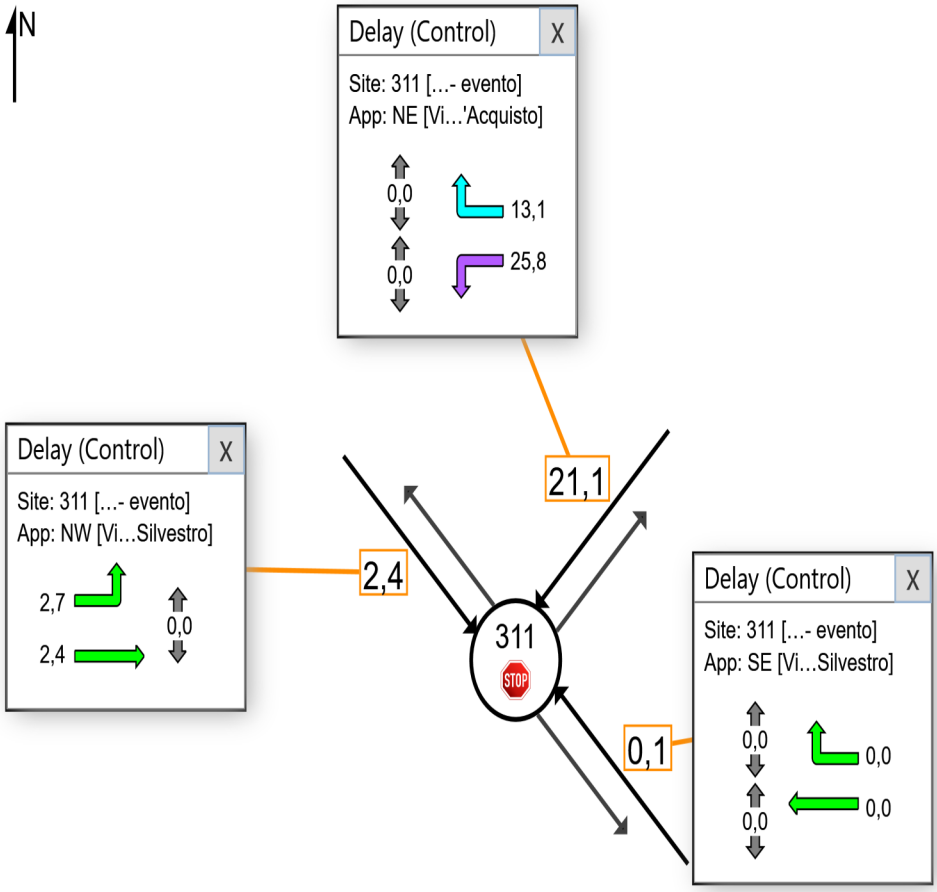
Site: 311 [Sanvito-D'acquisto PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-D'acquisto
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

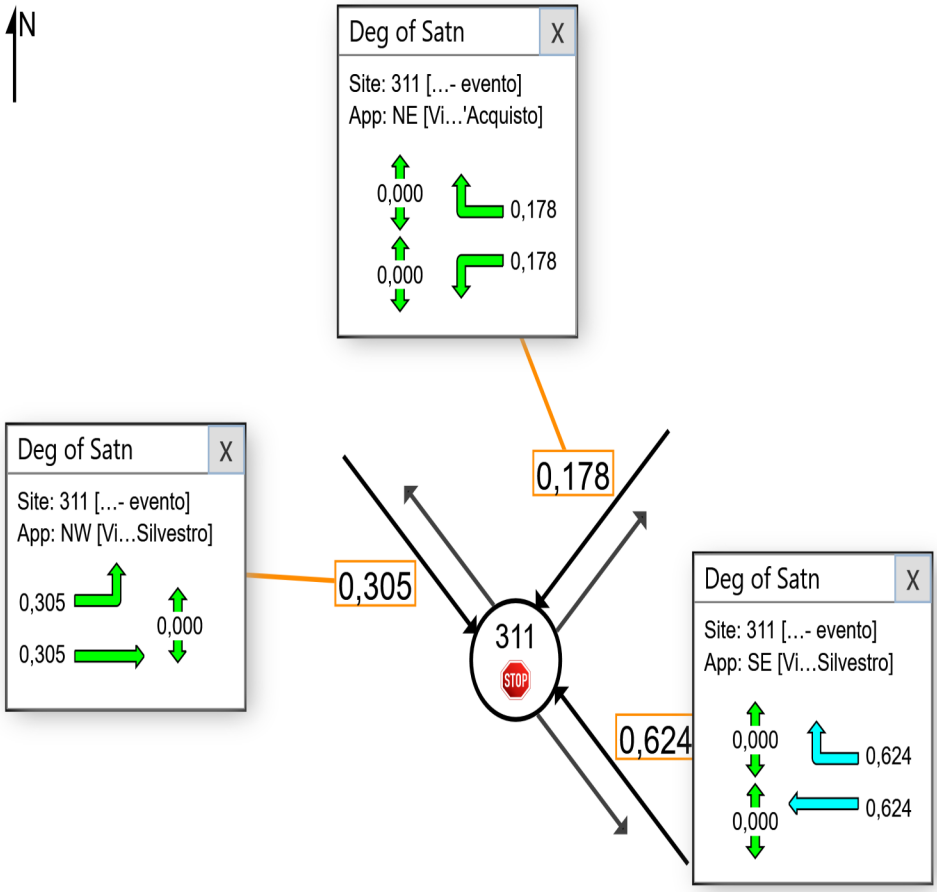
Site: 311 [Sanvito-D'acquisto PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-D'acquisto
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

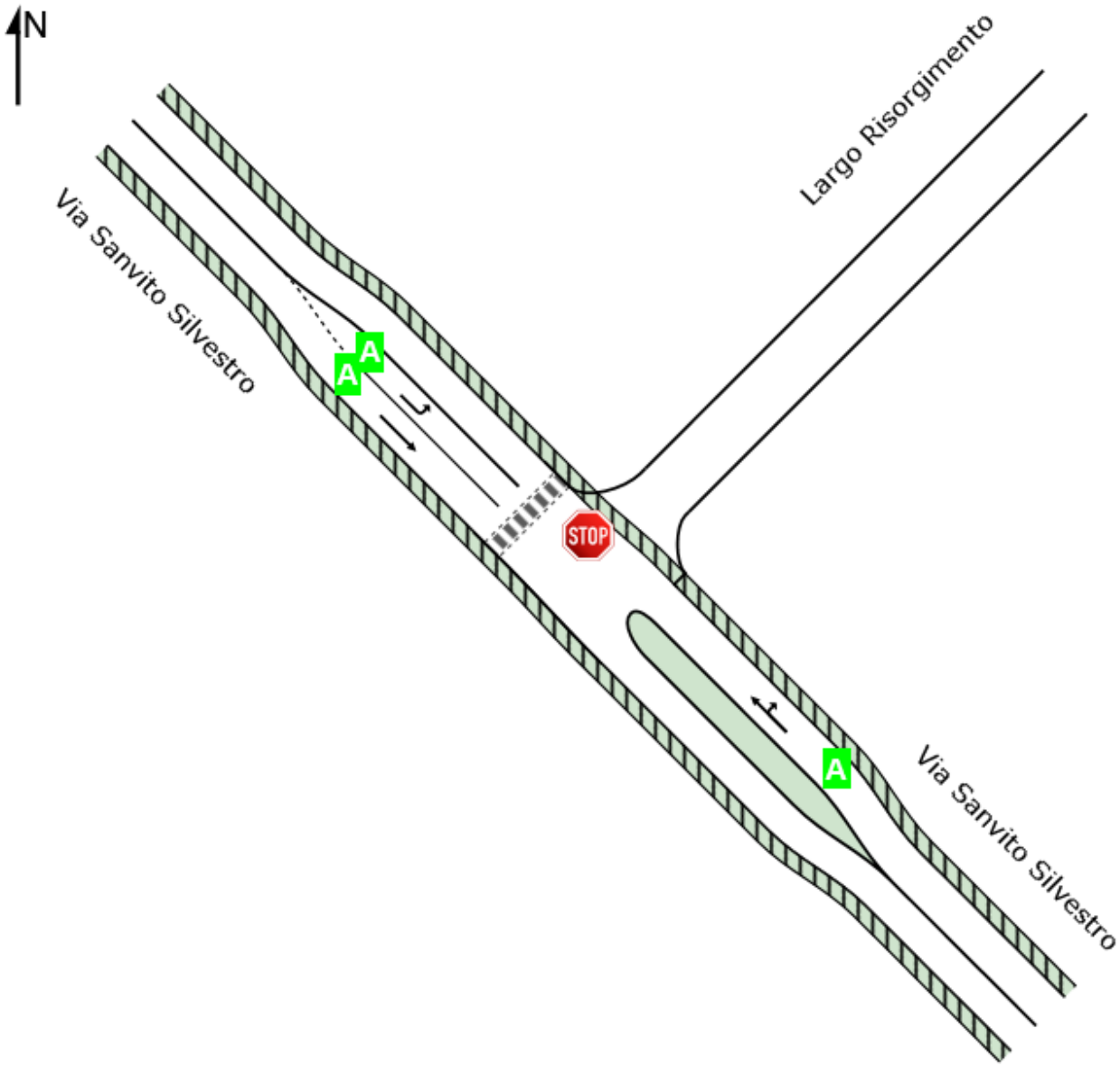
Lane Level of Service

Site: 312 [Sanvito-Risorgimento PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-Risorgimento
Site Category: Existing Design
Stop (Two-Way)

	Approaches		Intersection
	Southeast	Northwest	
LOS	NA	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

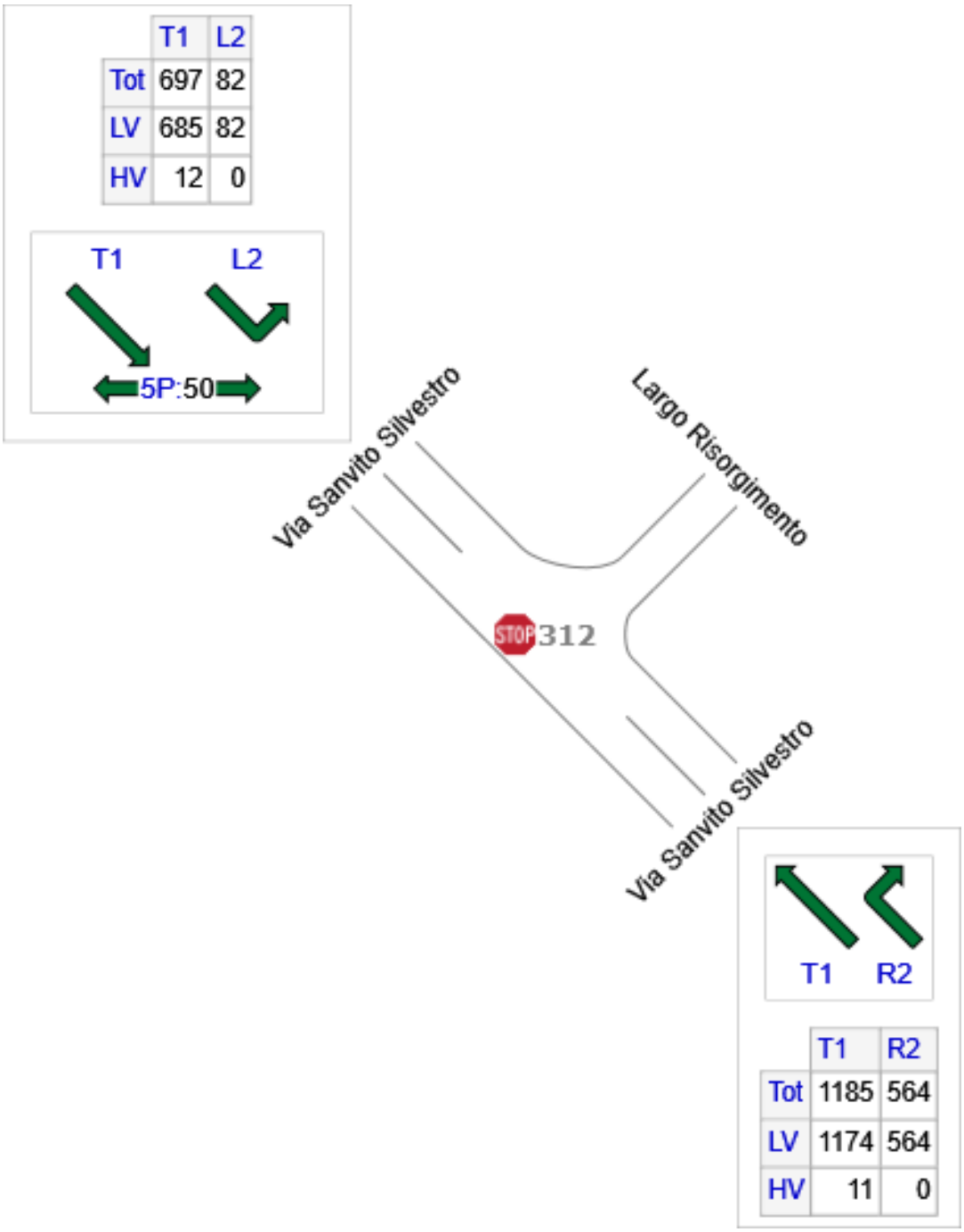
OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 312 [Sanvito-Risorgimento PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-Risorgimento
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1749	1738	11
NW: Via Sanvito Silvestro	779	767	12
Total	2528	2505	23

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

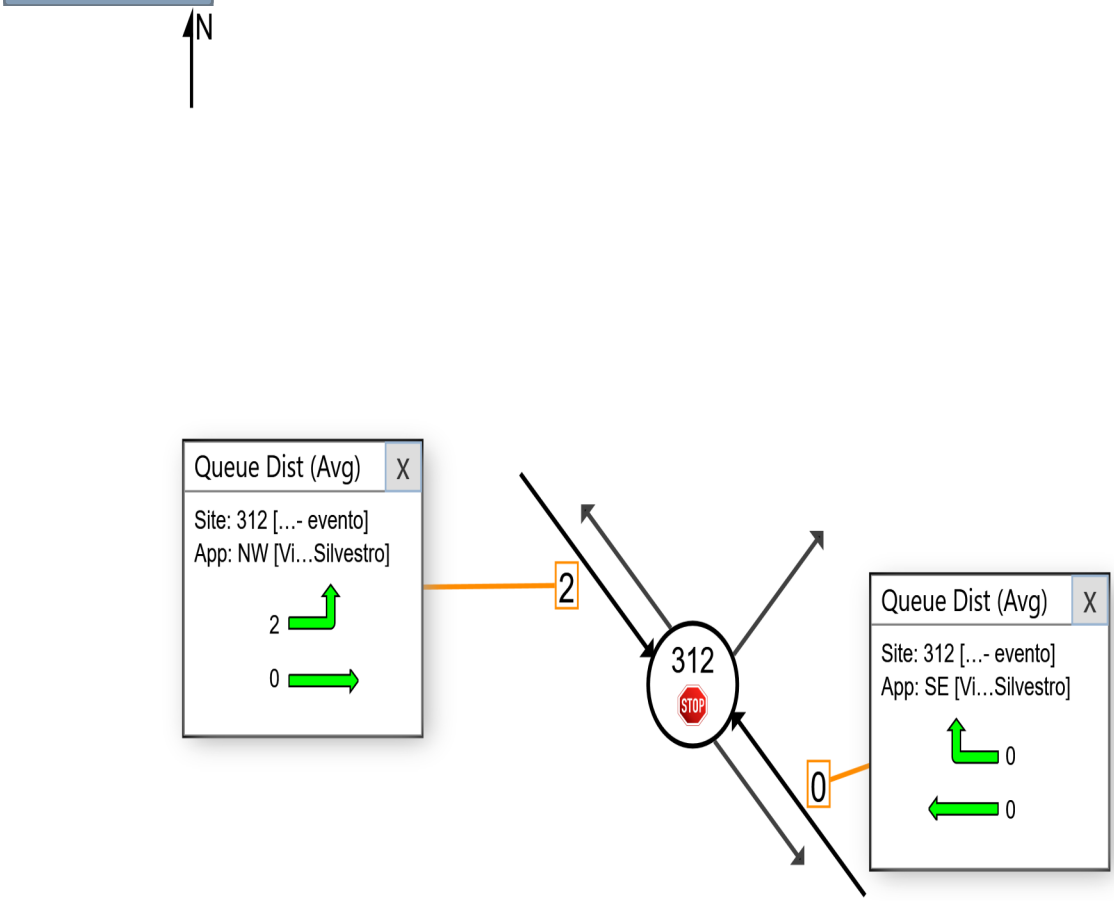
Site: 312 [Sanvito-Risorgimento PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-Risorgimento
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 312 [Sanvito-Risorgimento PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-Risorgimento
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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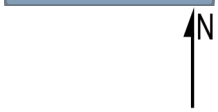
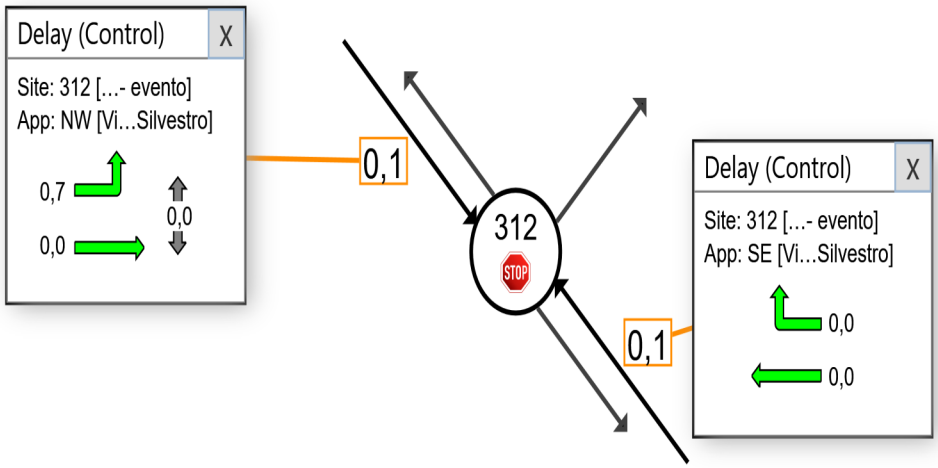
Close All Popups





Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

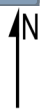
Site: 312 [Sanvito-Risorgimento PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

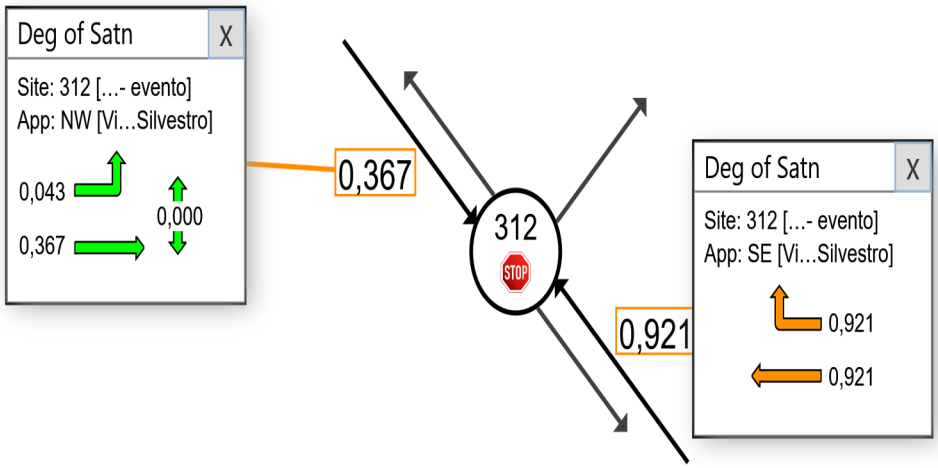
Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

Sanvito-Risorgimento
Site Category: Existing Design
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Degree of Saturation

LANE LEVEL OF SERVICE

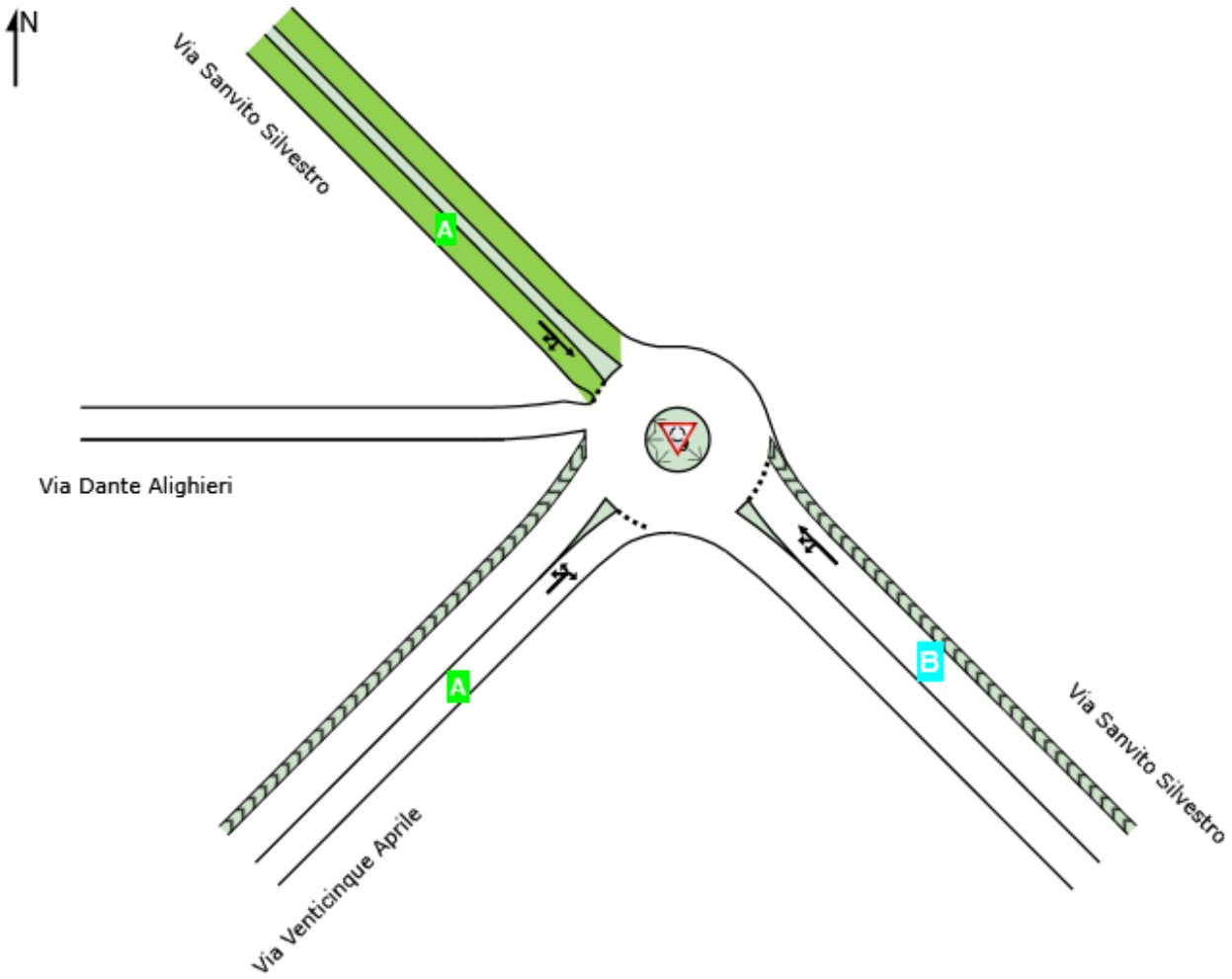
Lane Level of Service

Site: 315 [Rotatoria Sanvito-XXV Aprile PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	Southeast	Northwest	Southwest	
LOS	B	A	A	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

OD MOVEMENT DEMAND FLOWS

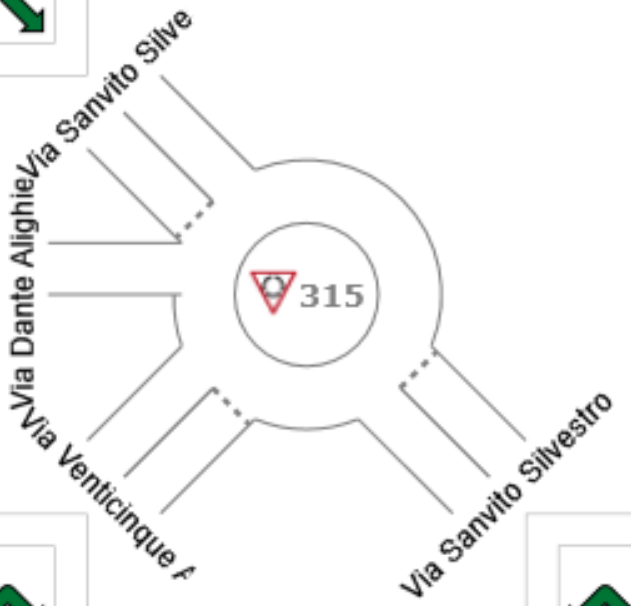
Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 315 [Rotatoria Sanvito-XXV Aprile PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

New Site
Site Category: (None)
Roundabout

	R3	R2	T1
Tot	30	315	436
LV	30	315	423
HV	0	0	13



	L3	L2	R2
Tot	4	1018	116
LV	4	1018	97
HV	0	0	20

	L2	L1	T1
Tot	448	18	845
LV	425	18	833
HV	23	0	12

	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1311	1276	35
NW: Via Sanvito Silvestro	782	768	13
SW: Via Venticinque Aprile	1139	1120	20
Total	3232	3164	67

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

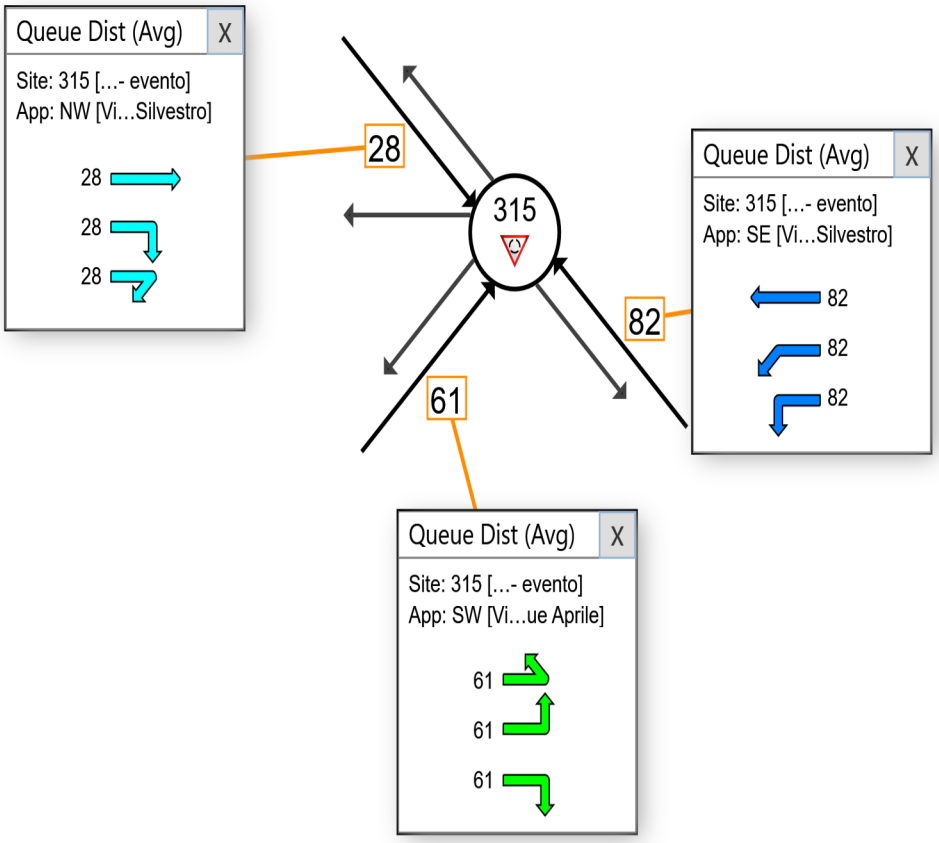
Site: 315 [Rotatoria Sanvito-XXV Aprile PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

New Site
Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

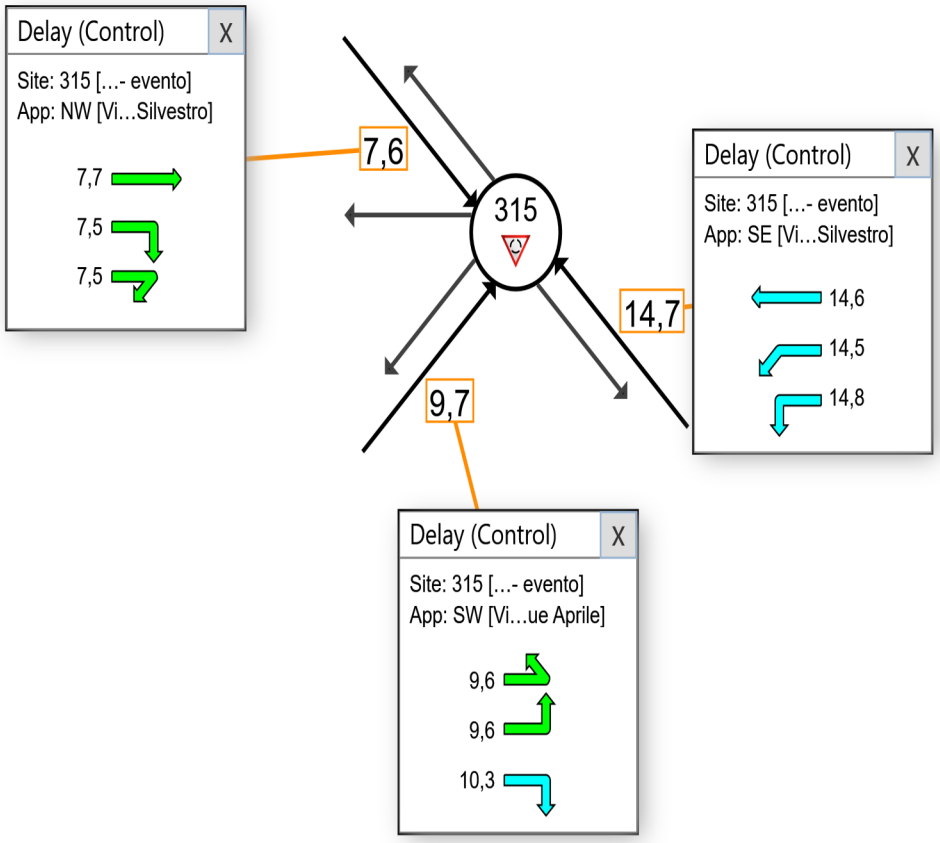
Site: 315 [Rotatoria Sanvito-XXV Aprile PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

New Site
Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

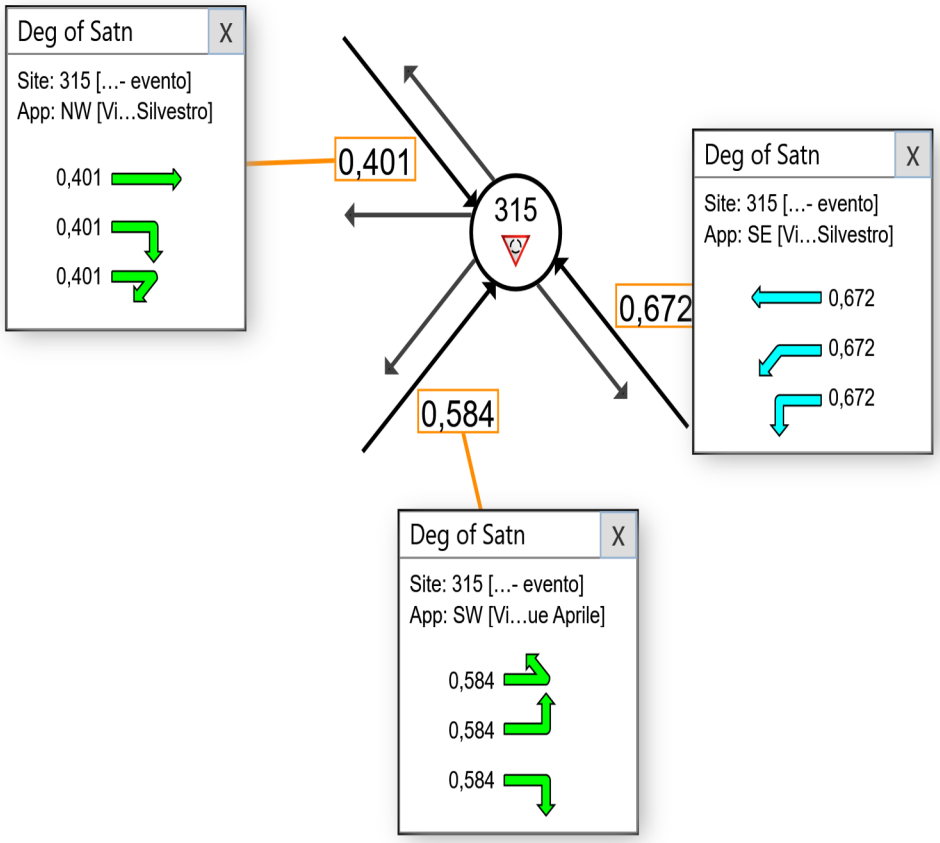
Site: 315 [Rotatoria Sanvito-XXV Aprile PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

Network: N101 [Sanvito-Rotatoria Brunella evento (Network Folder: Progetto giorno evento)]

New Site
Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Degree of Saturation

AMBITO MORANDI-STAURENGHI

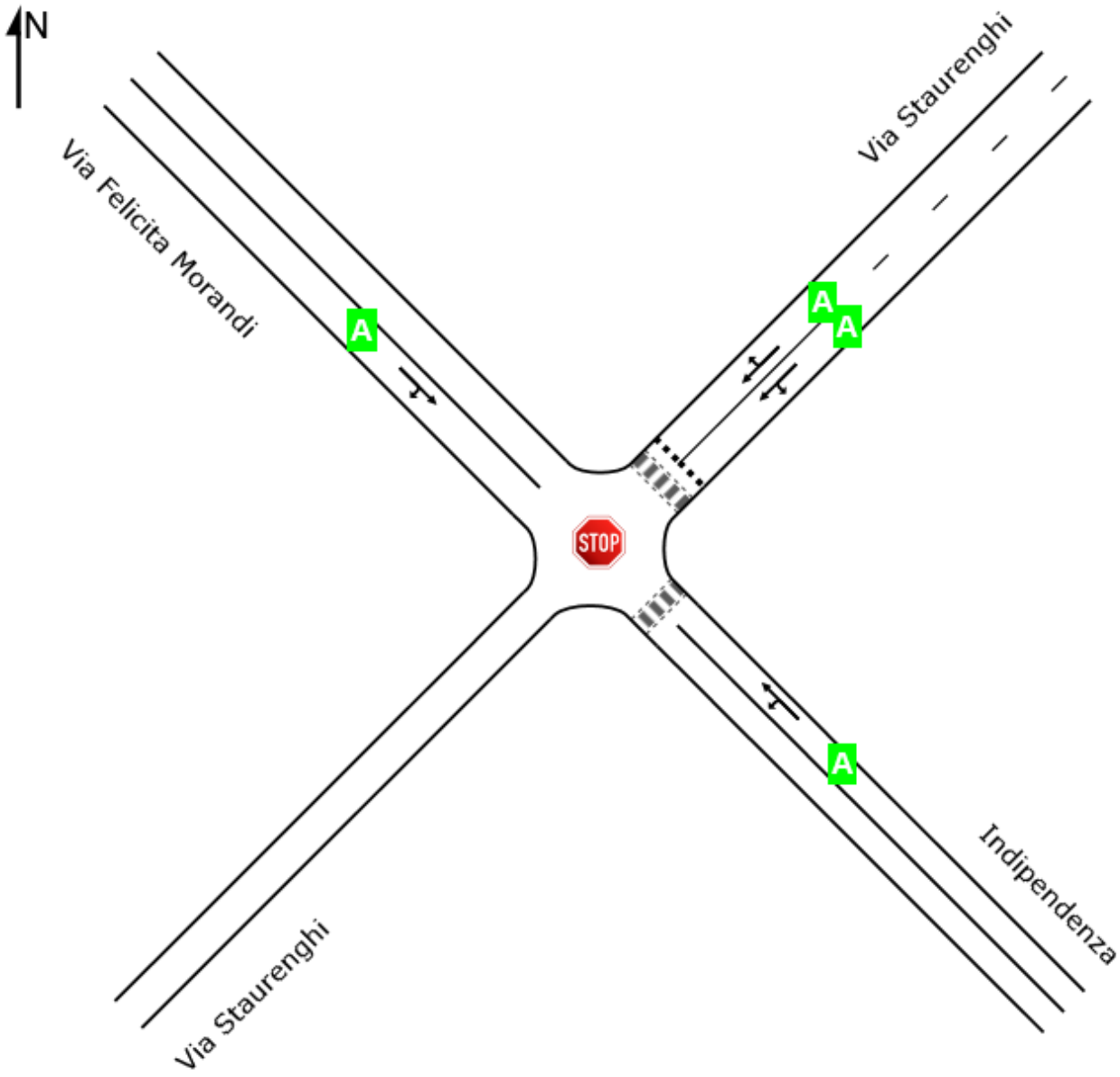
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 401 [Morandi-Staurenghi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

New Site
Site Category: (None)
Stop (Two-Way)

	Approaches			Intersection
	Southeast	Northeast	Northwest	
LOS	NA	A	NA	NA



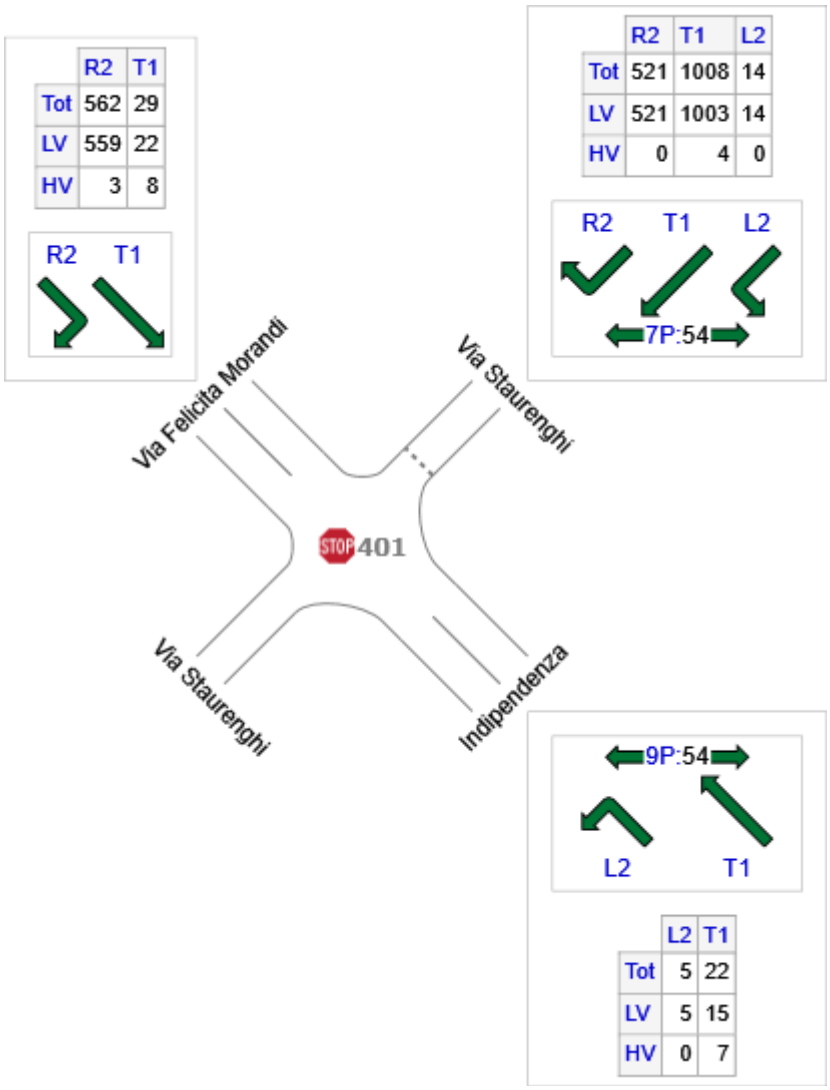
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Minor Road Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.
Delay Model: HCM Delay Formula (Geometric Delay is not included).

OD MOVEMENT DEMAND FLOWS

Site Origin - Destination Movement Demand Flow Rates (veh/h) and Pedestrian Flow Rates (ped/h)

Site: 401 [Morandi-Staurenghi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

New Site
Site Category: (None)
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Indipendenza	27	21	7
NE: Via Staurenghi	1542	1538	4
NW: Via Felicita Morandi	591	580	11
Total	2161	2139	22

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

Site: 401 [Morandi-Staurenghi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

New Site
Site Category: (None)
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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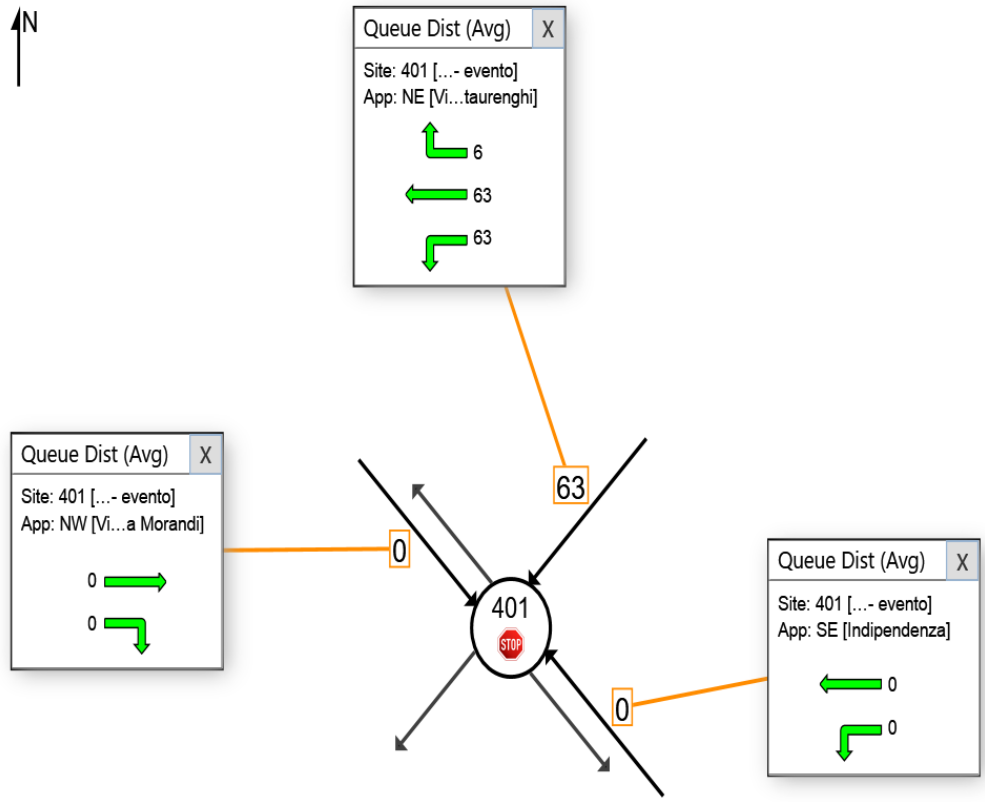
Close All Popups



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: HCM Queue Formula.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 401 [Morandi-Staurenghi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

New Site
Site Category: (None)
Stop (Two-Way)

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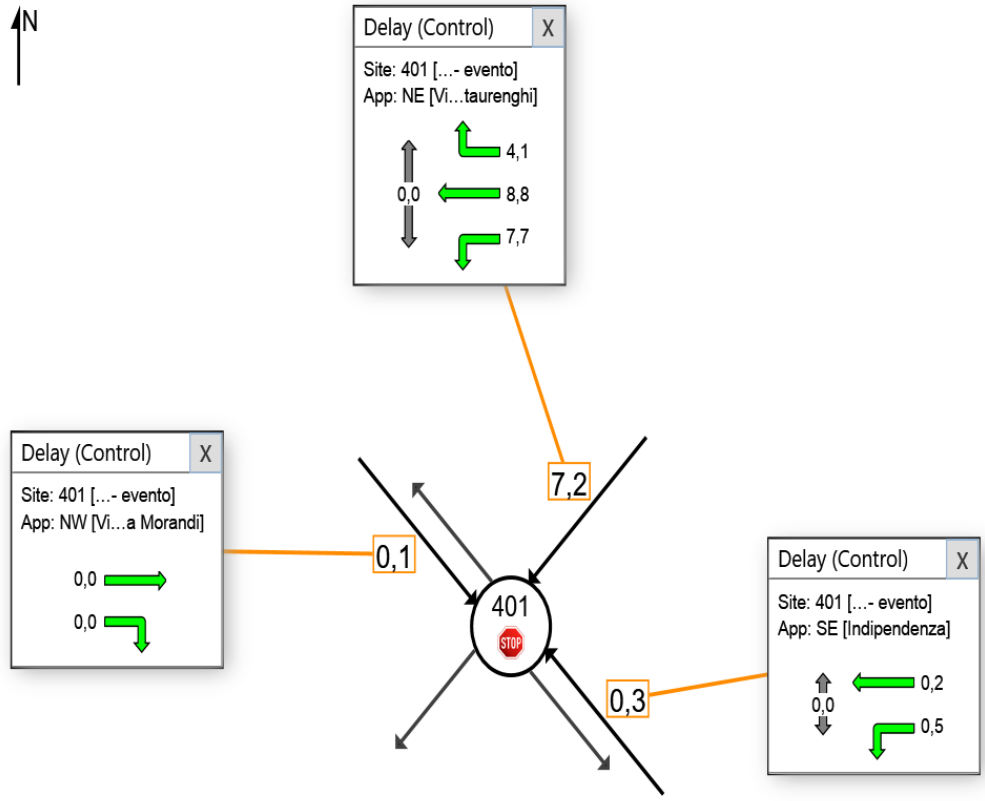
Click and drag popup boxes to move to preferred positions.

Close All Popups



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per movement

Site: 401 [Morandi-Staurenghi PRO - evento (Site Folder: PROGETTO 2023 01 - Evento Sportivo)]

New Site
Site Category: (None)
Stop (Two-Way)

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
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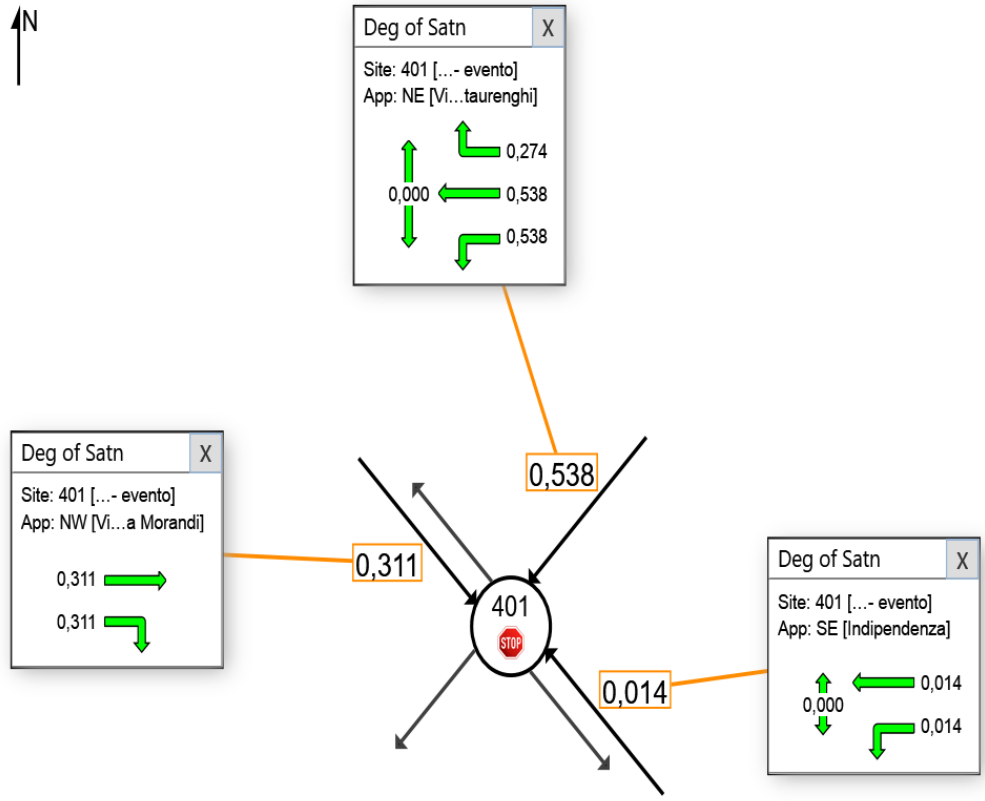

Colour code based on Degree of Saturation