

**Comune di Varese**

**Area di Trasformazione AT05 – AREA EX AERMACCHI**

## **Programma Integrato di Intervento**

**Allegato – Simulazioni della rete viaria 1/2**

**Elaborato 433 VT PII RST RR 00**



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

INTERSEZIONI ESISTENTI

AMBITO SANVITO-CASTOLDI-CRISPI

# LANE LEVEL OF SERVICE

Lane Level of Service

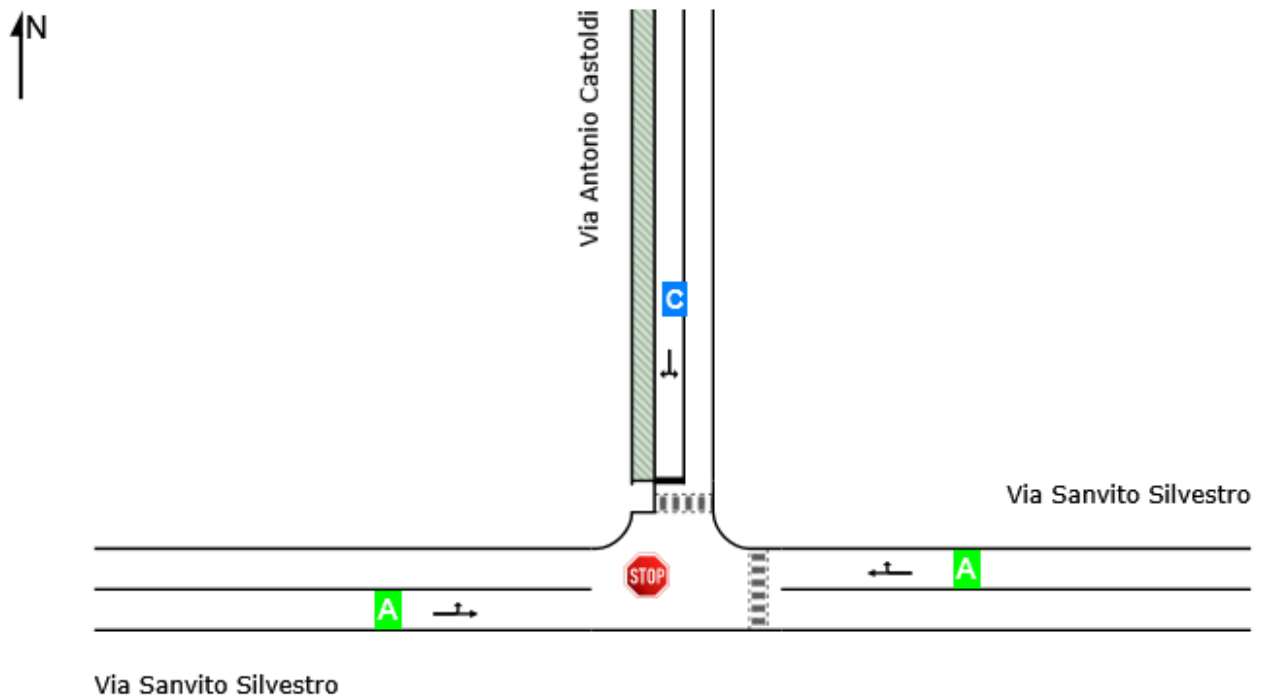
 **Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

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

	Approaches			Intersection
	East	North	West	
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).

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

 Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]

■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

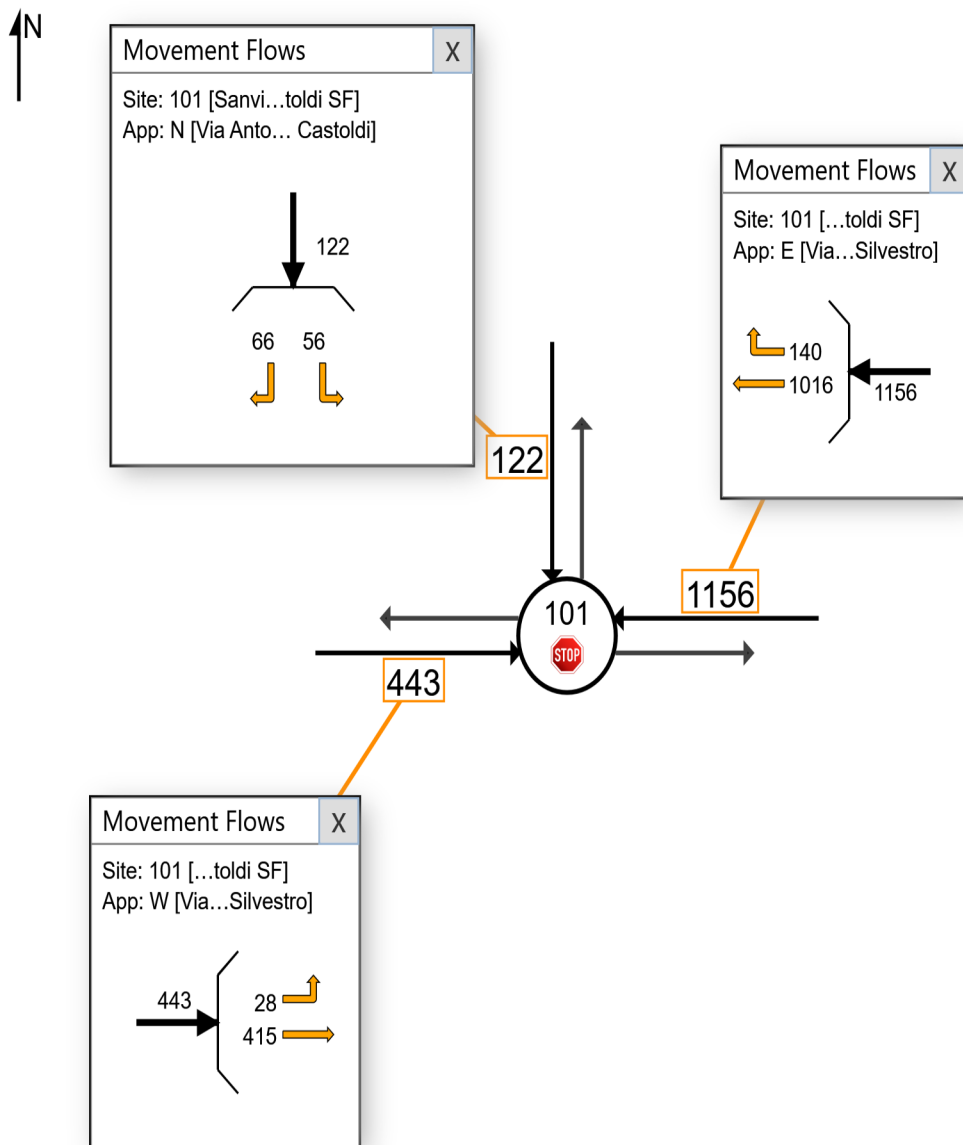
Sanvito-Castoldi

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

**Movement Class: Heavy Vehicles**

 **Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

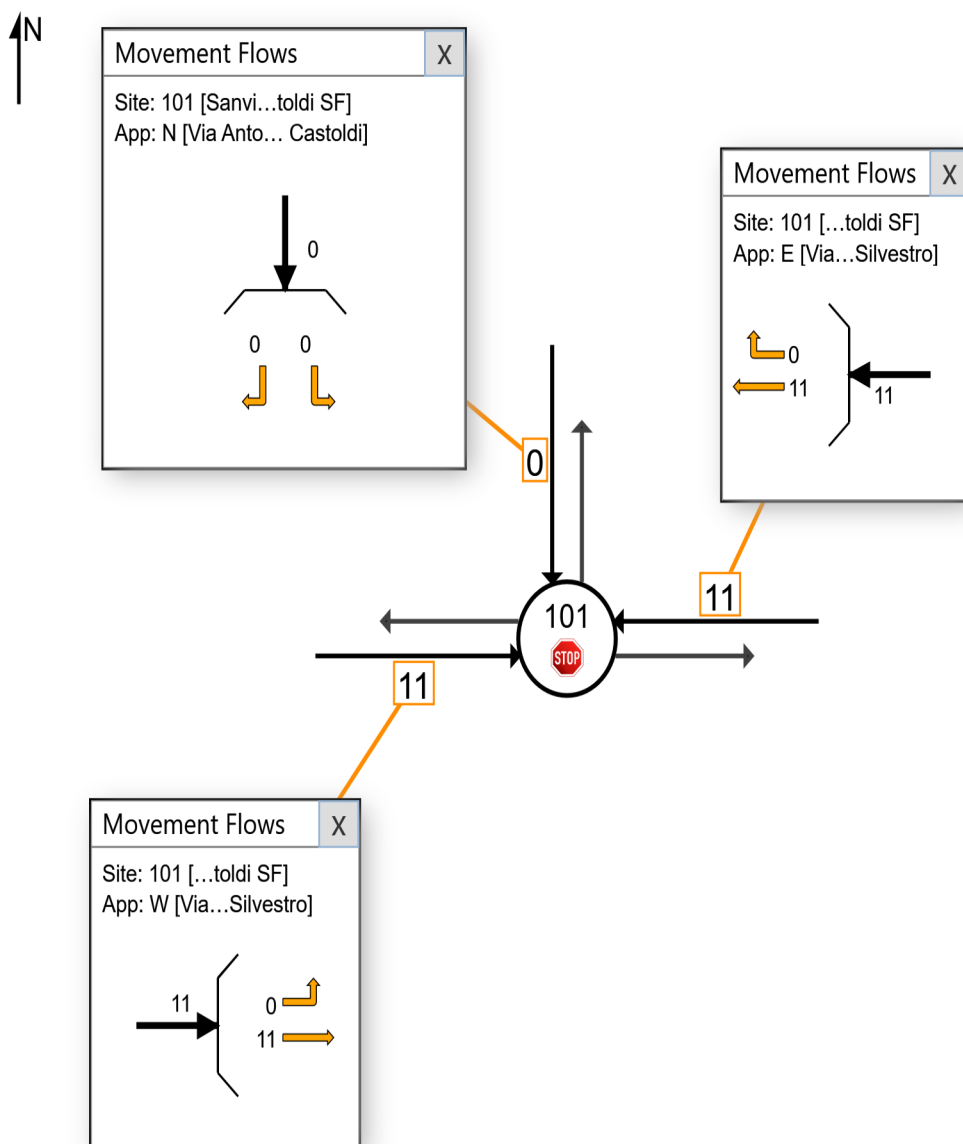
Sanvito-Castoldi

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

### All Movement Classes

 Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]

■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

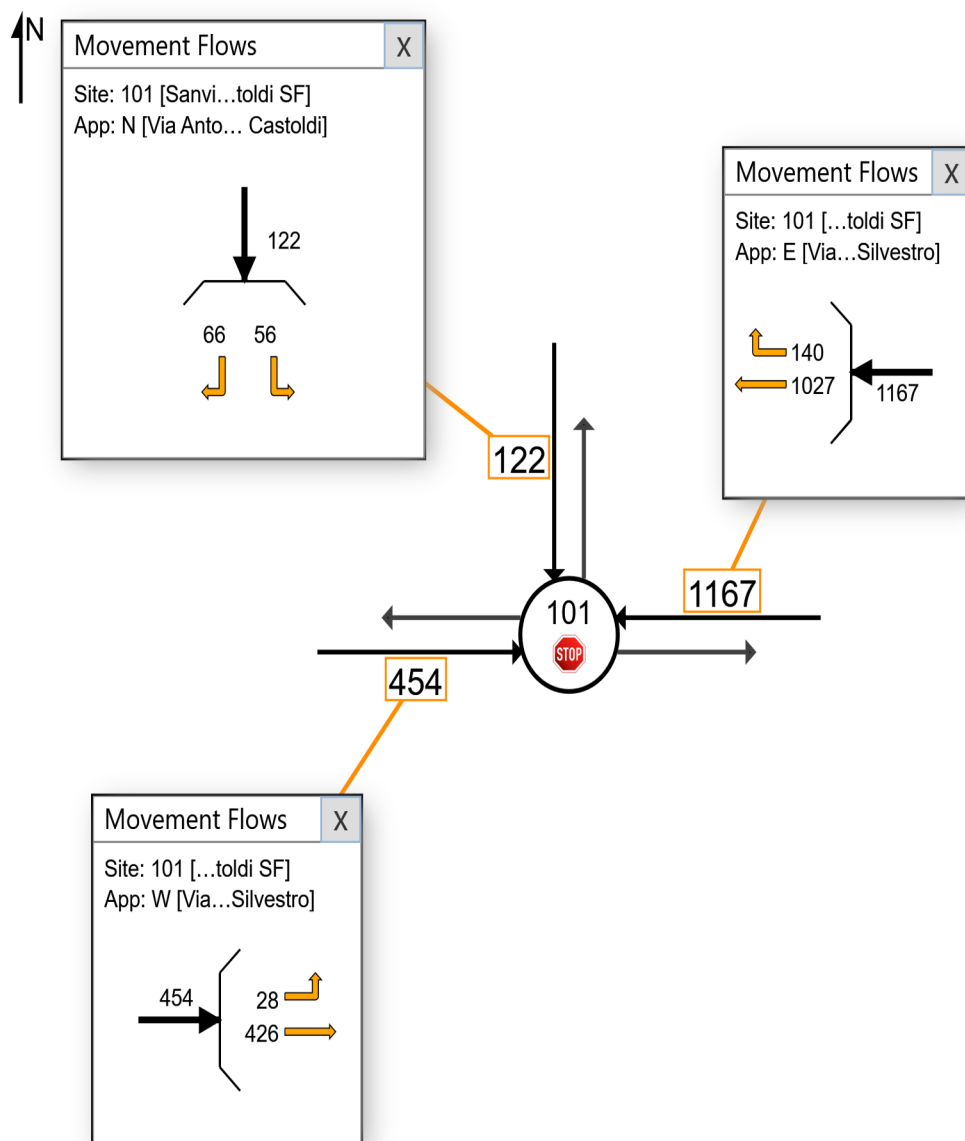
Sanvito-Castoldi

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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

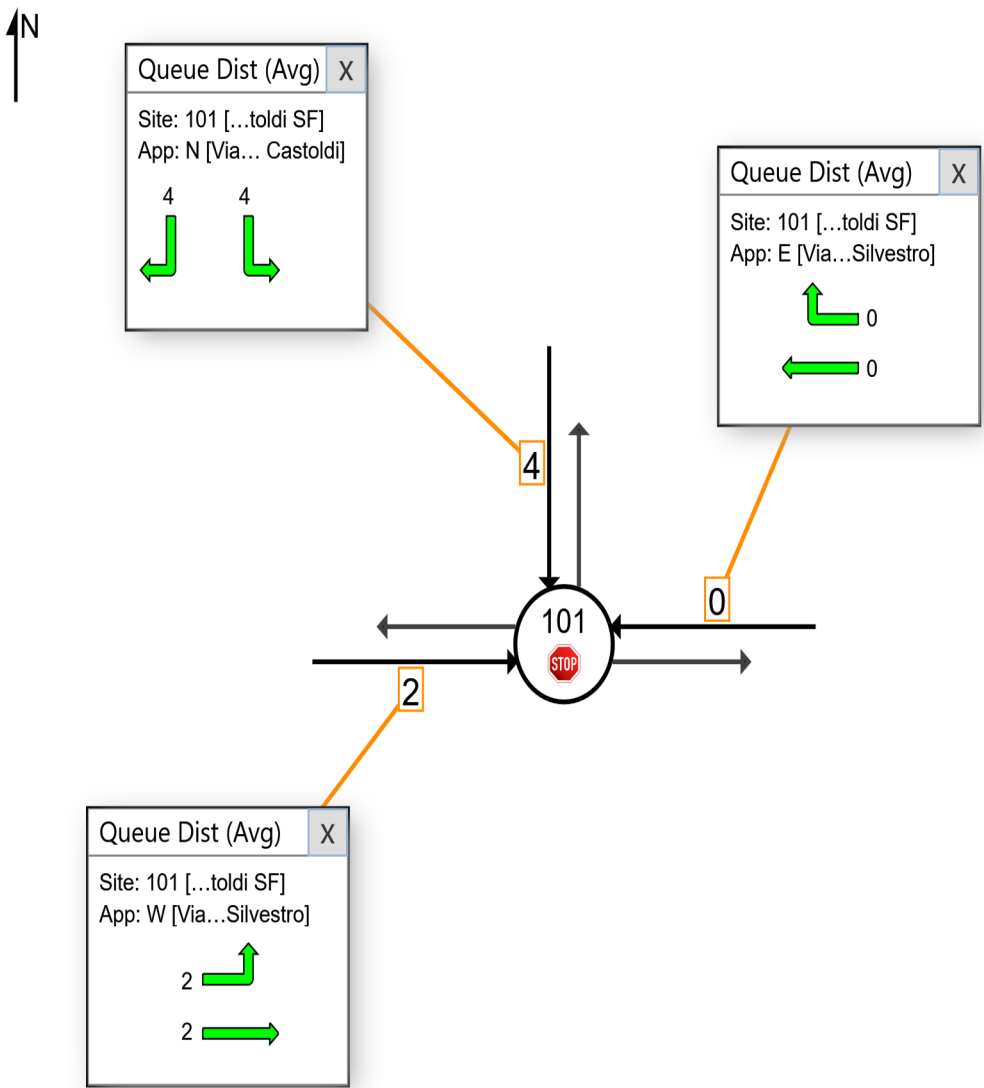
 Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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

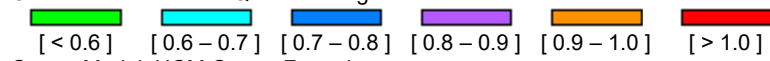
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

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

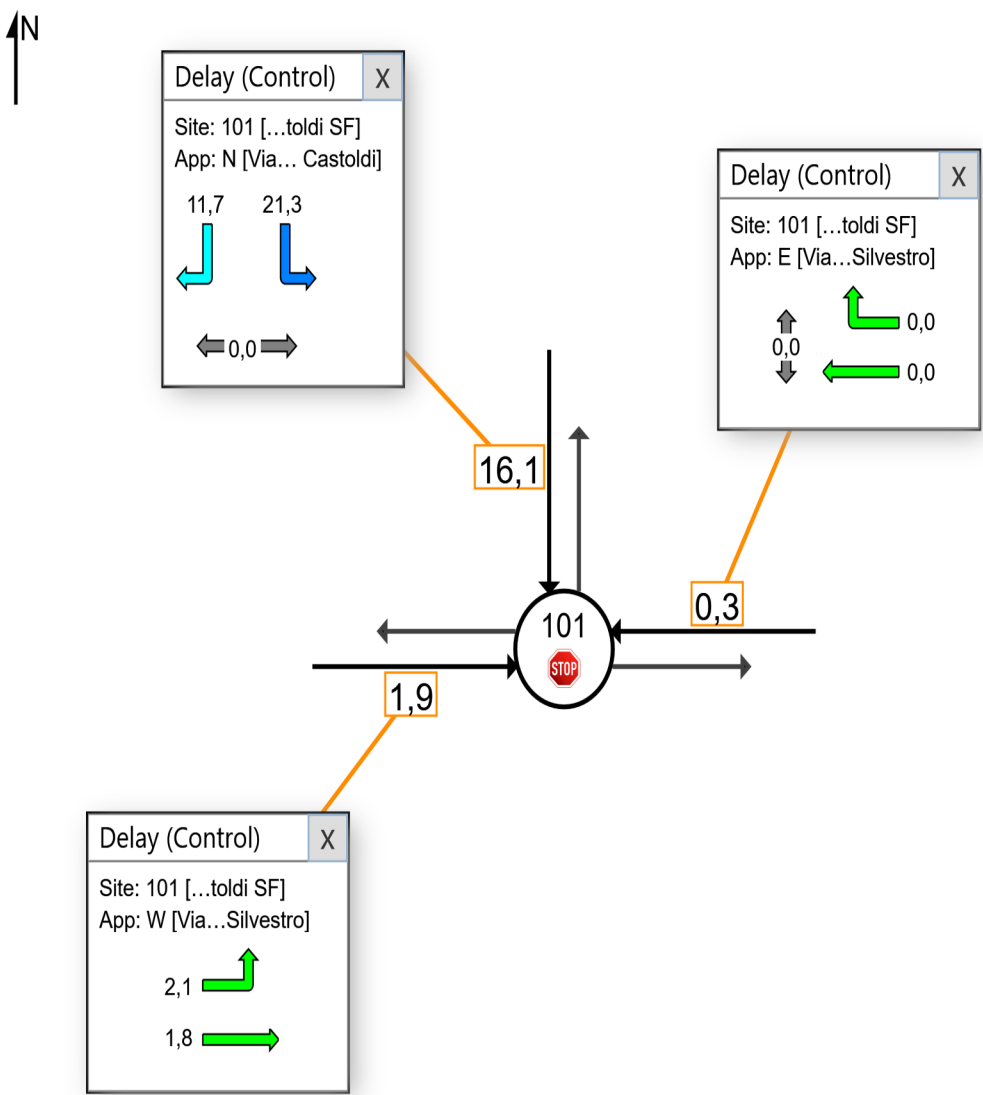
 Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Sanvito-Castoldi  
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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

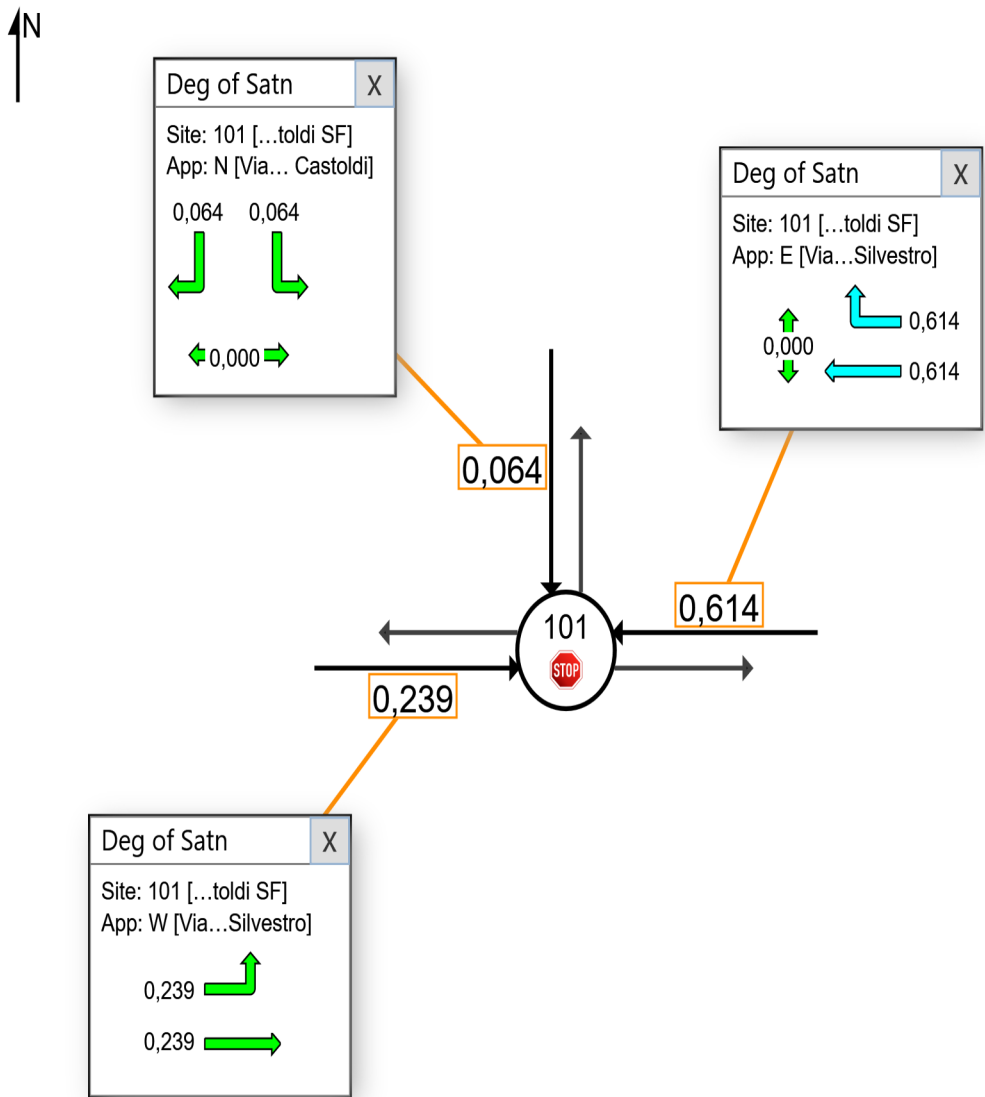
 Site: 101 [Sanvito-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

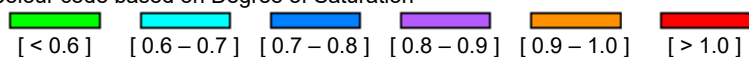
Sanvito-Castoldi  
Site Category: Existing Design  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# LANE LEVEL OF SERVICE

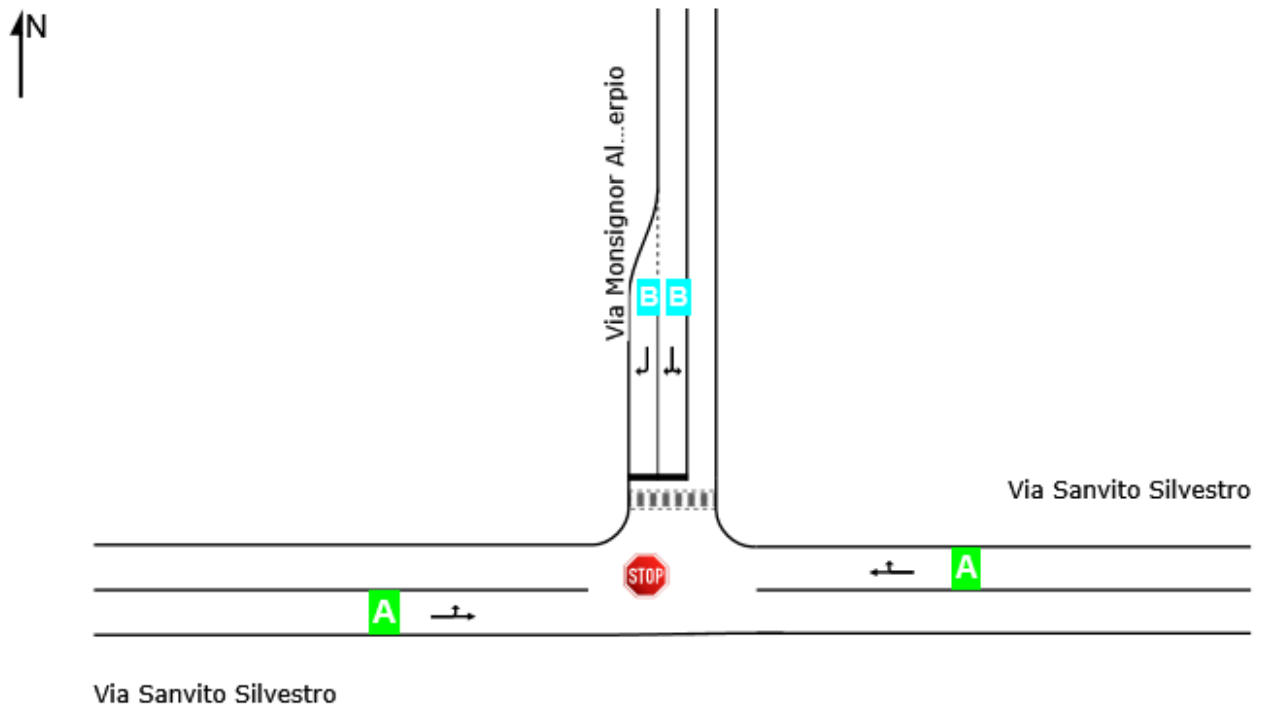
Lane Level of Service

 **Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

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).

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

**Movement Class: Light Vehicles**

 **Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

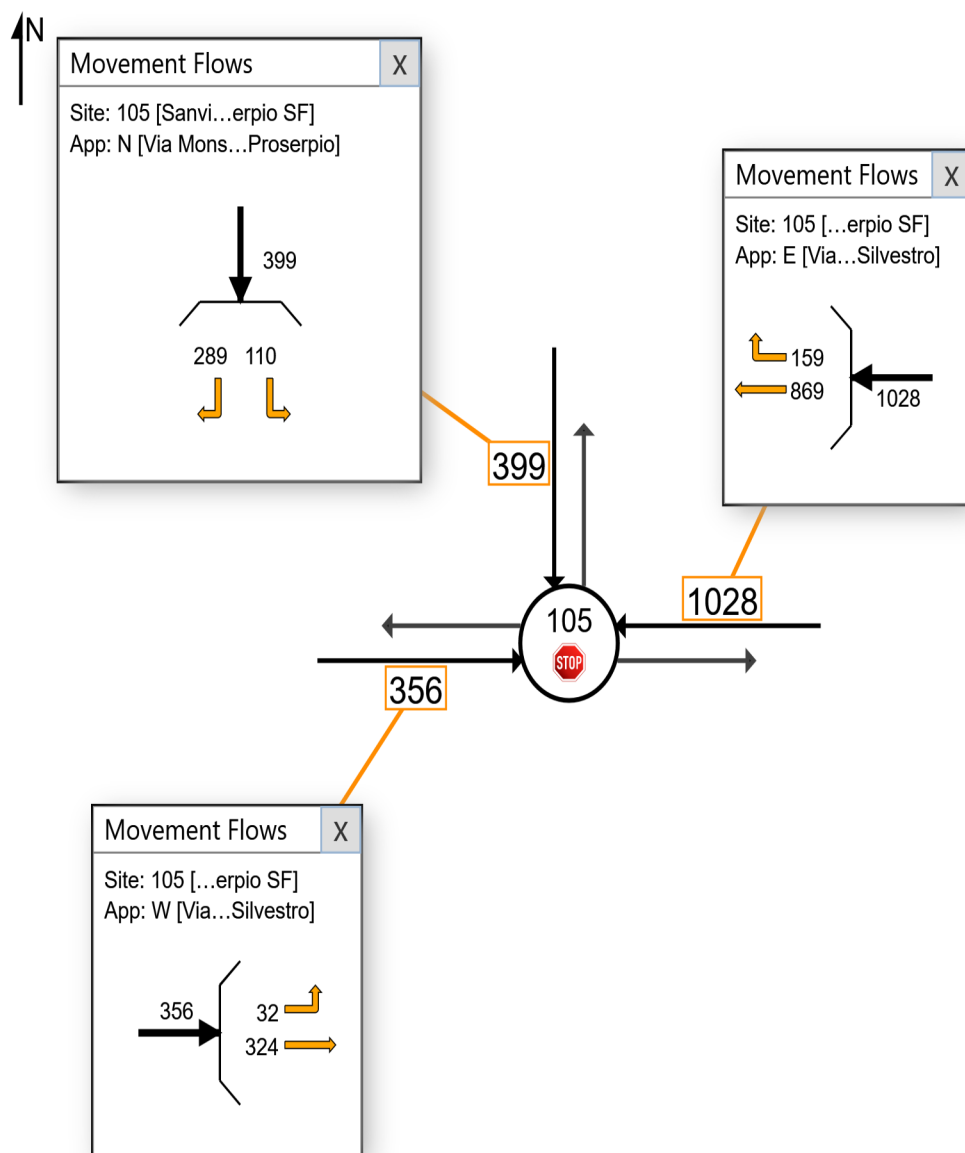
Sanvito-Proserpio

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





---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

**Movement Class: Heavy Vehicles**

 **Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

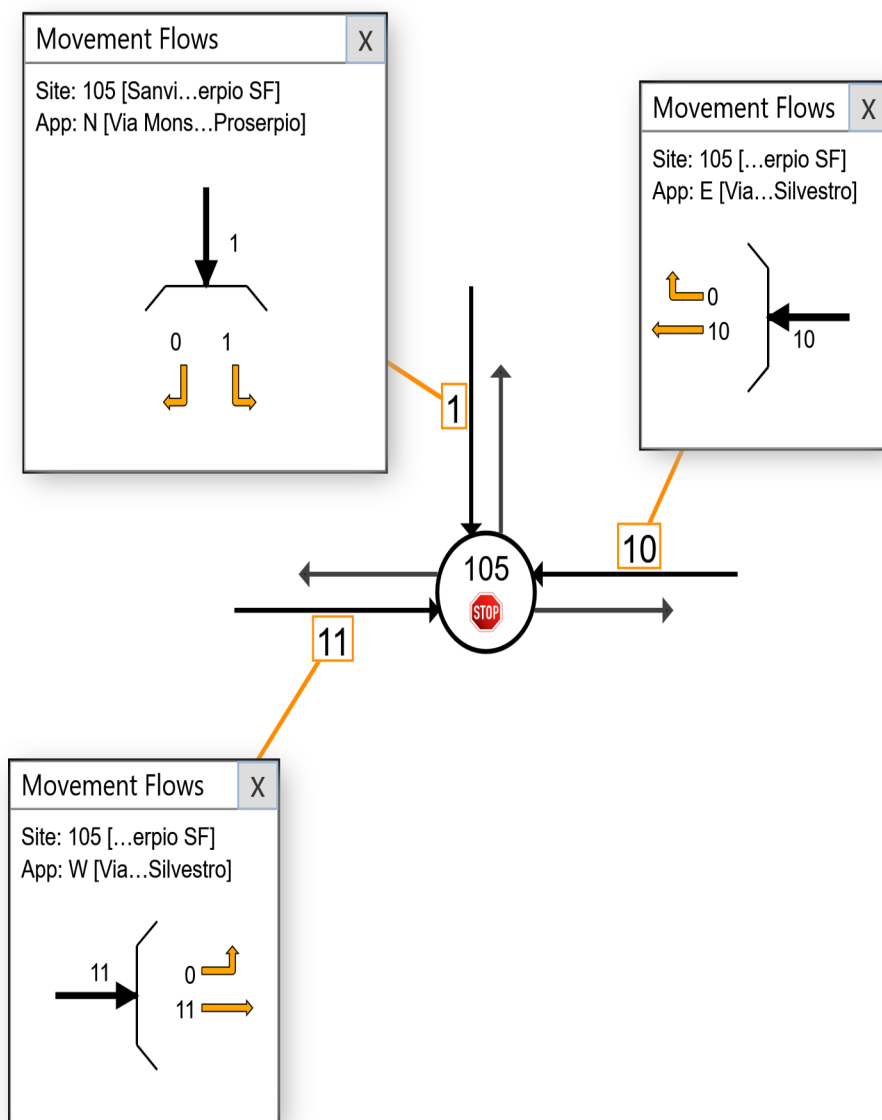
Sanvito-Proserpio

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

### All Movement Classes

 **Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

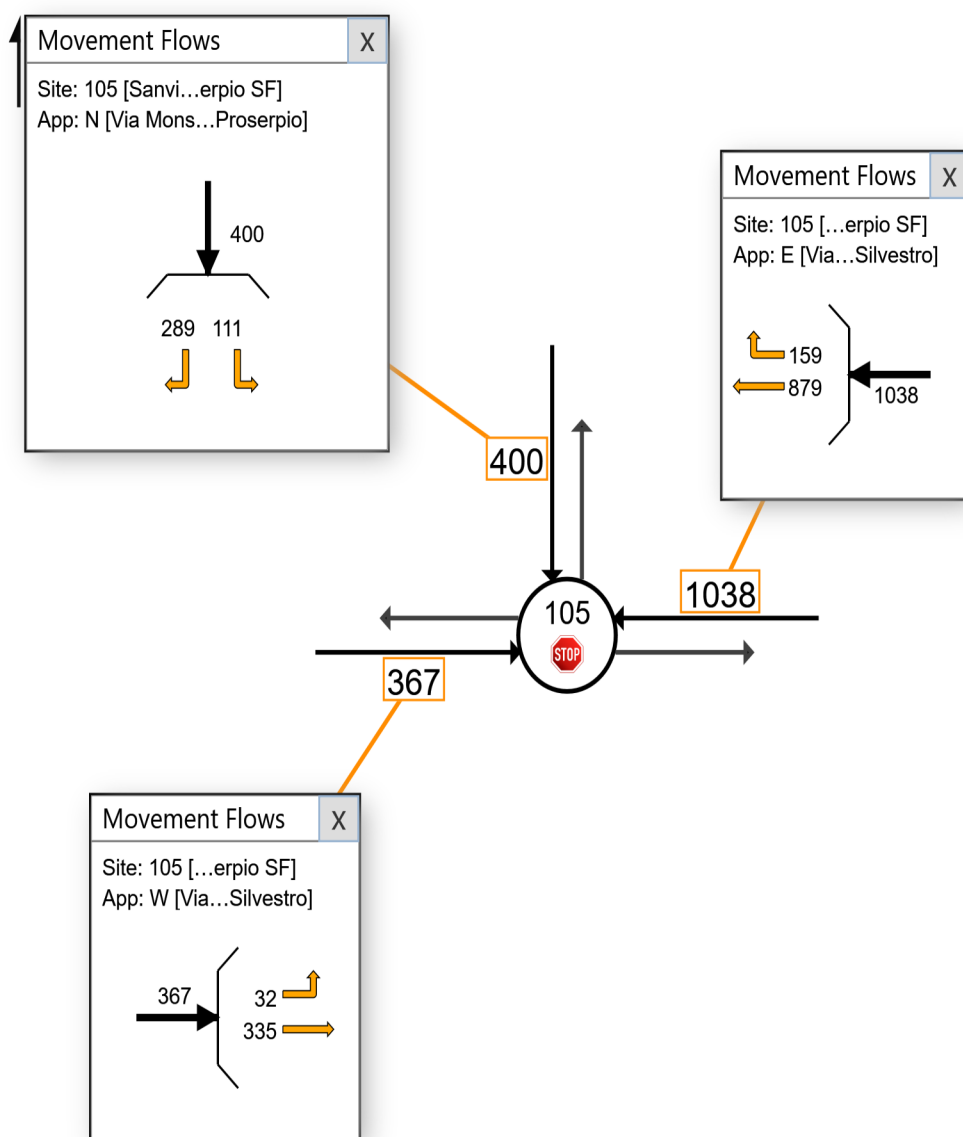
Sanvito-Proserpio

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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

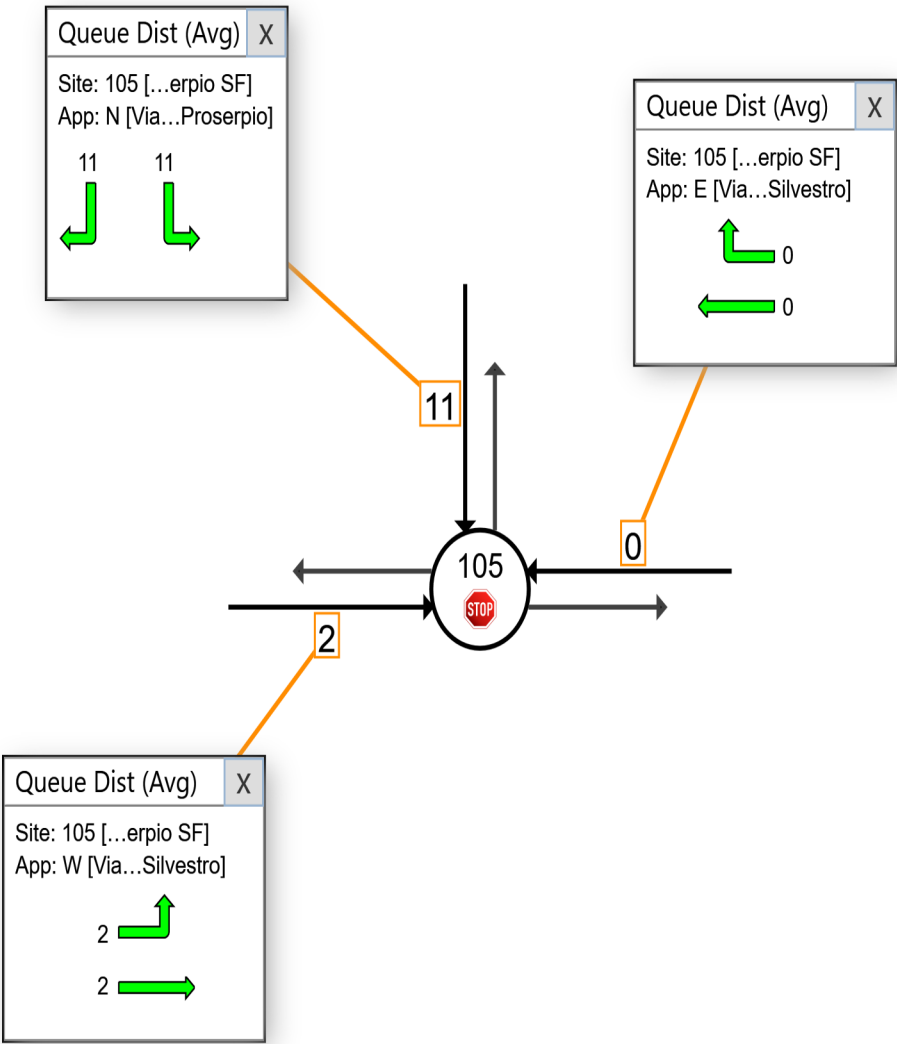
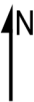
 Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]

■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

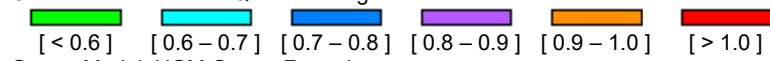
Sanvito-Proserpio  
Site Category: Existing Design  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

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

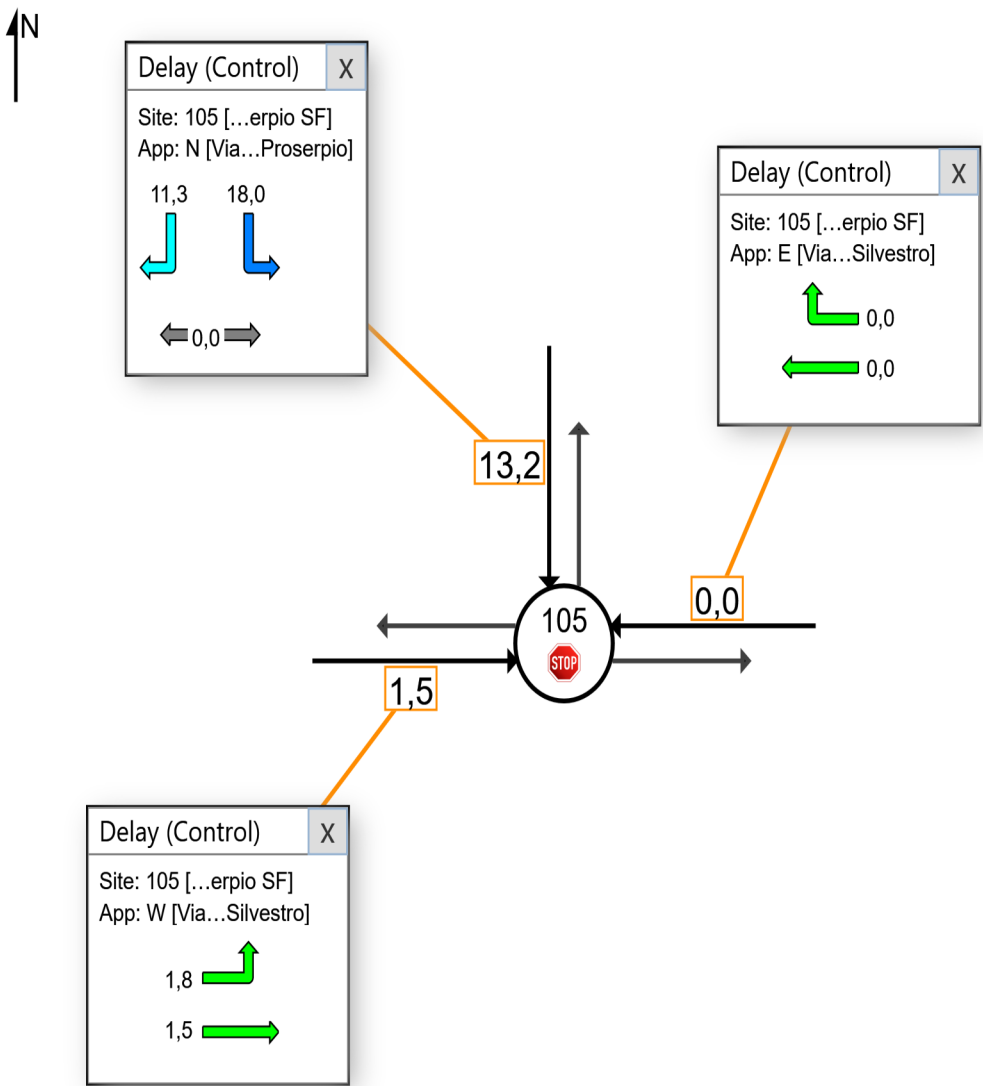
 Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

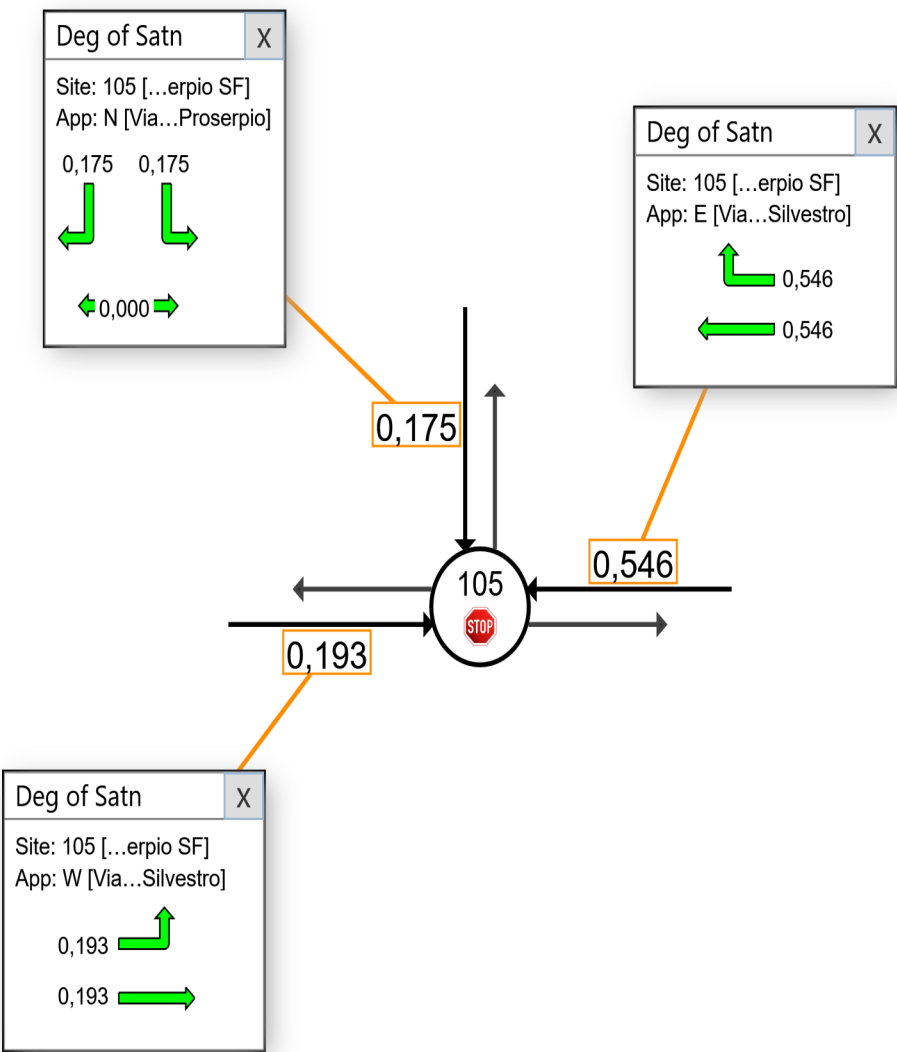
 Site: 105 [Sanvito-Proserpio SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

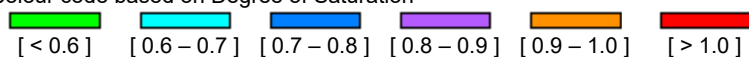
Sanvito-Proserpio  
Site Category: Existing Design  
Stop (Two-Way)

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 Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# LANE LEVEL OF SERVICE

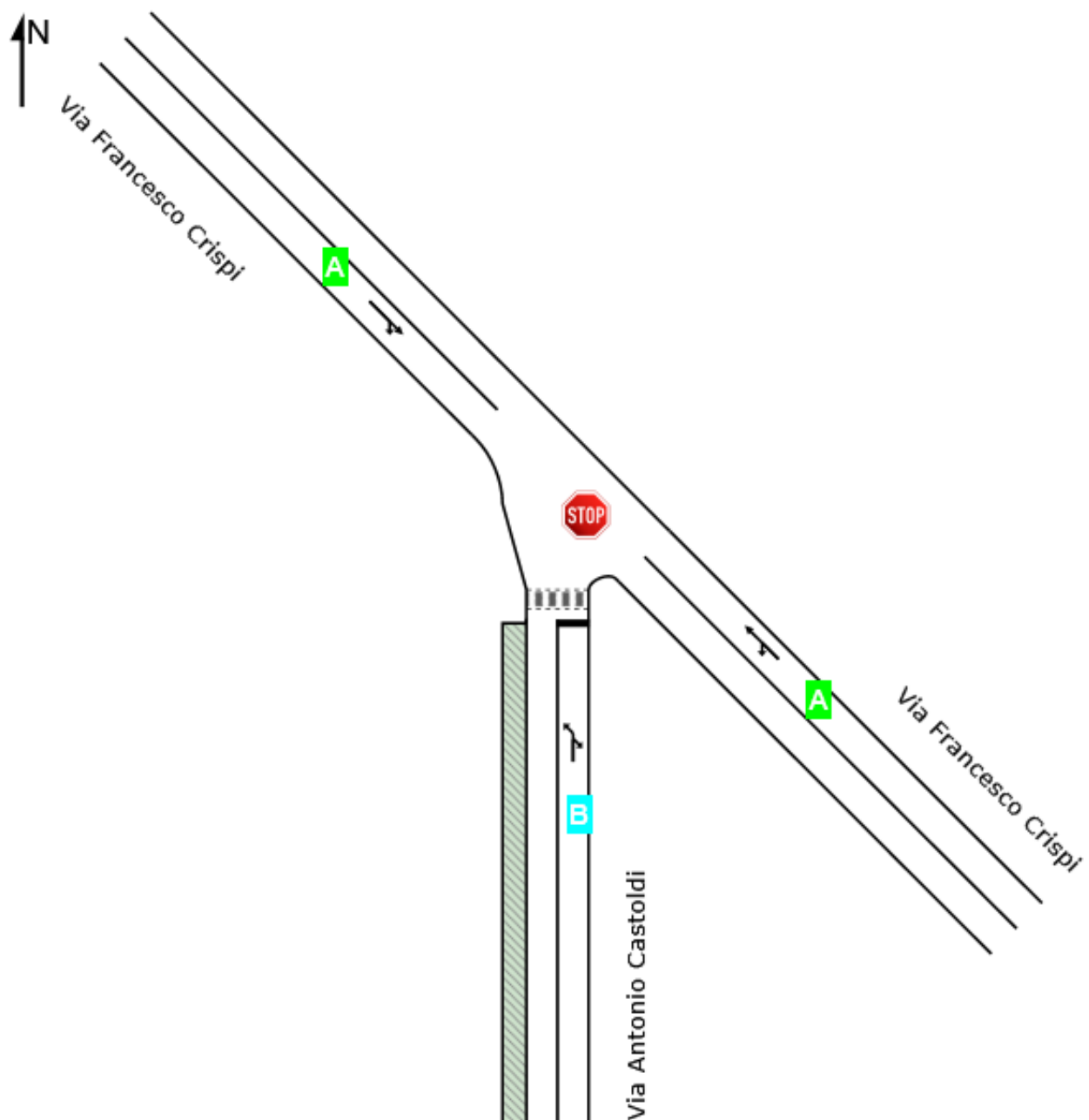
Lane Level of Service

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

■ ■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Crispi-Castoldi  
Site Category: Existing Design  
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).

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

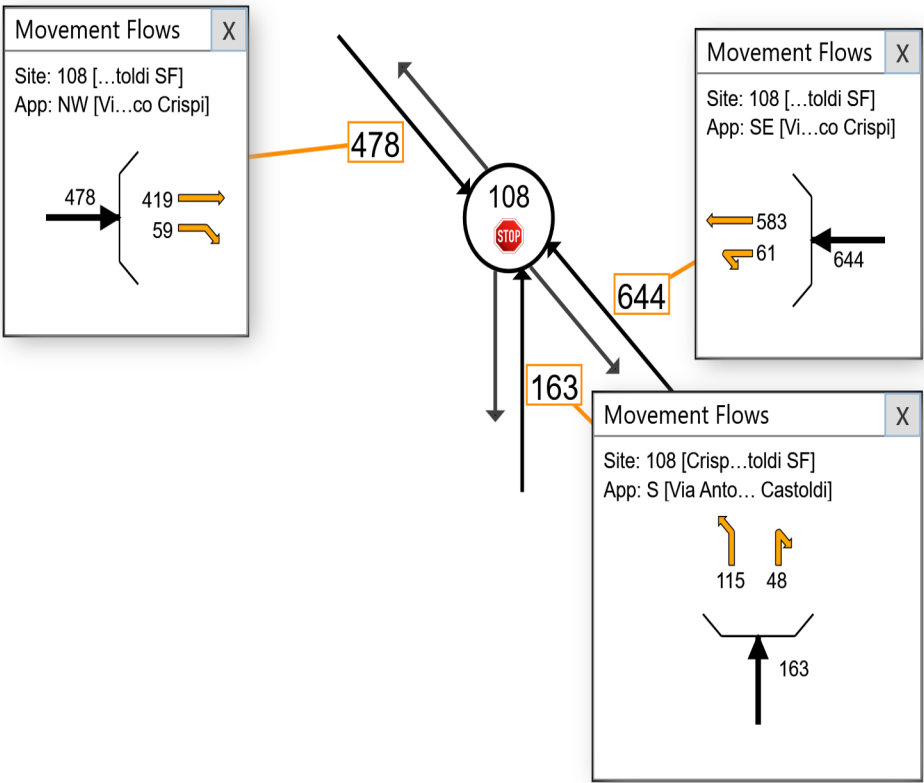
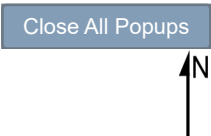
Movement Class: Light Vehicles

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Crispi-Castoldi  
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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

**Movement Class: Heavy Vehicles**

 **Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

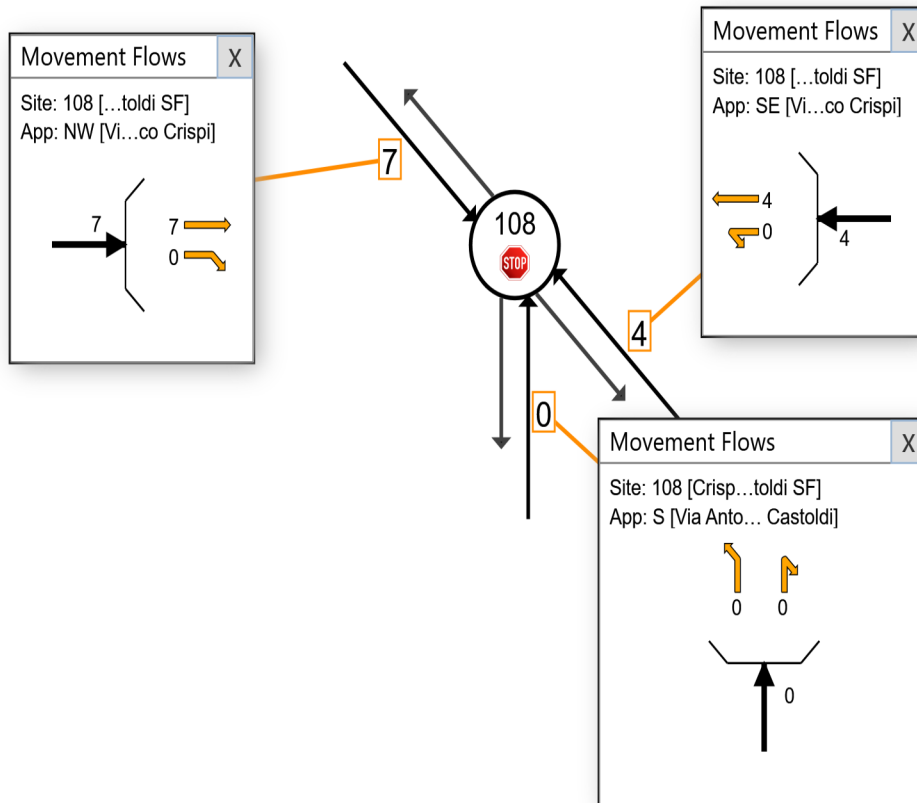
Crispi-Castoldi

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





---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

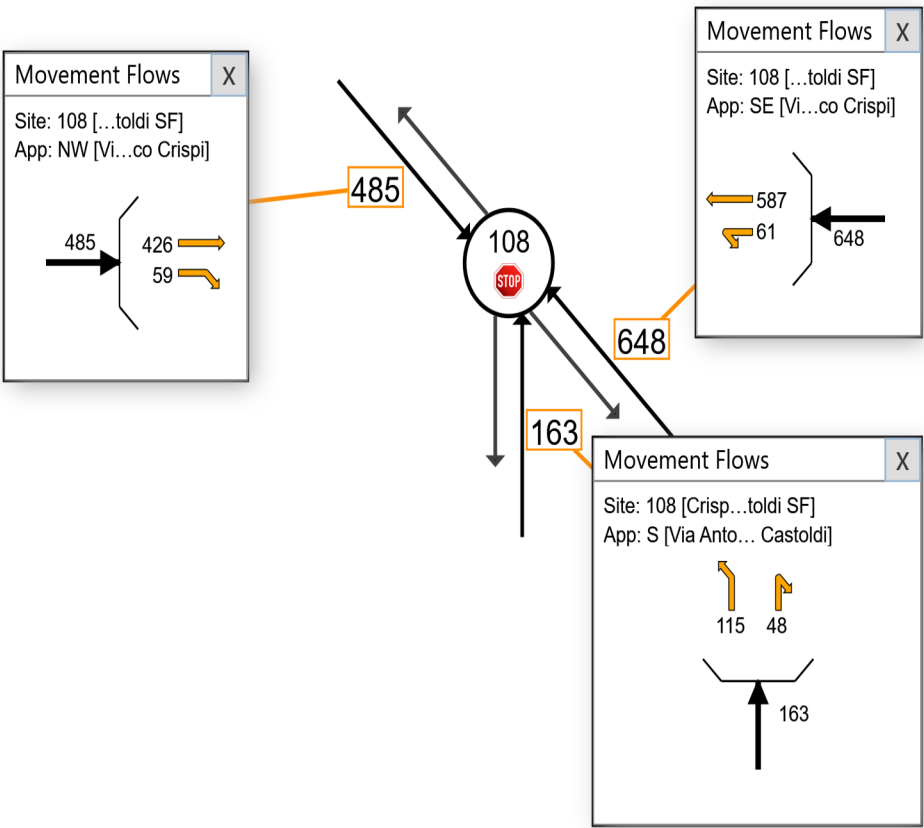
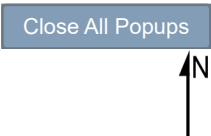
## All Movement Classes

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Crispi-Castoldi  
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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

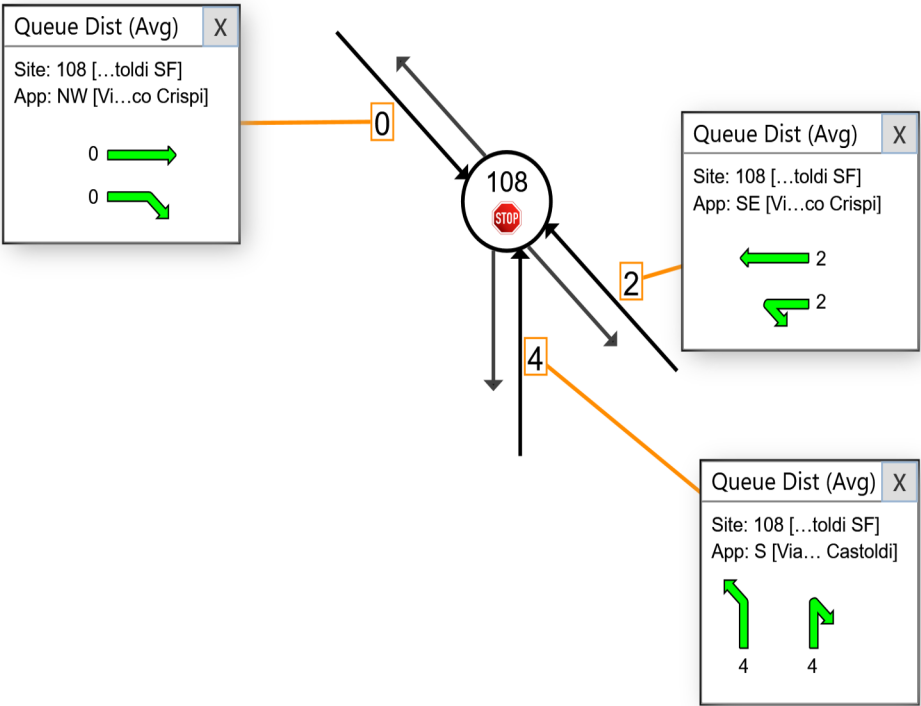
■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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

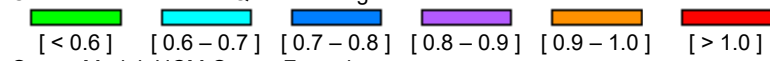
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

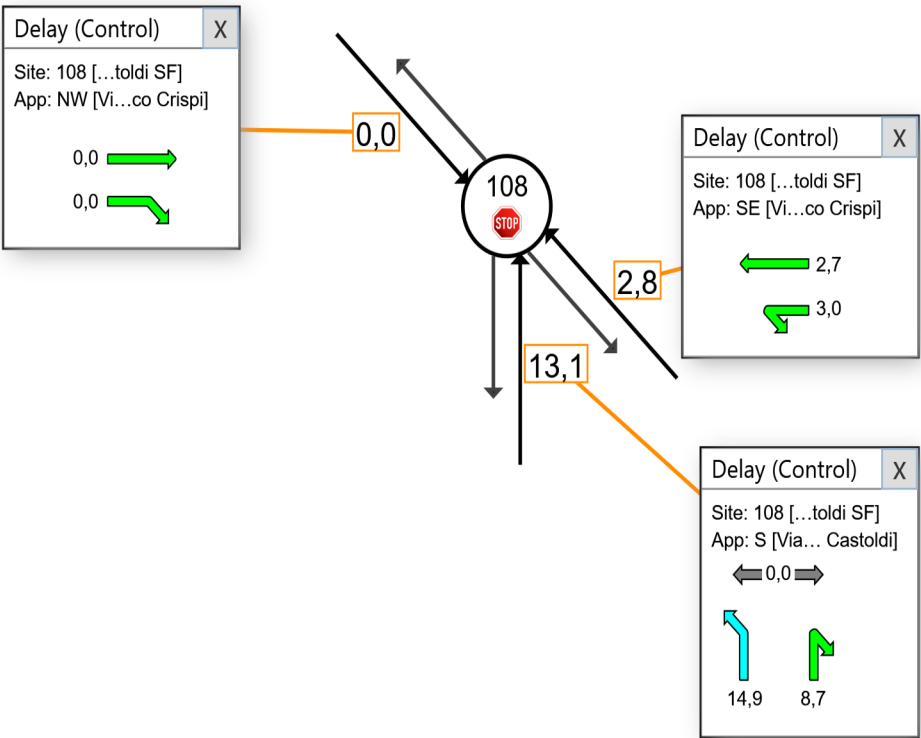
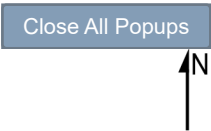
Average control delay per vehicle, or average pedestrian delay (seconds)

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Crispi-Castoldi  
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.



Colour code based on Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

 Site: 108 [Crispi-Castoldi SF (Site Folder: Esistente)]

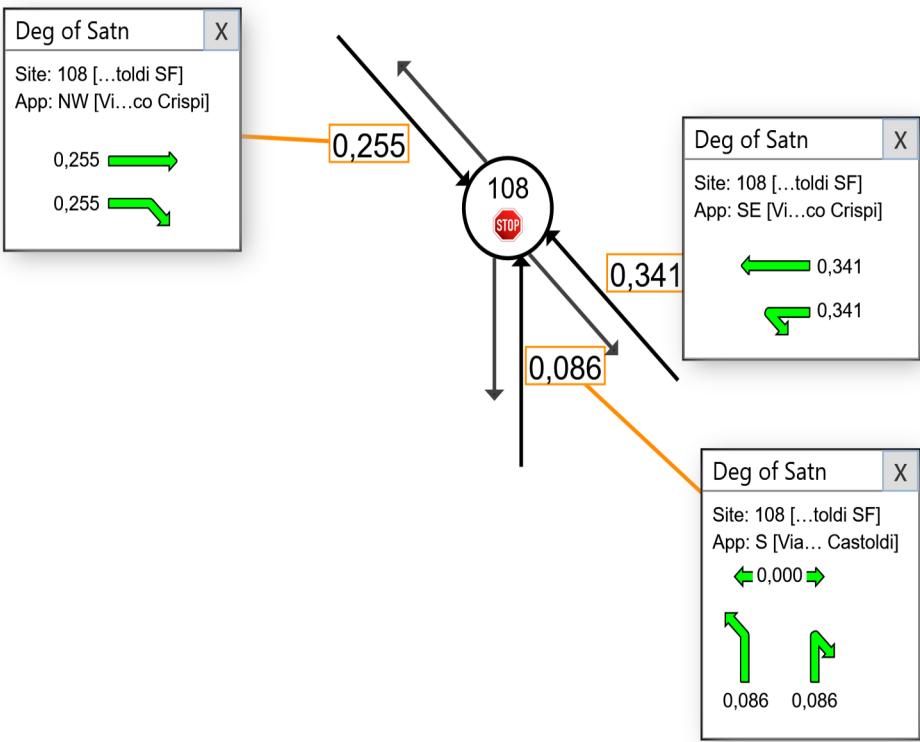
 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

Crispi-Castoldi  
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.

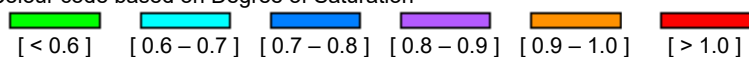
Close All Popups

N





Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# LANE LEVEL OF SERVICE

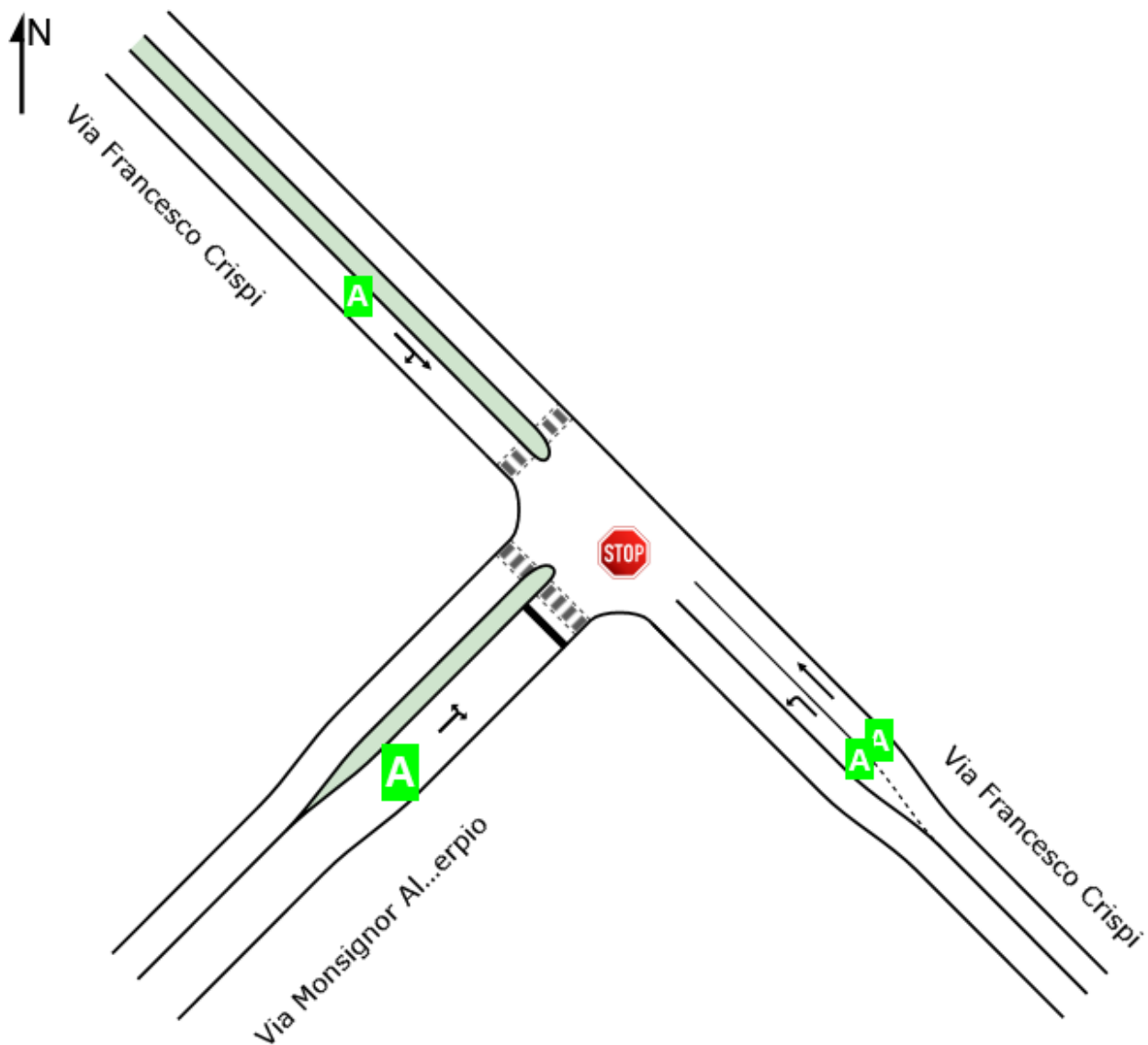
Lane Level of Service

 **Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]**

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

	Approaches			Intersection
	Southeast	Northwest	Southwest	
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).

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

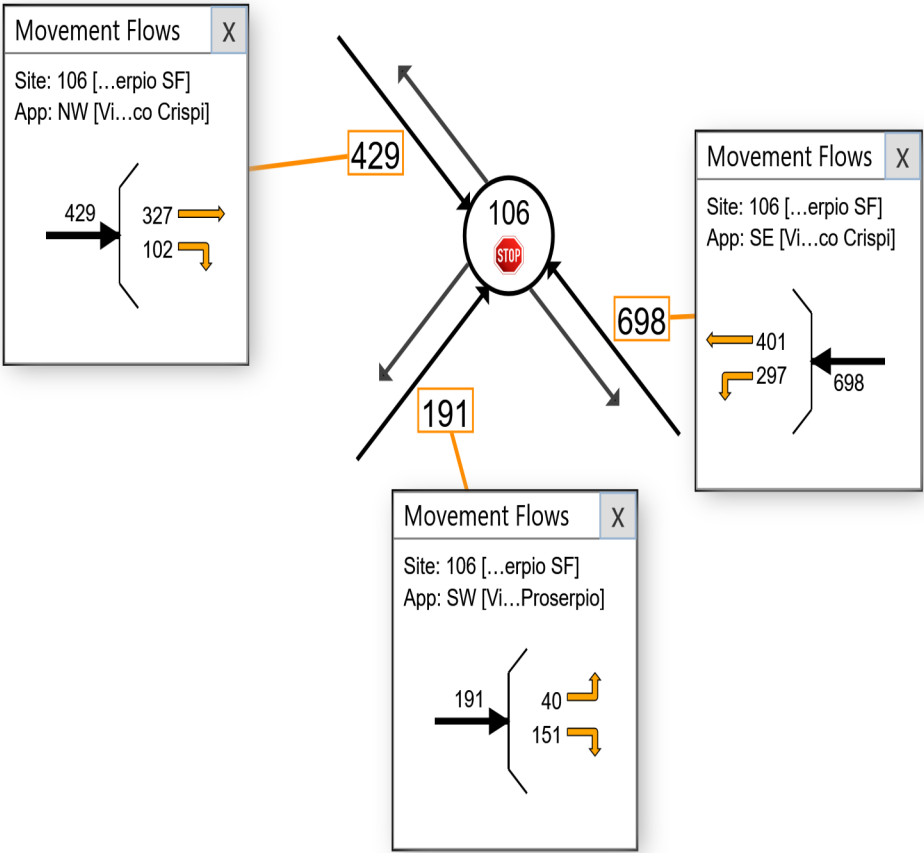
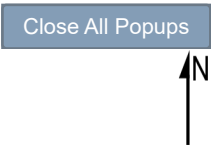
Movement Class: Light Vehicles

 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

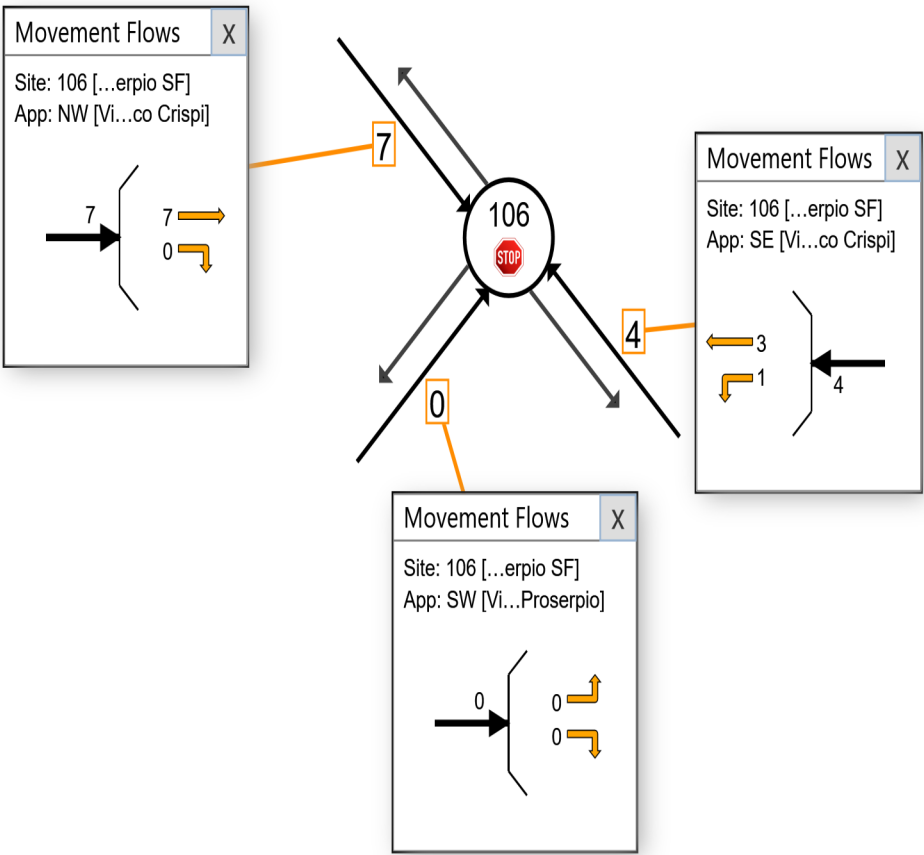
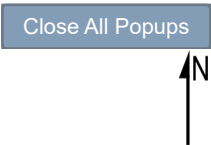
Movement Class: Heavy Vehicles

 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

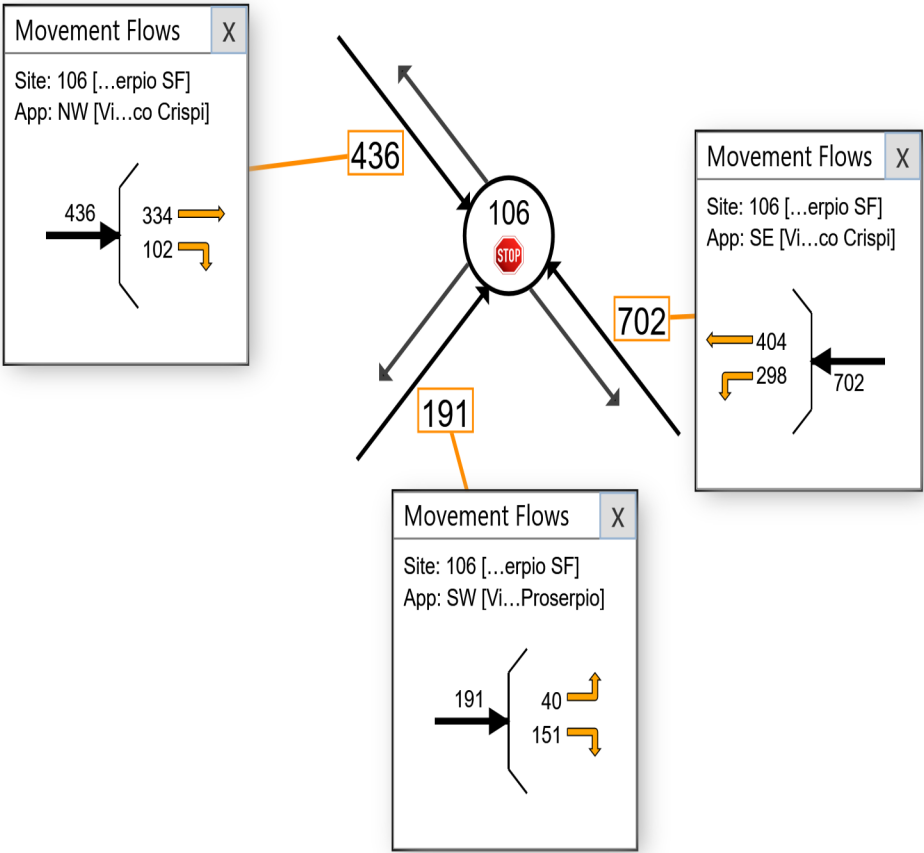
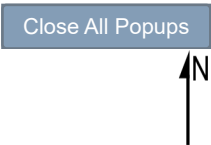
## All Movement Classes

 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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.





---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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


 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

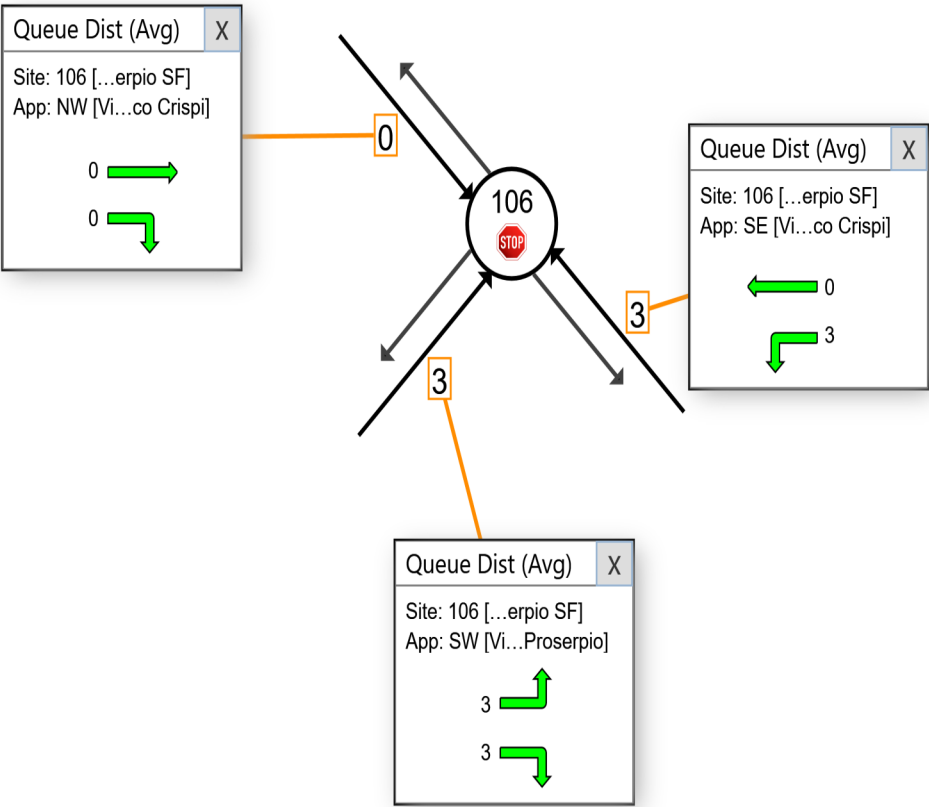
■ Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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

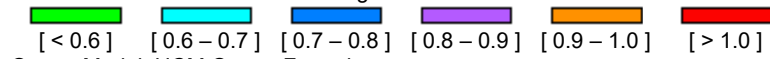
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

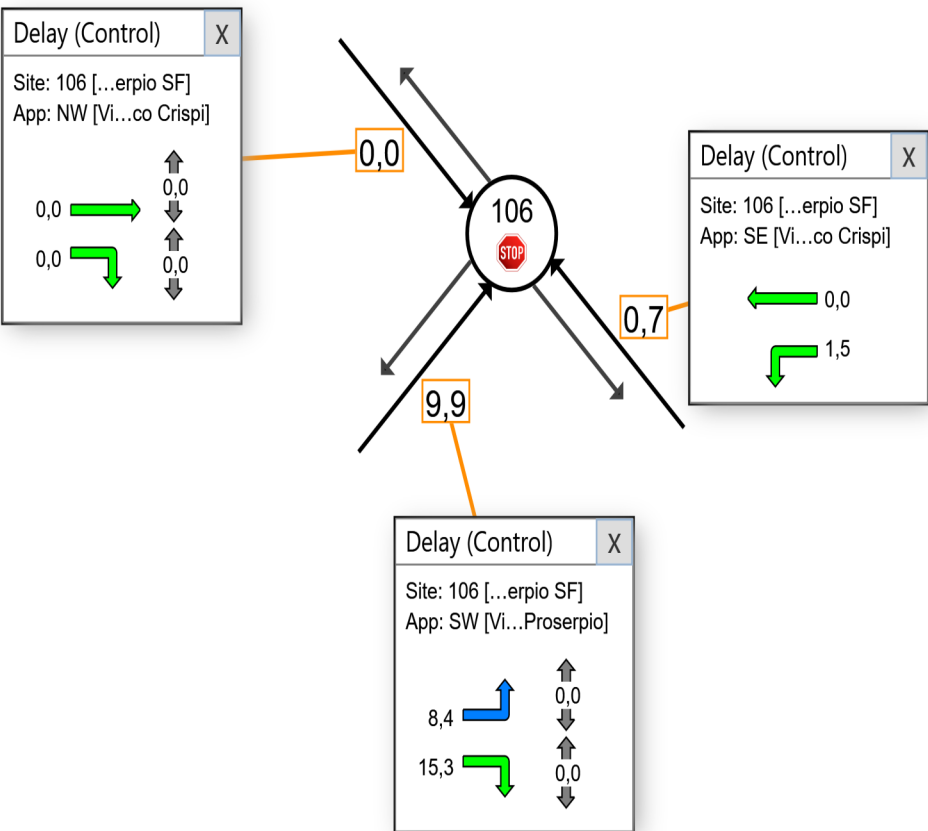
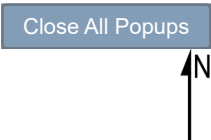
Average control delay per vehicle, or average pedestrian delay (seconds)

 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

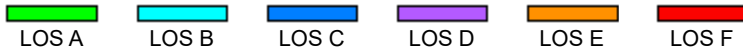
 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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.



Colour code based on Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

 Site: 106 [Crispi-Proserpio SF (Site Folder: Esistente)]

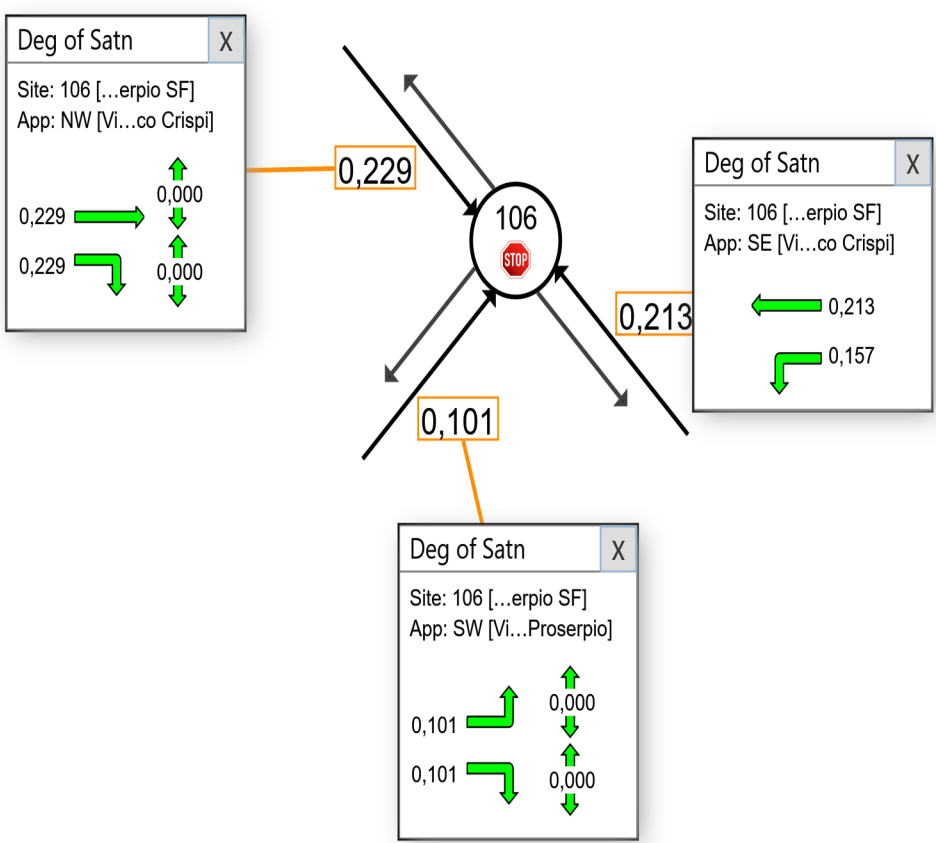
 Network: N101 [Sanvito-Castoldi-Crispi SF (Network Folder: General)]

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

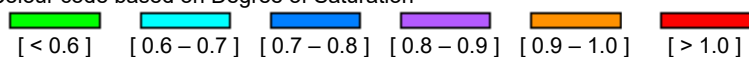
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

↑N



Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 17:42:01

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

AMBITO SANVITO-CAMPIGLI-MONGUELFO



# LANE LEVEL OF SERVICE

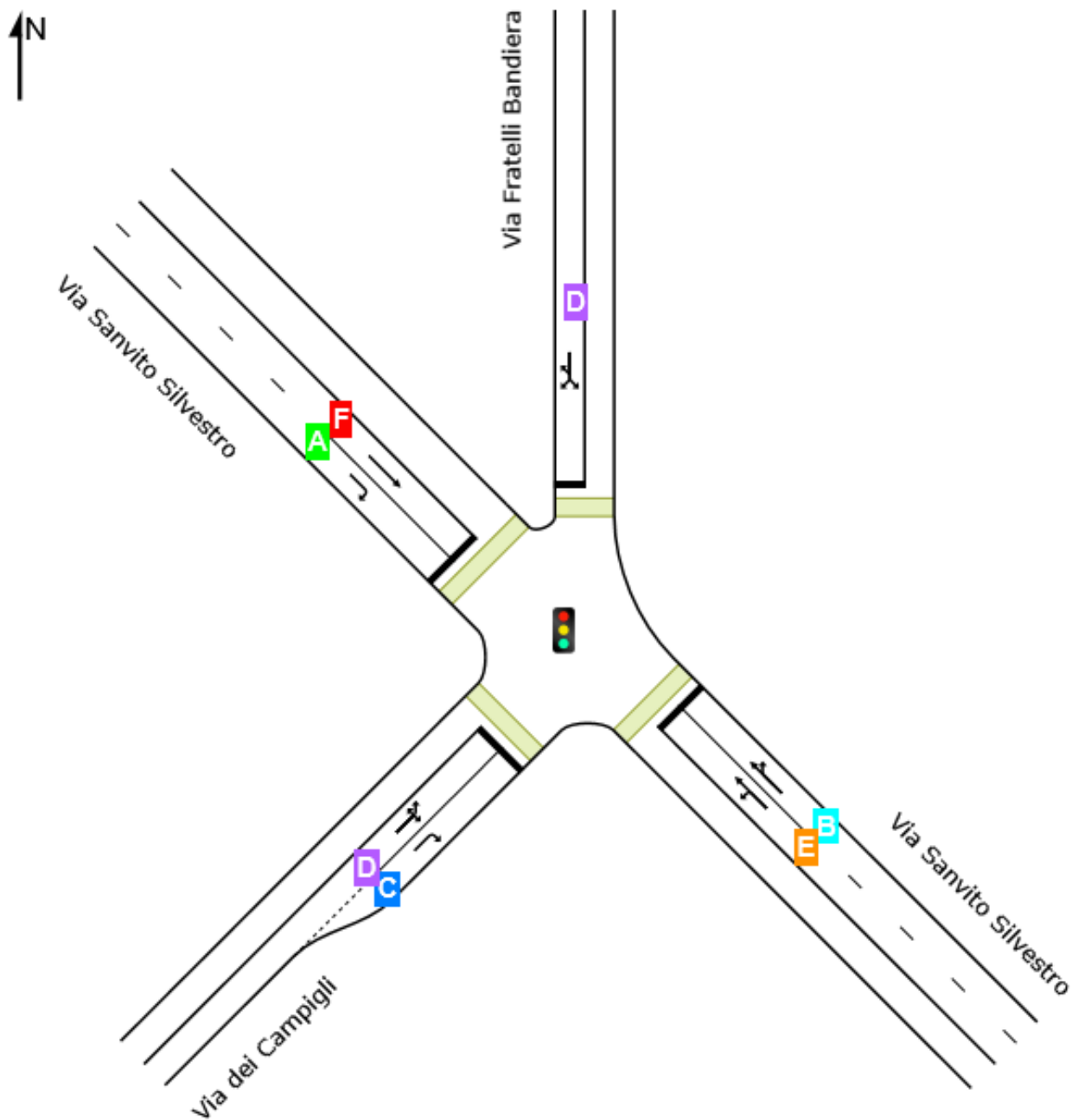
Lane Level of Service

 **Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]**

 **Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]**

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

	Approaches				Intersection
	Southeast	North	Northwest	Southwest	
LOS	D	D	D	D	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).

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

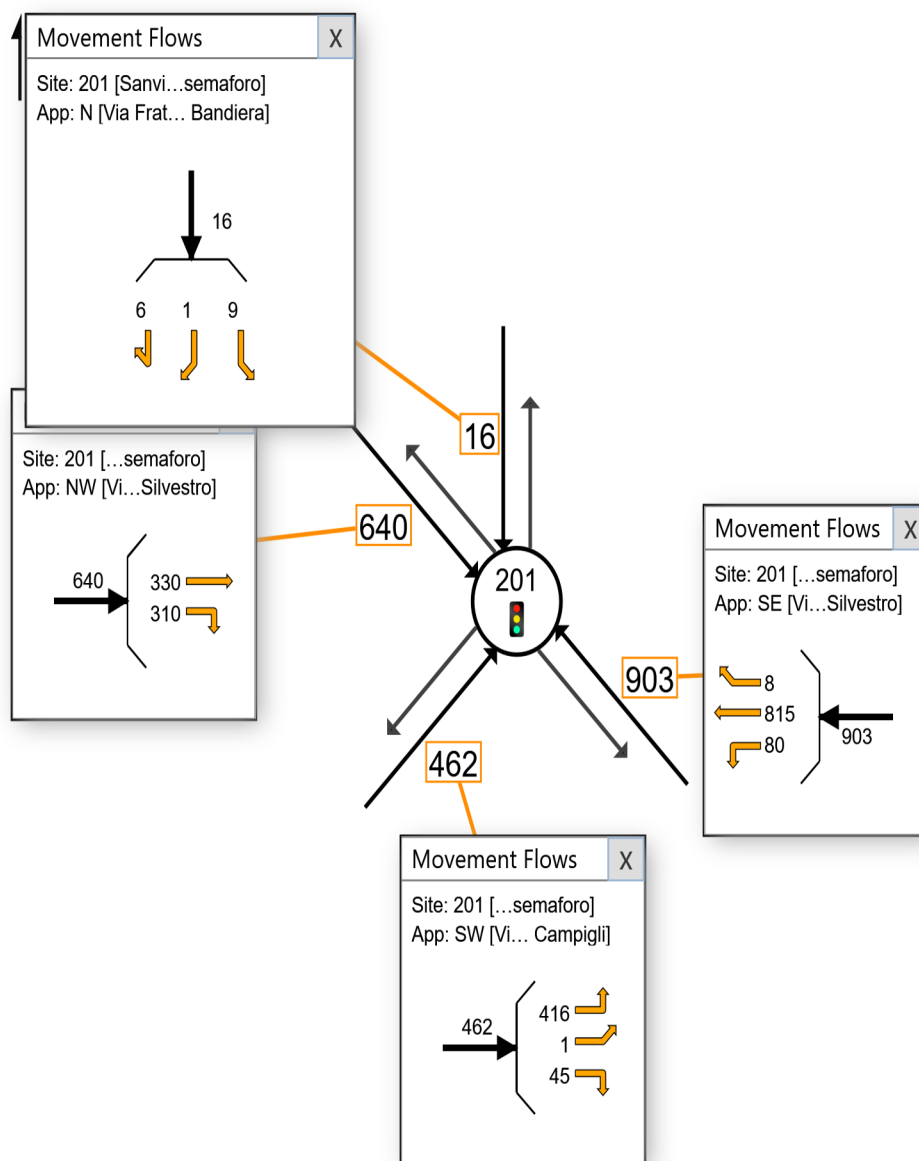
Sanvito-Campigli

Site Category: Existing Design

Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: domenica 30 maggio 2021 09:08:22

Project: D:\Urbanstudio\Varese ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 21.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Heavy Vehicles

Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

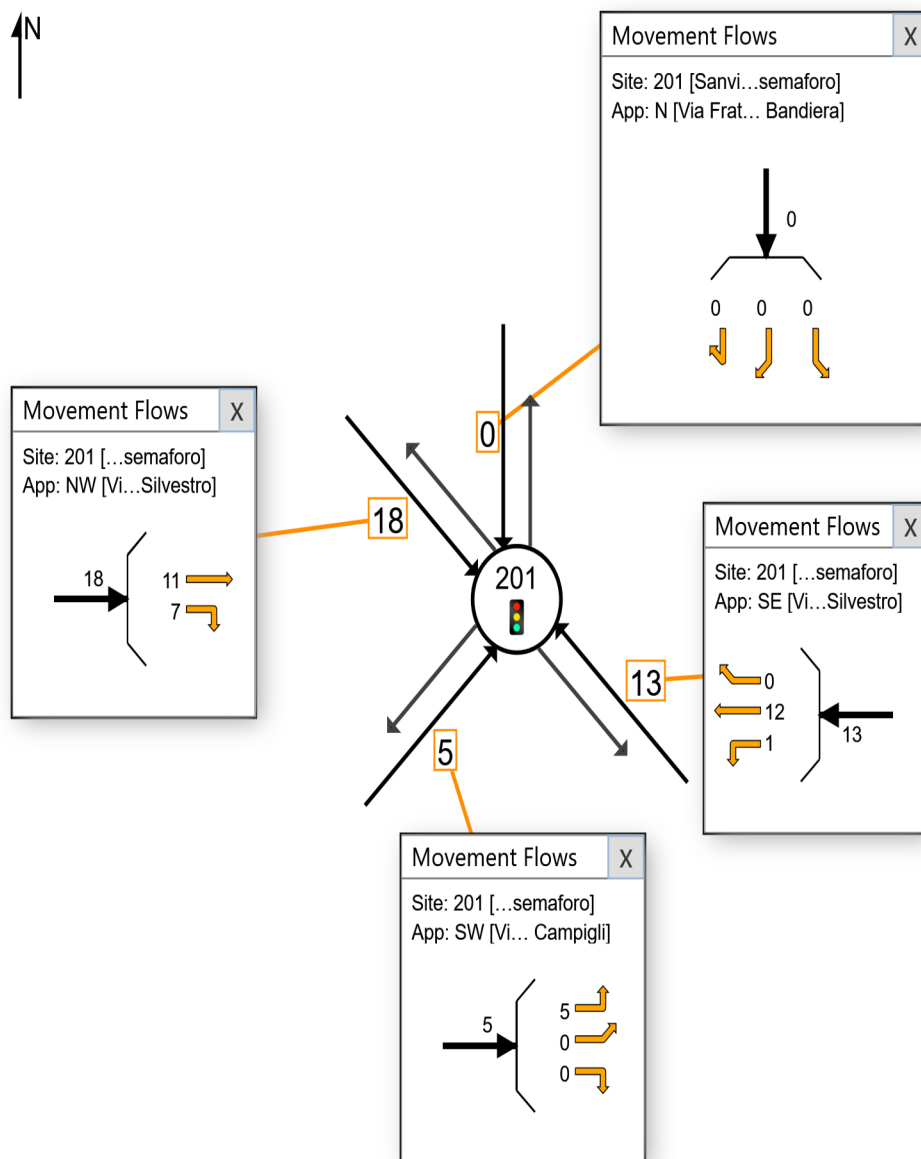
Sanvito-Campigli

Site Category: Existing Design

Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: domenica 30 maggio 2021 09:08:22

Project: D:\Urbanstudio\Varese ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 21.sip9

## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

### All Movement Classes

 Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

 Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

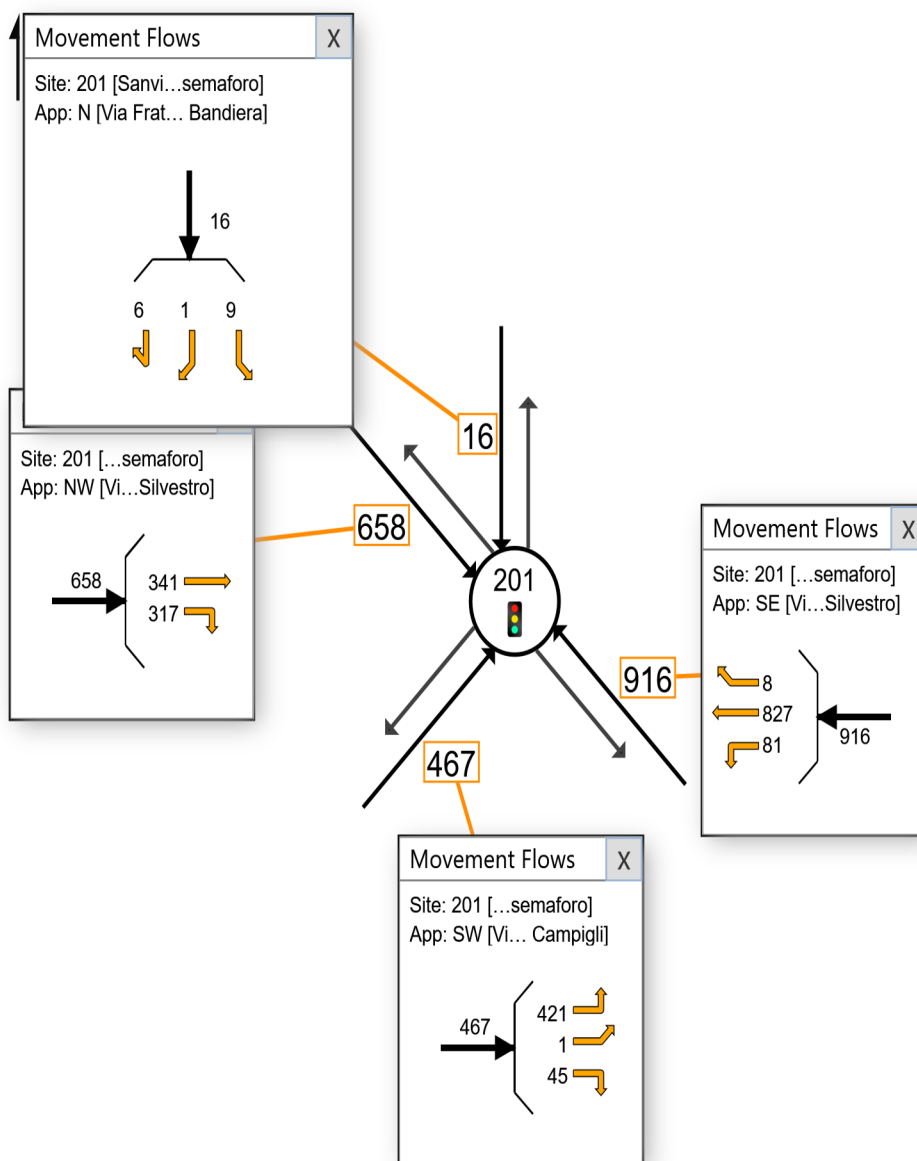
Sanvito-Campigli

Site Category: Existing Design

Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: domenica 30 maggio 2021 09:08:22

Project: D:\Urbanstudio\Varese ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 21.sip9



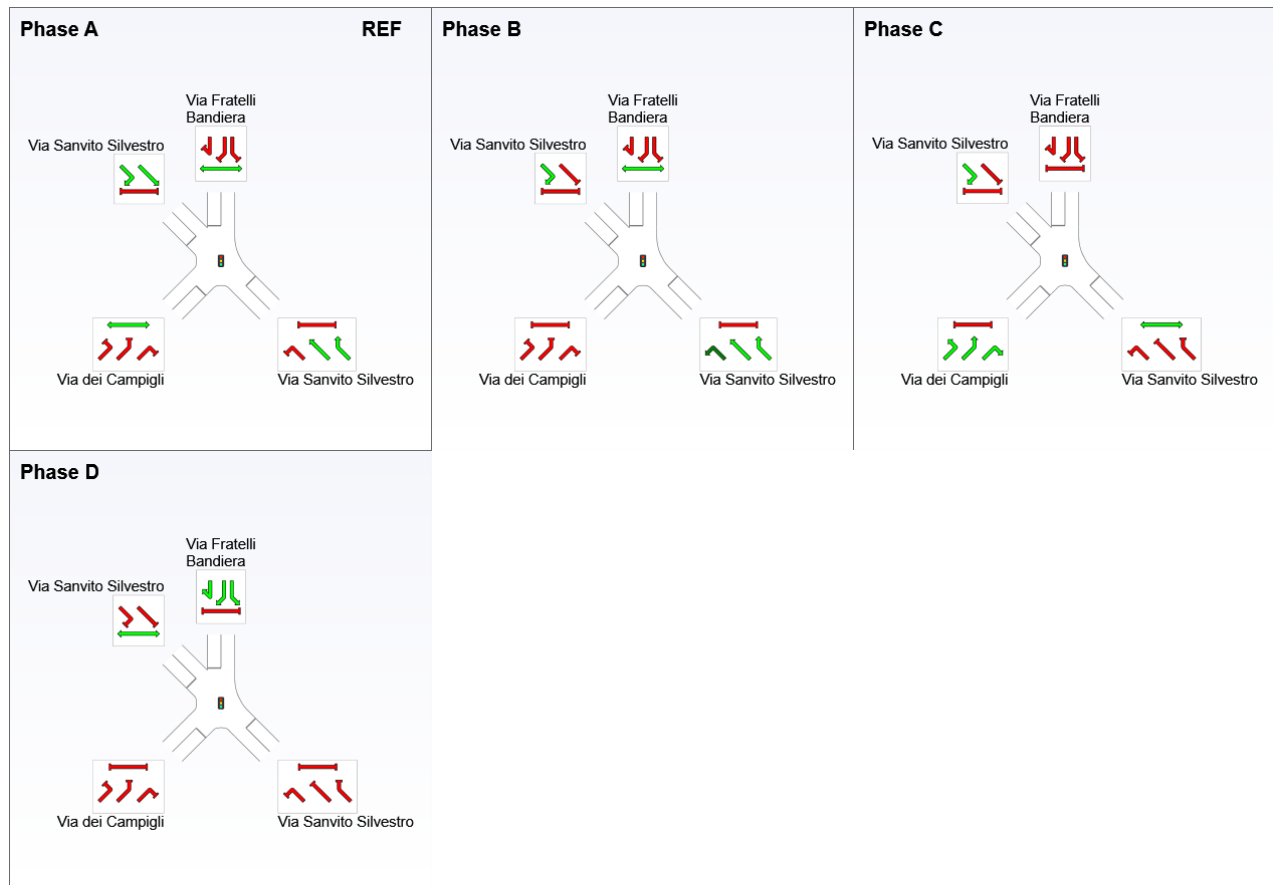
# INPUT PHASE SEQUENCE

## All Movement Classes

 **Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]**

Sanvito-Campigli  
Site Category: Existing Design  
Signals - EQUISAT (Pretimed) Isolated

**Phase Sequence: Convert Function Default**  
**Reference Phase: Phase A**  
**Input Phase Sequence: A, B, C, D**



REF: Reference Phase  
VAR: Variable Phase



## QUEUE DISTANCE (AVERAGE)

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

 Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

■ Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

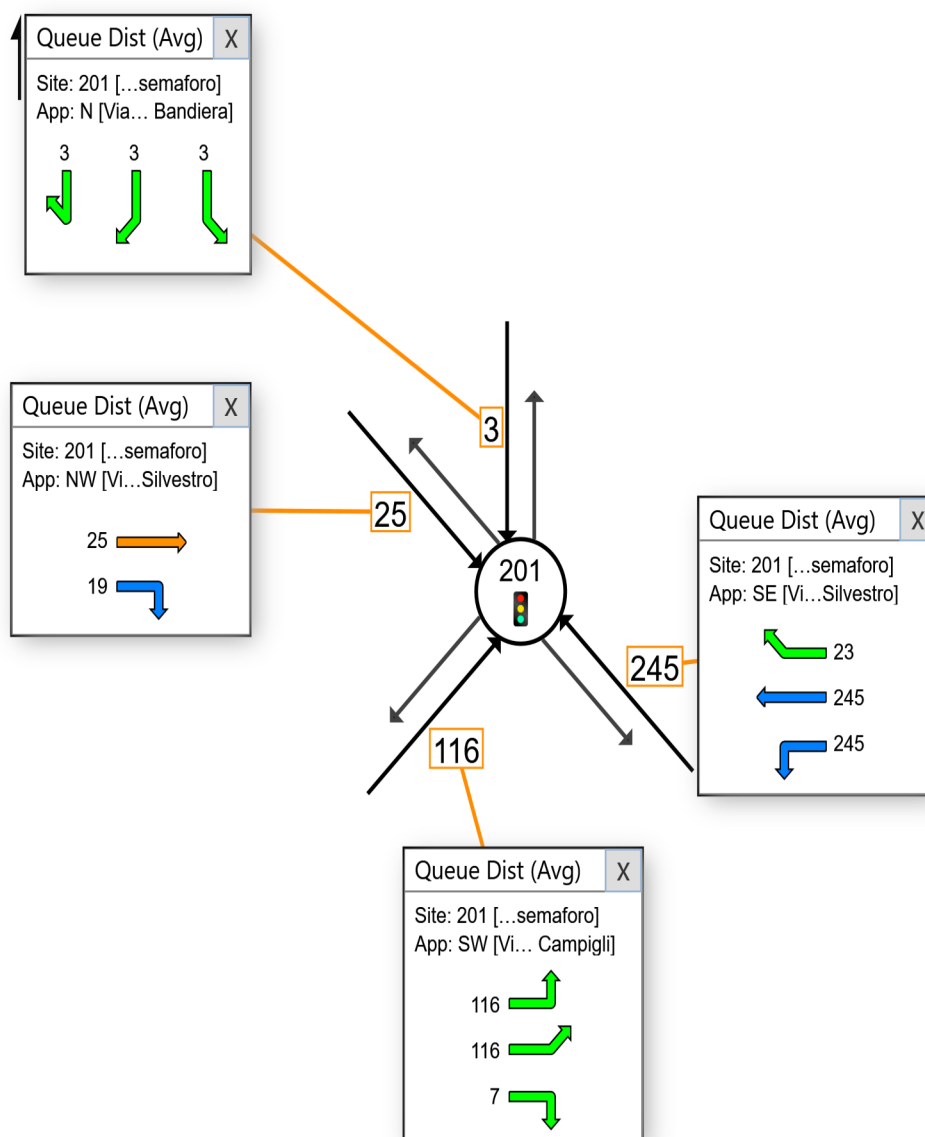
Sanvito-Campigli

Site Category: Existing Design

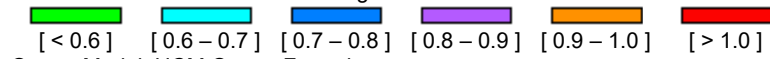
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 31 maggio 2021 15:19:38

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 31.sip9

## DELAY (CONTROL)

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

 Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

 Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

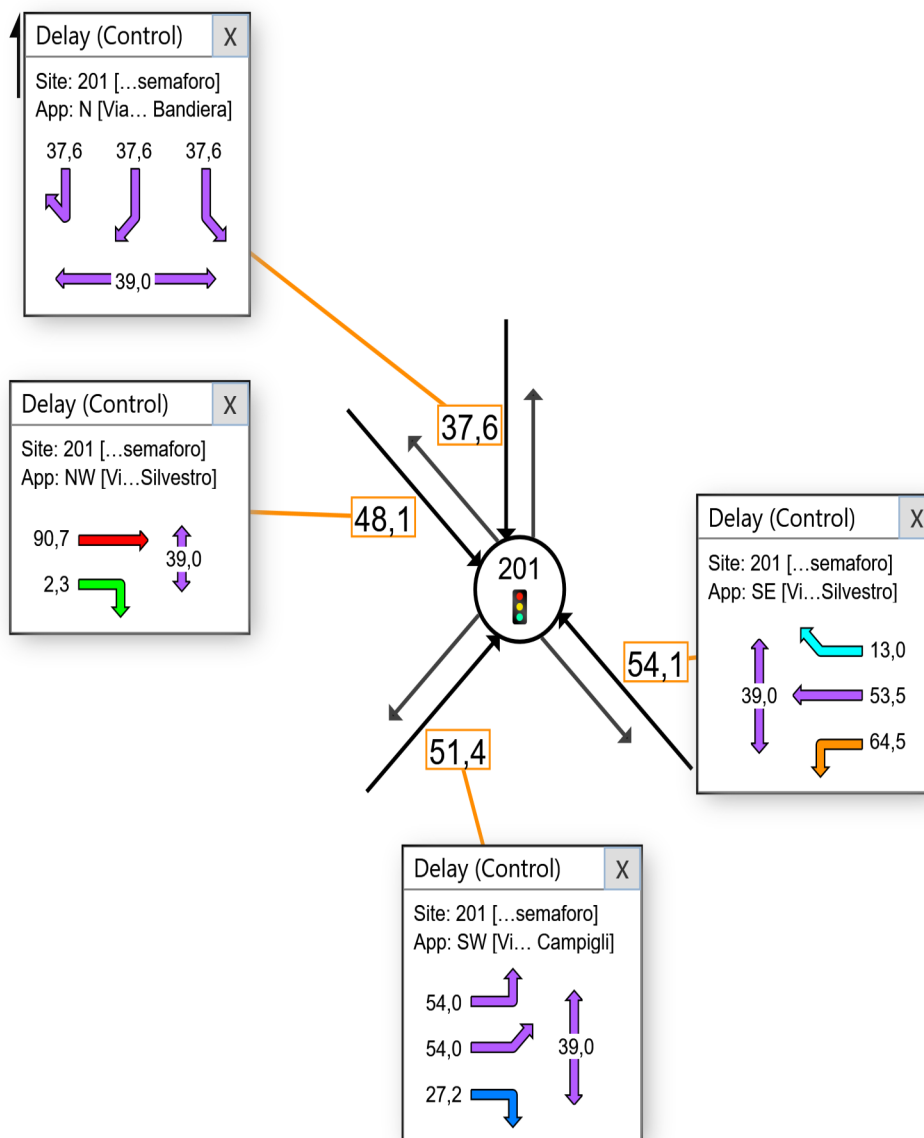
Sanvito-Campigli

Site Category: Existing Design

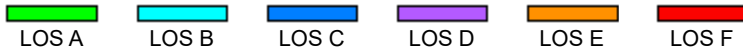
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 31 maggio 2021 15:19:38

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 31.sip9

# DEGREE OF SATURATION

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

Site: 201 [Sanvito-Campigli SF - semaforo (Site Folder: Esistente)]

Network: N102 [Sanvito-Campigli SF (Network Folder: Stato di fatto)]

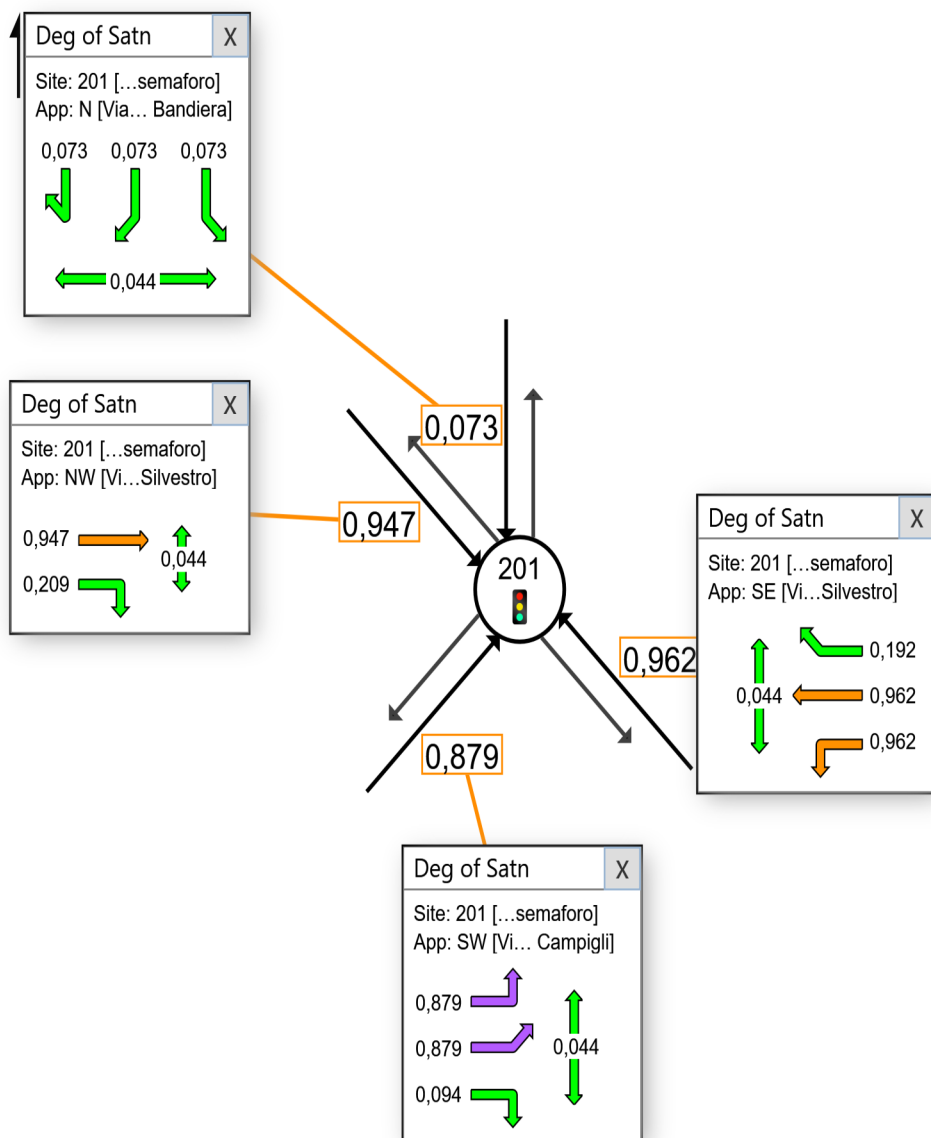
Sanvito-Campigli

Site Category: Existing Design

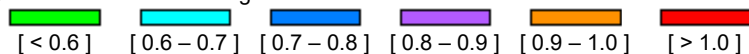
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 31 maggio 2021 15:19:38

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 31.sip9

# LANE LEVEL OF SERVICE

Lane Level of Service

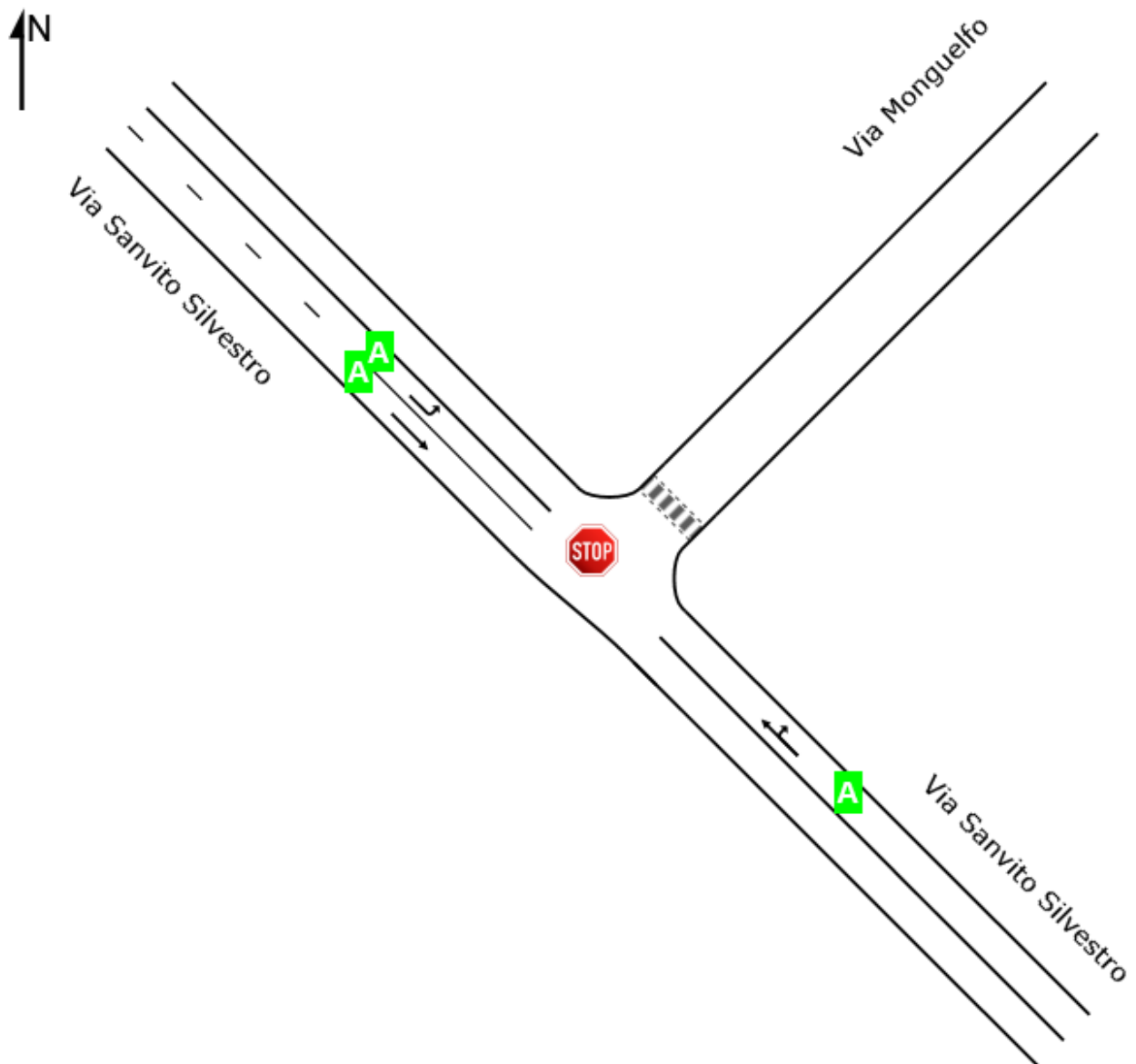
 **Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Campigli (Network Folder: General)]**

Sanvito-Monguelfo  
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).

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

 Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Campigli (Network Folder: General)]

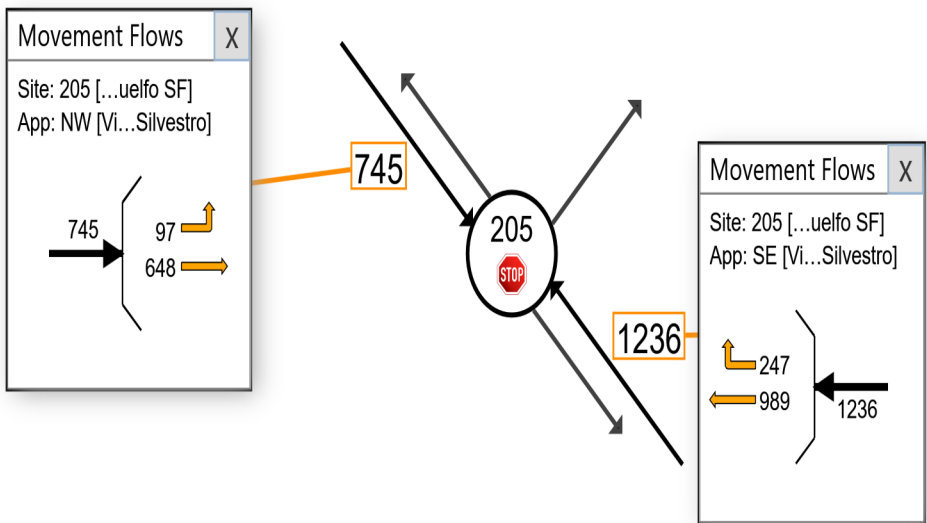
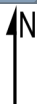
Sanvito-Monguelfo

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Heavy Vehicles

 Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Campigli (Network Folder: General)]

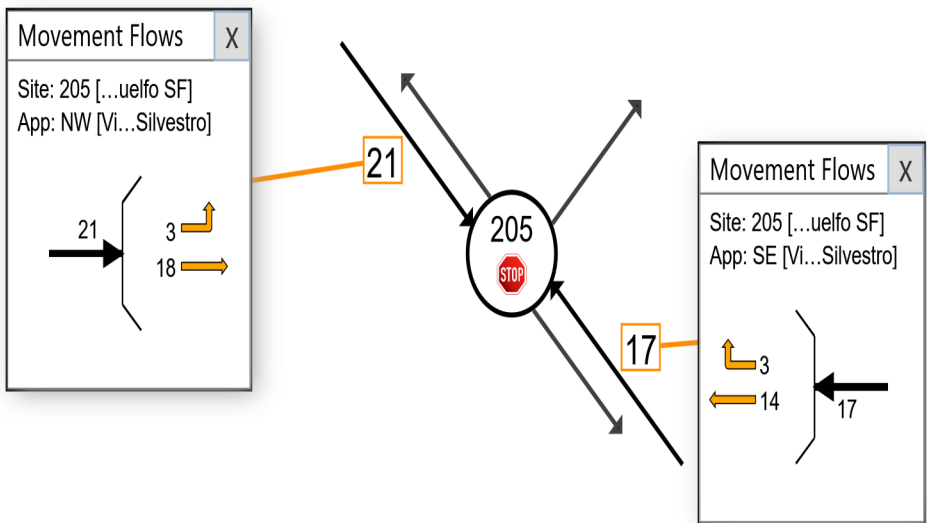
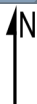
Sanvito-Monguelfo

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

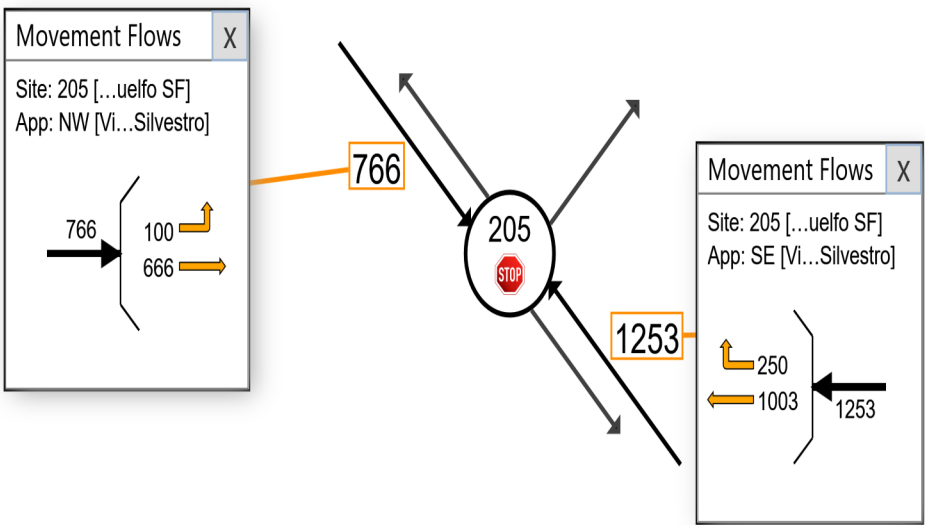
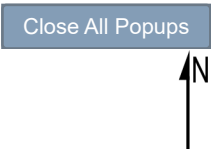
## All Movement Classes

 Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Campigli (Network Folder: General)]

Sanvito-Monguelfo  
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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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


 Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]

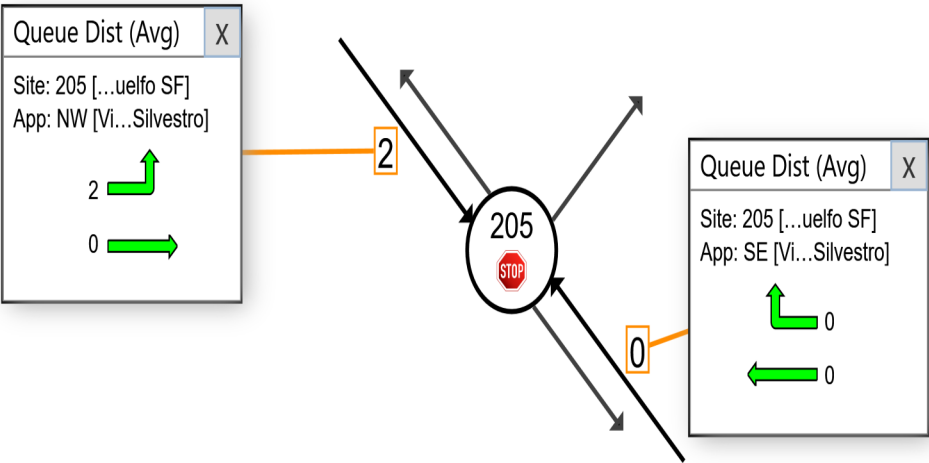
■ ■ Network: N101 [Sanvito-Campigli (Network Folder: General)]

Sanvito-Monguelfo  
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.

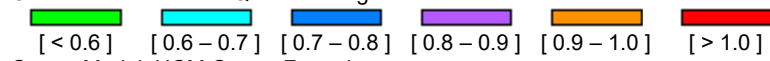
Close All Popups







Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

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

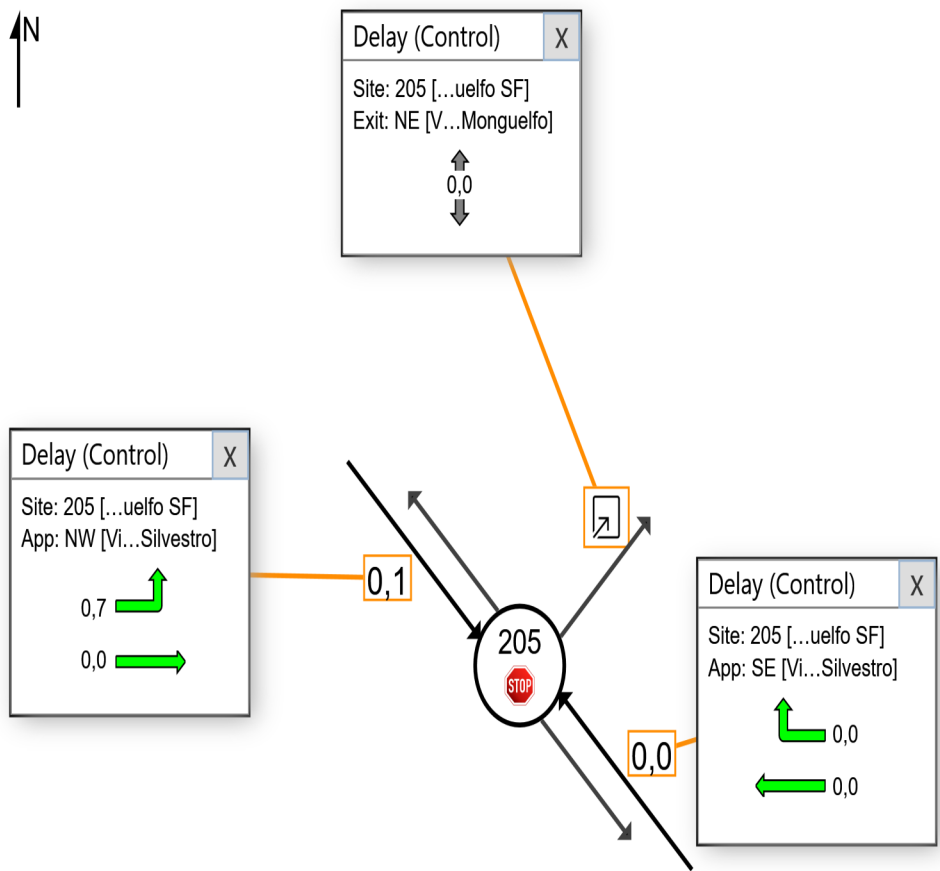
 Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Campigli (Network Folder: General)]

Sanvito-Monguelfo  
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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

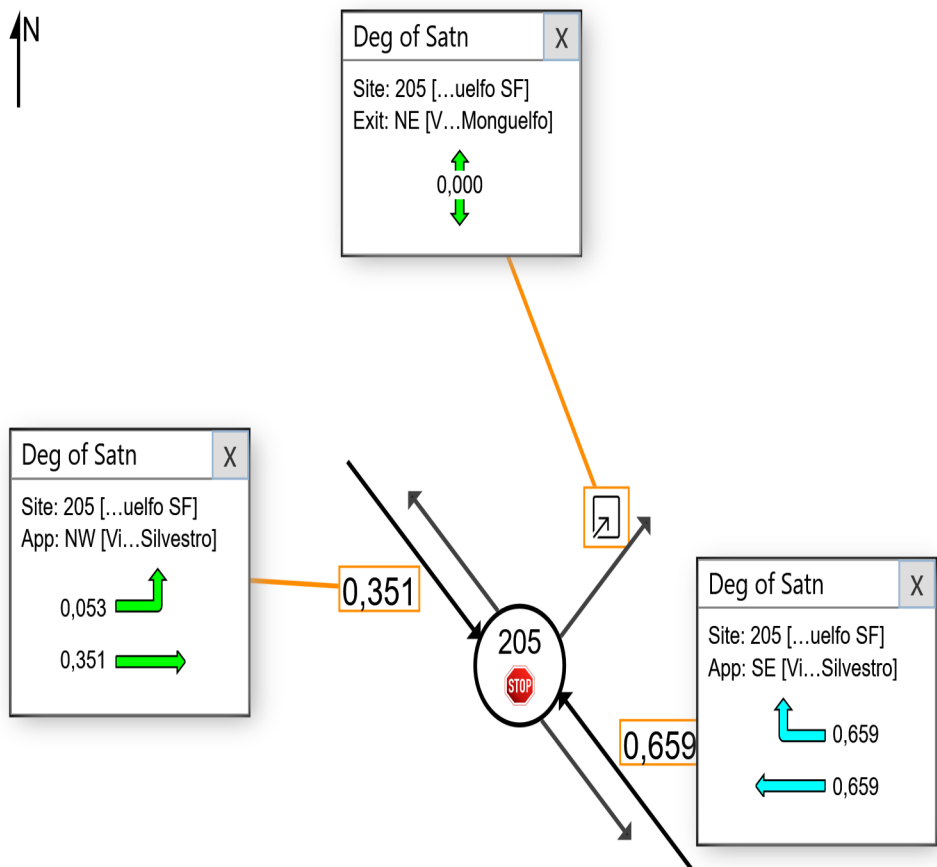
 **Site: 205 [Sanvito-Monguelfo SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Campigli (Network Folder: General)]**

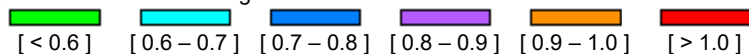
Sanvito-Monguelfo  
Site Category: Existing Design  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:22:19

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

AMBITO SANVITO-XXV APRILE

# LANE LEVEL OF SERVICE

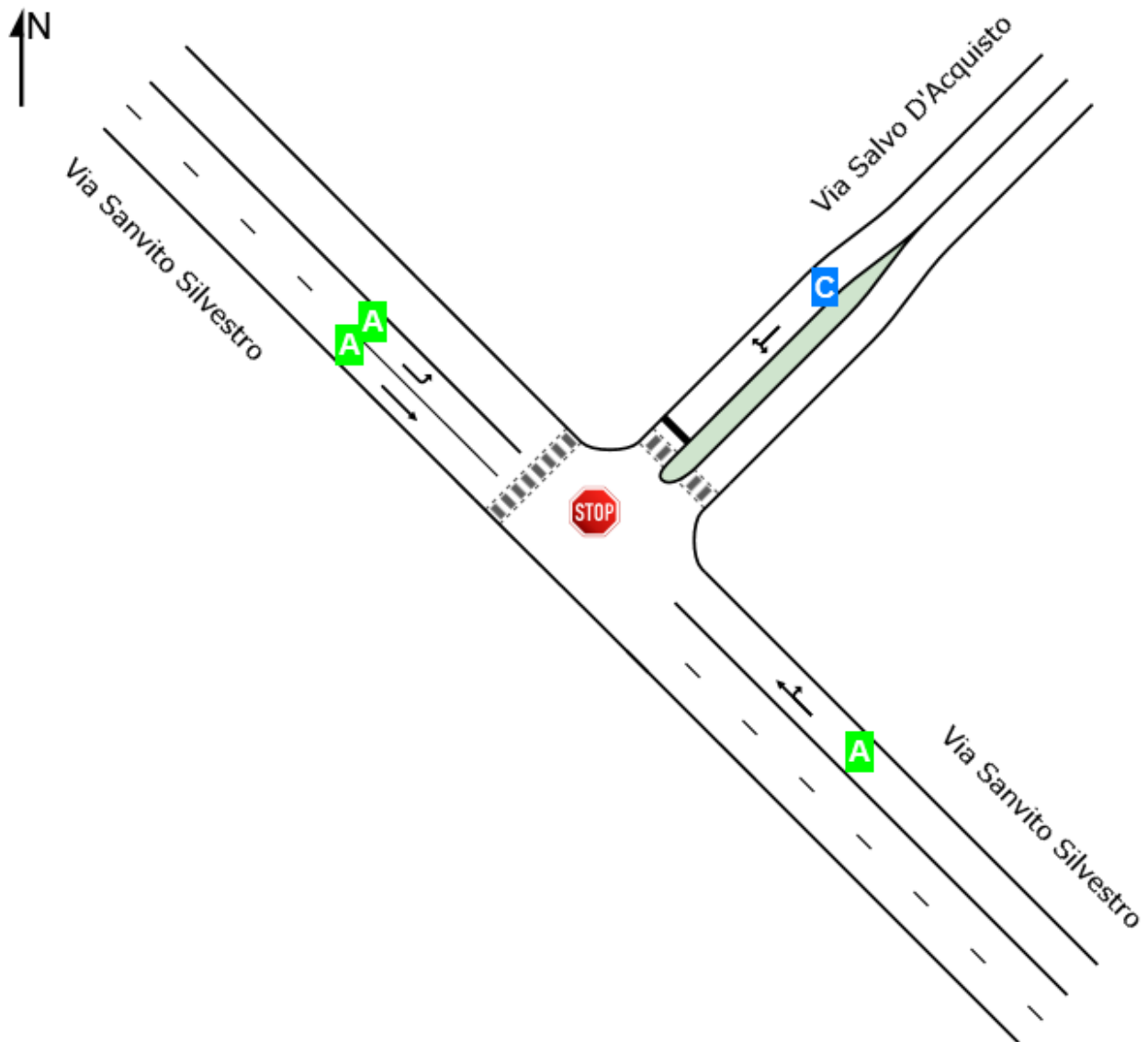
Lane Level of Service

 **Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]**

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).



## MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

**Movement Class: Heavy Vehicles**

 **Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]**

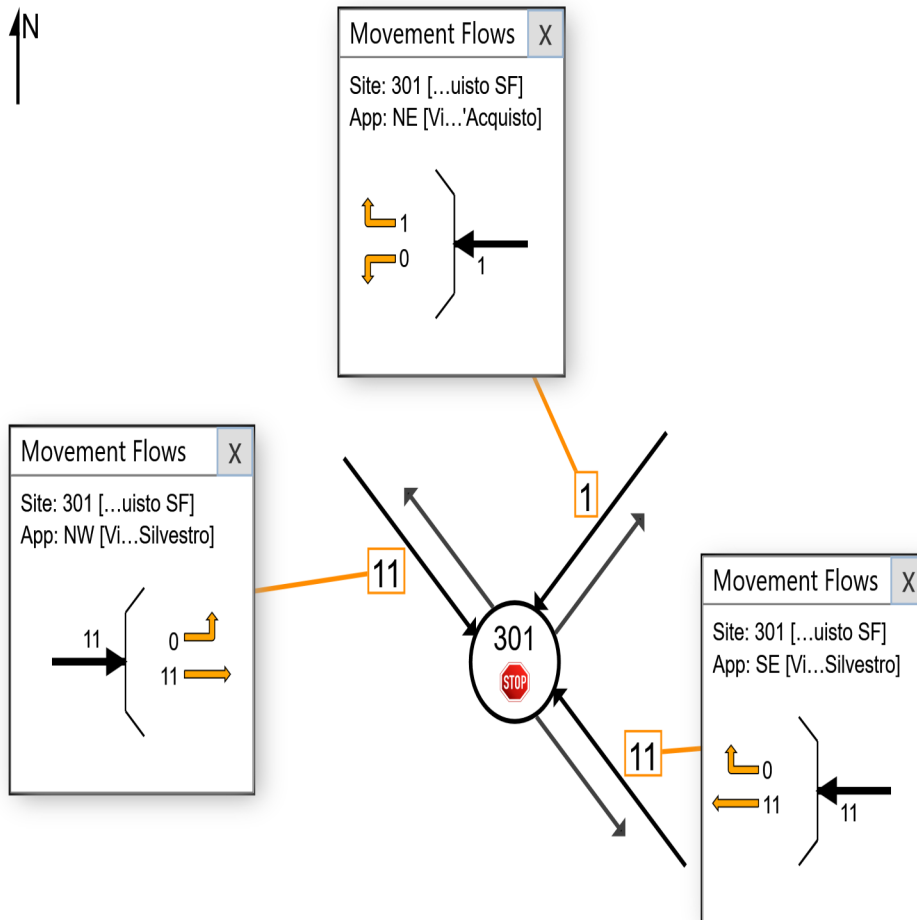
Sanvito-D'acquisto

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16


Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

 Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

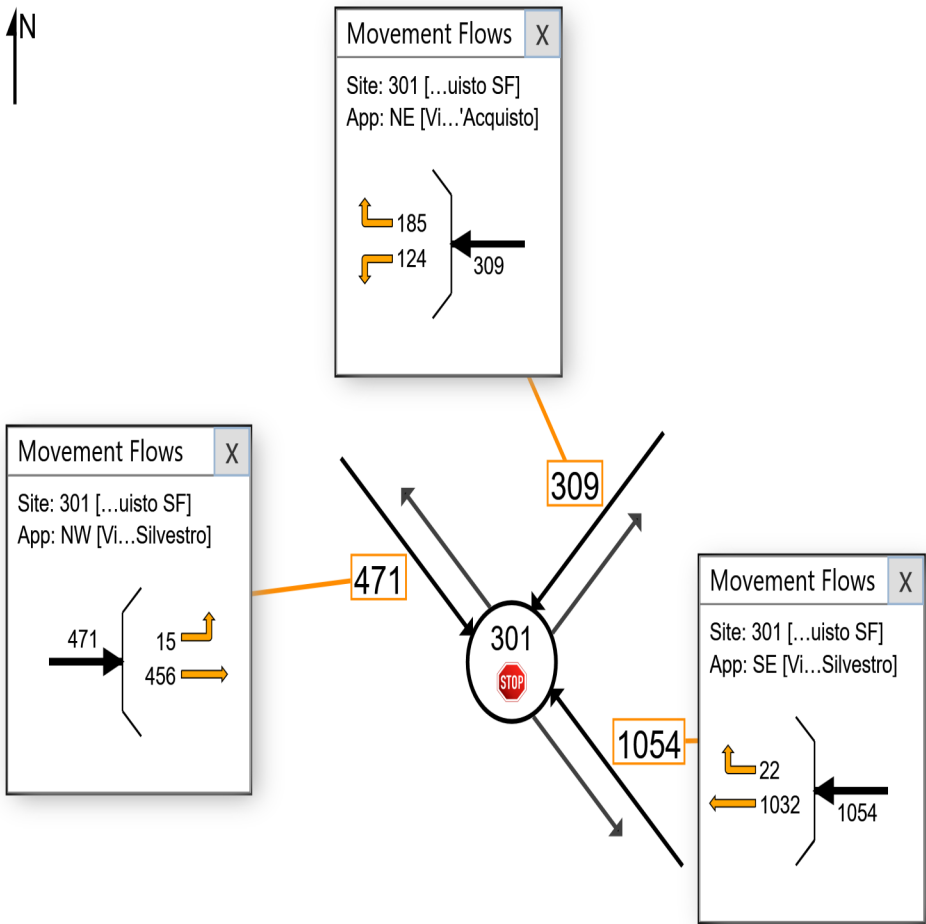
Sanvito-D'acquisto

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

## All Movement Classes

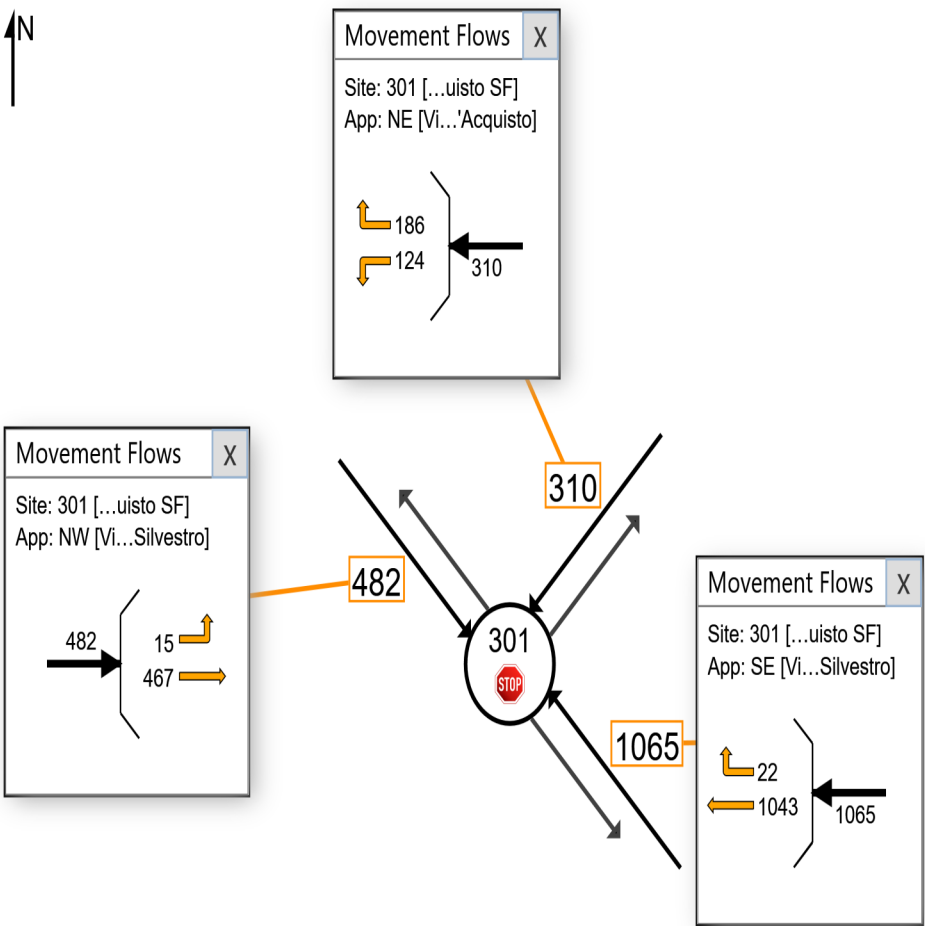
 Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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

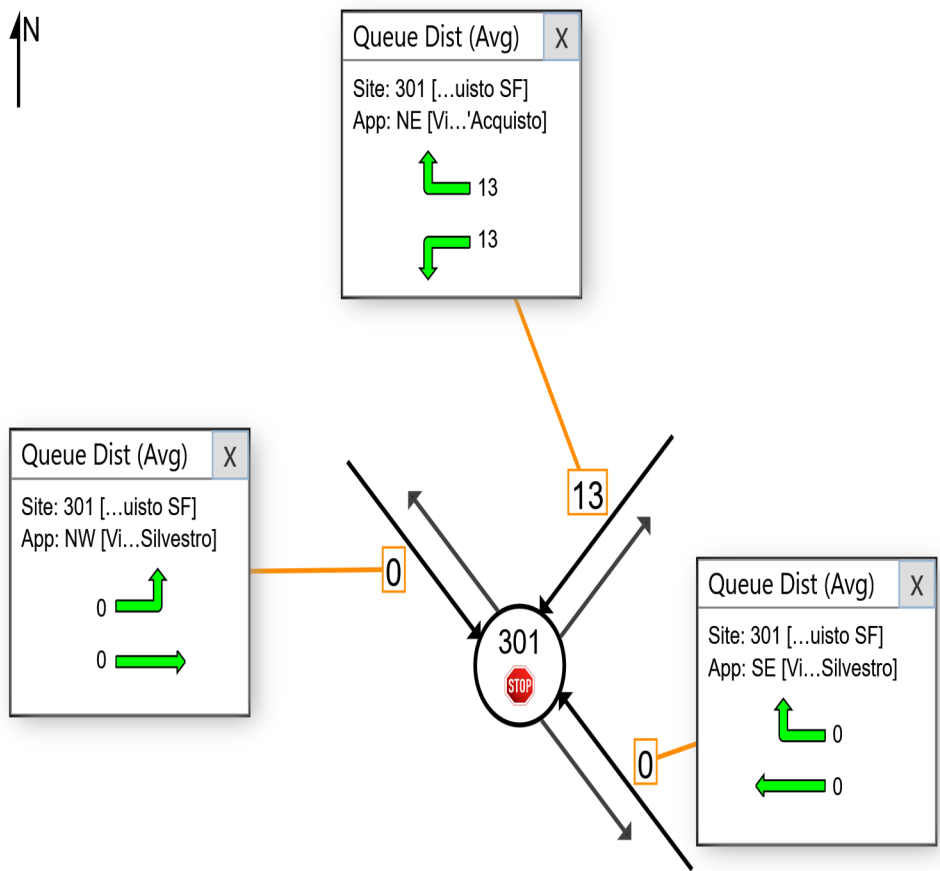
 Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]

■ Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

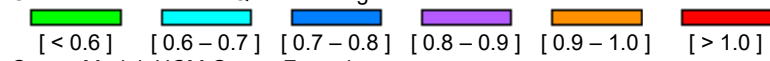
Sanvito-D'acquisto  
Site Category: Existing Design  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9



# DELAY (CONTROL)

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

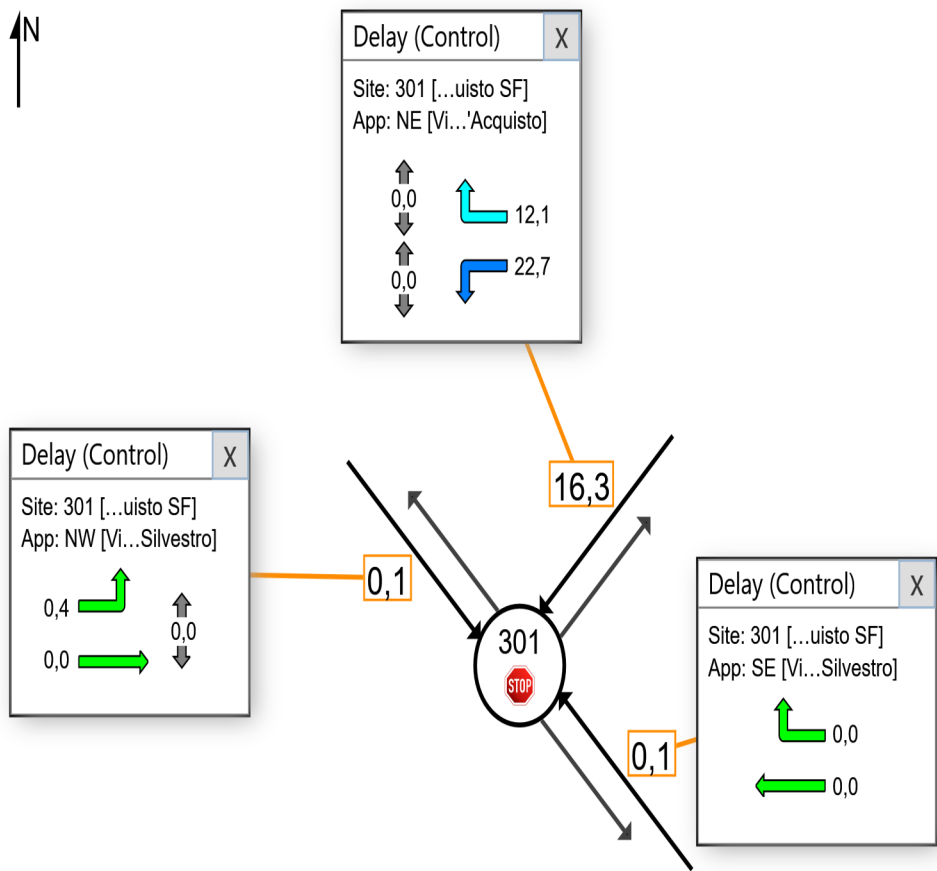
 Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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

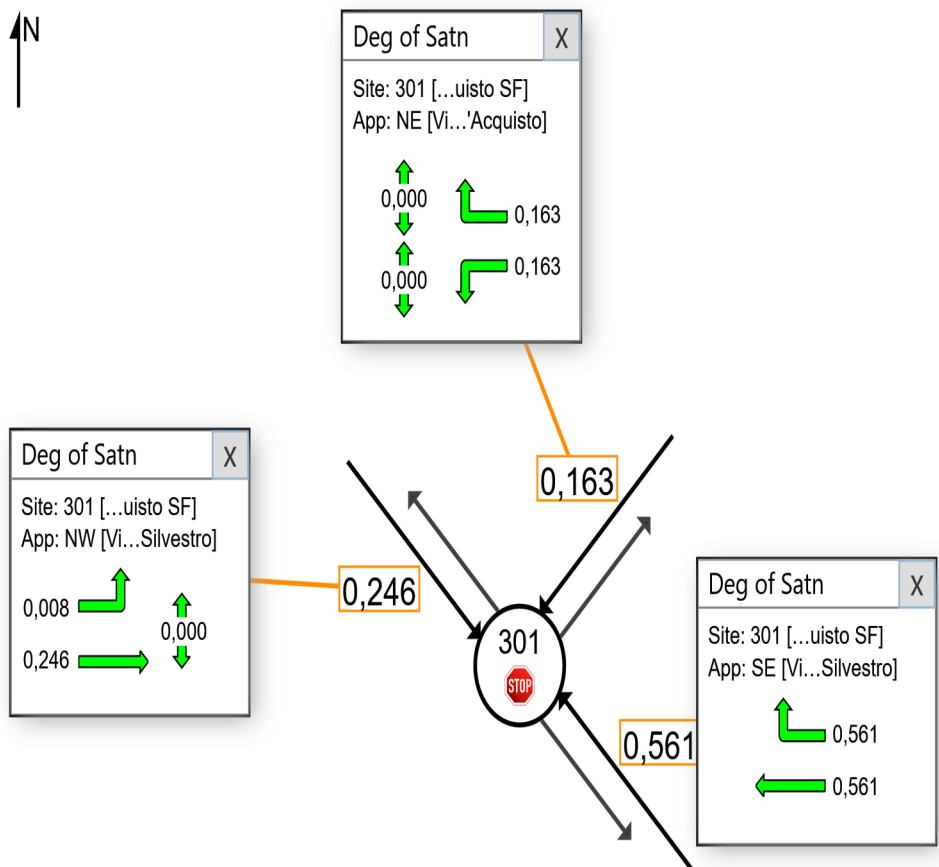
 Site: 301 [Sanvito-D'acquisto SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

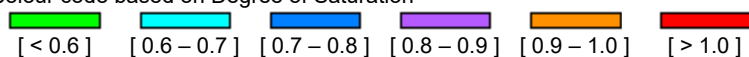
Sanvito-D'acquisto  
Site Category: Existing Design  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# LANE LEVEL OF SERVICE

Lane Level of Service

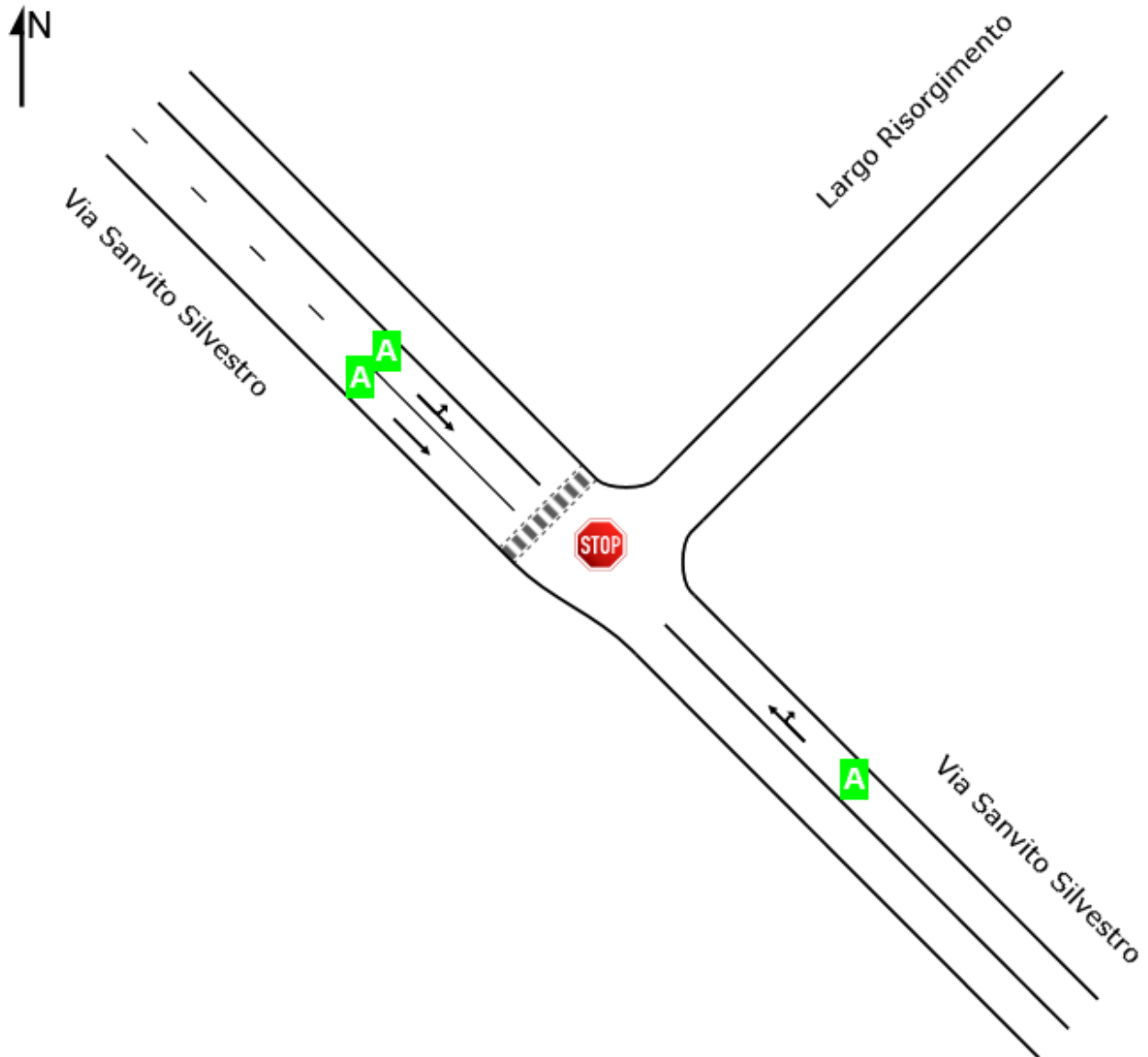


Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

■ ■ Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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).

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

 Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

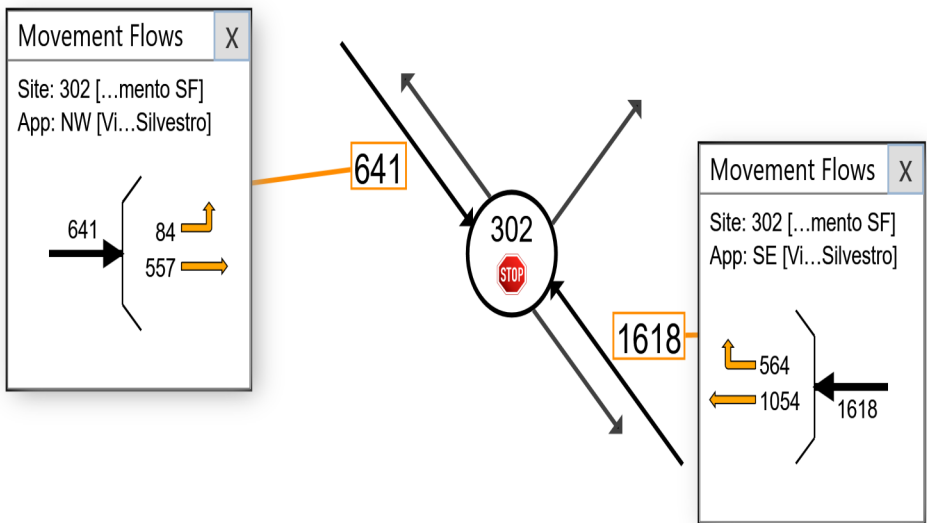
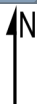
Sanvito-Risorgimento

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9




# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

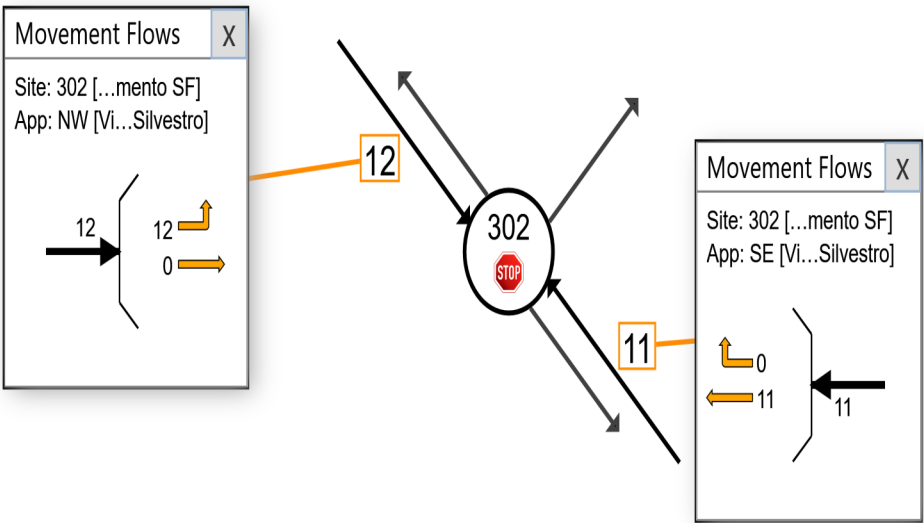
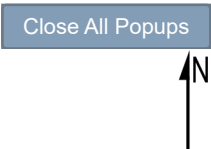
**Movement Class: Heavy Vehicles**

 **Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]**

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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16  
Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

## All Movement Classes


 Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

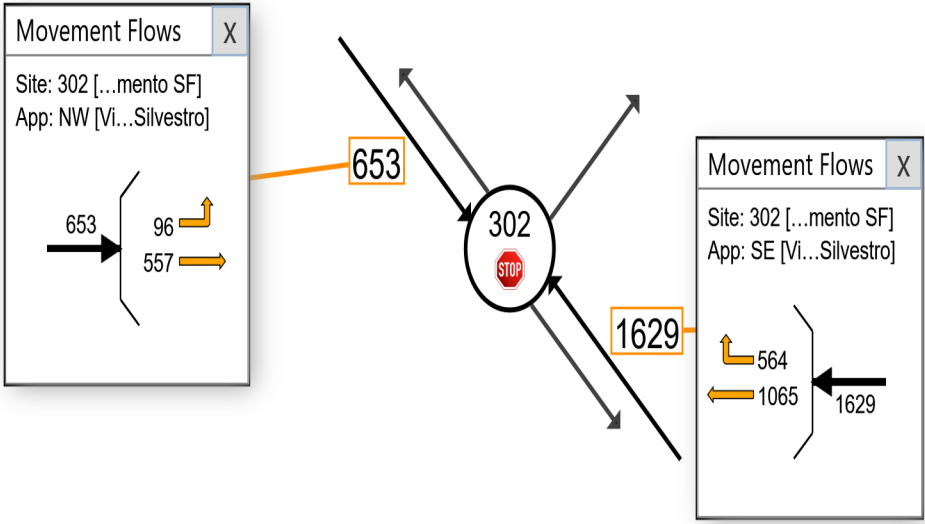
 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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





---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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


 Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

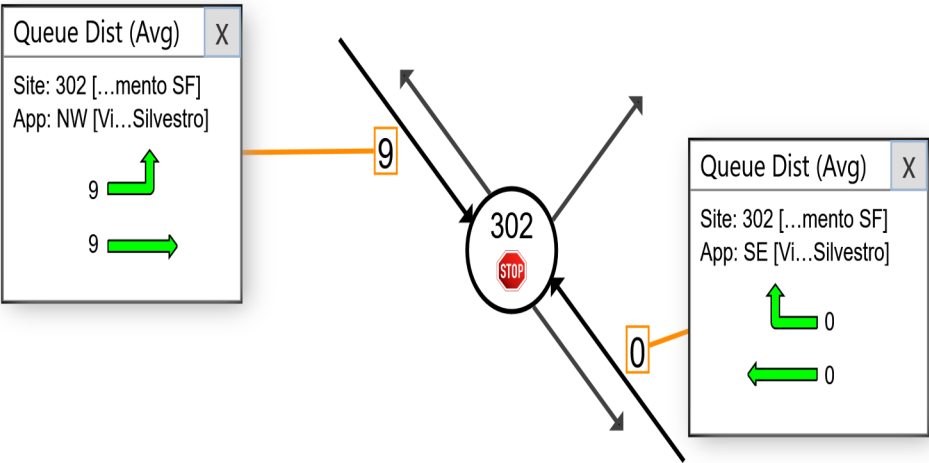
■ ■ Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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

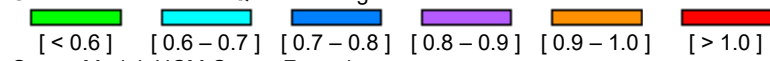
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

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


 Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

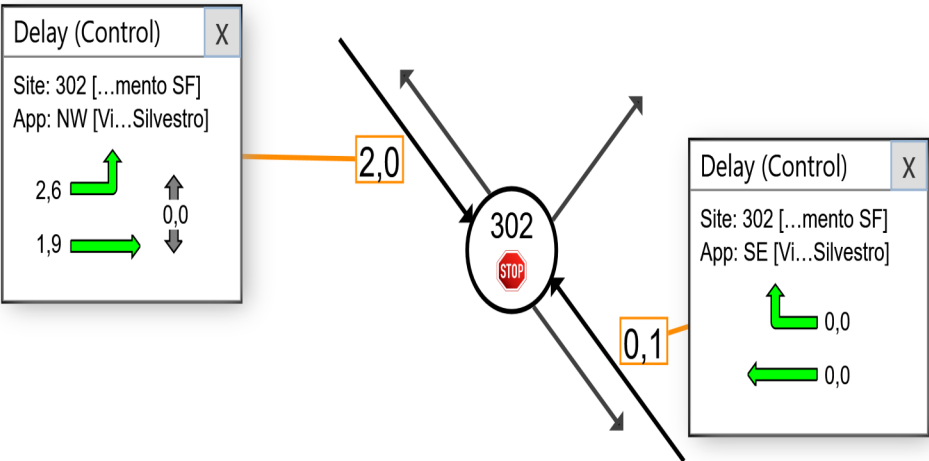
 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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 Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16


Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9



# DEGREE OF SATURATION

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


 Site: 302 [Sanvito-Risorgimento SF (Site Folder: Esistente)]

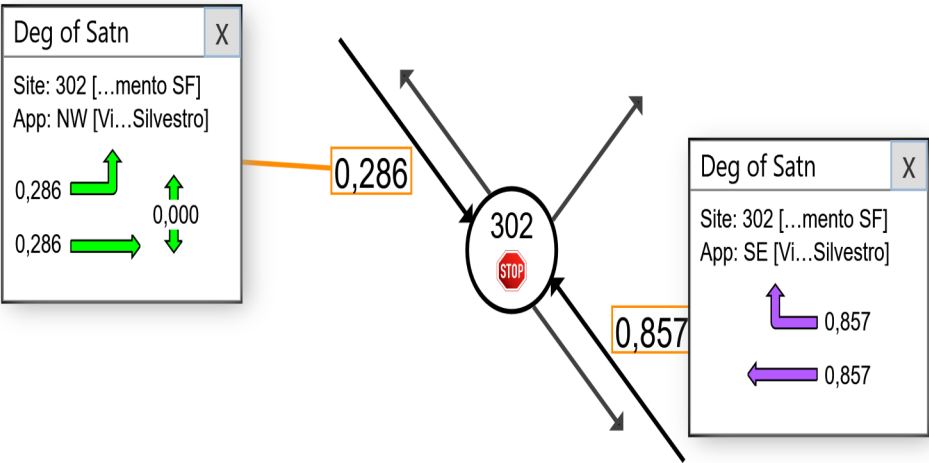
 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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

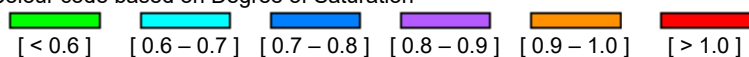
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# LANE LEVEL OF SERVICE

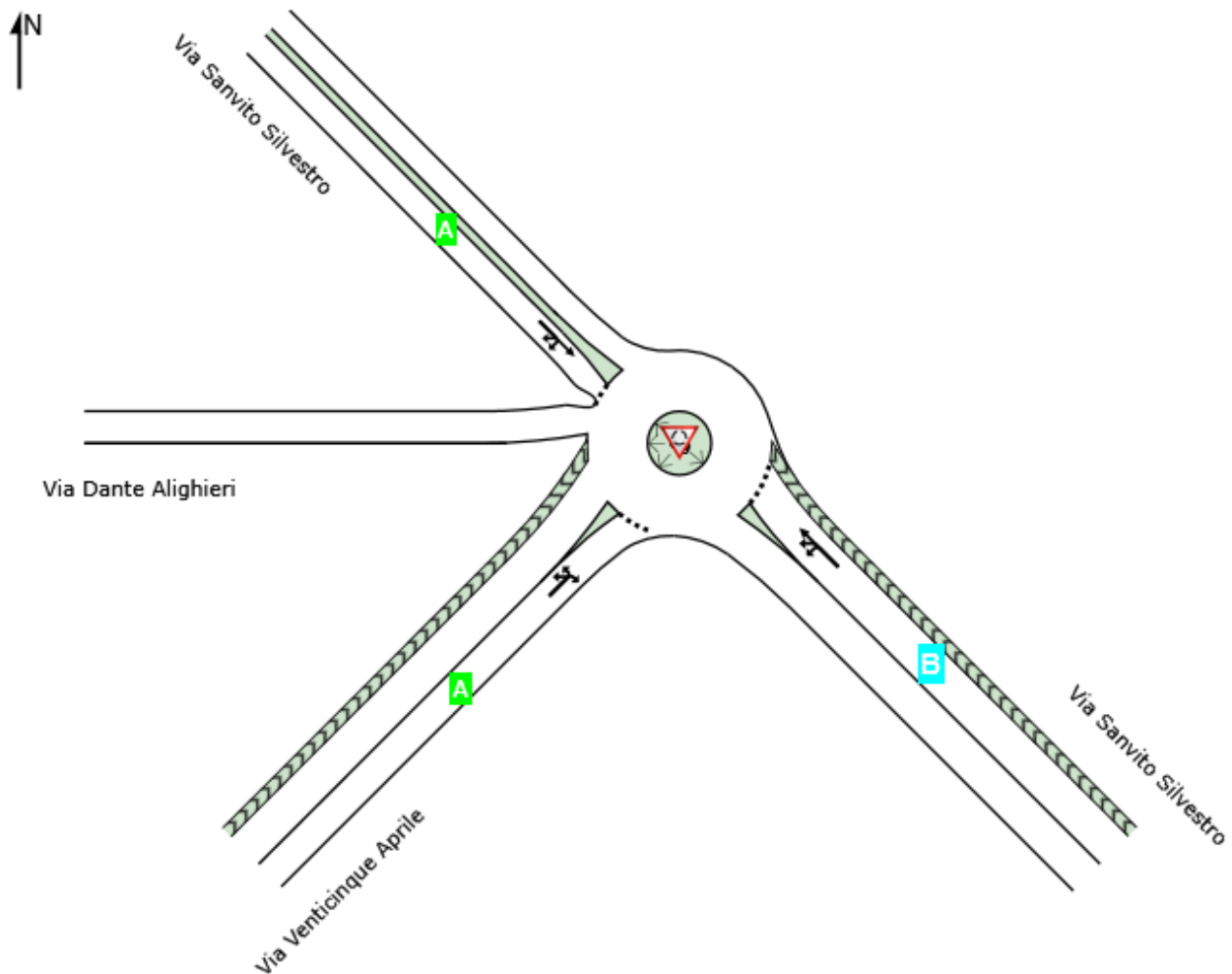
Lane Level of Service

 **Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]**

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).

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

Movement Class: Light Vehicles

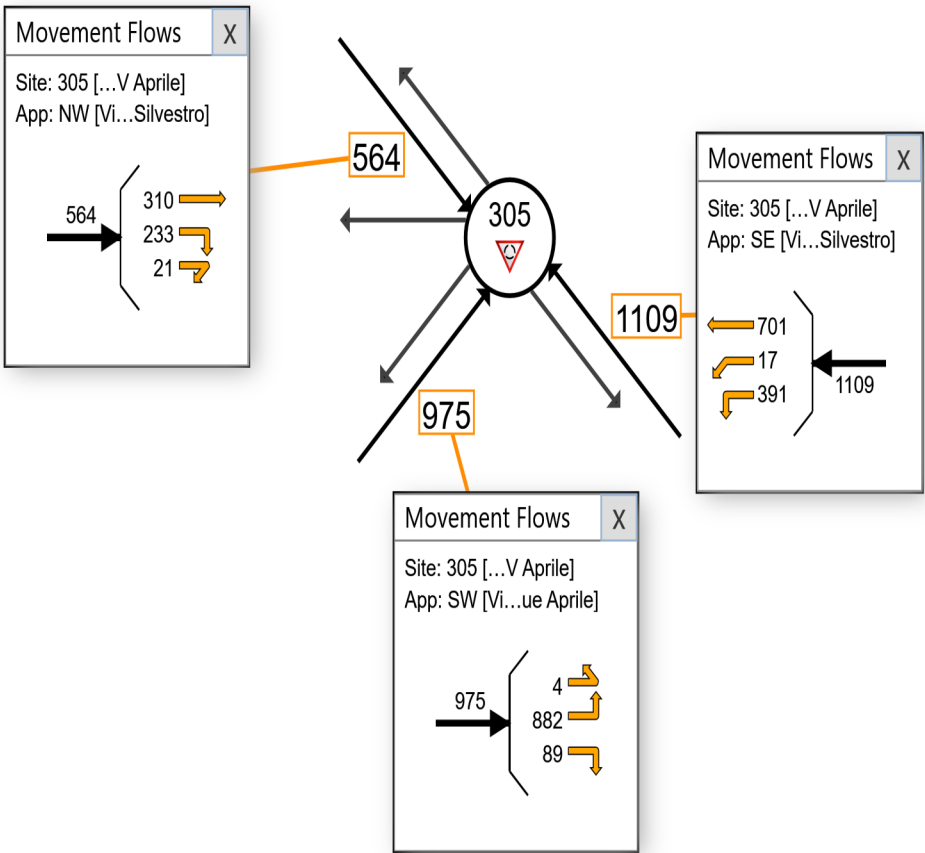
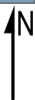
 Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

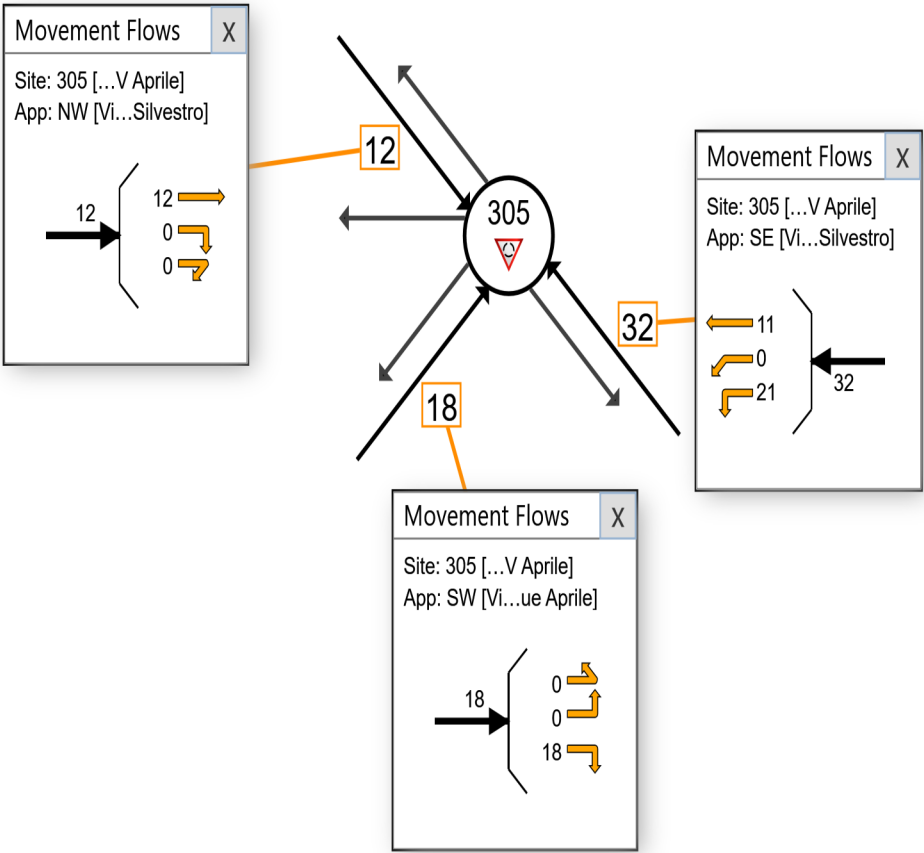
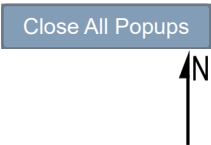
Movement Class: Heavy Vehicles

 Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]

 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9



# MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

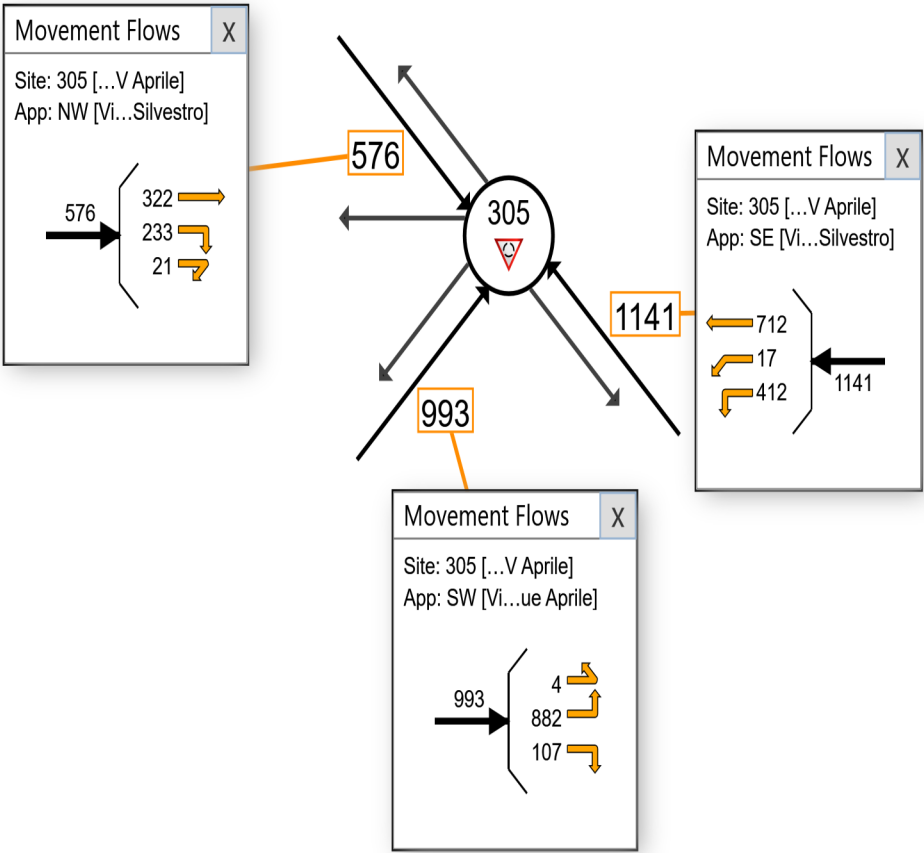
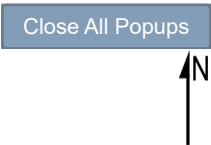
## All Movement Classes

 **Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]**

 **Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]**

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.



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# QUEUE DISTANCE (AVERAGE)

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

 Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]

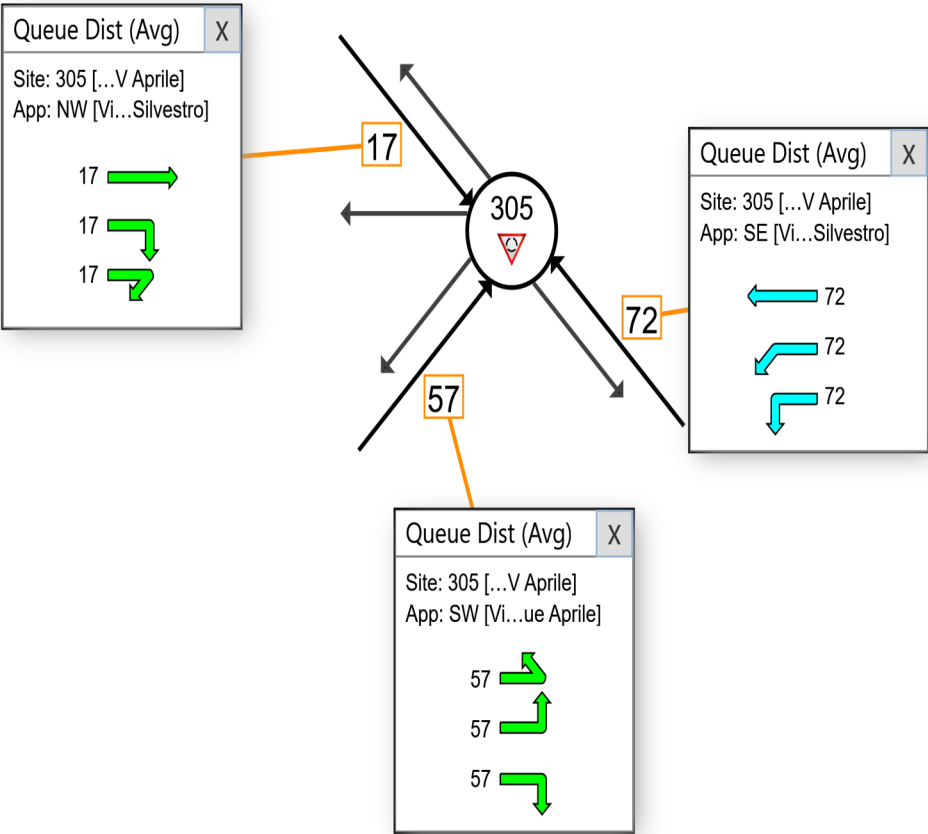
■ Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

New Site  
Site Category: (None)  
Roundabout

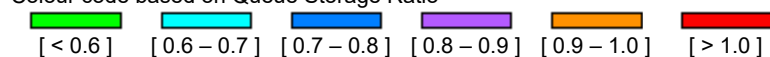
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DELAY (CONTROL)

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


 Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]

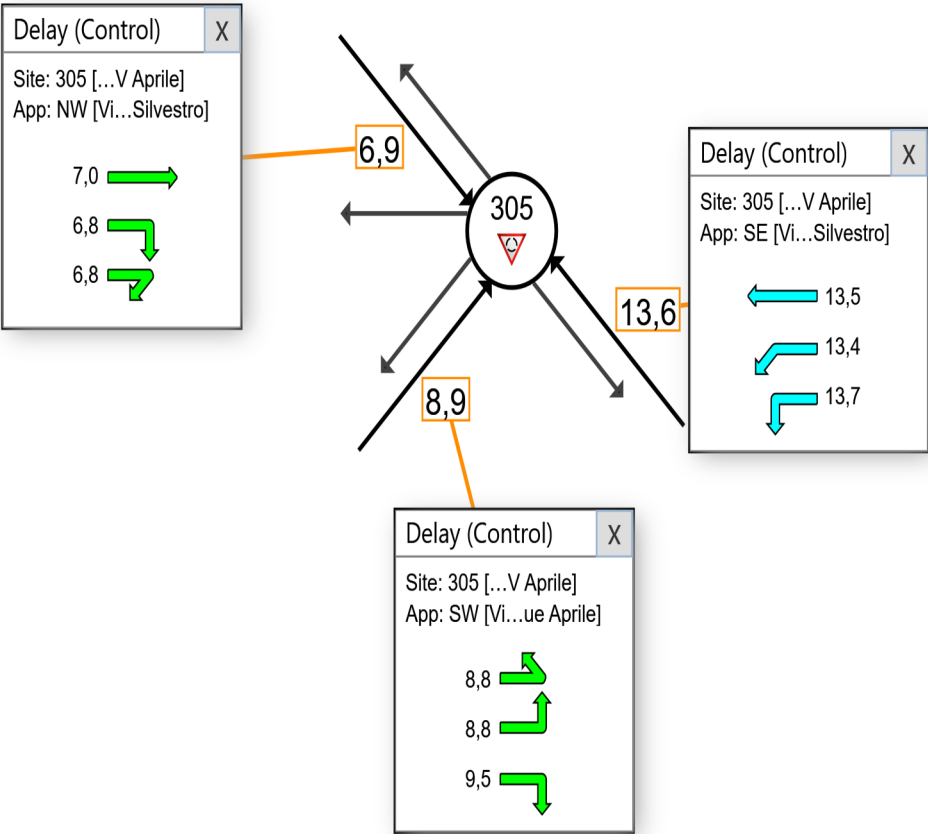
 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9

# DEGREE OF SATURATION

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


 Site: 305 [Rotatoria Sanvito-XXV Aprile (Site Folder: Esistente)]

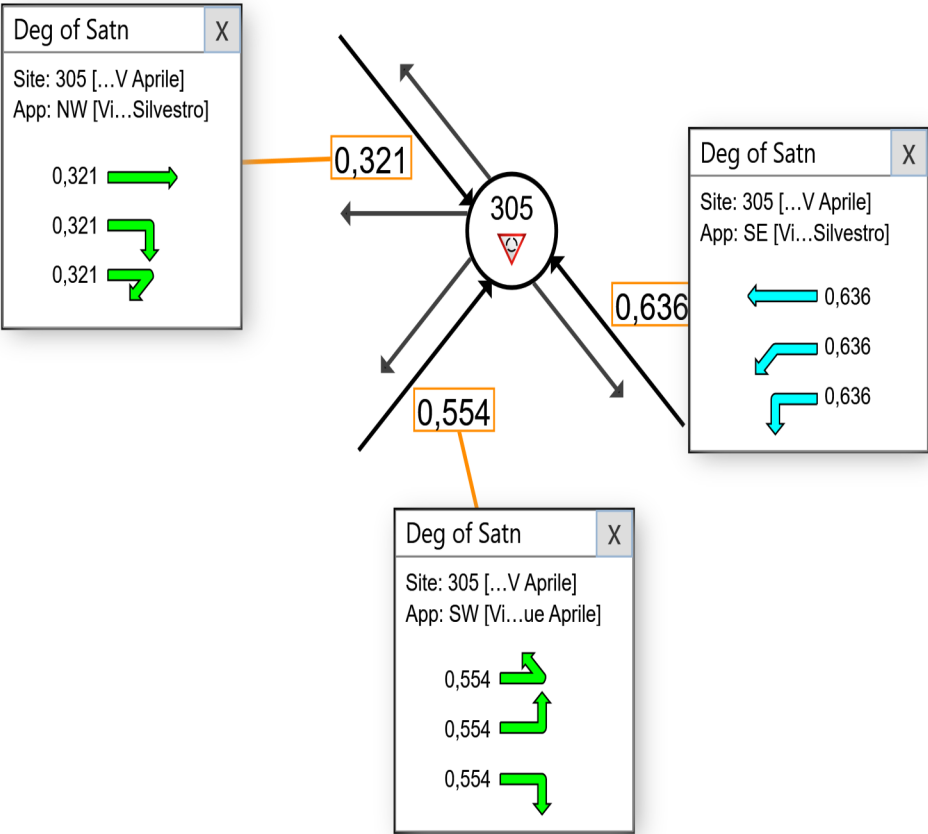
 Network: N101 [Sanvito-Rotatoria Brunella (Network Folder: General)]

New Site  
Site Category: (None)  
Roundabout

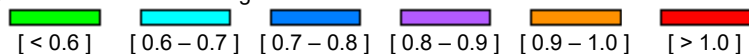
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 18 maggio 2021 18:06:16

Project: B:\Progetti\Varese\area ex AerMacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2021 05 17.sip9



AMBITO MORANDI-STAURENGHI

# LANE LEVEL OF SERVICE

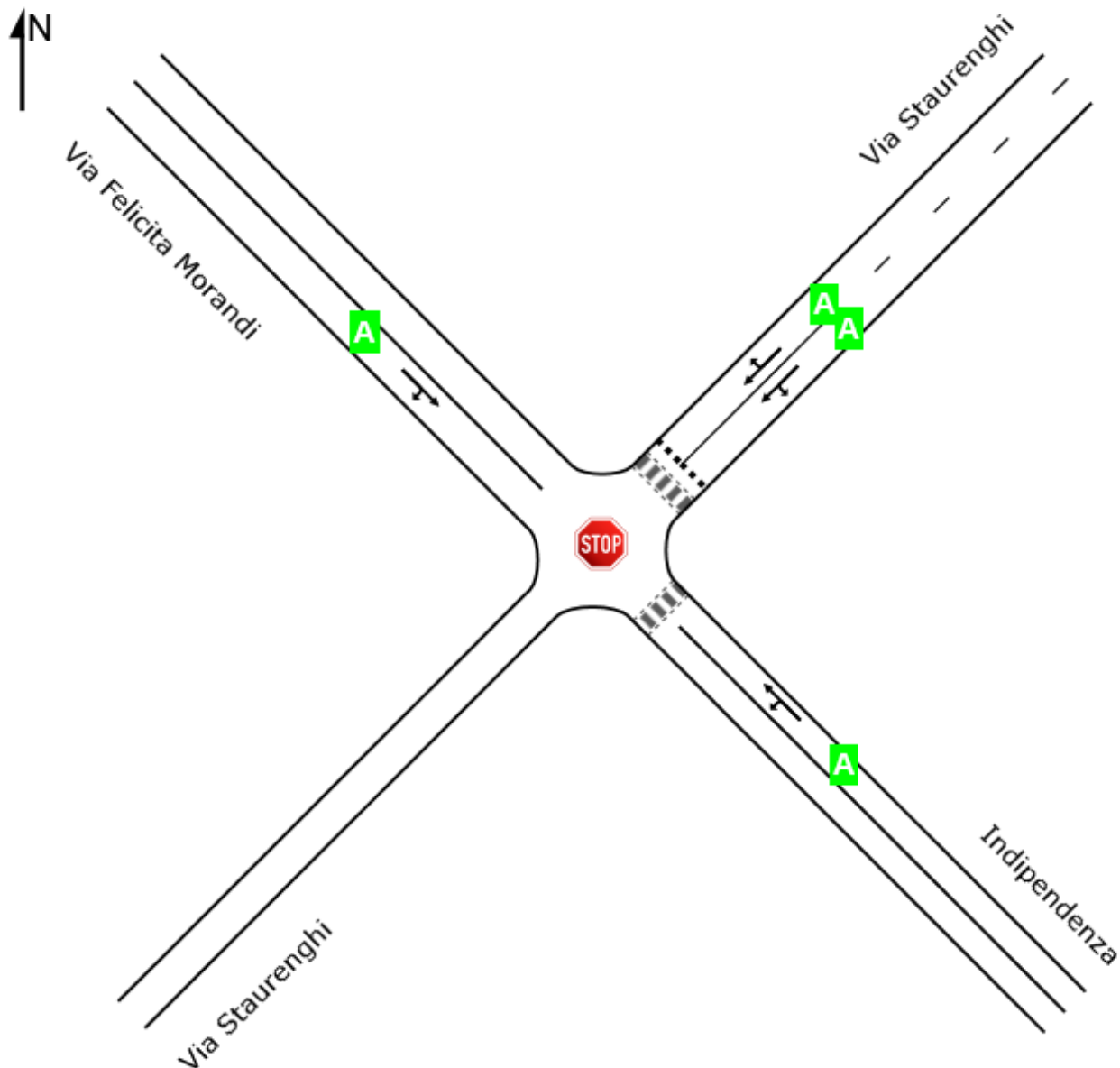
## Lane Level of Service

 **Site: 401 [Morandi-Staurenghi (Site Folder: Esistente)]**

---

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

	Approaches			Intersection
	Southeast	Northeast	Northwest	
LOS	NA	A	NA	NA



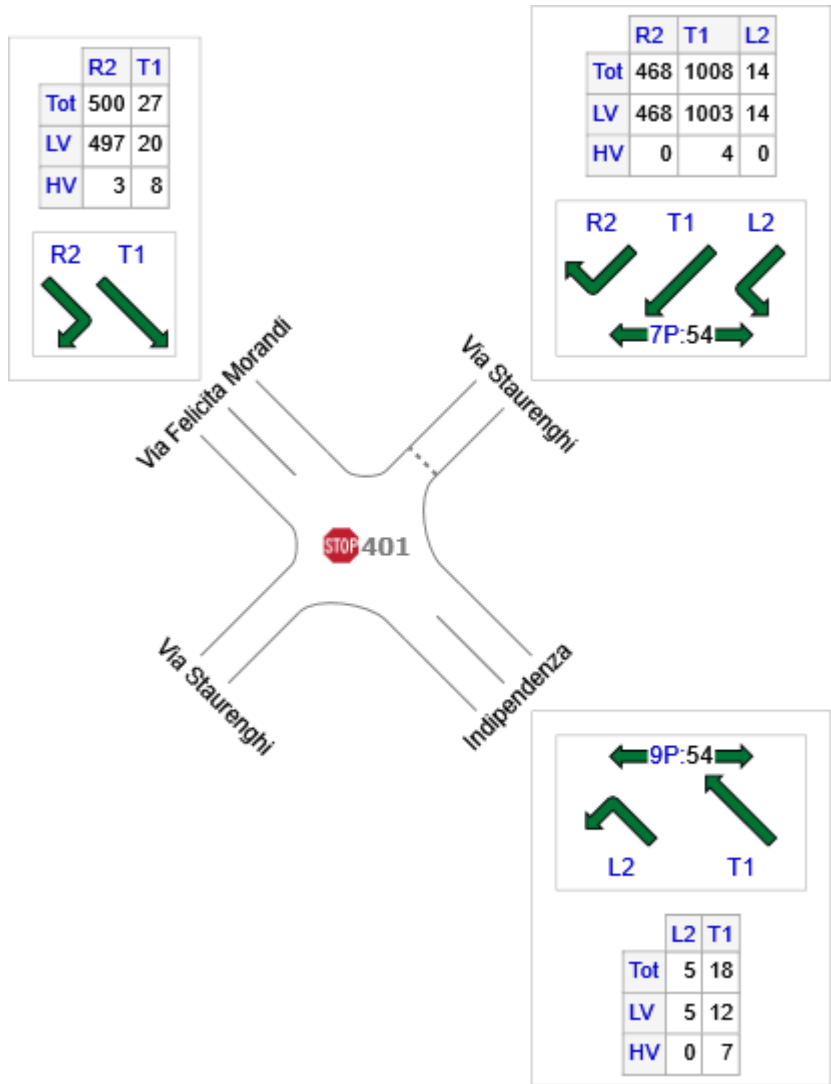
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.  
 LOS F will result if  $v/c > 1$  irrespective of lane delay value (does not 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 (Site Folder: Esistente)]**

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Indipendenza	24	17	7
NE: Via Staurenghi	1490	1486	4
NW: Via Felicità Morandi	527	516	11
Total	2041	2020	22

# QUEUE DISTANCE (AVERAGE)

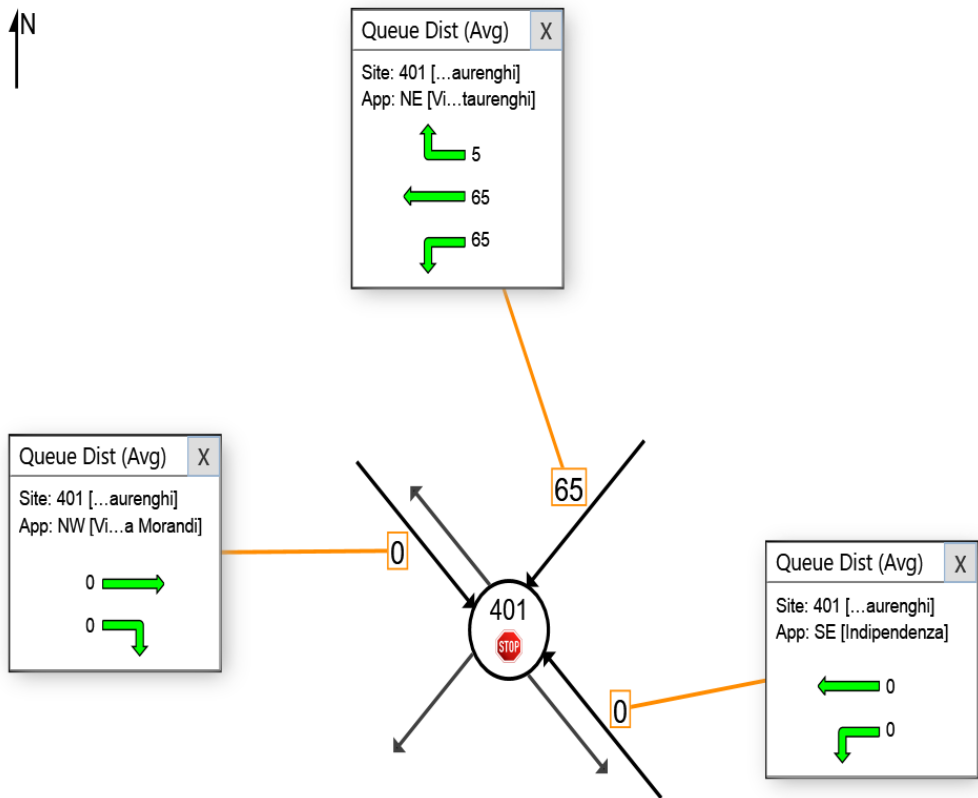
Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

 **Site: 401 [Morandi-Staurenghi (Site Folder: Esistente)]**

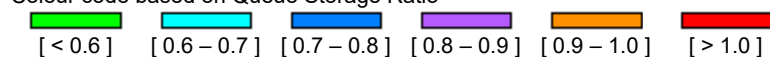
New Site  
Site Category: (None)  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 16.18.23

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

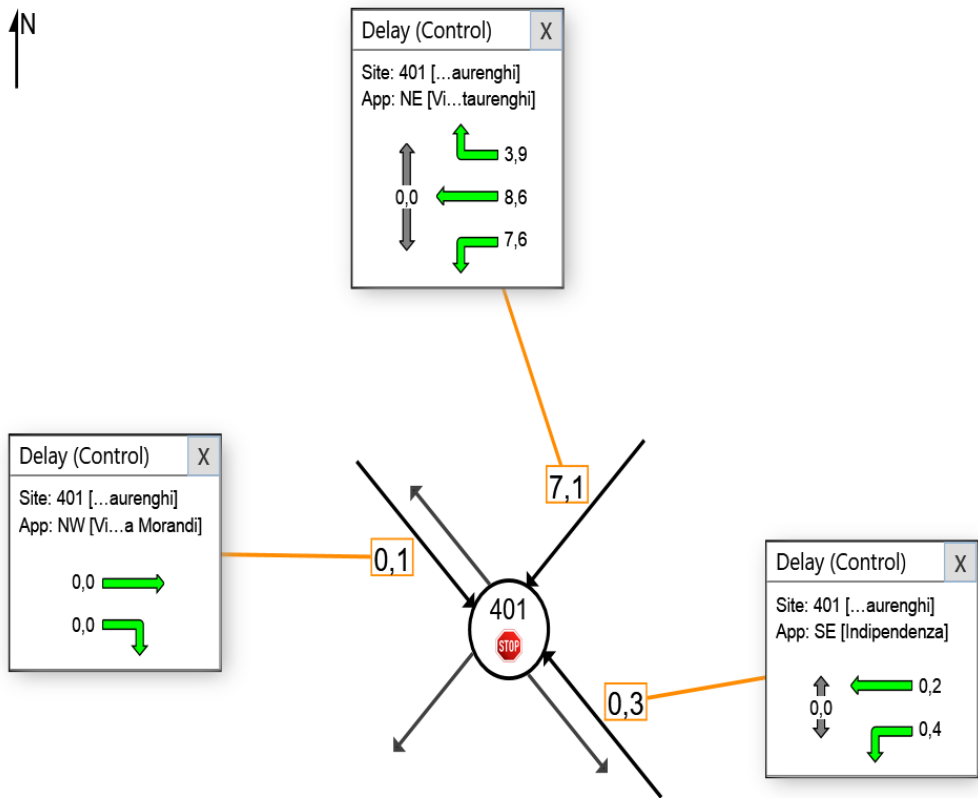
Average control delay per vehicle, or average pedestrian delay (seconds)

 **Site: 401 [Morandi-Staurenghi (Site Folder: Esistente)]**

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 Level of Service



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).

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 16.18.23

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9



# DEGREE OF SATURATION

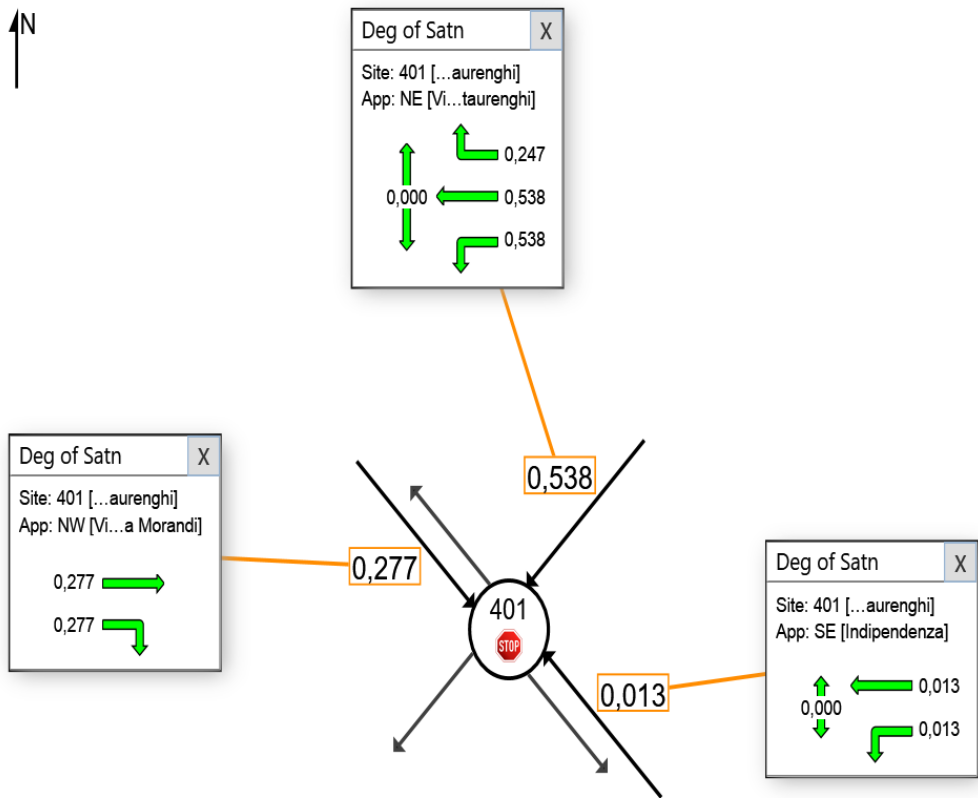
Ratio of Demand Volume to Capacity, v/c ratio per movement

 **Site: 401 [Morandi-Staurenghi (Site Folder: Esistente)]**

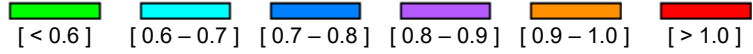
New Site  
Site Category: (None)  
Stop (Two-Way)

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 Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 16.18.23

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

INTERSEZIONI  
PROGETTO GIORNO NORMALE

AMBITO SANVITO-CASTOLDI-CRISPI

# LANE LEVEL OF SERVICE

Lane Level of Service

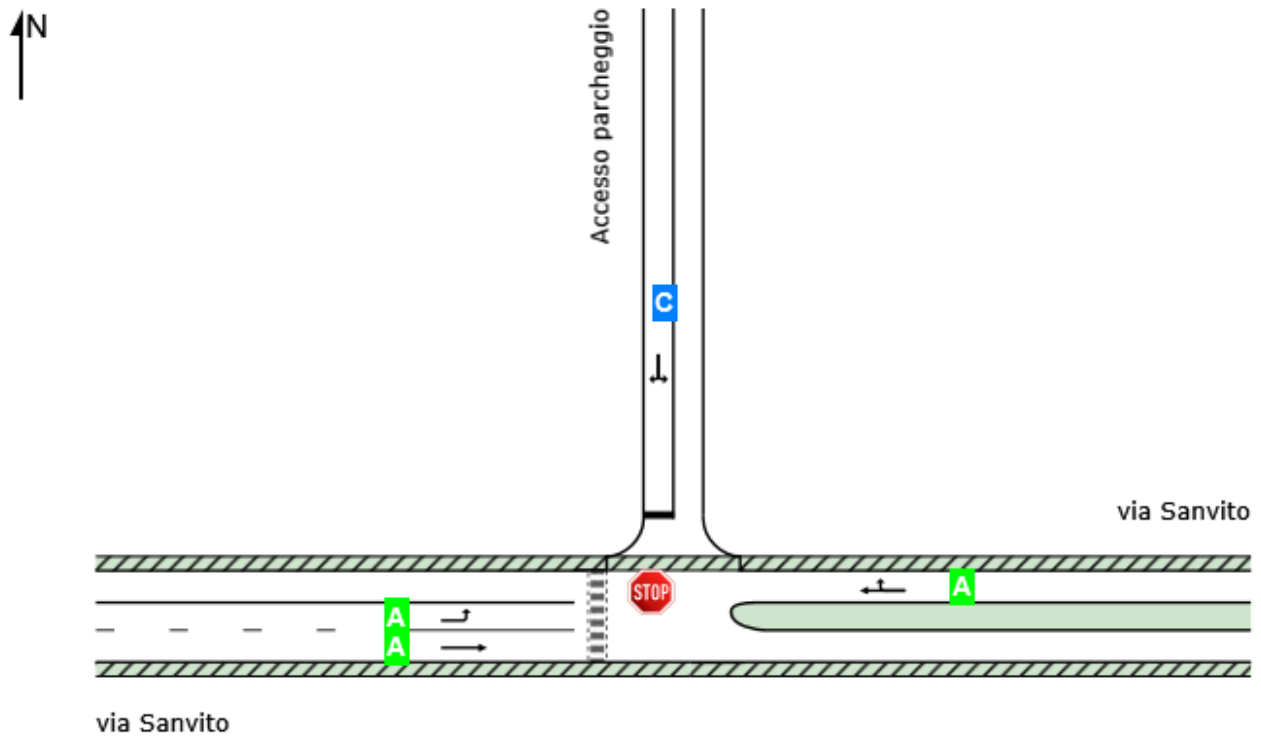


Site: 120 [Accesso sud (Site Folder: PROGETTO 2023 01)]

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

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

	Approaches			Intersection
	East	North	West	
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).

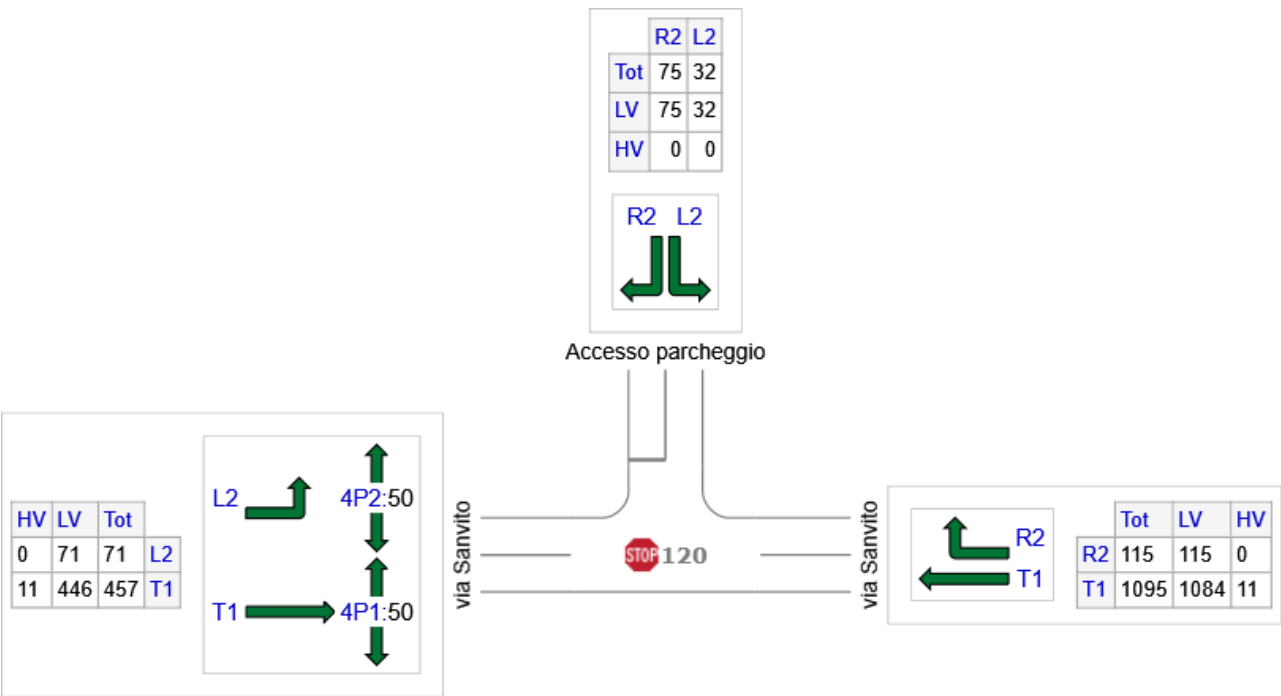
# OD MOVEMENT DEMAND FLOWS

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

 Site: 120 [Accesso sud (Site Folder: PROGETTO 2023 01)]

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: via Sanvito	1210	1199	11
N: Accesso parcheggio	107	107	0
W: via Sanvito	528	517	11
Total	1845	1823	22





# QUEUE DISTANCE (AVERAGE)

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

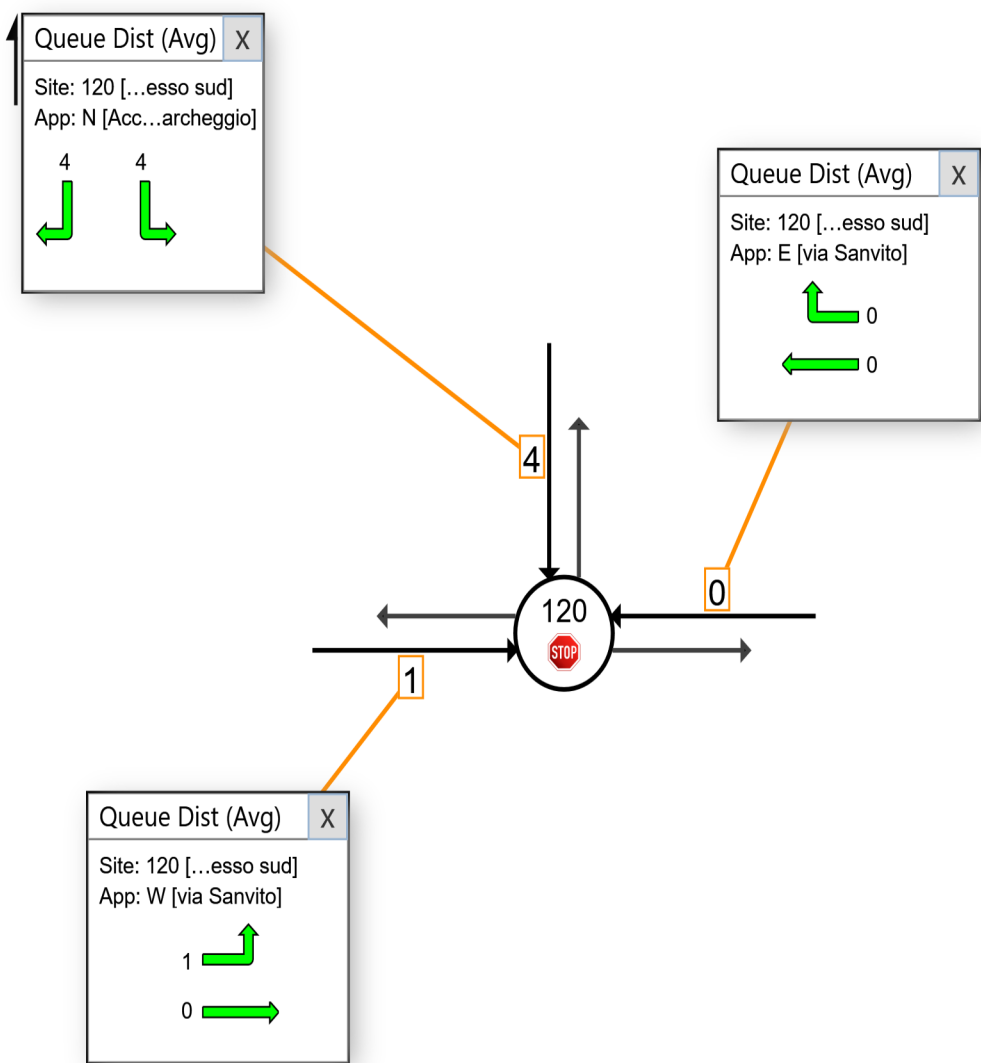
 Site: 120 [Accesso sud (Site Folder: PROGETTO 2023 01)]

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

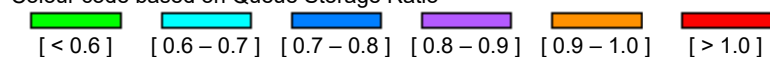
Accesso sud - via Sanvito  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

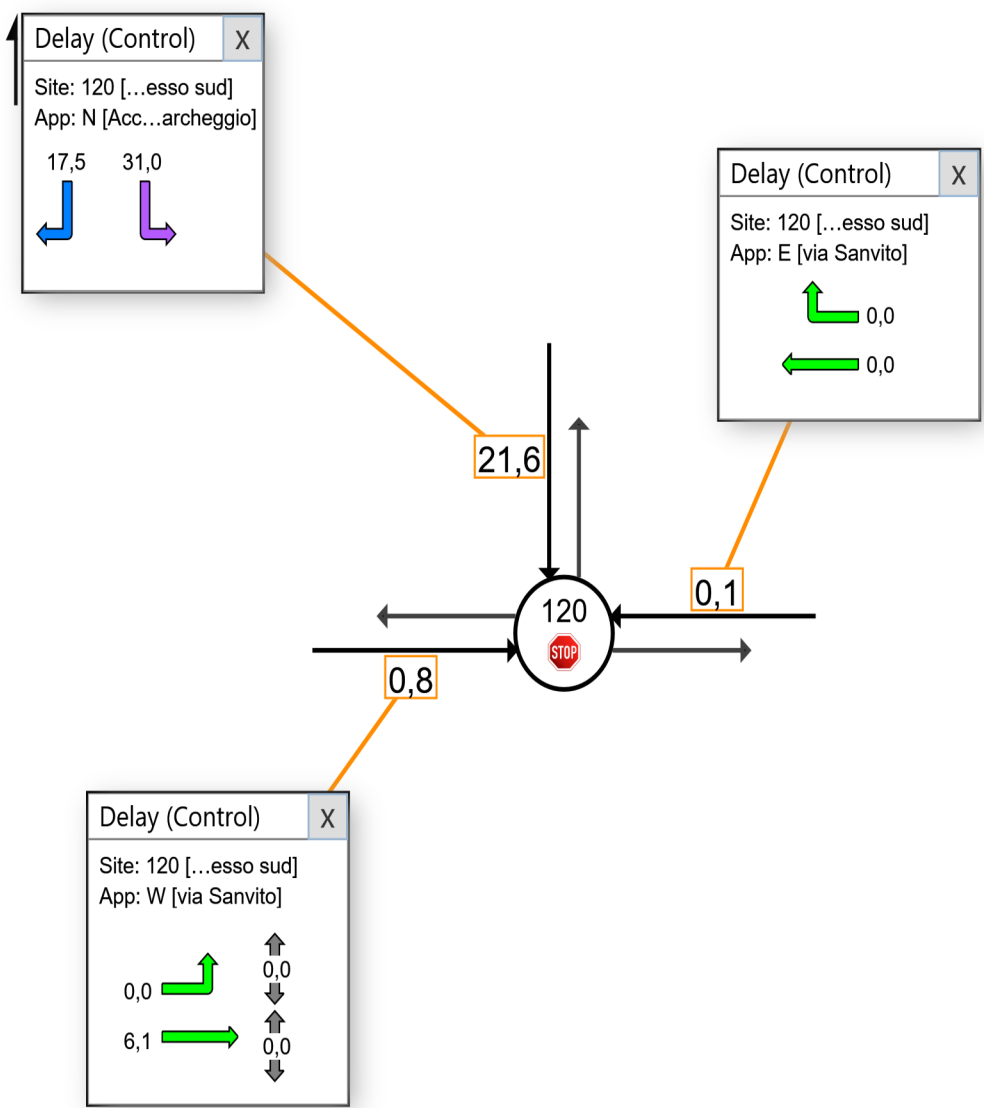
 **Site: 120 [Accesso sud (Site Folder: PROGETTO 2023 01)]**

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

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 Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

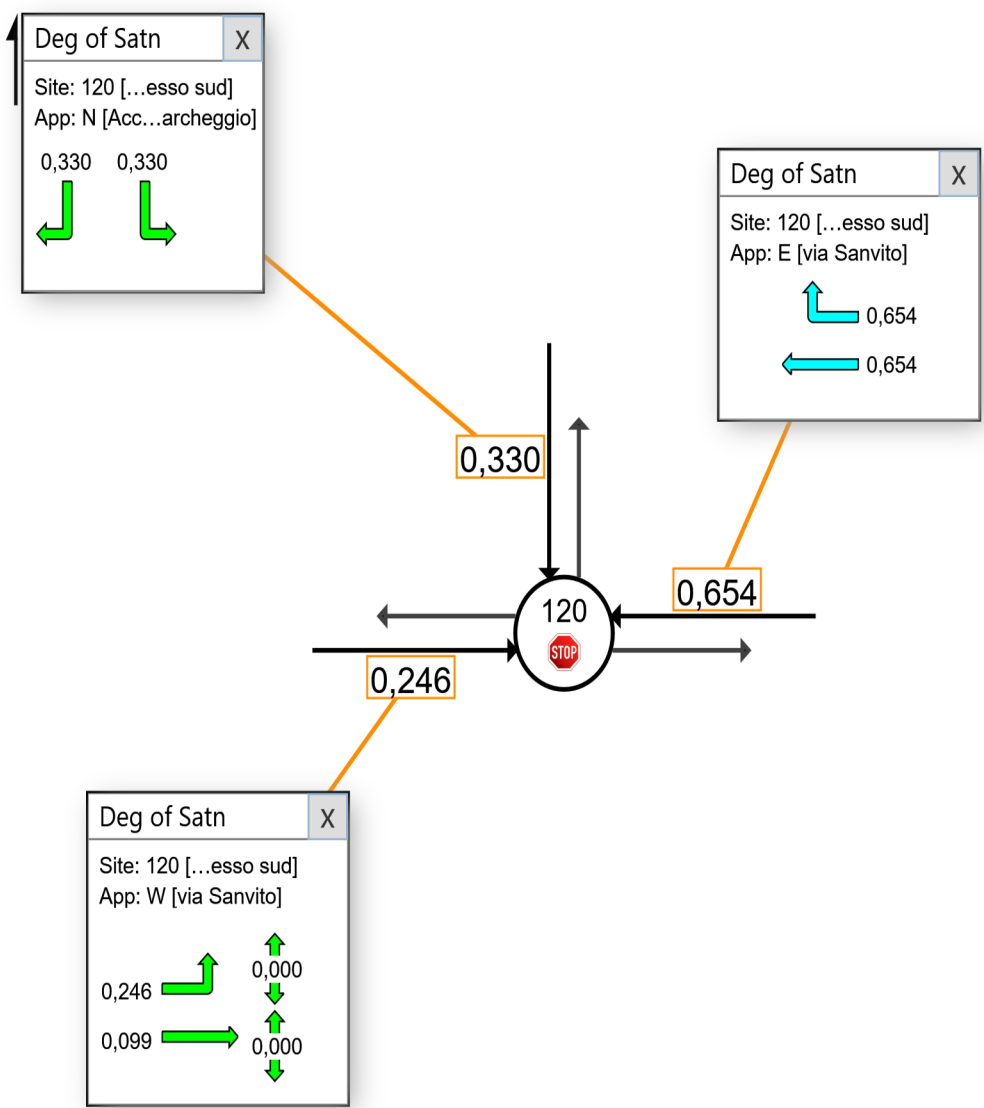
 Site: 120 [Accesso sud (Site Folder: PROGETTO 2023 01)]

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

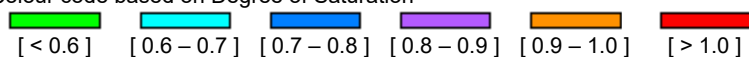
Accesso sud - via Sanvito  
Site Category: Proposed Design 1  
Stop (Two-Way)

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 Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# LANE LEVEL OF SERVICE

Lane Level of Service

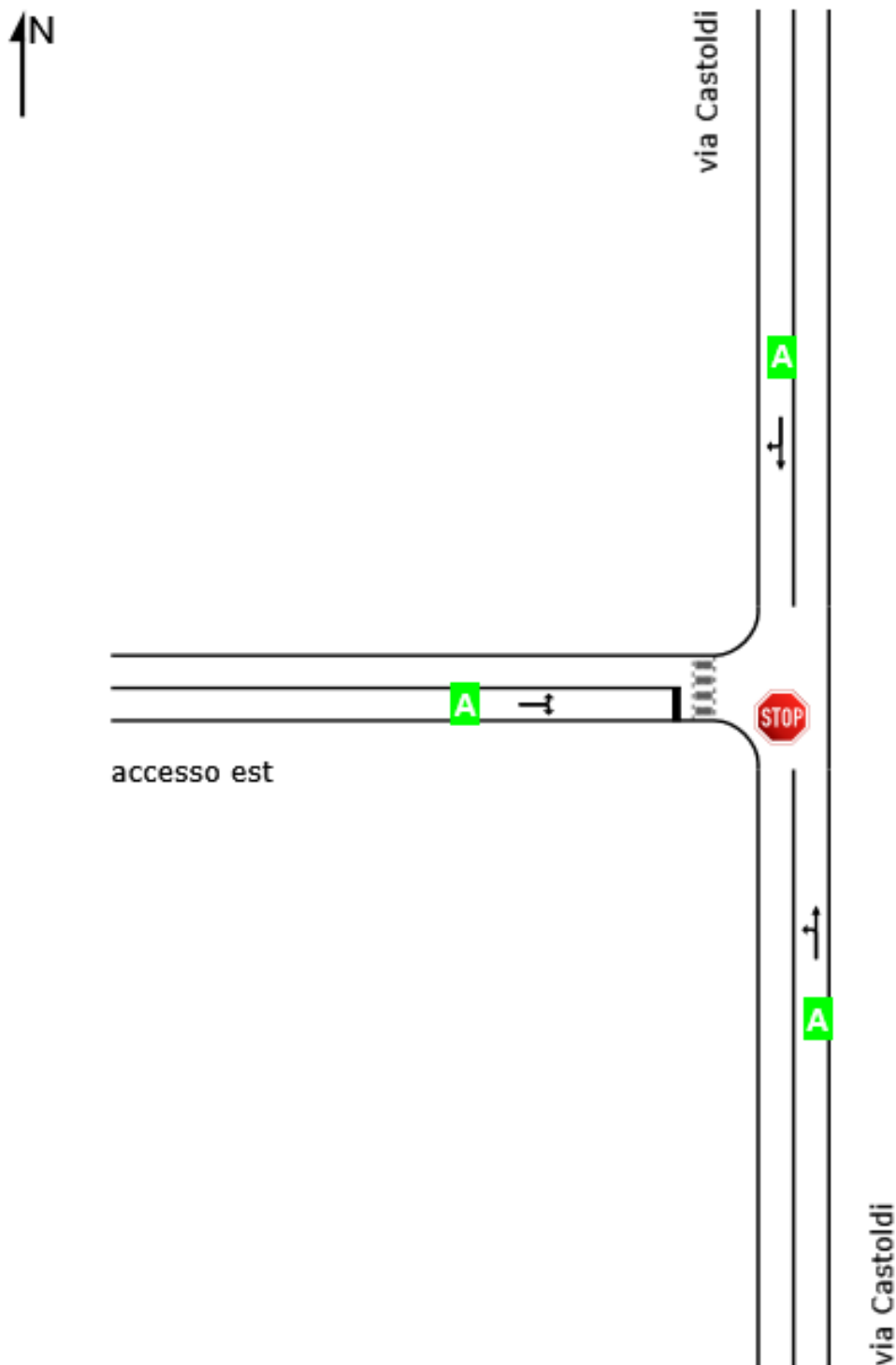


Site: 122 [Accesso est (Site Folder: PROGETTO 2023 01)]

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

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).



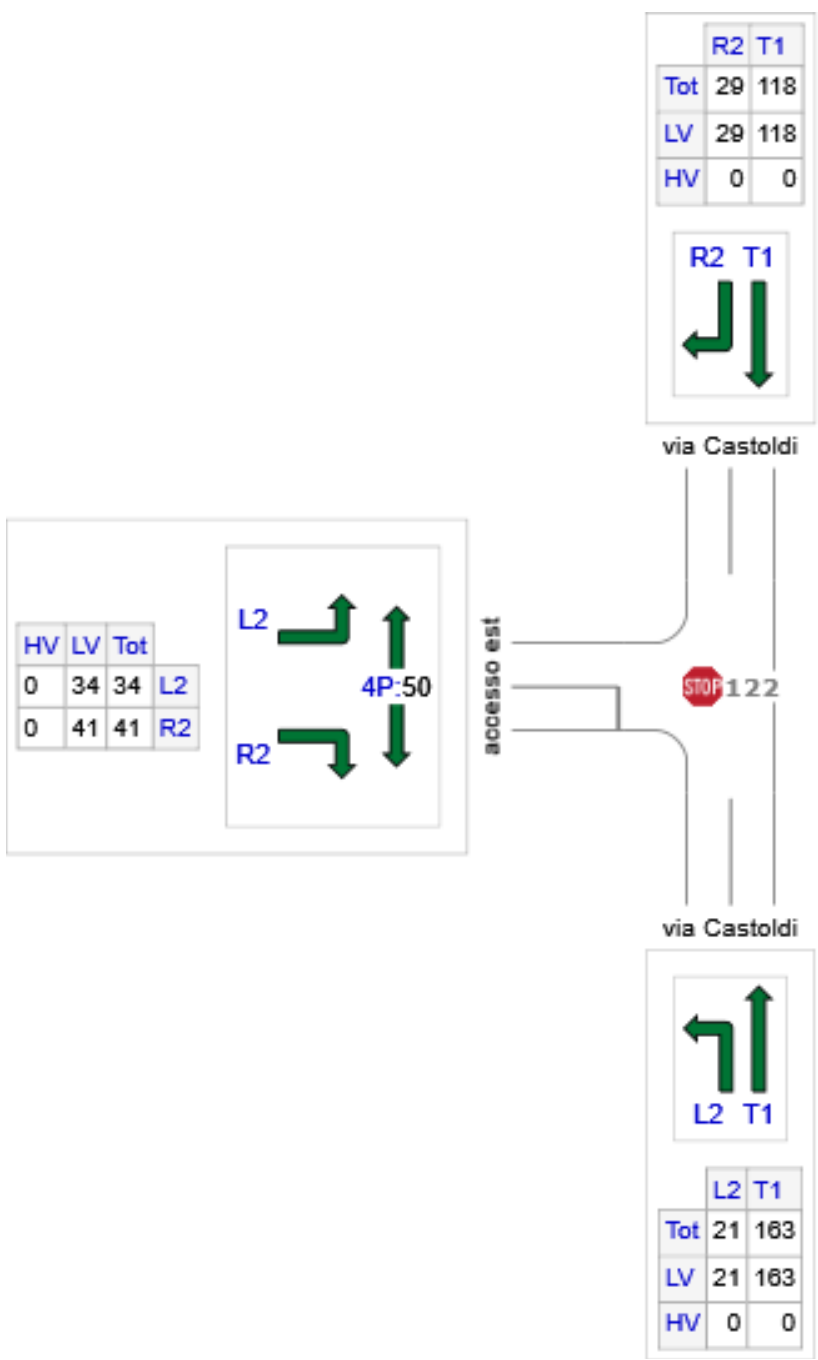
# OD MOVEMENT DEMAND FLOWS

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

 Site: 122 [Accesso est (Site Folder: PROGETTO 2023 01)]

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Castoldi	184	184	0
N: via Castoldi	147	147	0
W: accesso est	75	75	0
Total	406	406	0



# QUEUE DISTANCE (AVERAGE)

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

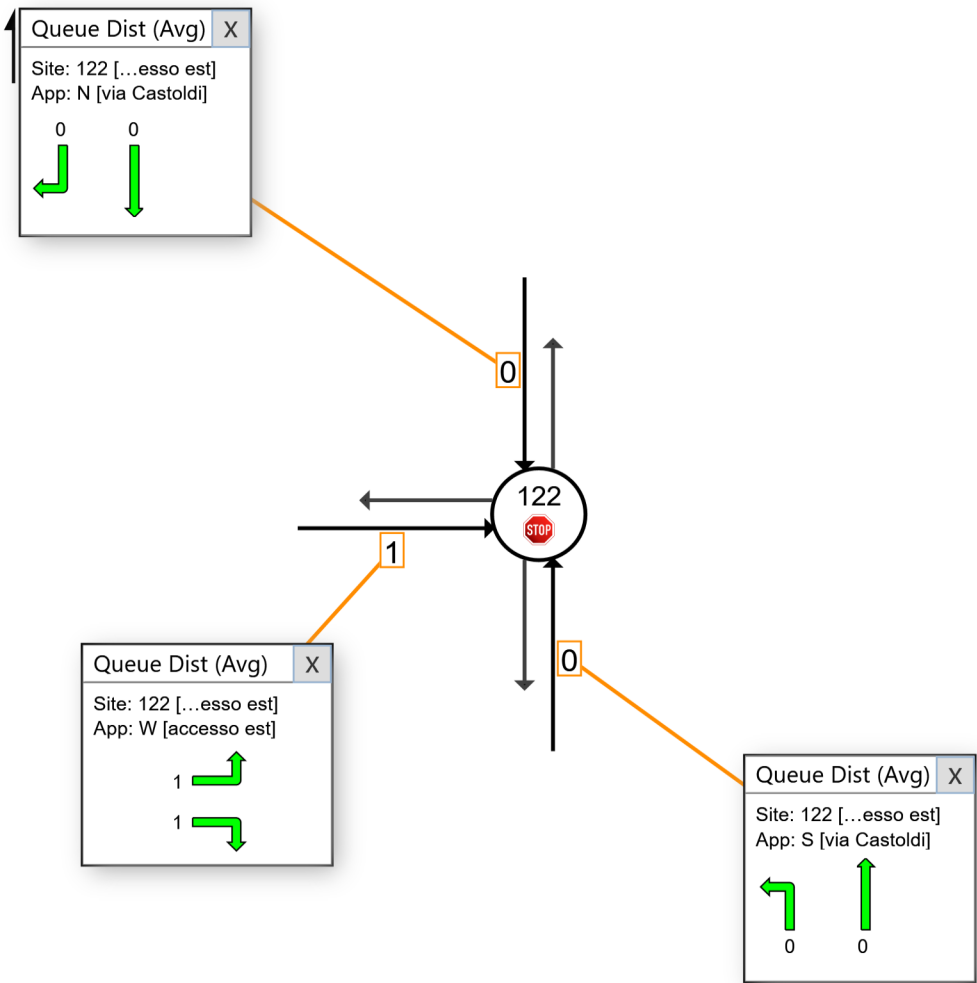
 Site: 122 [Accesso est (Site Folder: PROGETTO 2023 01)]

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

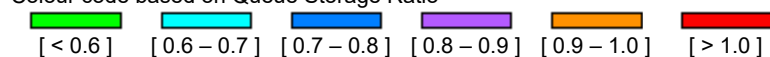
Accesso est - via Castoldi  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

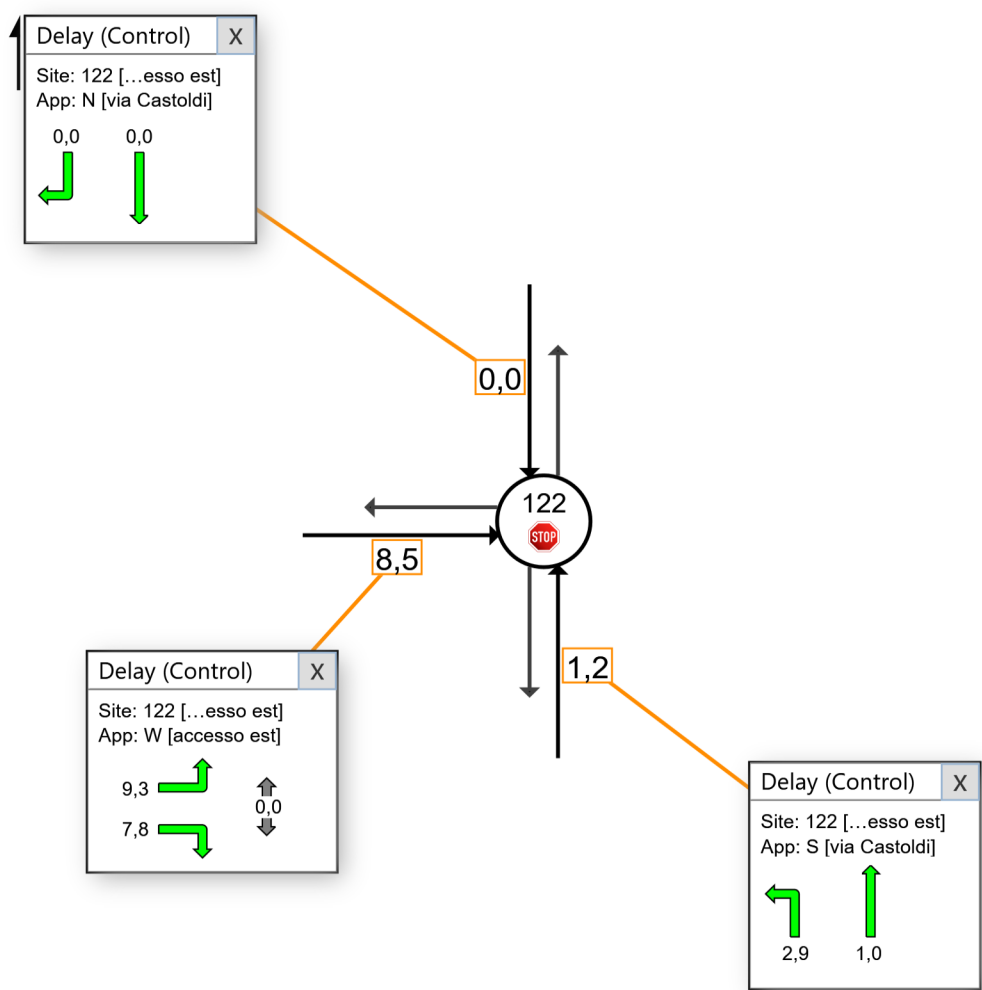
 **Site: 122 [Accesso est (Site Folder: PROGETTO 2023 01)]**

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

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

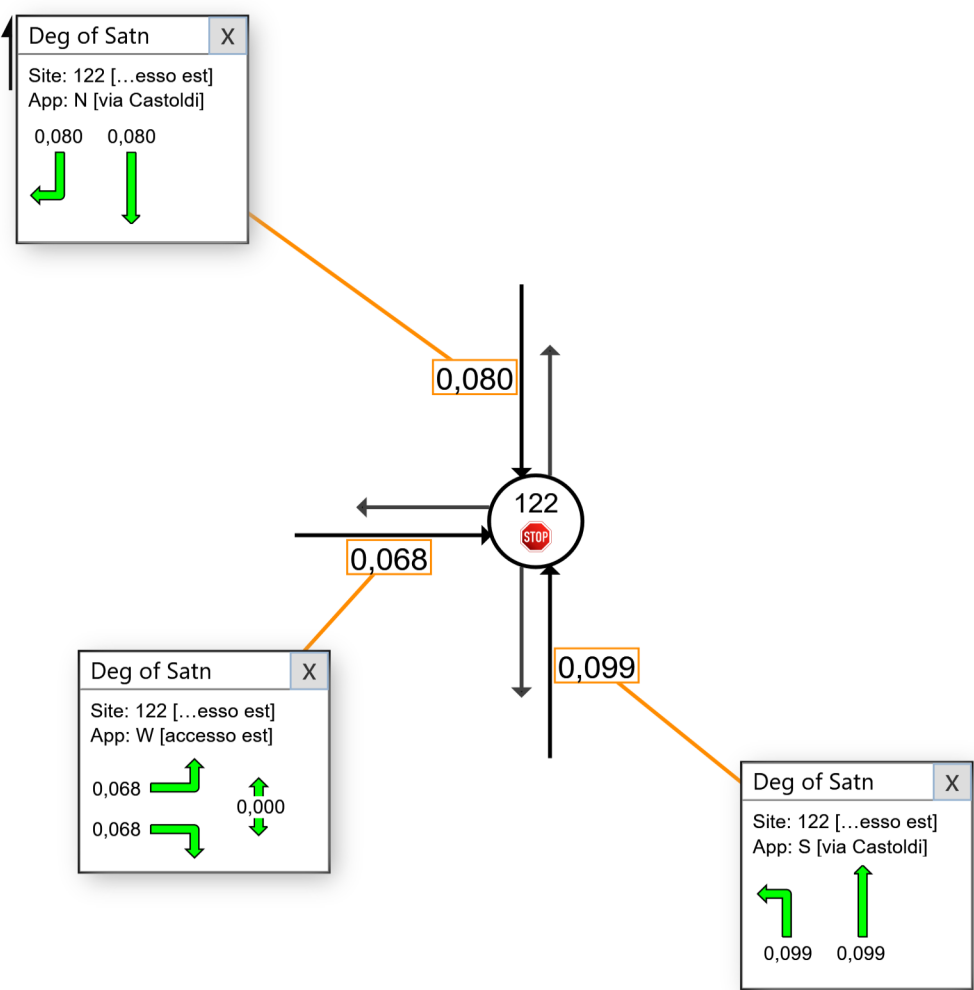
 Site: 122 [Accesso est (Site Folder: PROGETTO 2023 01)]

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

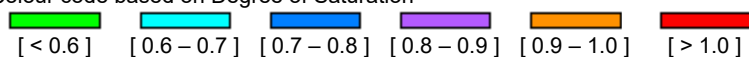
Accesso est - via Castoldi  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# LANE LEVEL OF SERVICE

Lane Level of Service

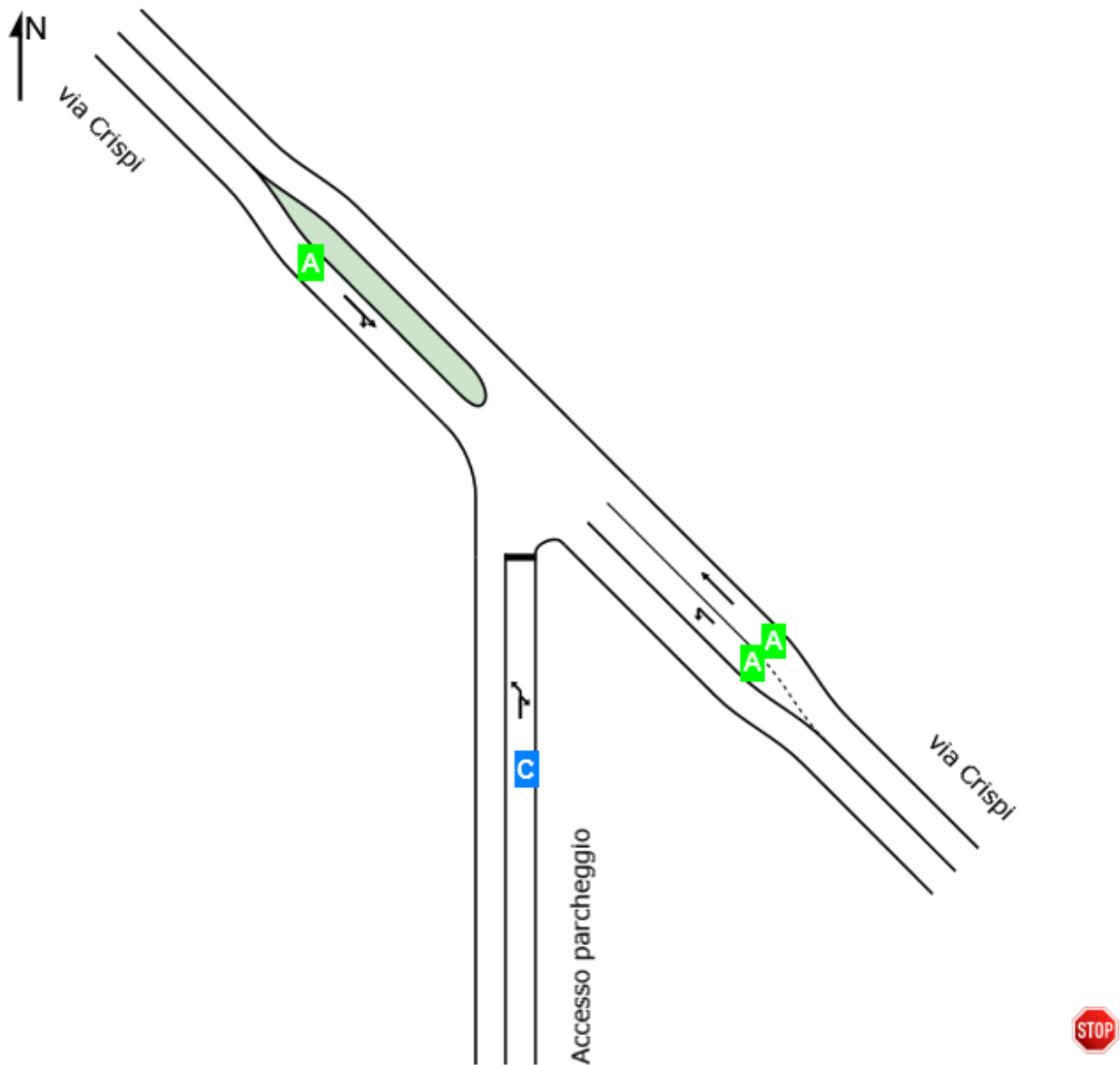


Site: 121 [Accesso nord (Site Folder: PROGETTO 2023 01)]

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

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

	Approaches			Intersection
	South	Southeast	Northwest	
LOS	C	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).

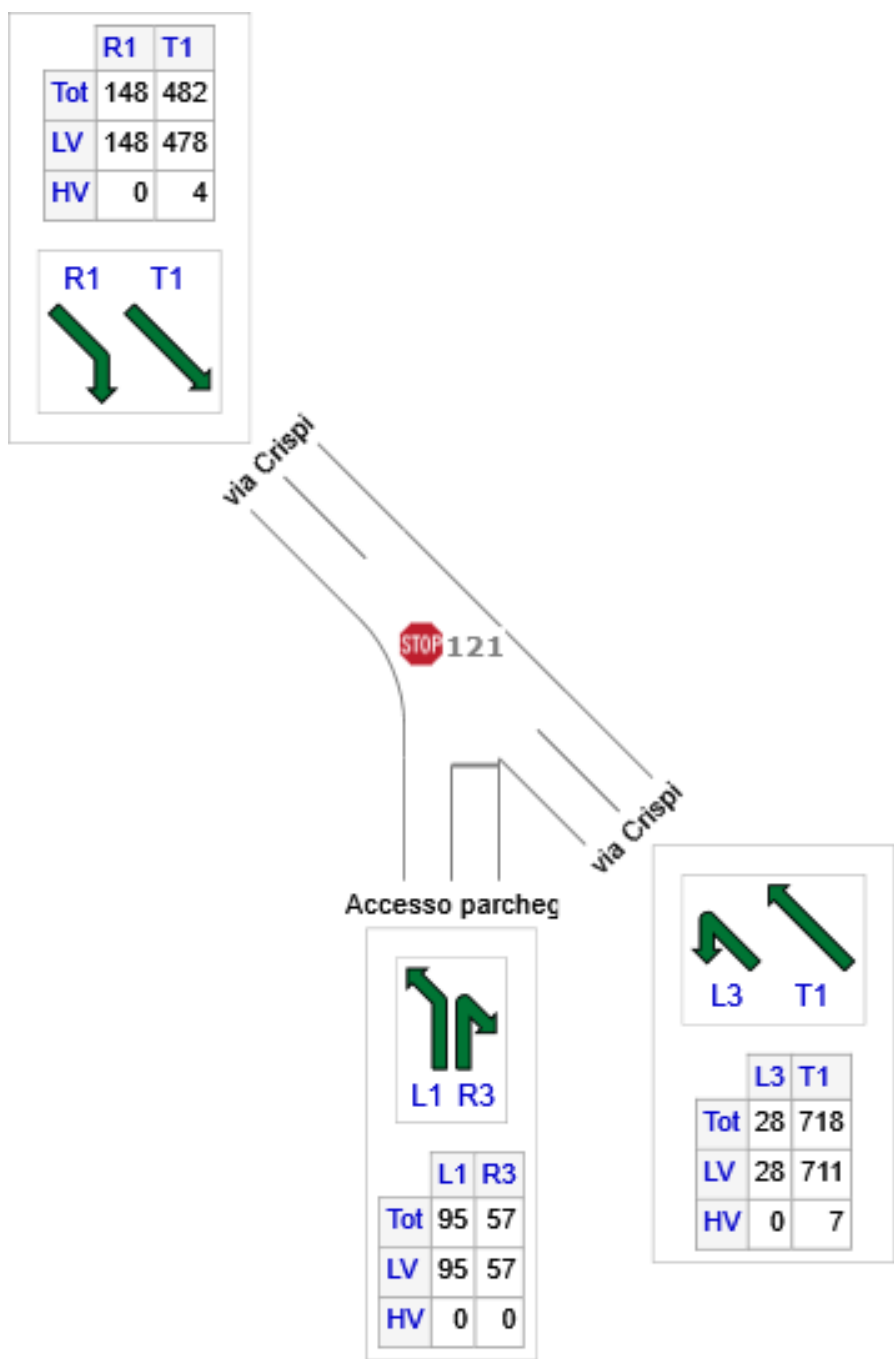
# OD MOVEMENT DEMAND FLOWS

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

 Site: 121 [Accesso nord (Site Folder: PROGETTO 2023 01)]

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Accesso parcheggio	152	152	0
SE: via Crispi	746	739	7
NW: via Crispi	630	626	4
Total	1528	1517	11



# QUEUE DISTANCE (AVERAGE)

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

 Site: 121 [Accesso nord (Site Folder: PROGETTO 2023 01)]

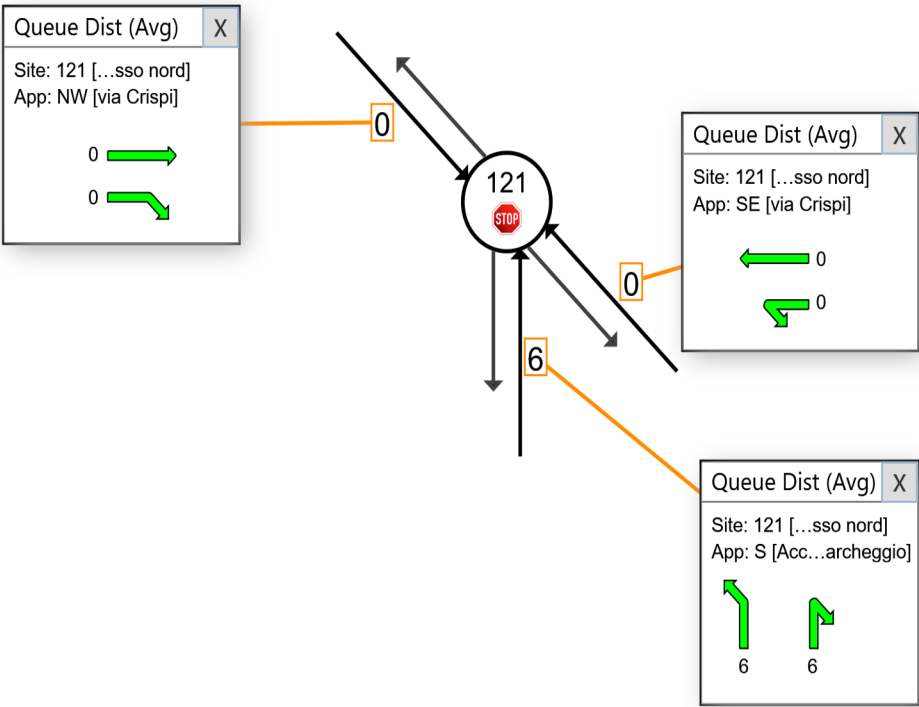
■ Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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

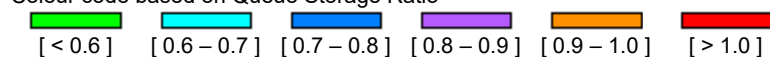
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

 **Site: 121 [Accesso nord (Site Folder: PROGETTO 2023 01)]**

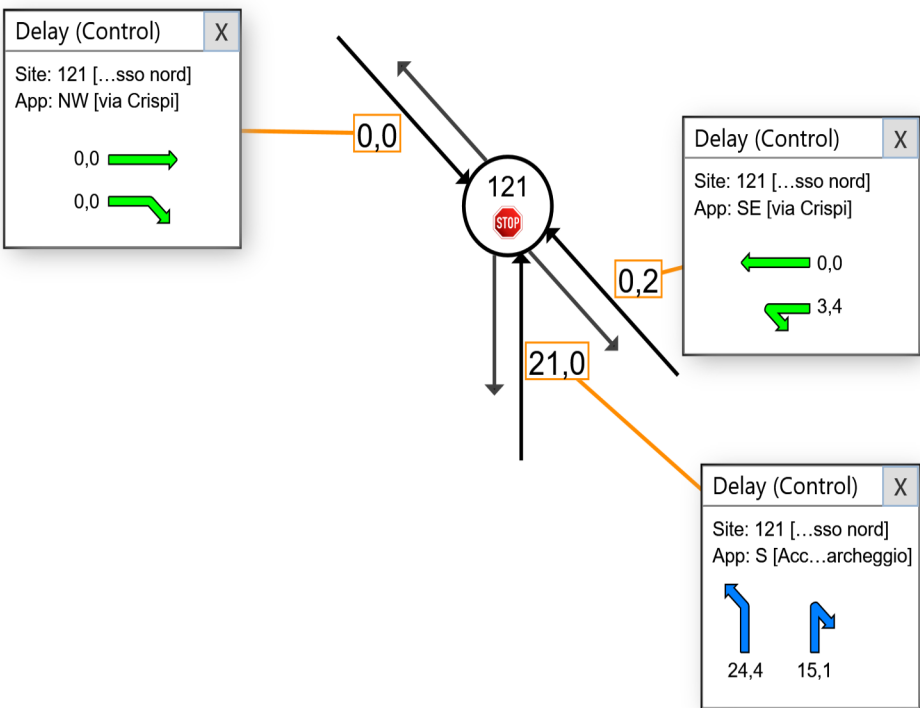
 **Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]**

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

N  
↑



Colour code based on Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# DEGREE OF SATURATION

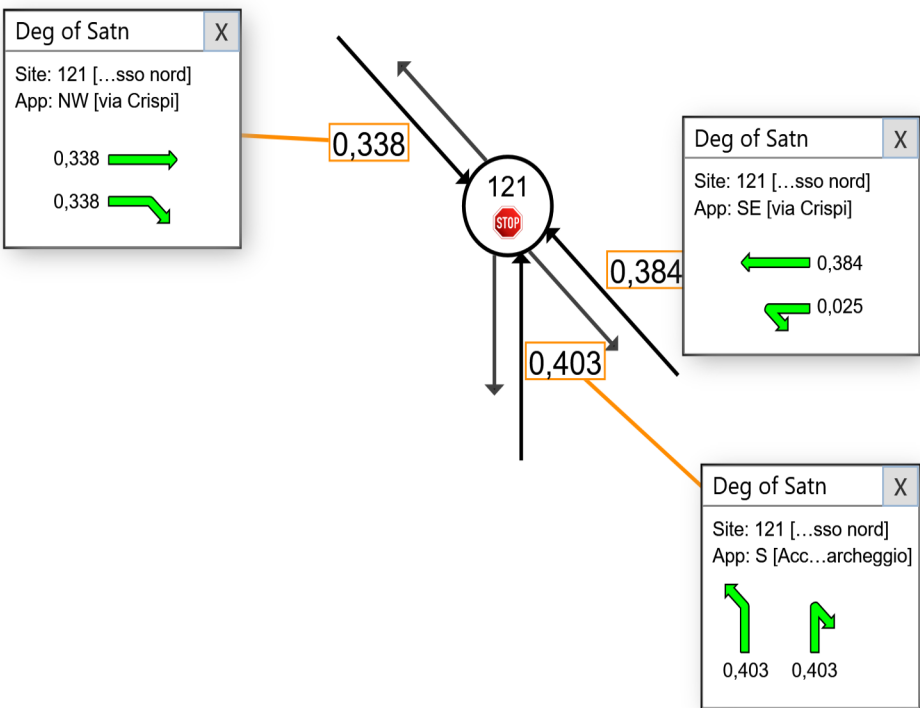
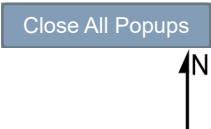
Ratio of Demand Volume to Capacity, v/c ratio per movement

 Site: 121 [Accesso nord (Site Folder: PROGETTO 2023 01)]

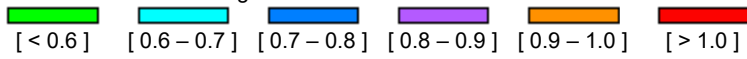
 Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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.



Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# LANE LEVEL OF SERVICE

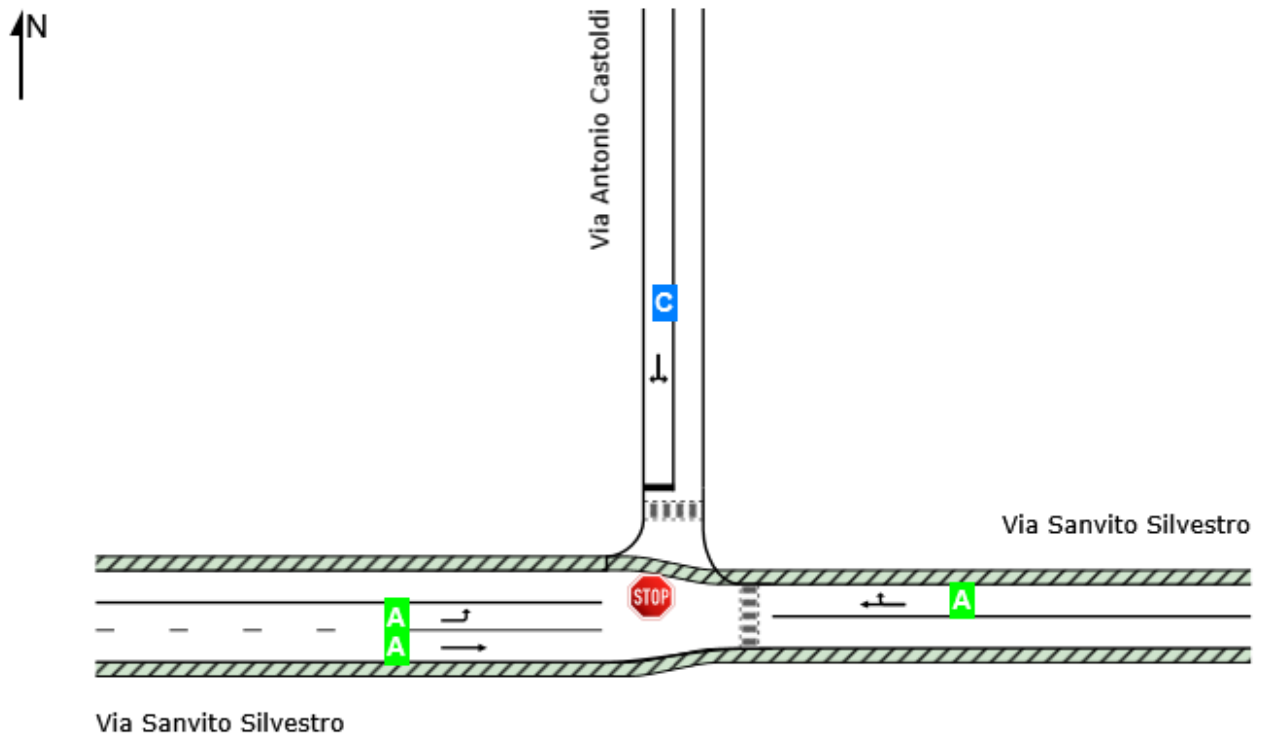
Lane Level of Service

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

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

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

	Approaches			Intersection
	East	North	West	
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).

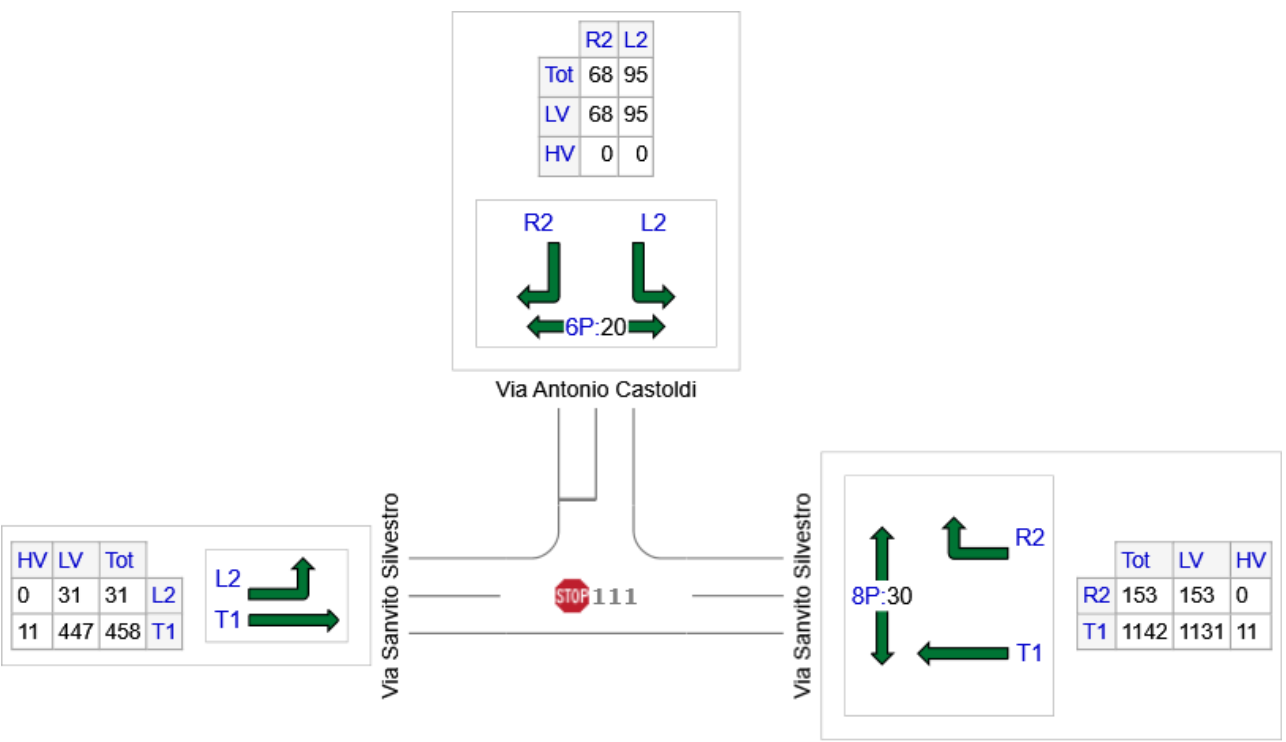
# OD MOVEMENT DEMAND FLOWS

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

 **Site: 111 [Sanvito-Castoldi PRO (Site Folder: PROGETTO 2023 01)]**

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Sanvito Silvestro	1295	1284	11
N: Via Antonio Castoldi	163	163	0
W: Via Sanvito Silvestro	489	478	11
Total	1947	1925	22



# QUEUE DISTANCE (AVERAGE)

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

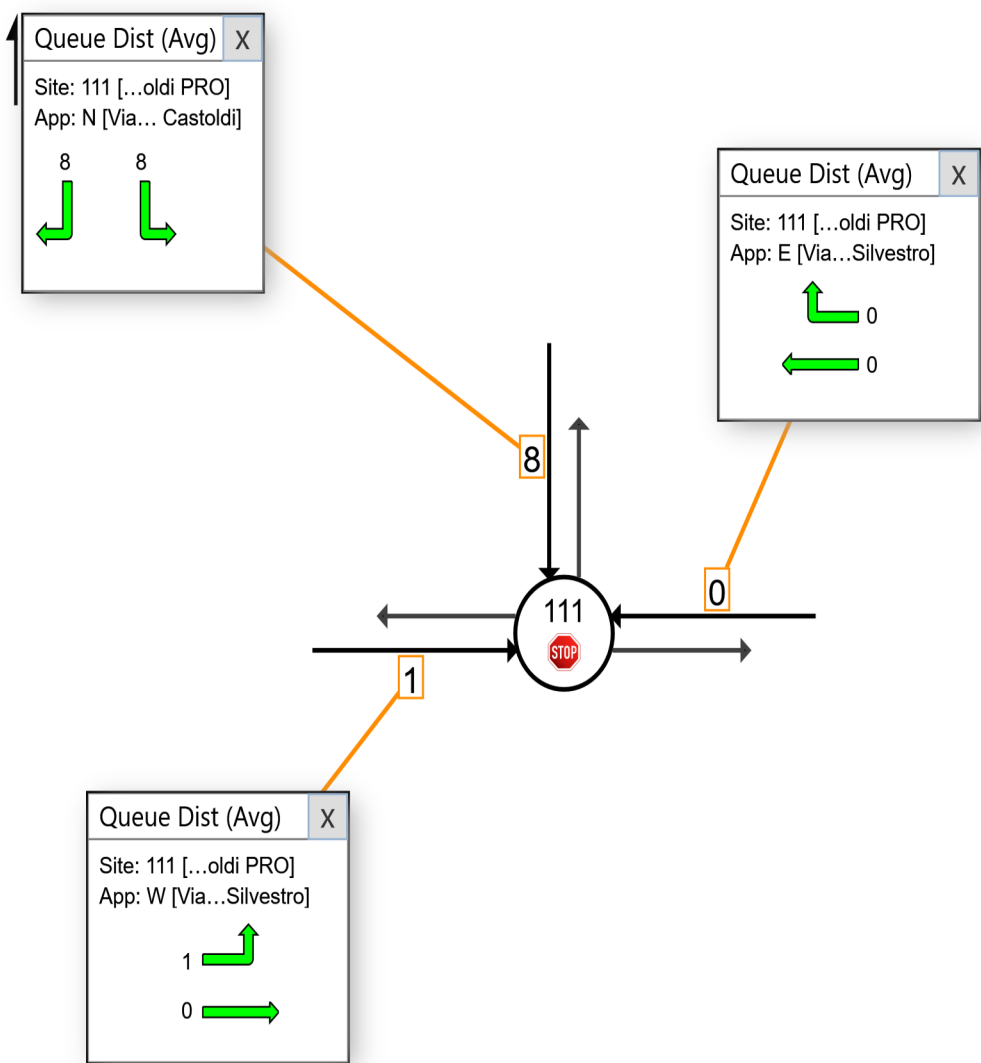
 Site: 111 [Sanvito-Castoldi PRO (Site Folder: PROGETTO 2023 01)]

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

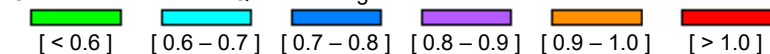
Sanvito-Castoldi  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9



# DELAY (CONTROL)

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

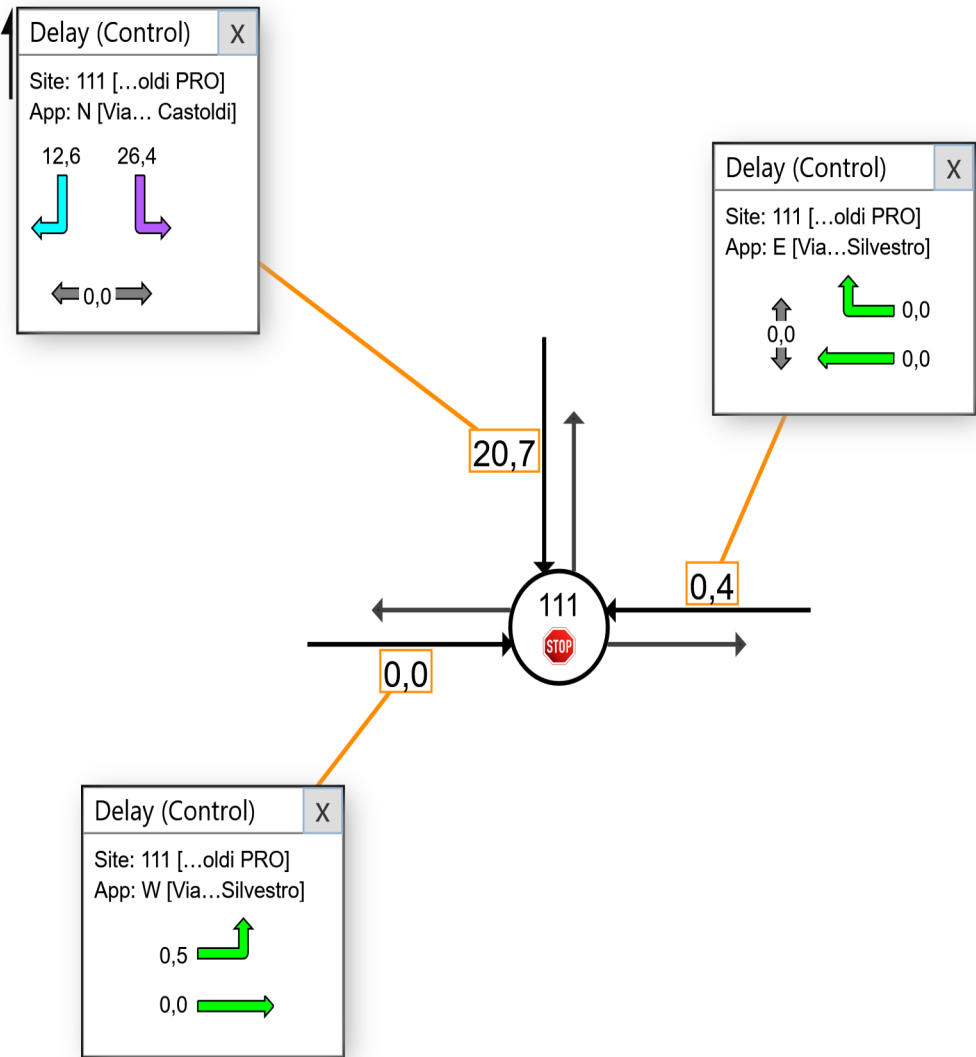
 Site: 111 [Sanvito-Castoldi PRO (Site Folder: PROGETTO 2023 01)]

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

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

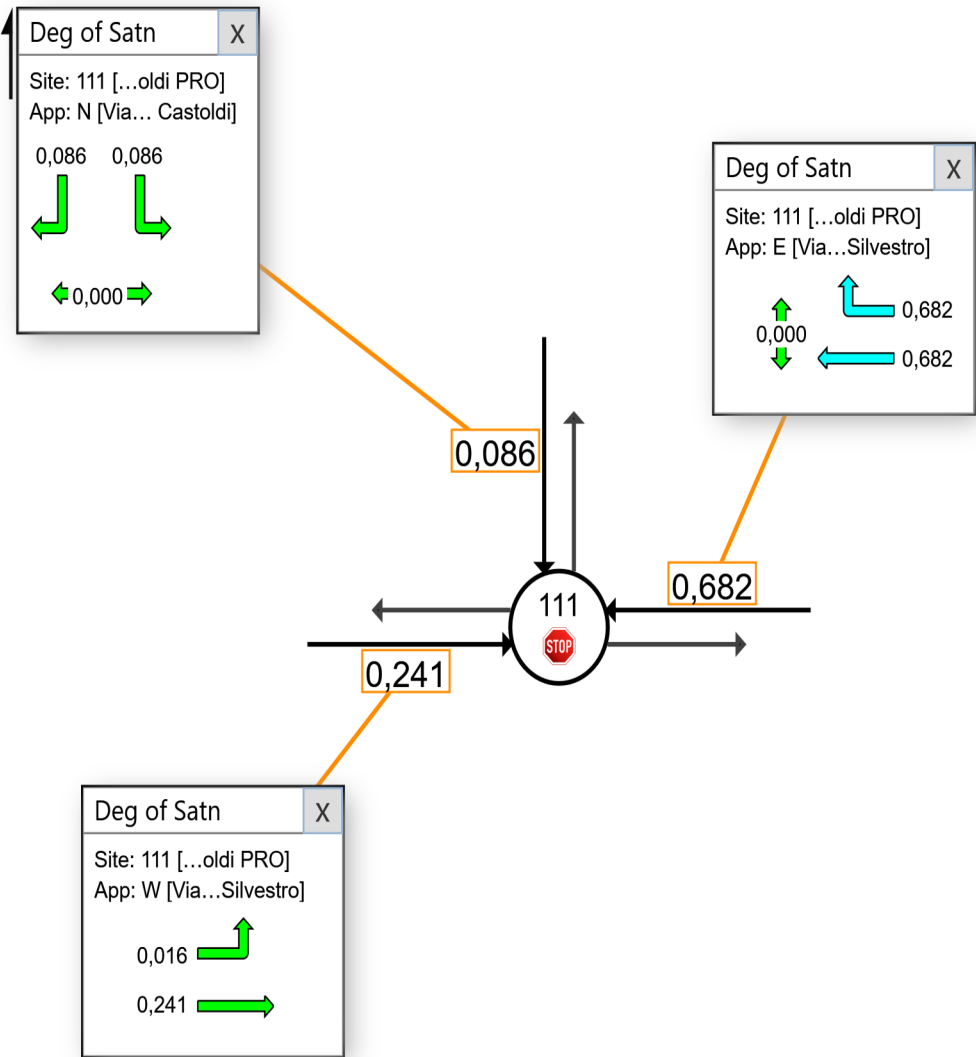
 **Site: 111 [Sanvito-Castoldi PRO (Site Folder: PROGETTO 2023 01)]**

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

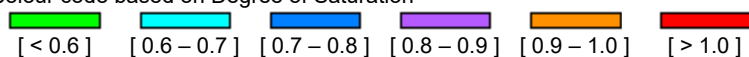
Sanvito-Castoldi  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# LANE LEVEL OF SERVICE

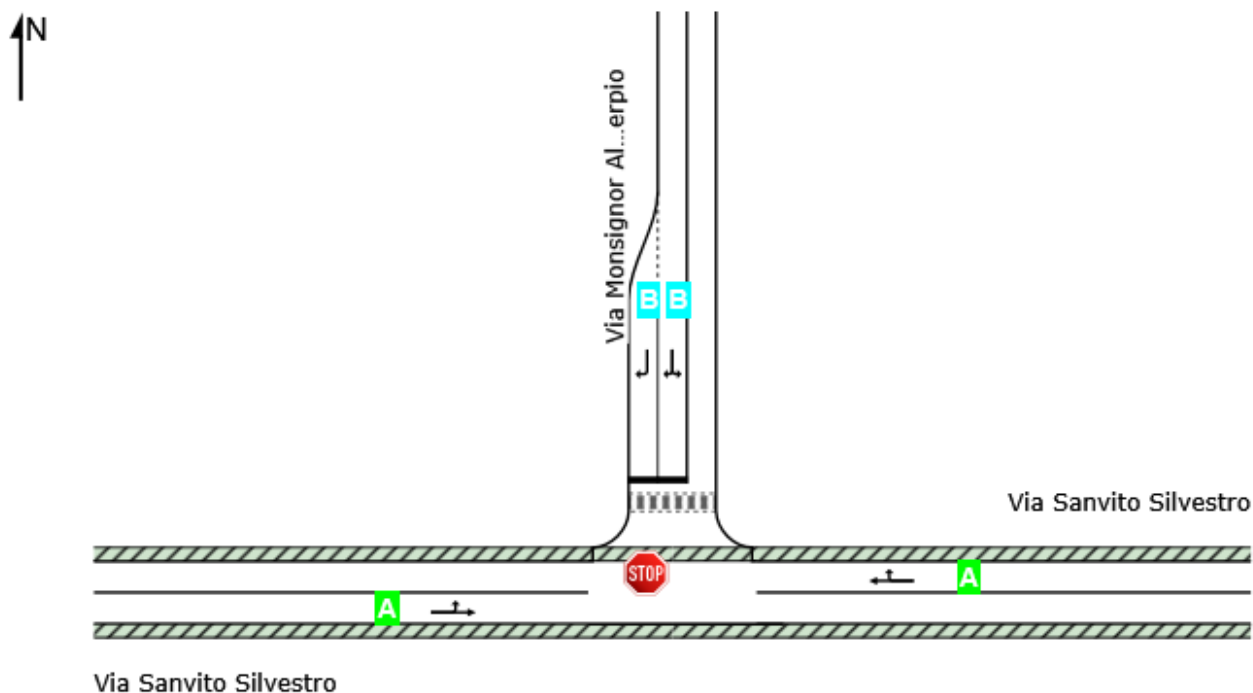
Lane Level of Service

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

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

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).

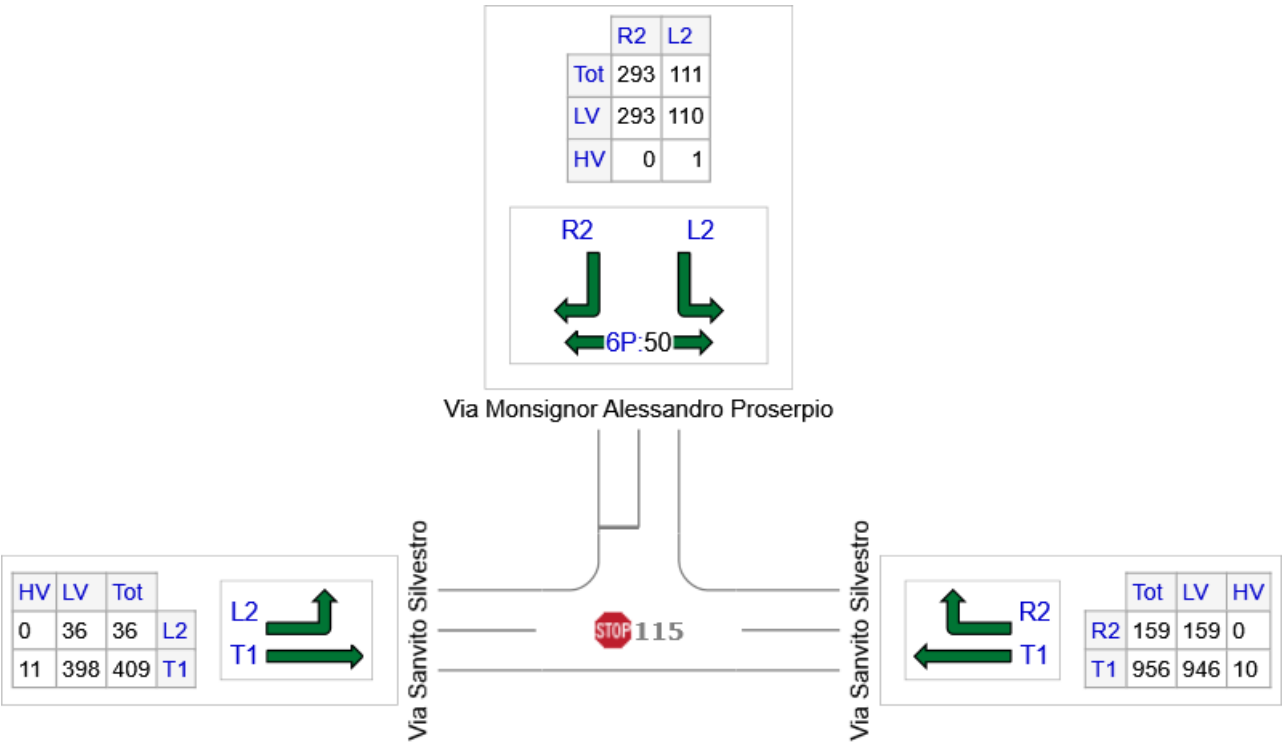
# OD MOVEMENT DEMAND FLOWS

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

 **Site: 115 [Sanvito-Proserpio PRO (Site Folder: PROGETTO 2023 01)]**

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Sanvito Silvestro	1115	1105	10
N: Via Monsignor Alessandro Proserpio	404	403	1
W: Via Sanvito Silvestro	445	434	11
Total	1964	1942	22





# QUEUE DISTANCE (AVERAGE)

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

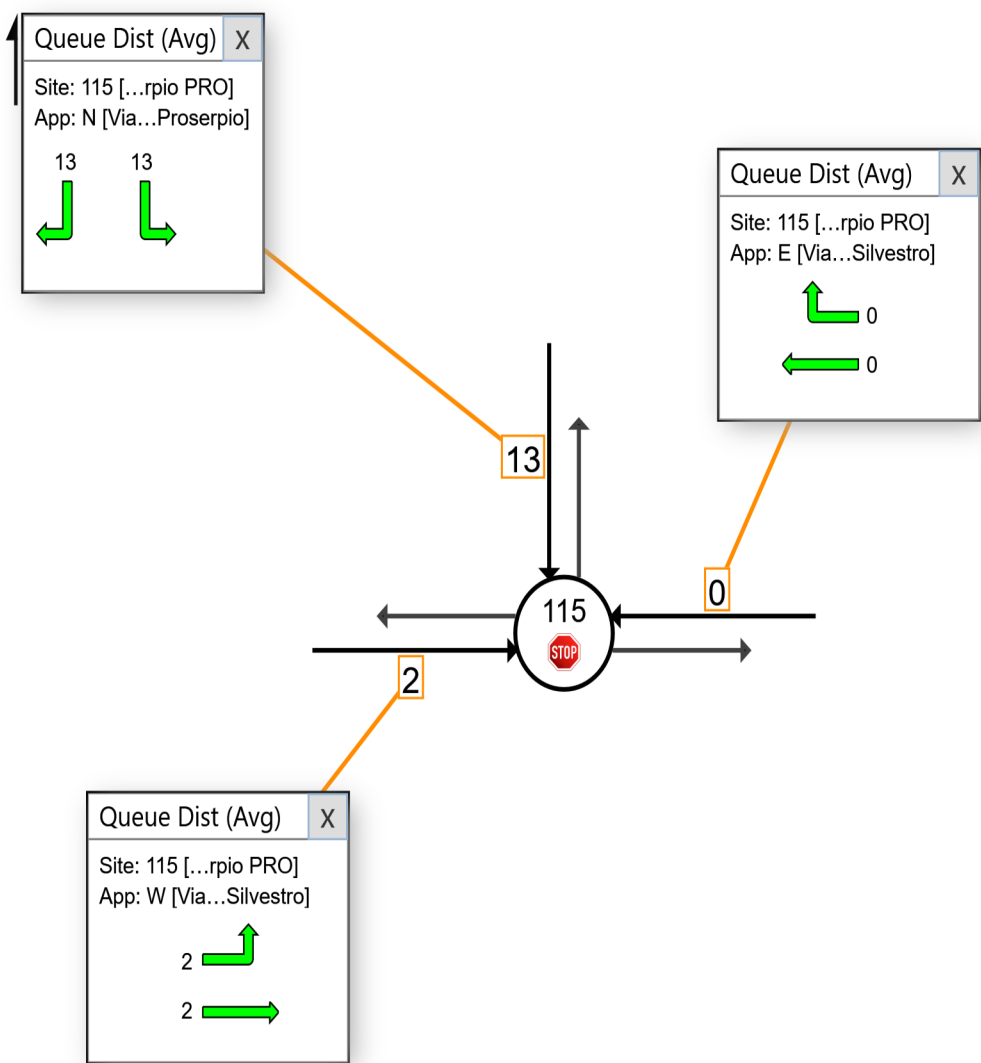
 Site: 115 [Sanvito-Proserpio PRO (Site Folder: PROGETTO 2023 01)]

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

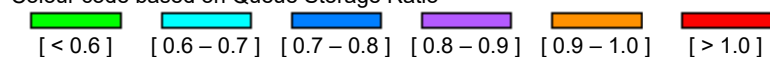
Sanvito-Proserpio  
Site Category: Existing Design  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

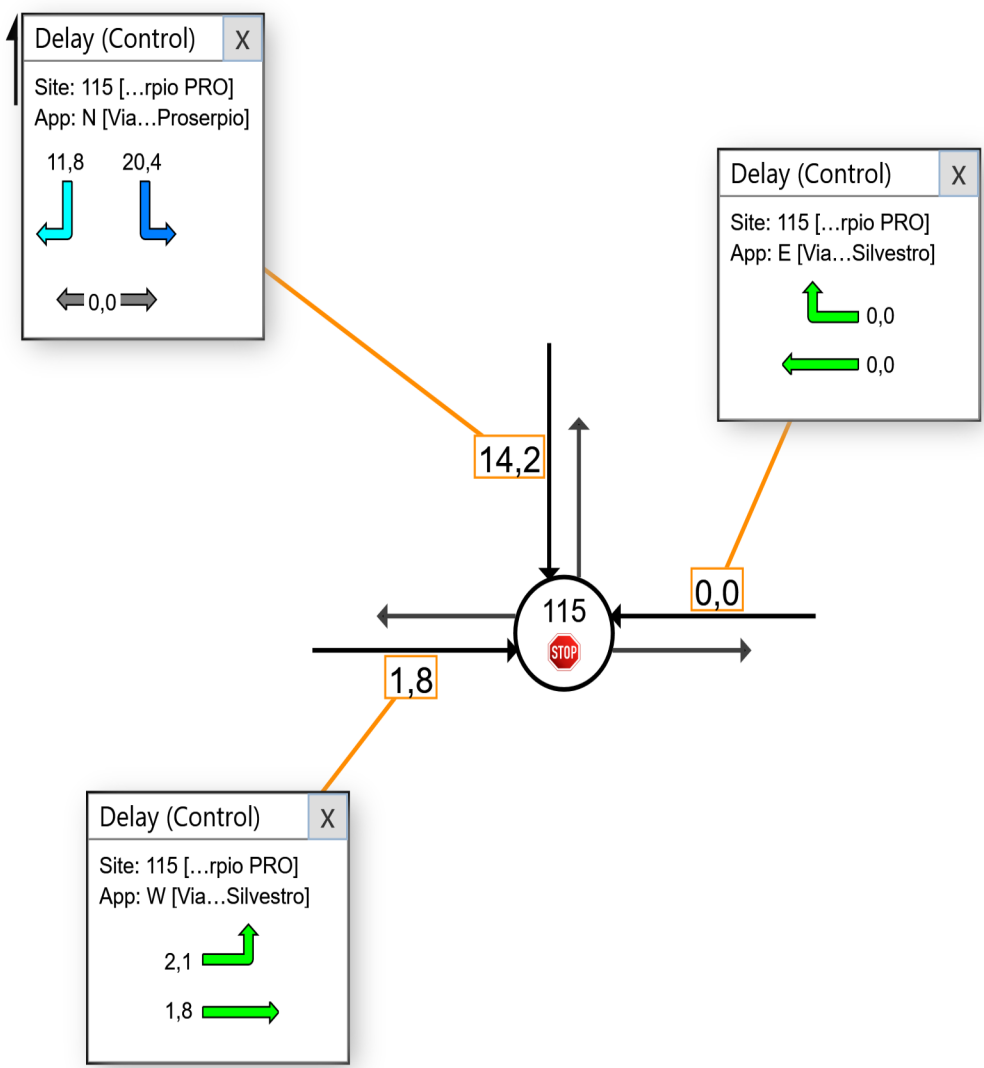
 Site: 115 [Sanvito-Proserpio PRO (Site Folder: PROGETTO 2023 01)]

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

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10  
Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

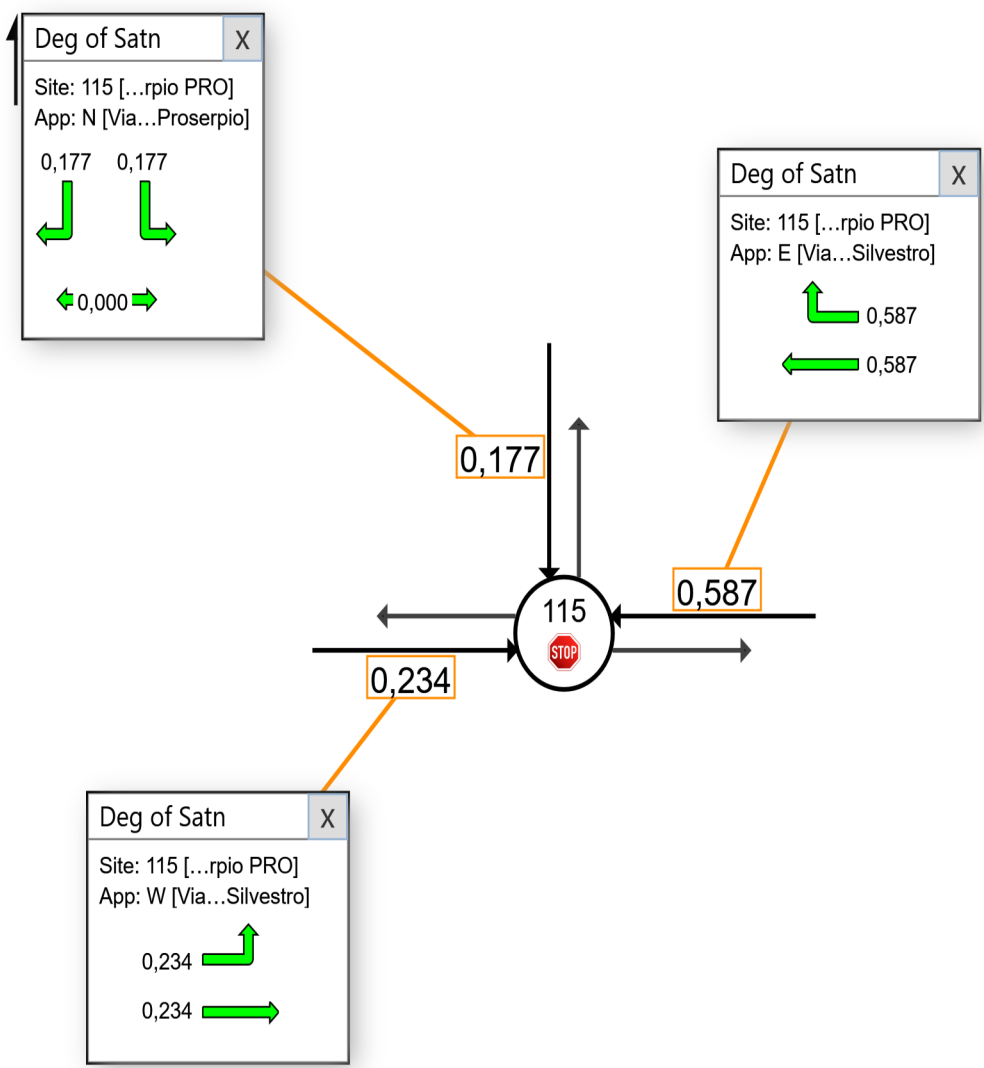
 **Site: 115 [Sanvito-Proserpio PRO (Site Folder: PROGETTO 2023 01)]**

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

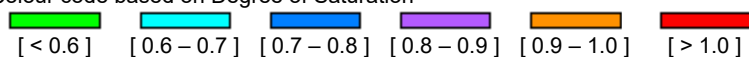
Sanvito-Proserpio  
Site Category: Existing Design  
Stop (Two-Way)

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 Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# LANE LEVEL OF SERVICE

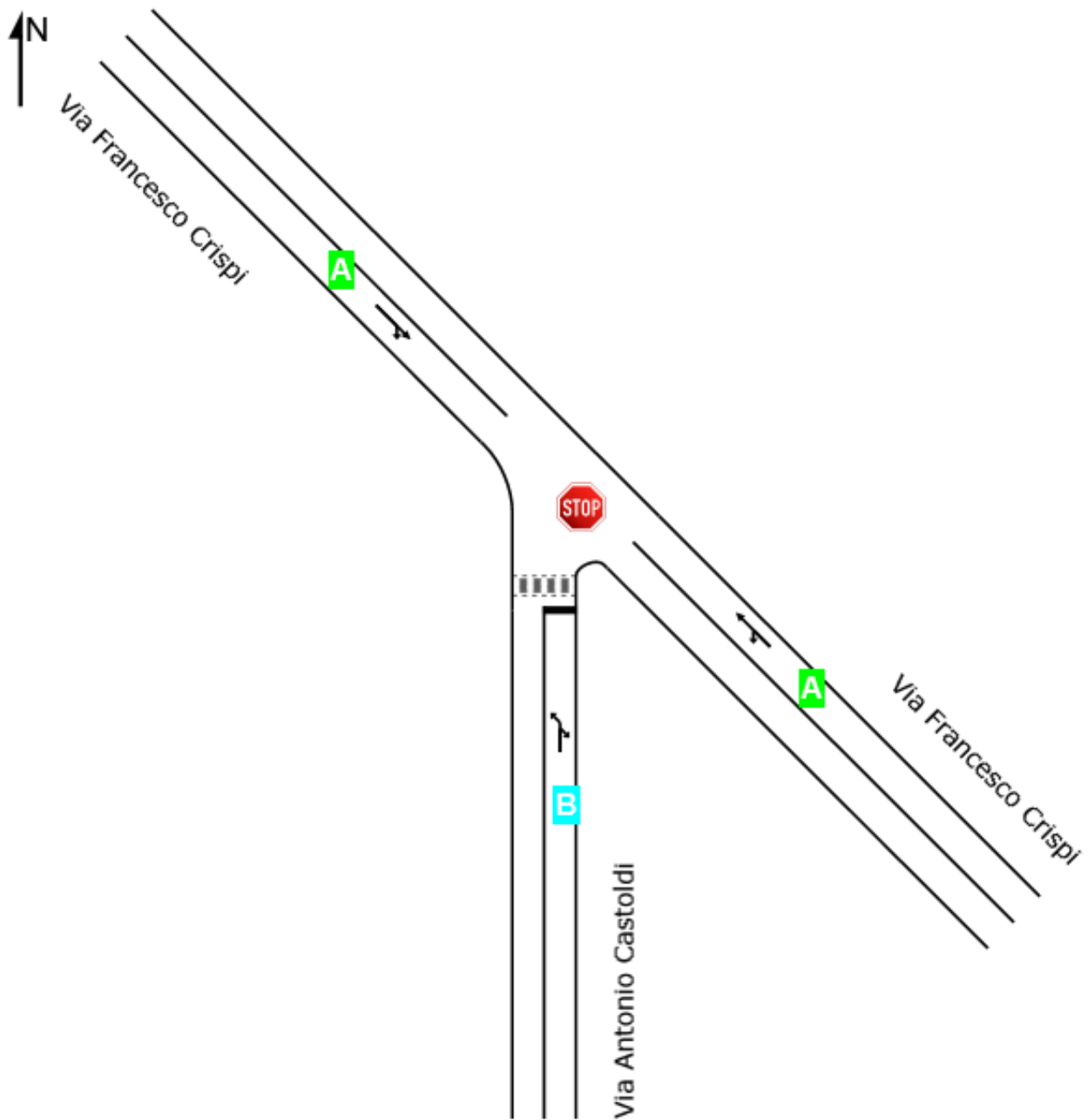
Lane Level of Service

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

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

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).



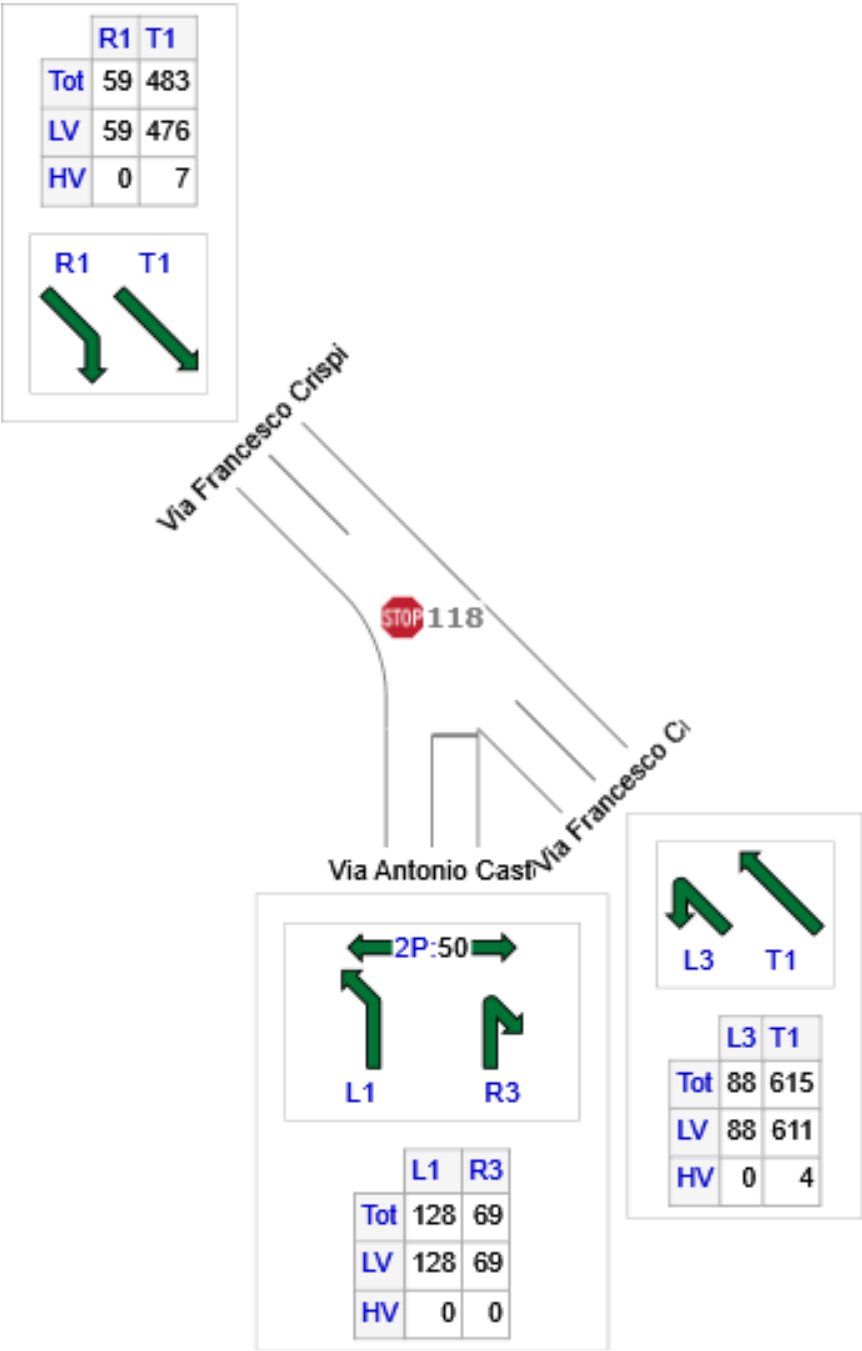
# OD MOVEMENT DEMAND FLOWS

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

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

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Via Antonio Castoldi	197	197	0
SE: Via Francesco Crispi	703	699	4
NW: Via Francesco Crispi	542	535	7
Total	1442	1431	11



# QUEUE DISTANCE (AVERAGE)

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

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

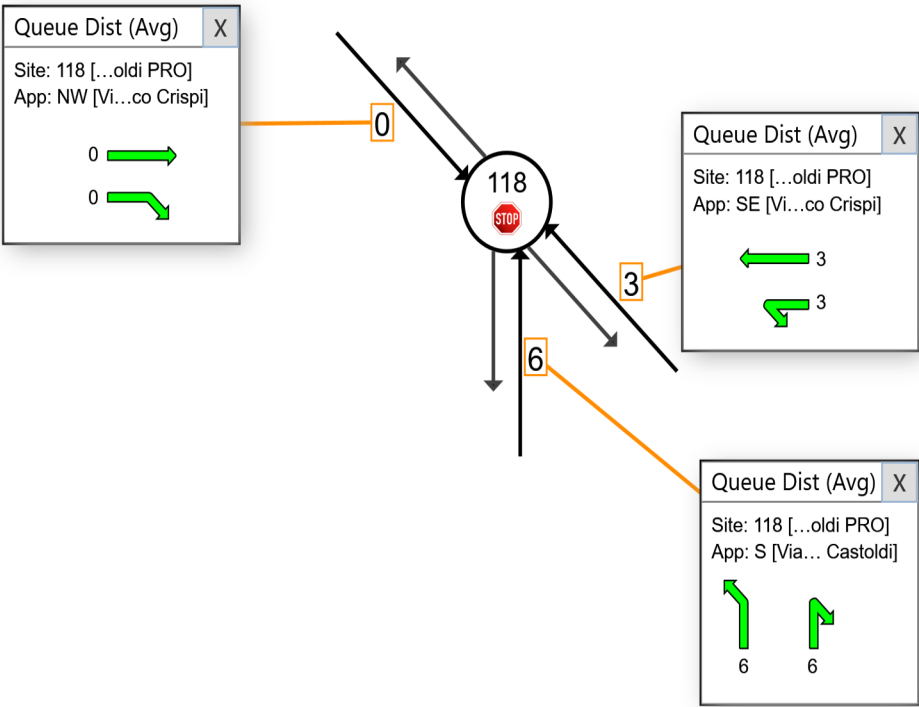
■ Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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

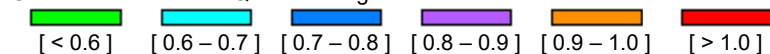
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

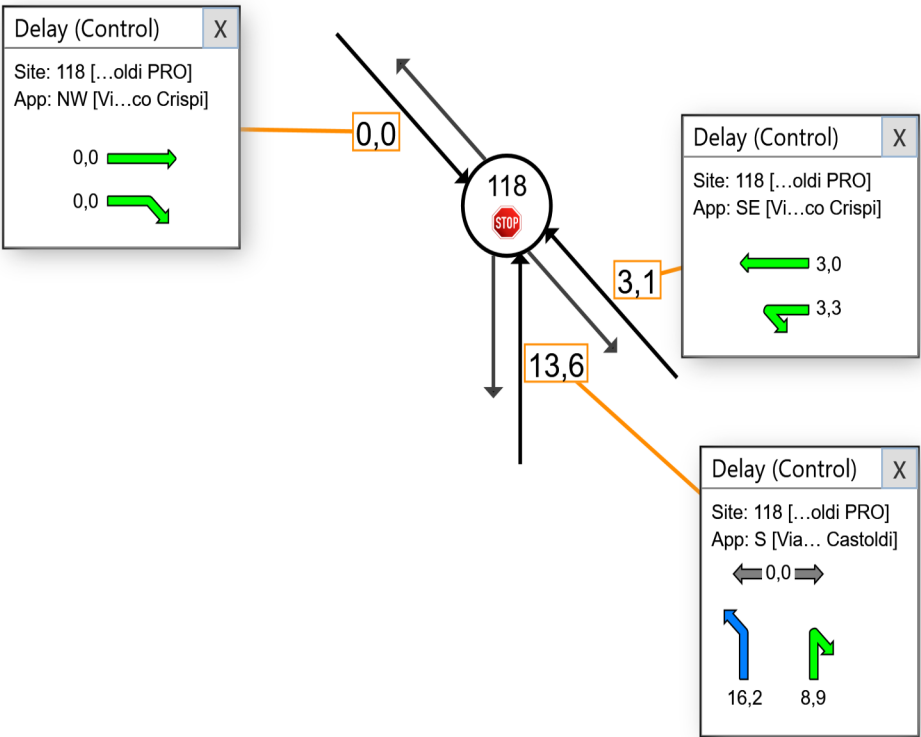
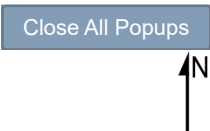
Average control delay per vehicle, or average pedestrian delay (seconds)

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

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

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.



Colour code based on Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: lunedì 23 gennaio 2023 13.33.10

Project: D:\US\_SPT\STP - Progetti\Varese\PRP-22-12-V ex Aermacchi\elaborazioni\simulazioni\sidra\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

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

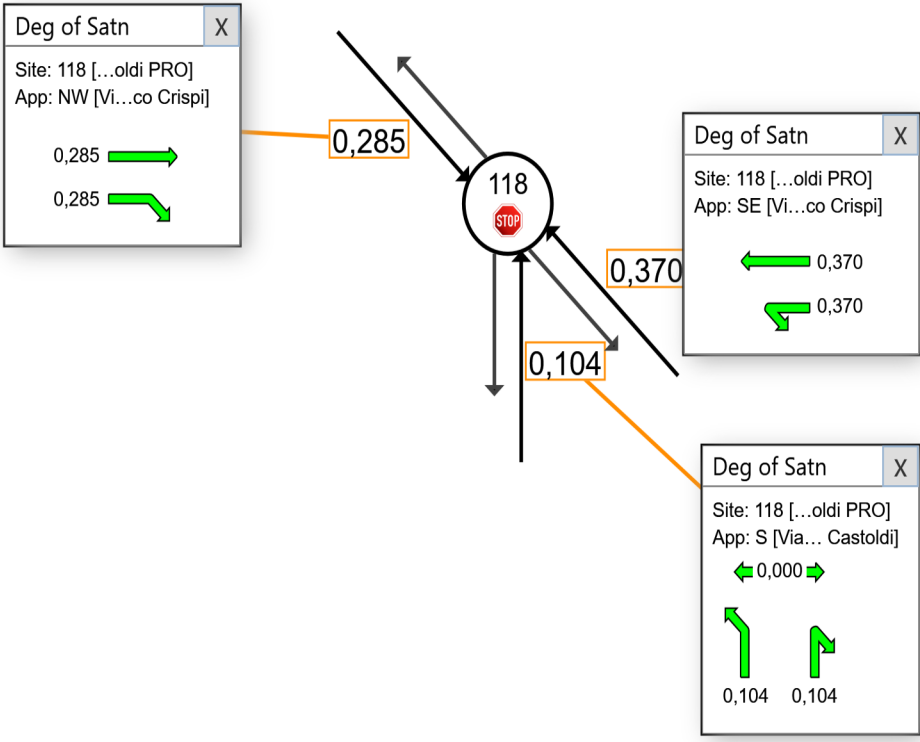
 Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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

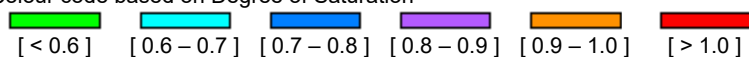
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# LANE LEVEL OF SERVICE

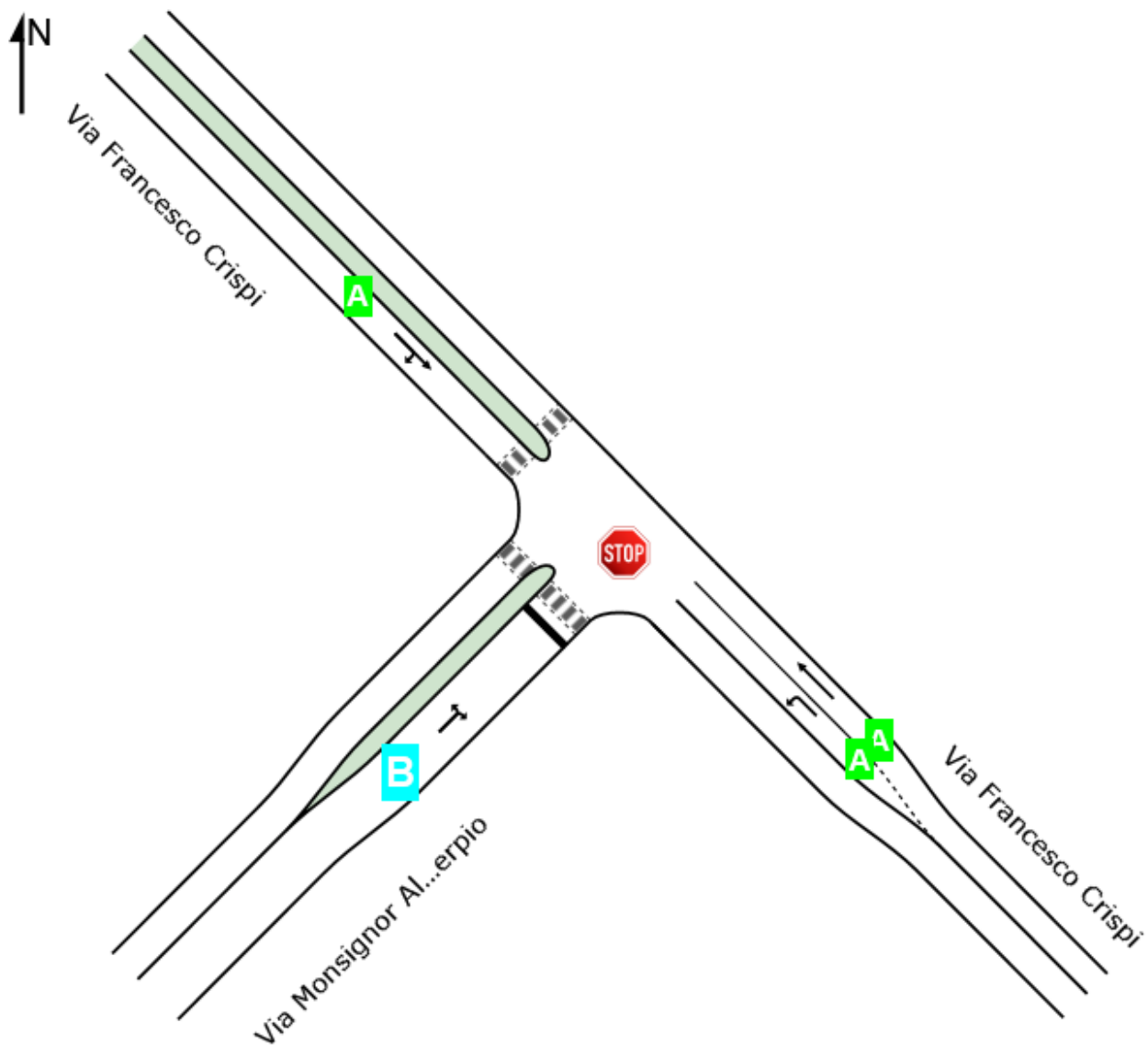
Lane Level of Service

 **Site: 116 [Crispi-Proserpio PRO (Site Folder: PROGETTO 2023 01)]**

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

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).

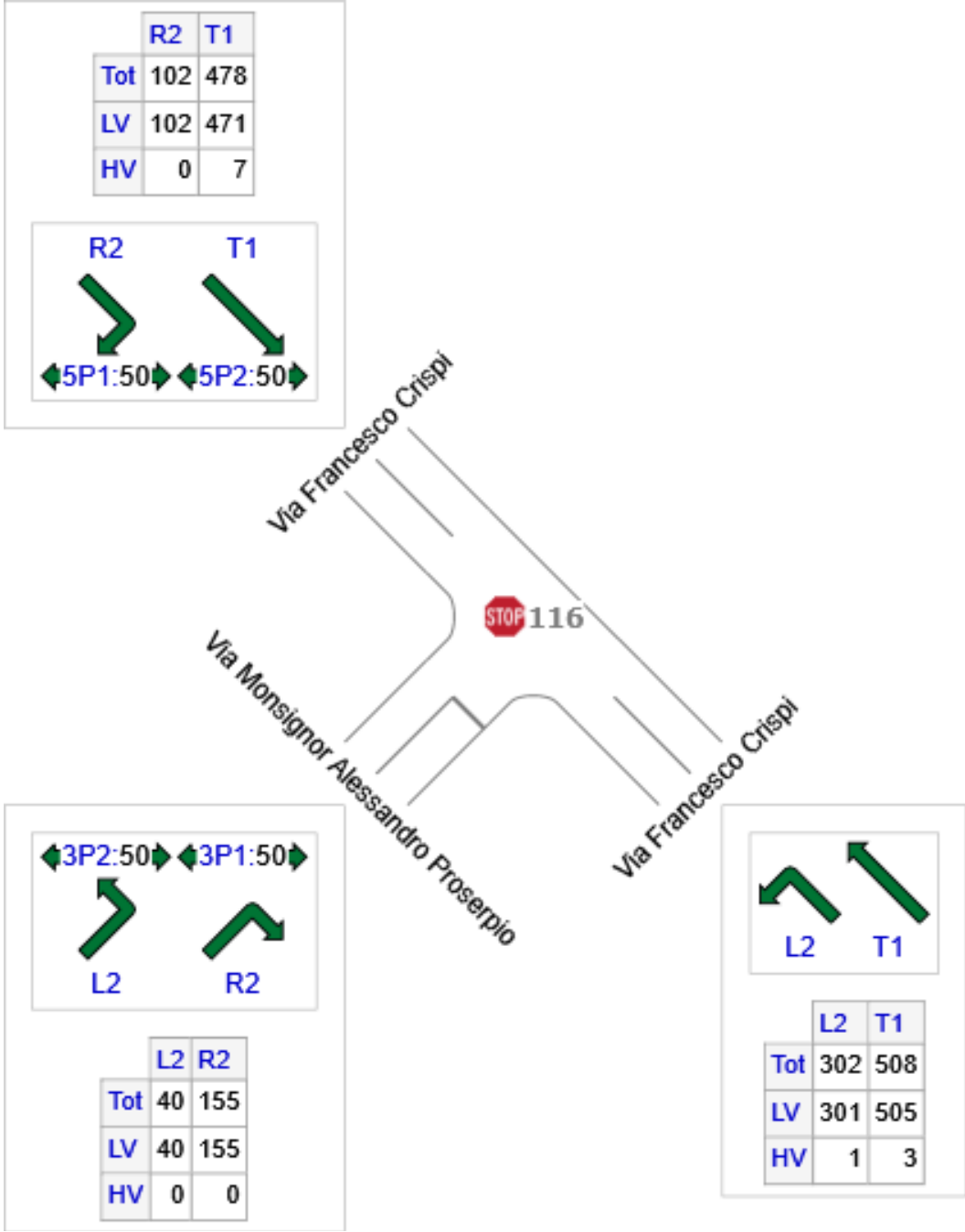
# OD MOVEMENT DEMAND FLOWS

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

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

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

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Francesco Crispi	810	806	4
NW: Via Francesco Crispi	580	573	7
SW: Via Monsignor Alessandro Proserpio	195	195	0
Total	1585	1574	11



# QUEUE DISTANCE (AVERAGE)

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


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

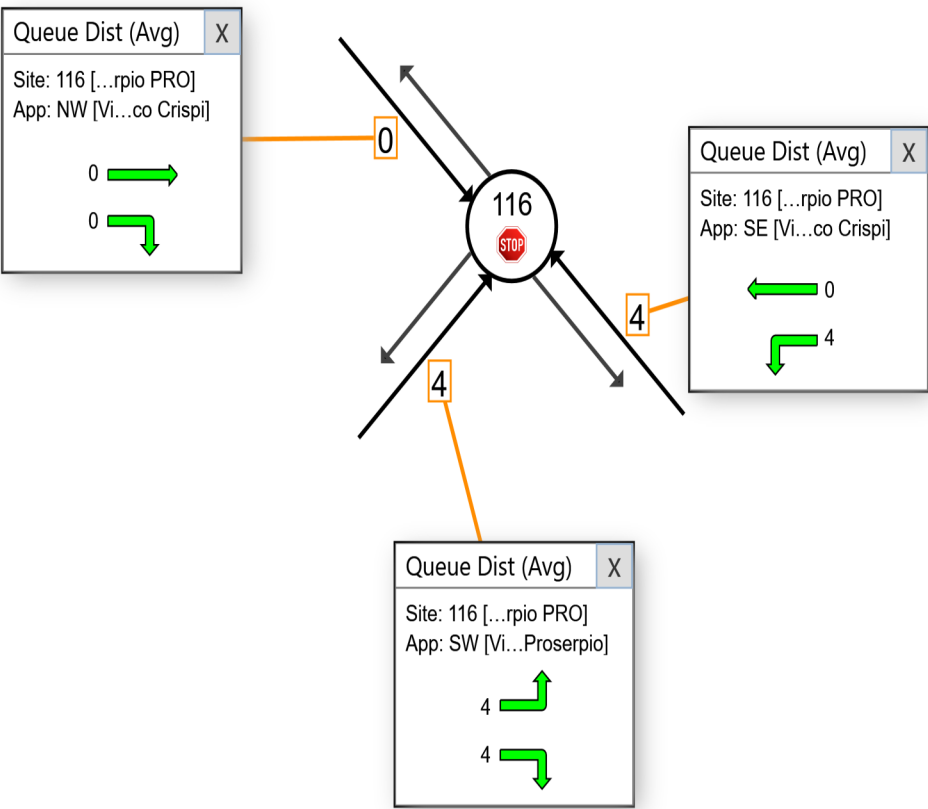
■ Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

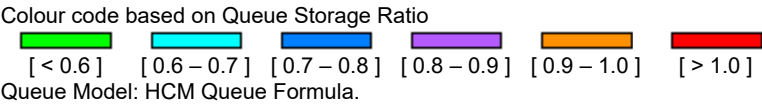
Crispi-Proserpio  
Site Category: Existing Design  
Stop (Two-Way)

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







# DELAY (CONTROL)

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


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

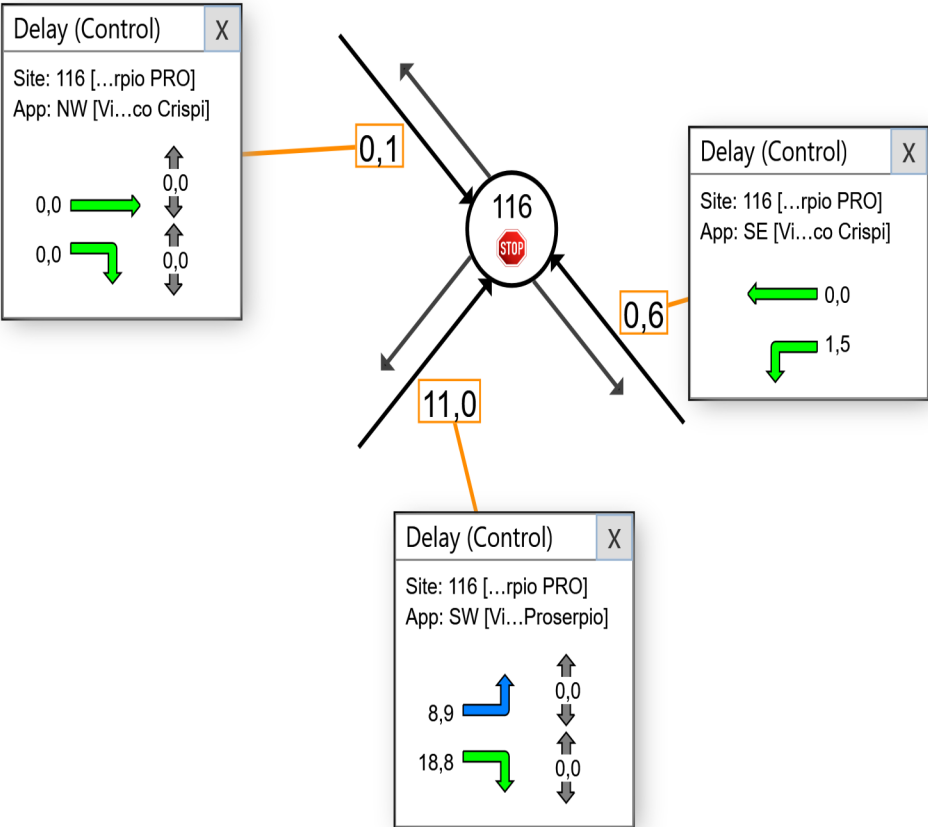
 Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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 Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# DEGREE OF SATURATION

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

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

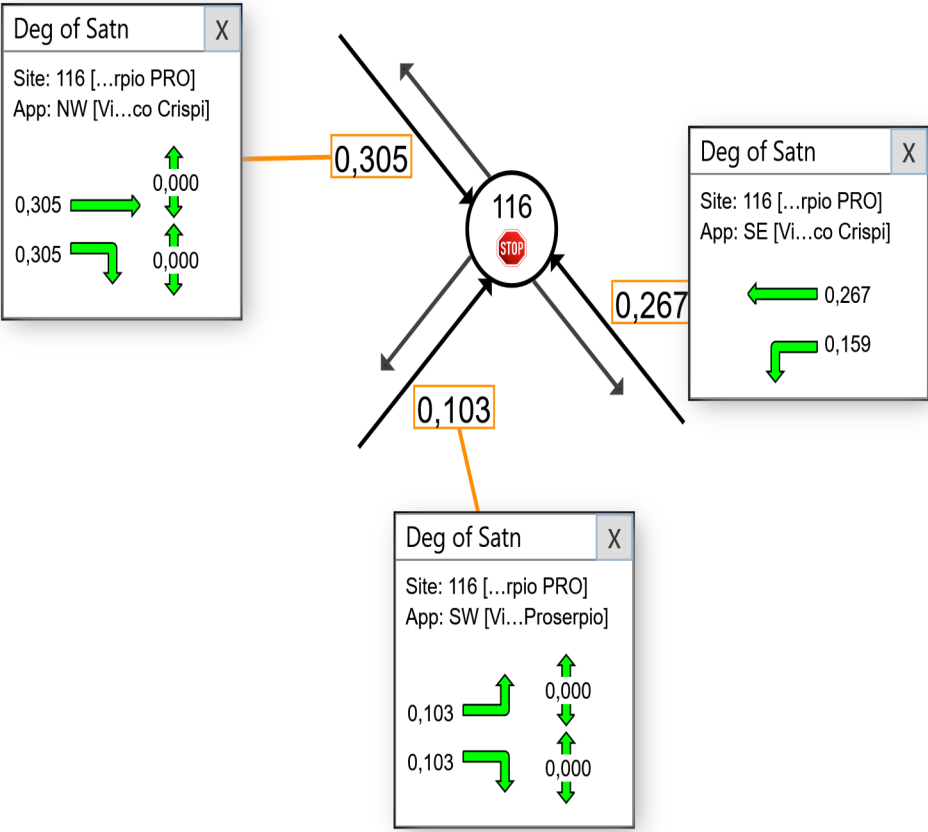
 Network: N201 [Sanvito-Castoldi-Crispi PRO (Network Folder: Progetto giorno normale)]

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

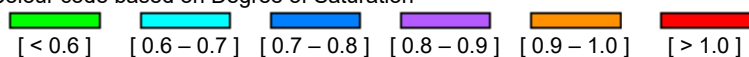
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups

N



Colour code based on Degree of Saturation



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 18.44.49

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

AMBITO SANVITO-CAMPIGLI-MONGUELFO

# LANE LEVEL OF SERVICE

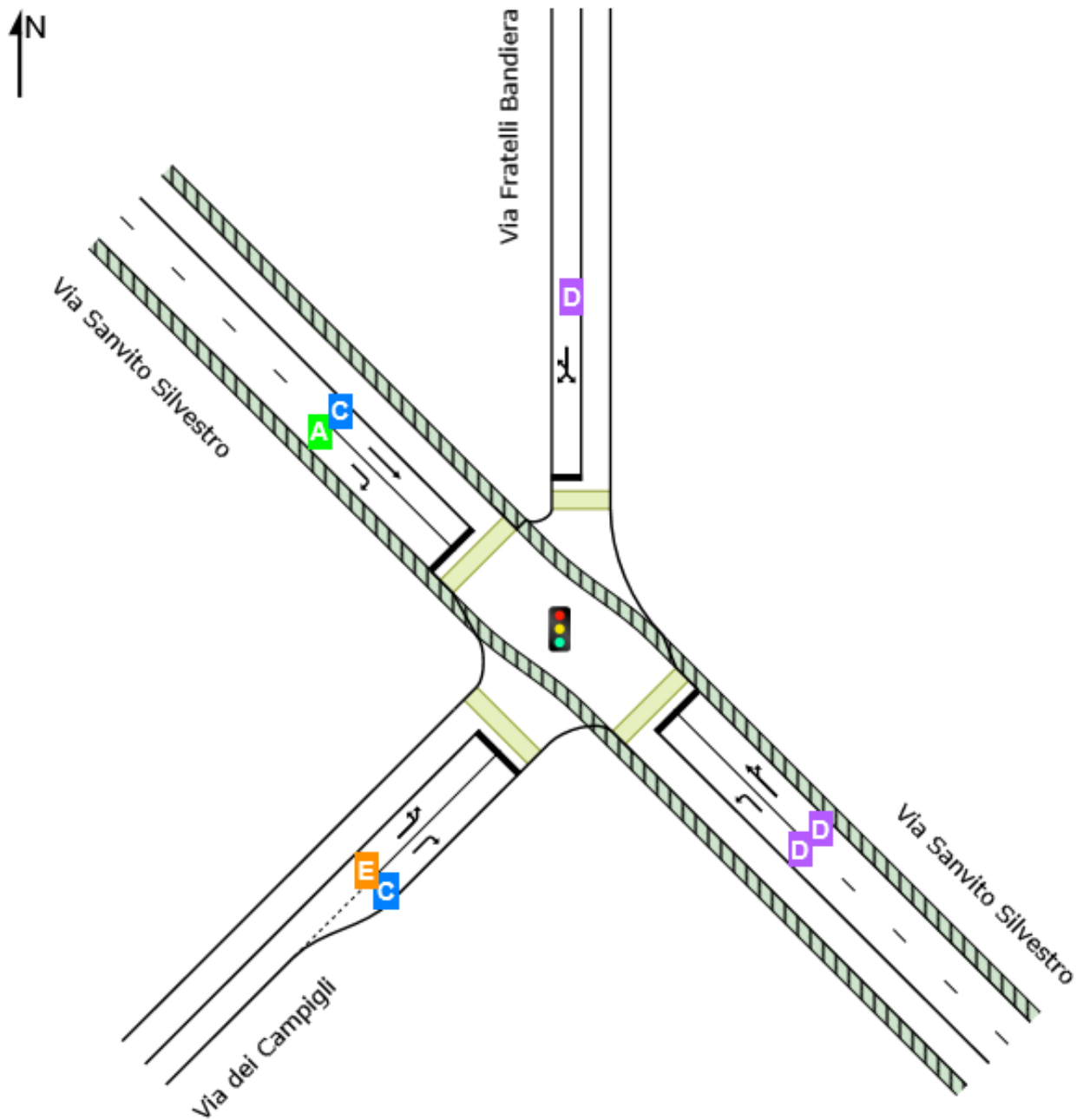
Lane Level of Service

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

 Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

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)

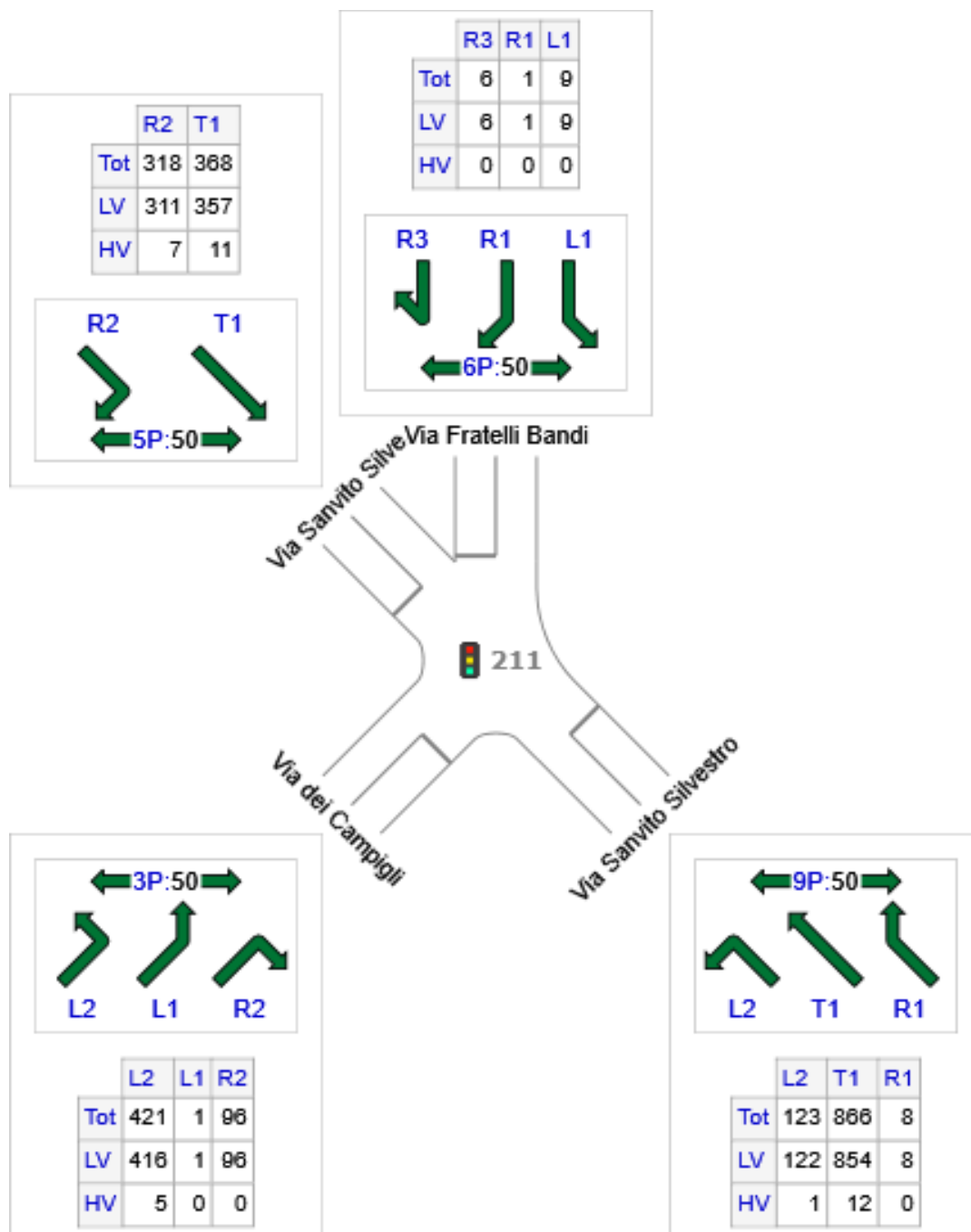
Site: 211 [Sanvito-Campigli PRO - semaforo (Site Folder: PROGETTO 2023 01)]

Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

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	997	984	13
N: Via Fratelli Bandiera	16	16	0
NW: Via Sanvito Silvestro	686	668	18
SW: Via dei Campigli	518	513	5
Total	2217	2181	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 (Site Folder: PROGETTO 2023 01)]

Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

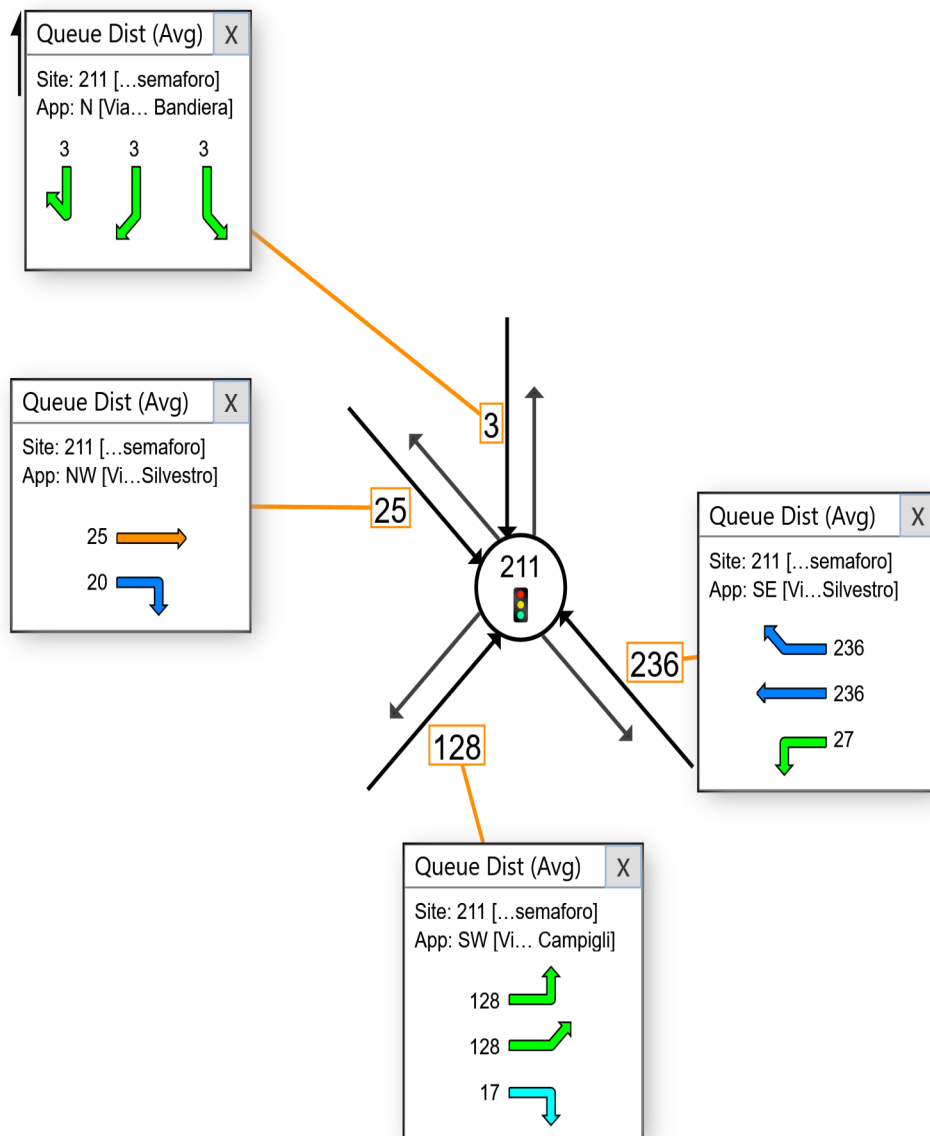
Sanvito-Campigli

Site Category: Proposed Design 1

Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

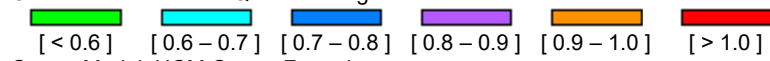
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

## DELAY (CONTROL)

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

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

 Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

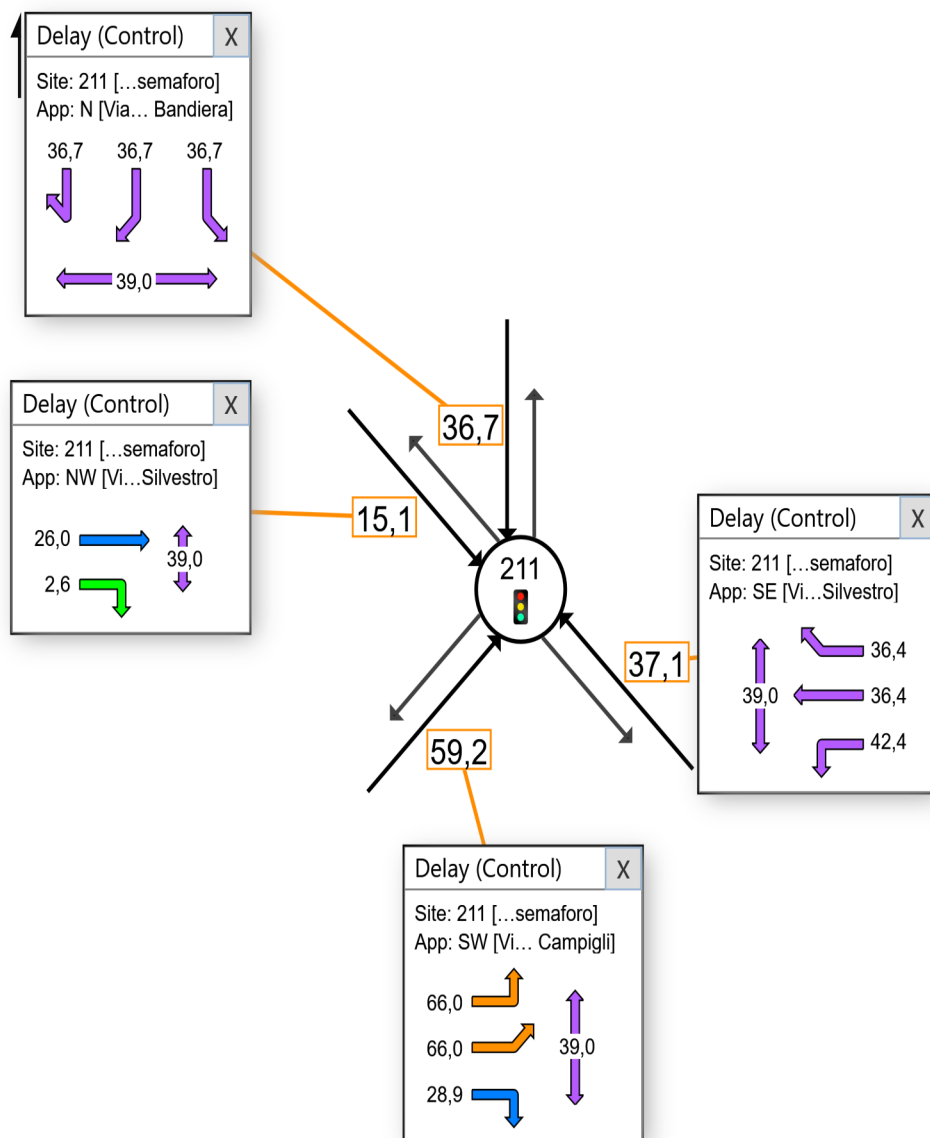
Sanvito-Campigli

Site Category: Proposed Design 1

Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

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

Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

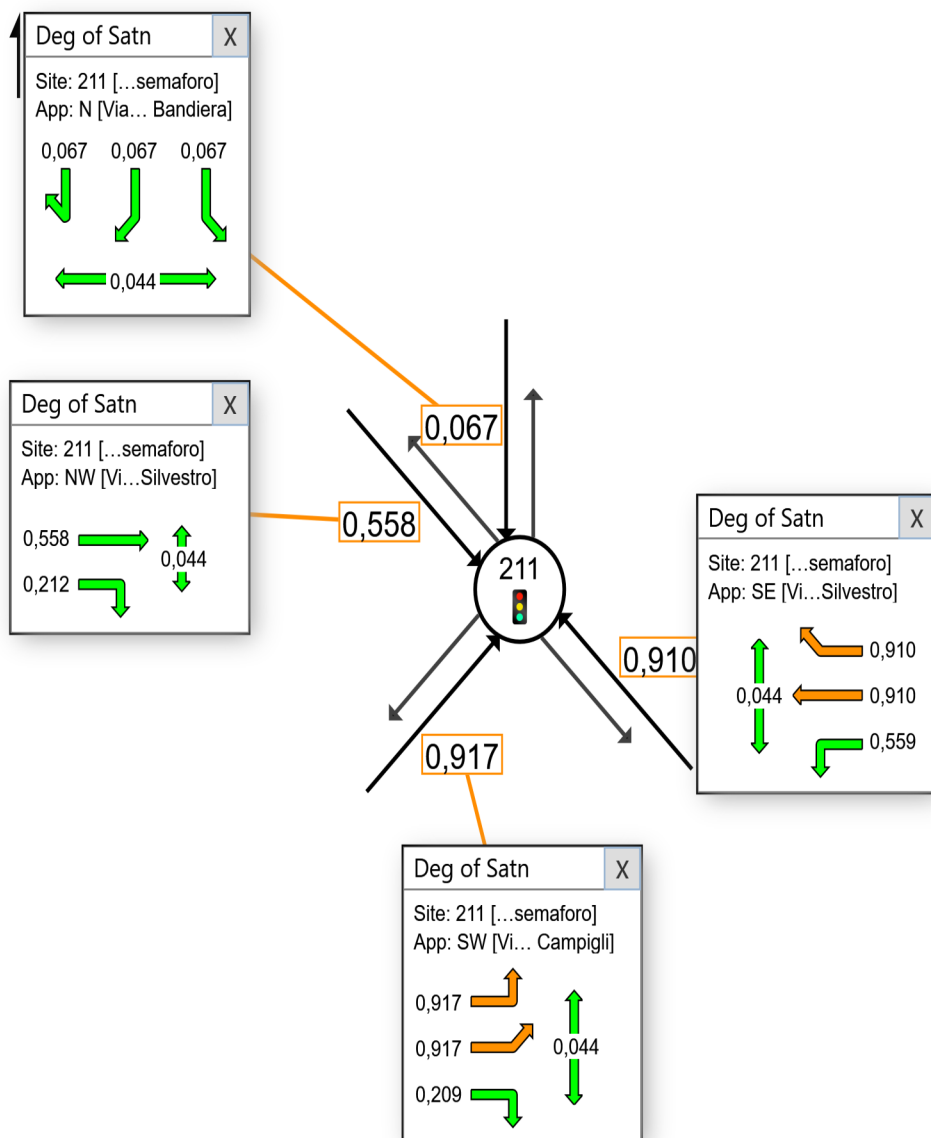
Sanvito-Campigli

Site Category: Proposed Design 1

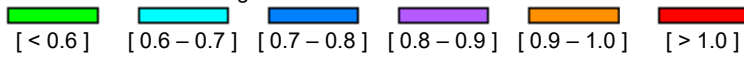
Signals - EQUISAT (Pretimed) Isolated Cycle Time = 95 seconds (Site User-Given Cycle Time)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# LANE LEVEL OF SERVICE

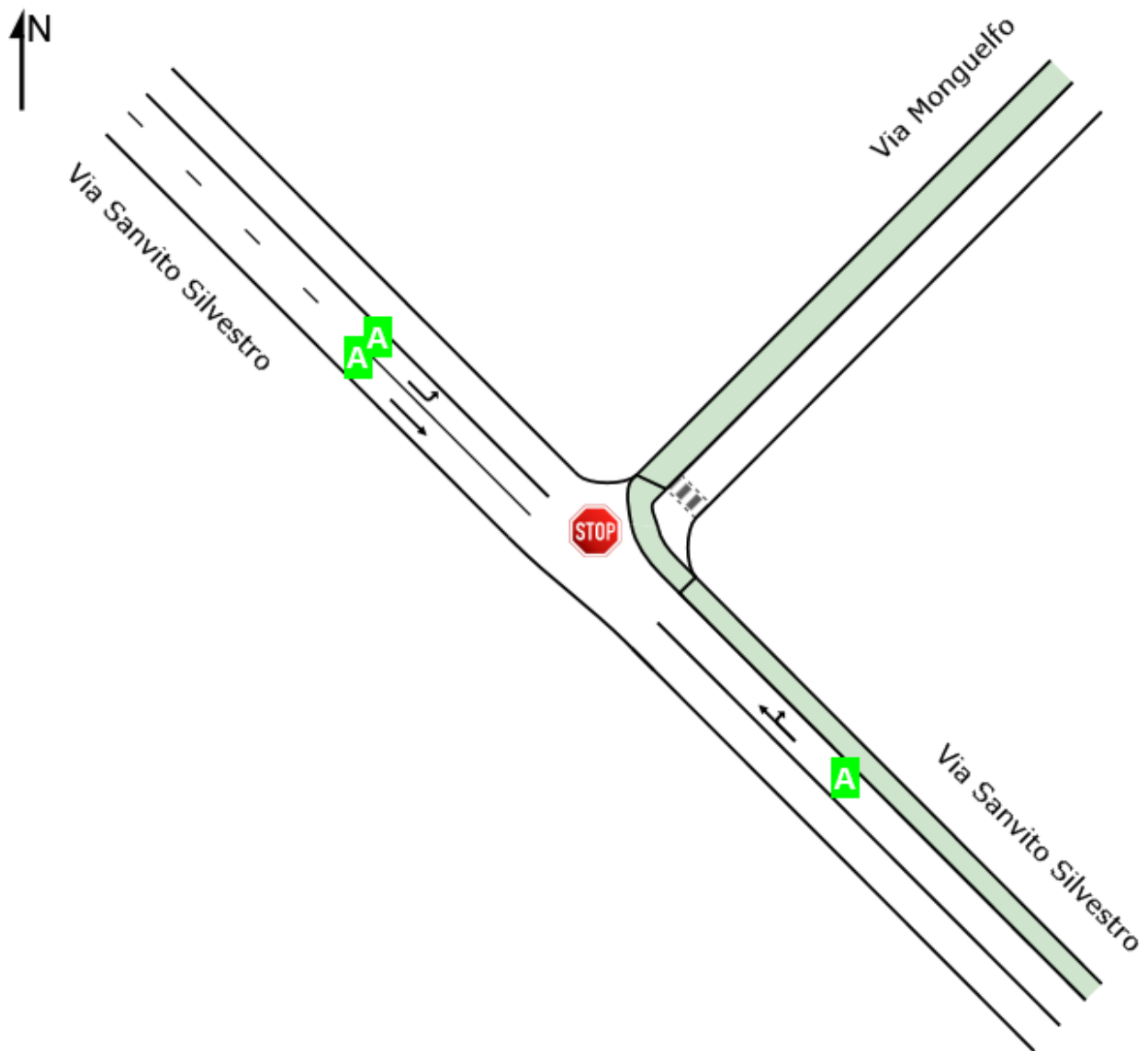
Lane Level of Service

 **Site: 215 [Sanvito-Monguelfo PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]**

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).

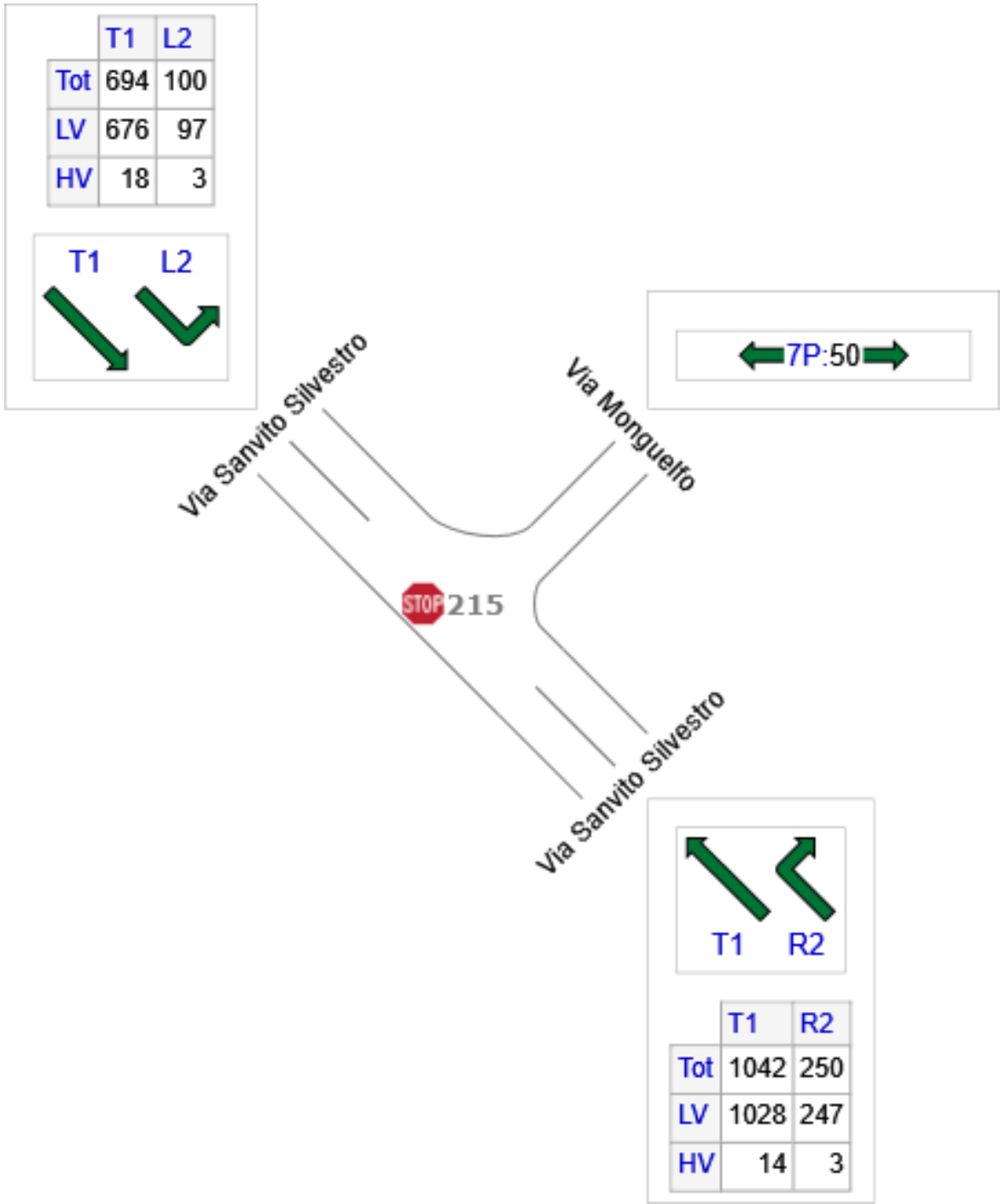
# OD MOVEMENT DEMAND FLOWS

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

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

■ ■ Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1292	1275	17
NW: Via Sanvito Silvestro	794	773	21
Total	2086	2048	38





# QUEUE DISTANCE (AVERAGE)

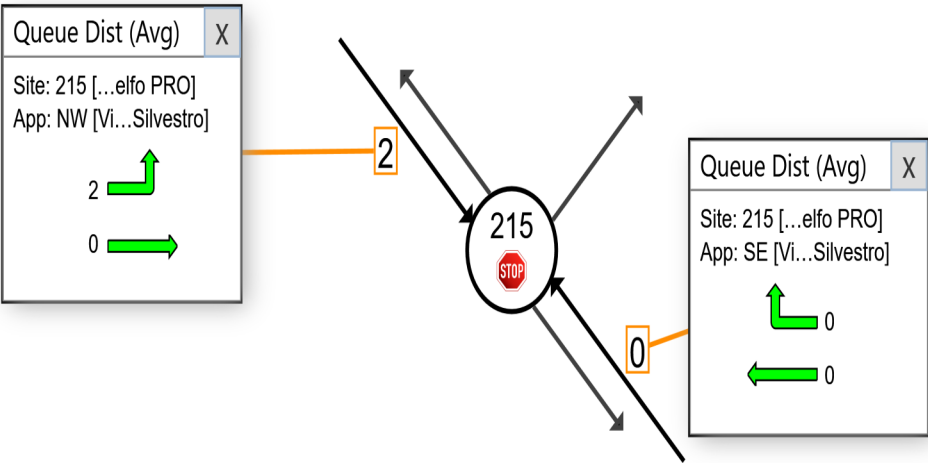
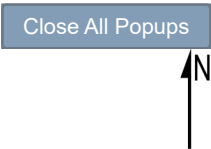
Largest Average Back of Queue Distance for any lane used by the vehicle movement (metres)

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

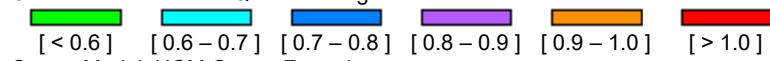
■ Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]

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.



Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

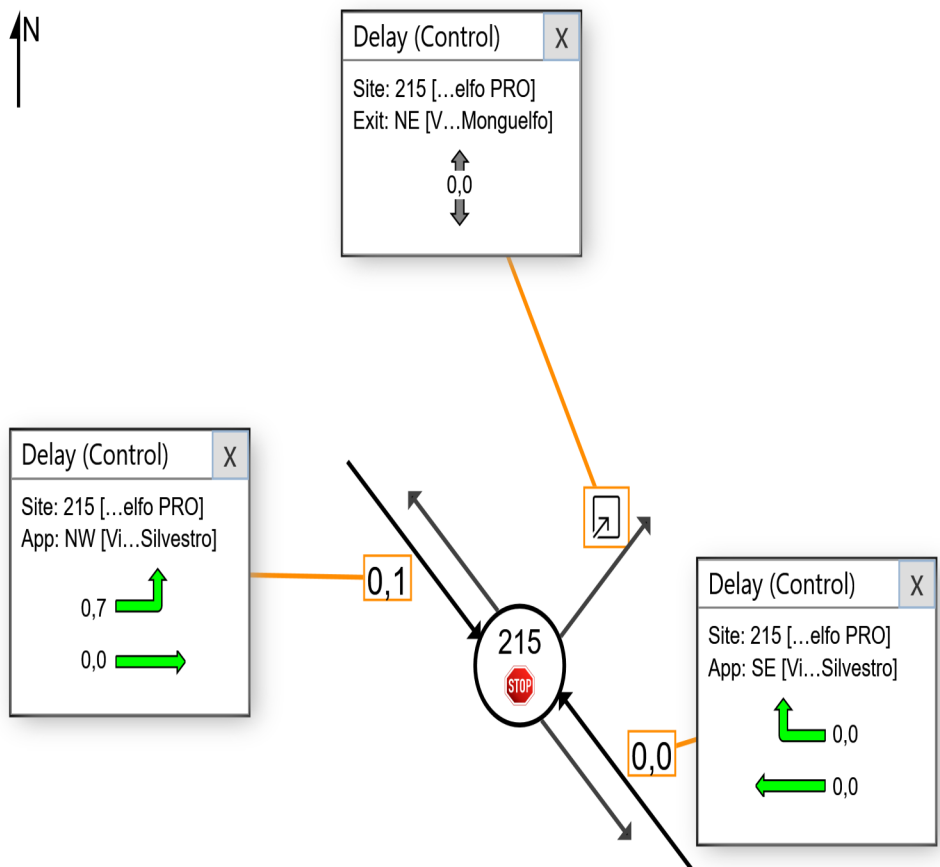
 **Site: 215 [Sanvito-Monguelfo PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]**

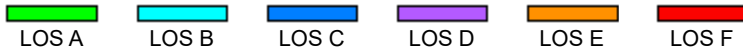
Sanvito-Monguelfo  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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

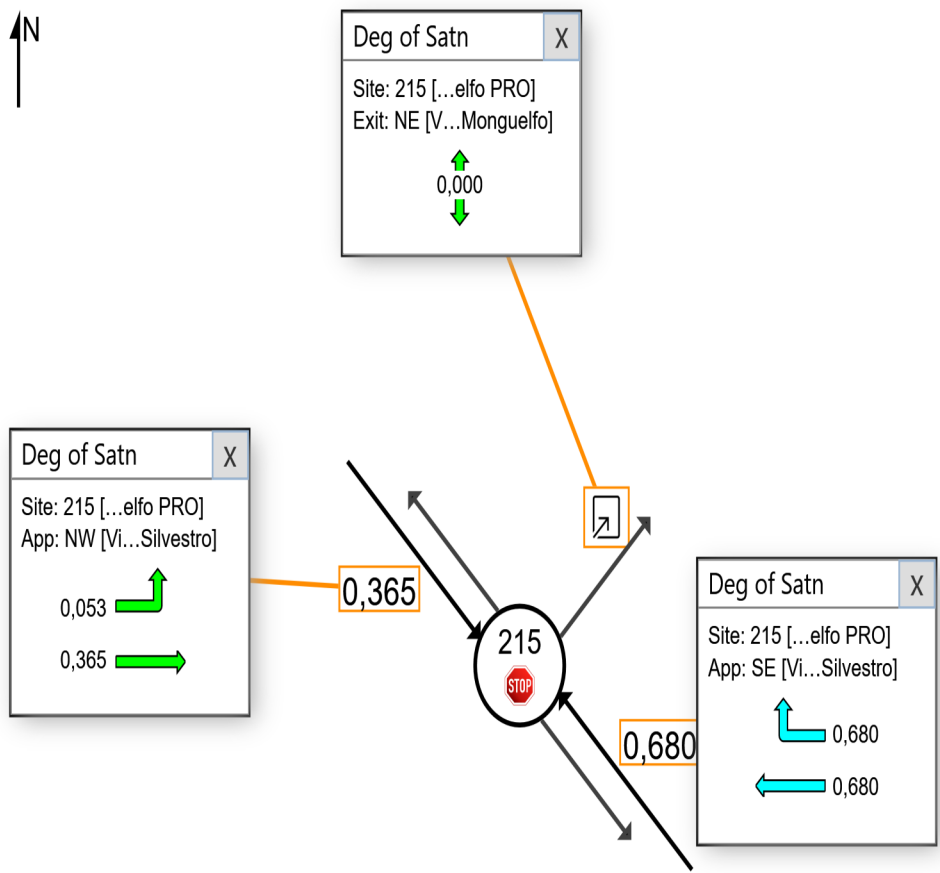
 **Site: 215 [Sanvito-Monguelfo PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N202 [Sanvito-Campigli PRO (Network Folder: Progetto giorno normale)]**

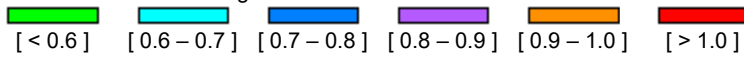
Sanvito-Monguelfo  
Site Category: Proposed Design 1  
Stop (Two-Way)

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



---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.41.15

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

AMBITO SANVITO-XXV APRILE



# LANE LEVEL OF SERVICE

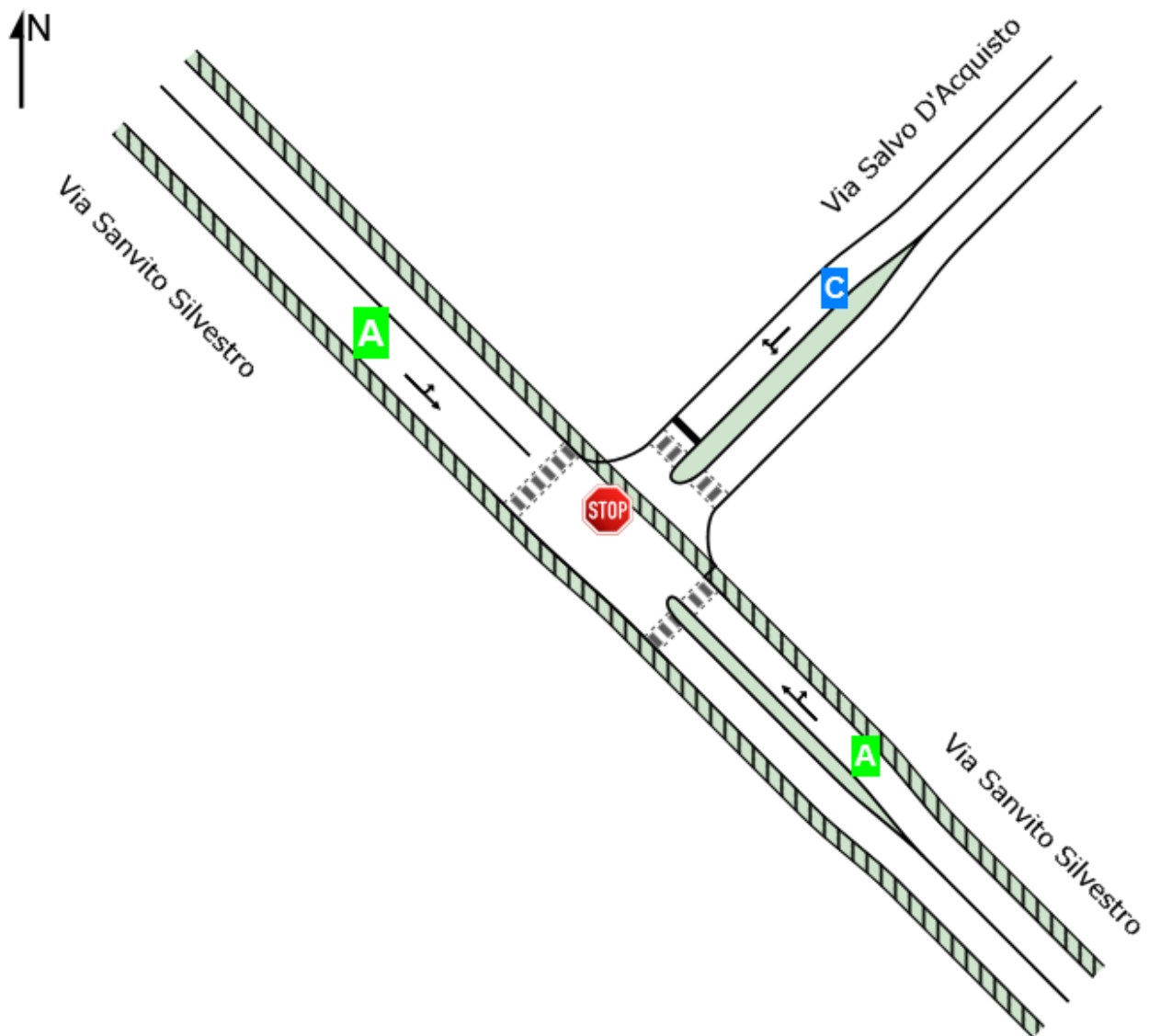
Lane Level of Service

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

■ ■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

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).

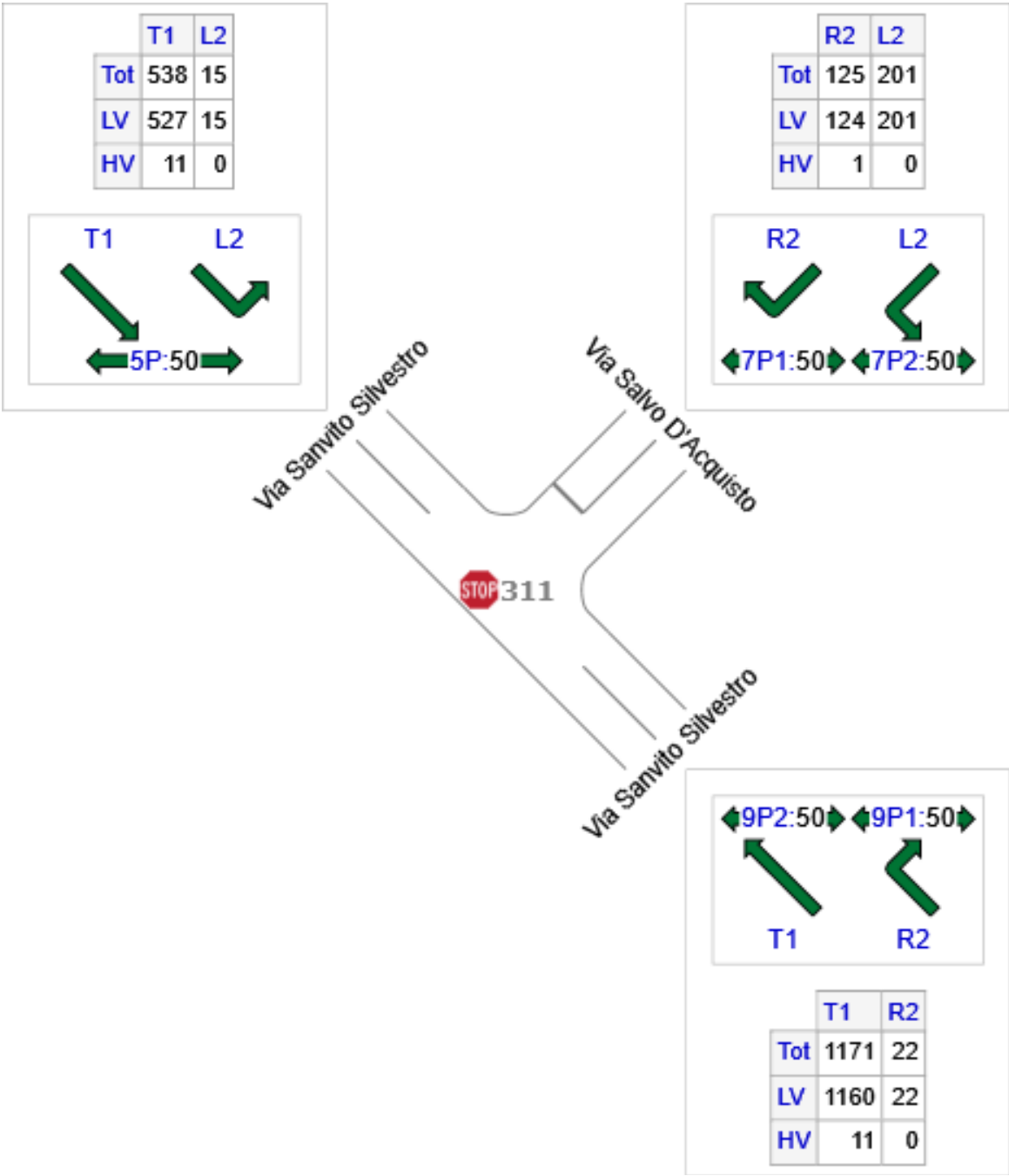
# OD MOVEMENT DEMAND FLOWS

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

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

■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1193	1182	11
NE: Via Salvo D'Acquisto	326	325	1
NW: Via Sanvito Silvestro	553	542	11
Total	2072	2049	23



# QUEUE DISTANCE (AVERAGE)

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

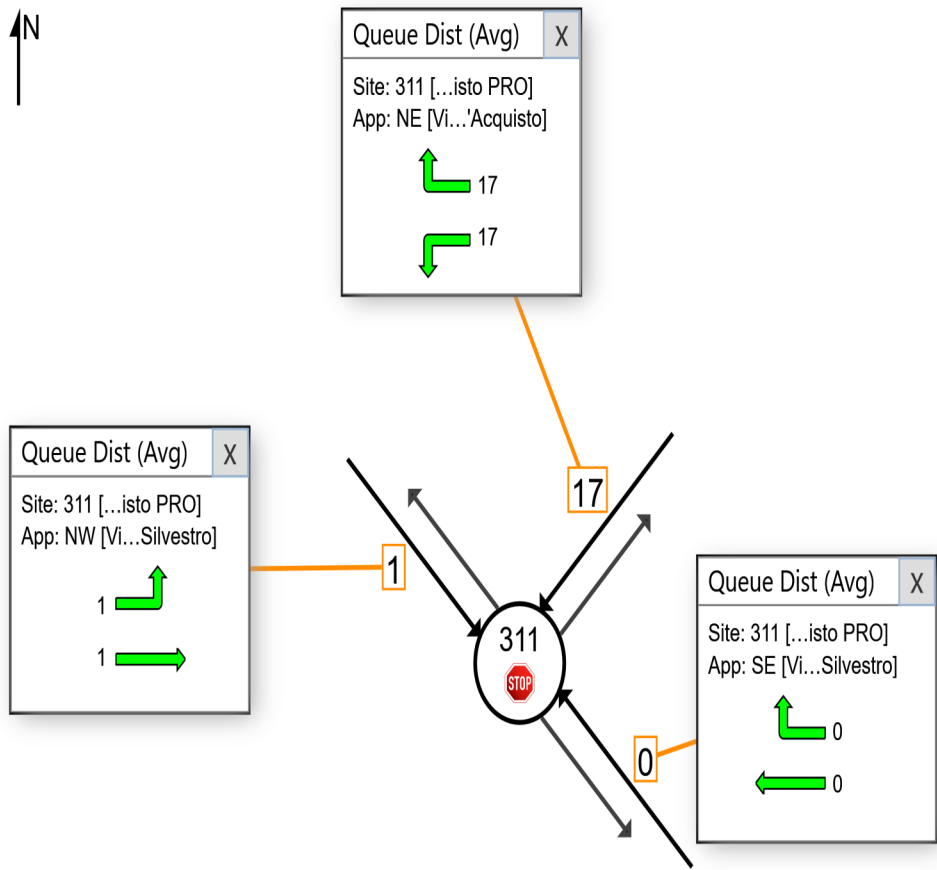
 Site: 311 [Sanvito-D'acquisto PRO (Site Folder: PROGETTO 2023 01)]

■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

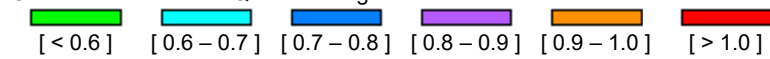
Sanvito-D'acquisto  
Site Category: Existing Design  
Stop (Two-Way)

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



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

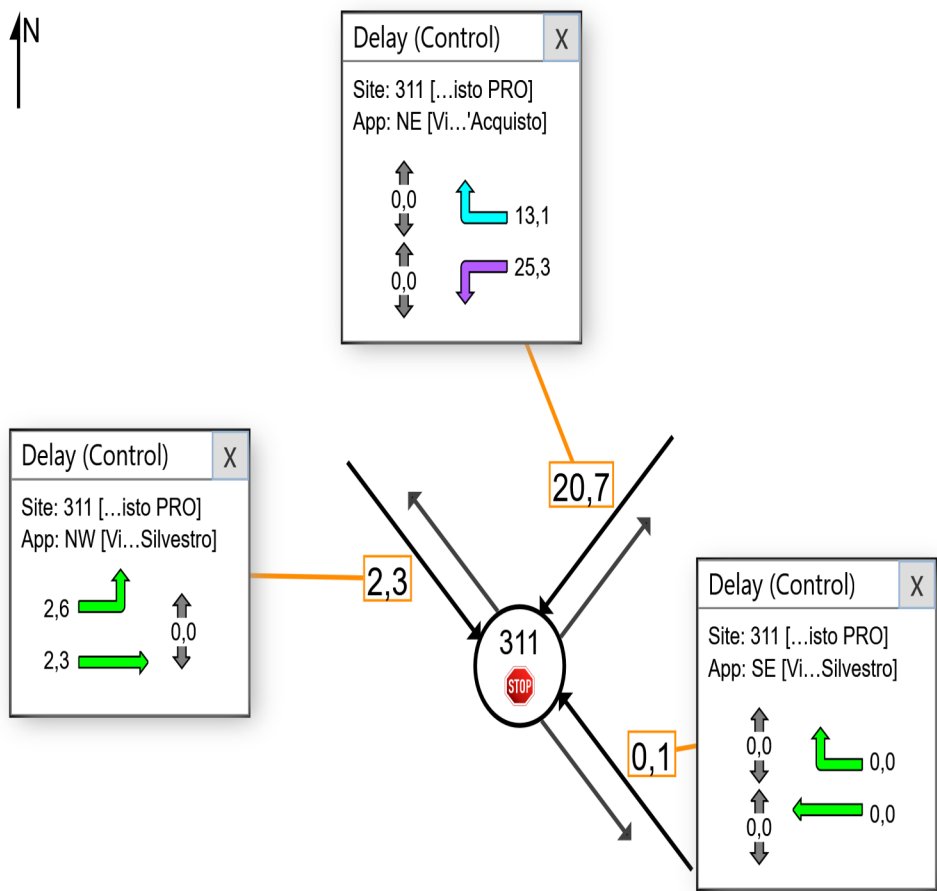
 **Site: 311 [Sanvito-D'acquisto PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04


Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# DEGREE OF SATURATION

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

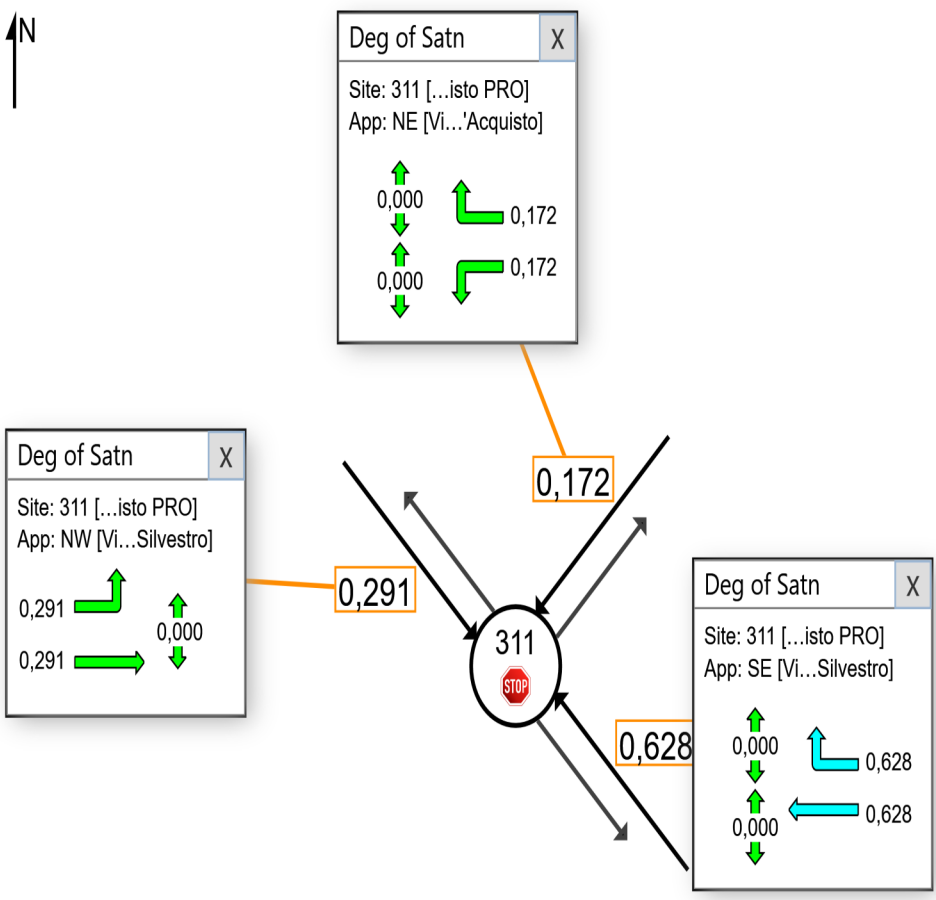
 **Site: 311 [Sanvito-D'acquisto PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

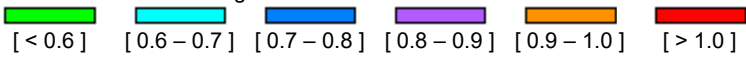
Sanvito-D'acquisto  
Site Category: Existing Design  
Stop (Two-Way)

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

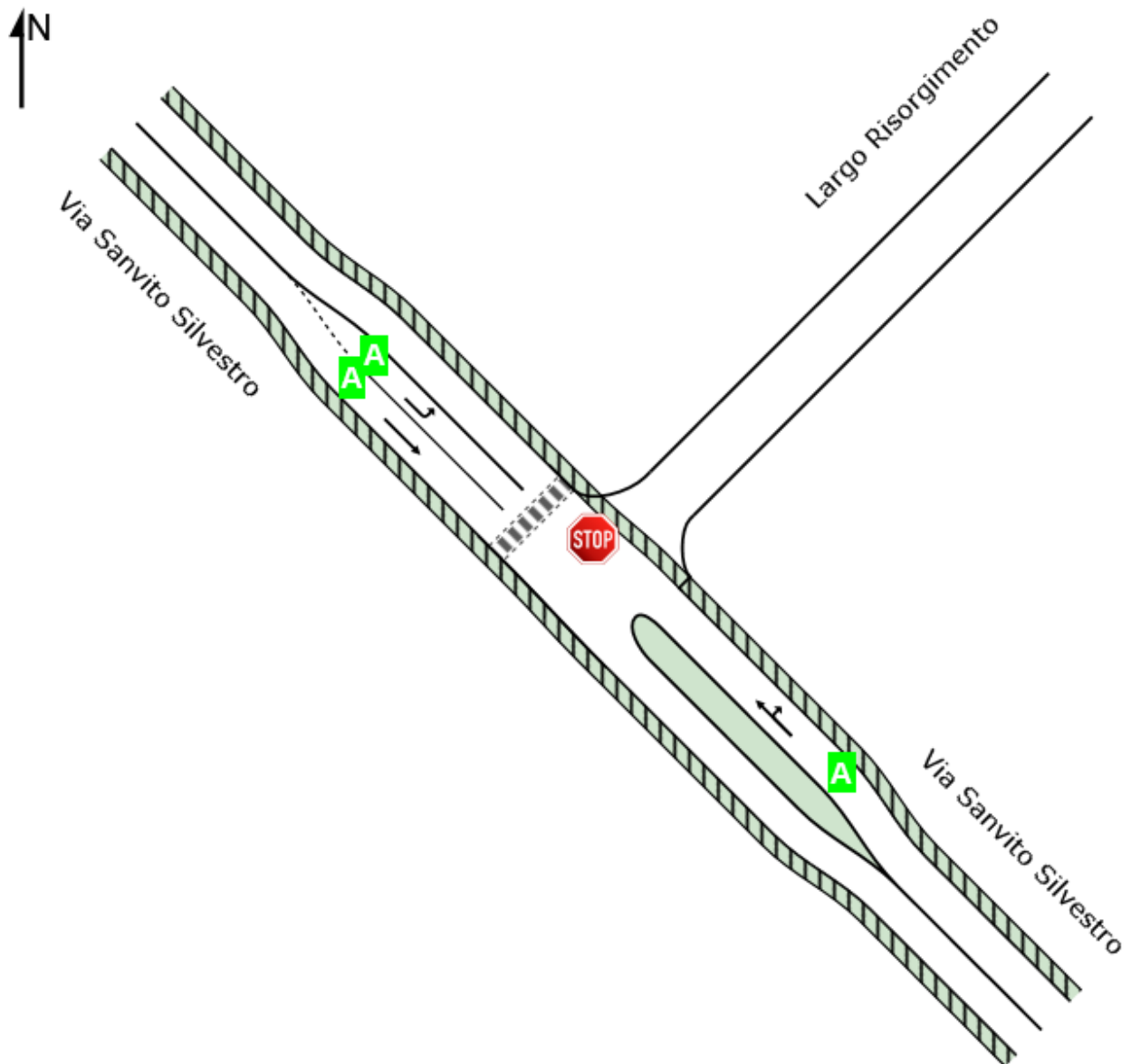
Lane Level of Service

 **Site: 312 [Sanvito-Risorgimento PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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).

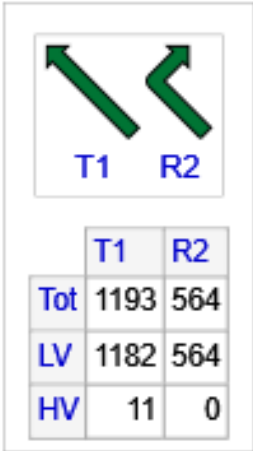
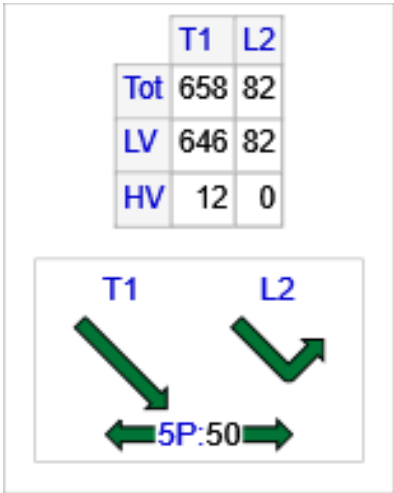
# OD MOVEMENT DEMAND FLOWS

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

 **Site: 312 [Sanvito-Risorgimento PRO (Site Folder: PROGETTO 2023 01)]**

 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1757	1746	11
NW: Via Sanvito Silvestro	740	728	12
Total	2497	2474	23



# QUEUE DISTANCE (AVERAGE)

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


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

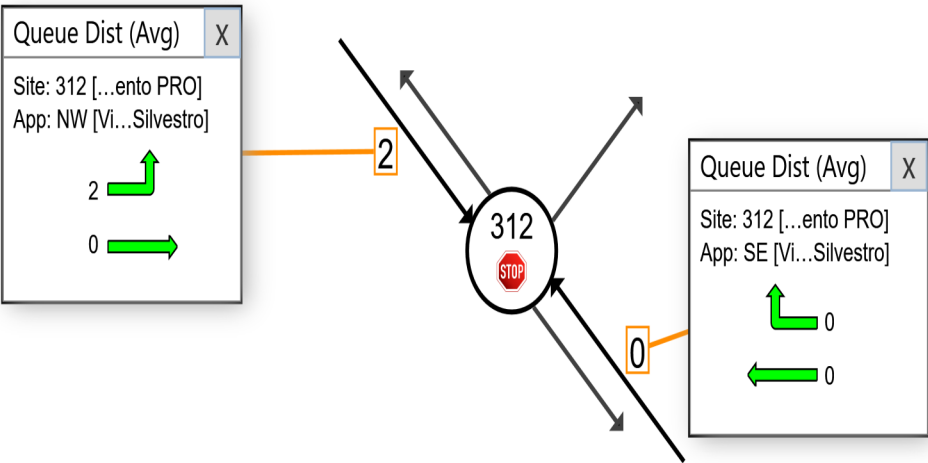
■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

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

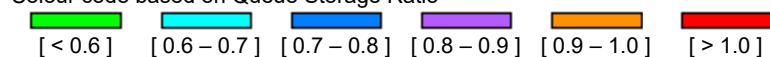
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9



# DELAY (CONTROL)

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


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

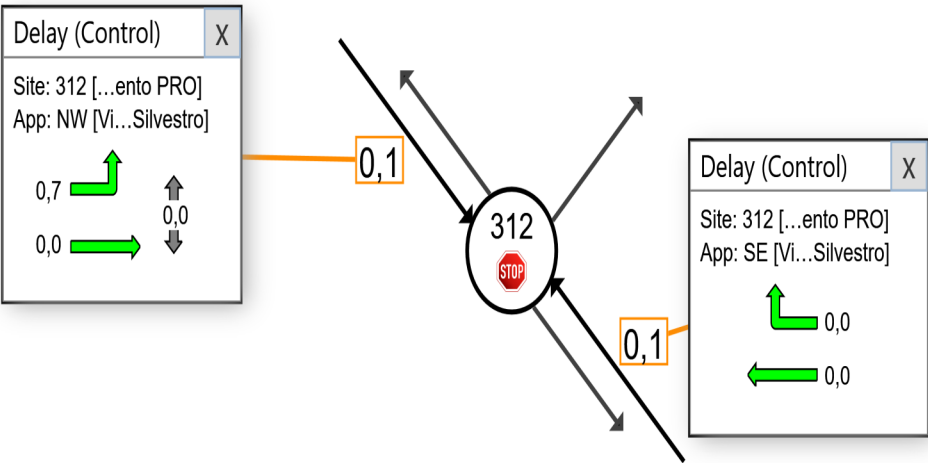
■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

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 Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

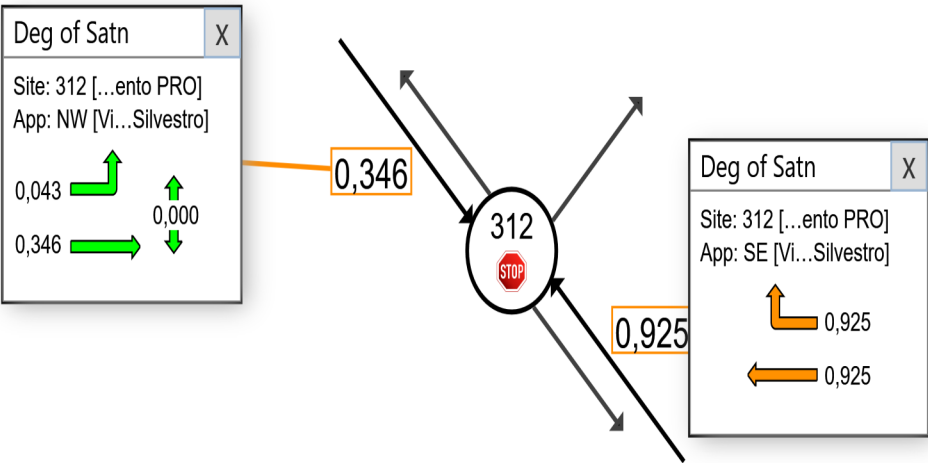
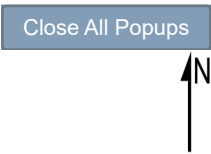
Ratio of Demand Volume to Capacity, v/c ratio per movement

 **Site: 312 [Sanvito-Risorgimento PRO (Site Folder: PROGETTO 2023 01)]**

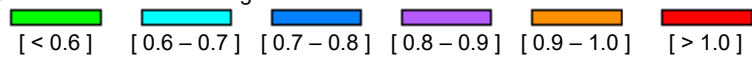
 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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.



Colour code based on Degree of Saturation



# LANE LEVEL OF SERVICE

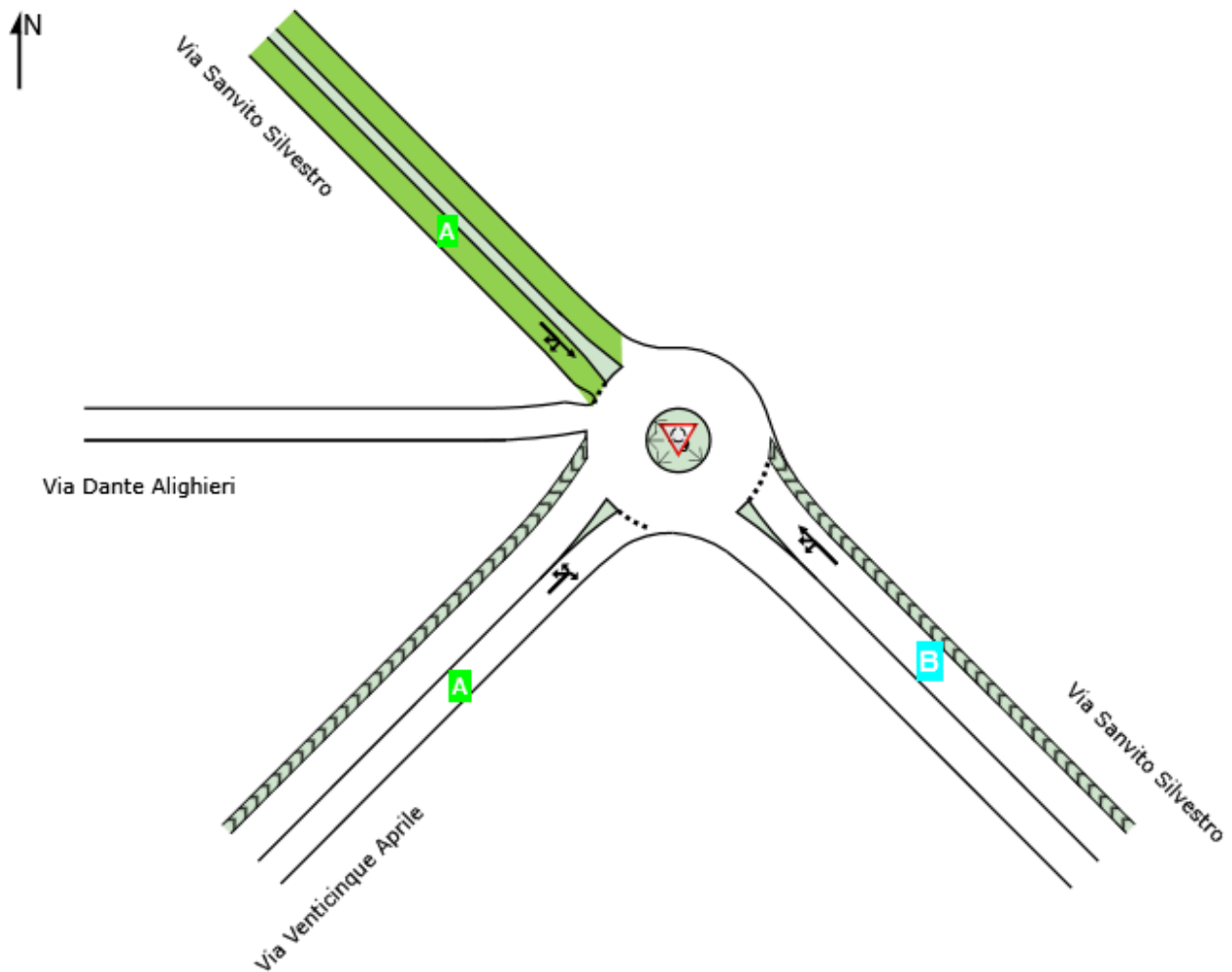
Lane Level of Service

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

 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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 (Site Folder: PROGETTO 2023 01)]

Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

New Site  
Site Category: (None)  
Roundabout

	R3	R2	T1
Tot	29	298	412
LV	29	298	399
HV	0	0	13

R3

R2

T1



L3

L2

R2

	L3	L2	R2
Tot	4	1022	116
LV	4	1022	97
HV	0	0	20

L2

L1

T1

	L2	L1	T1
Tot	448	18	850
LV	425	18	838
HV	23	0	12

	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
SE: Via Sanvito Silvestro	1316	1282	35
NW: Via Sanvito Silvestro	739	726	13
SW: Via Venticinque Aprile	1142	1123	20
Total	3198	3130	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 (Site Folder: PROGETTO 2023 01)]

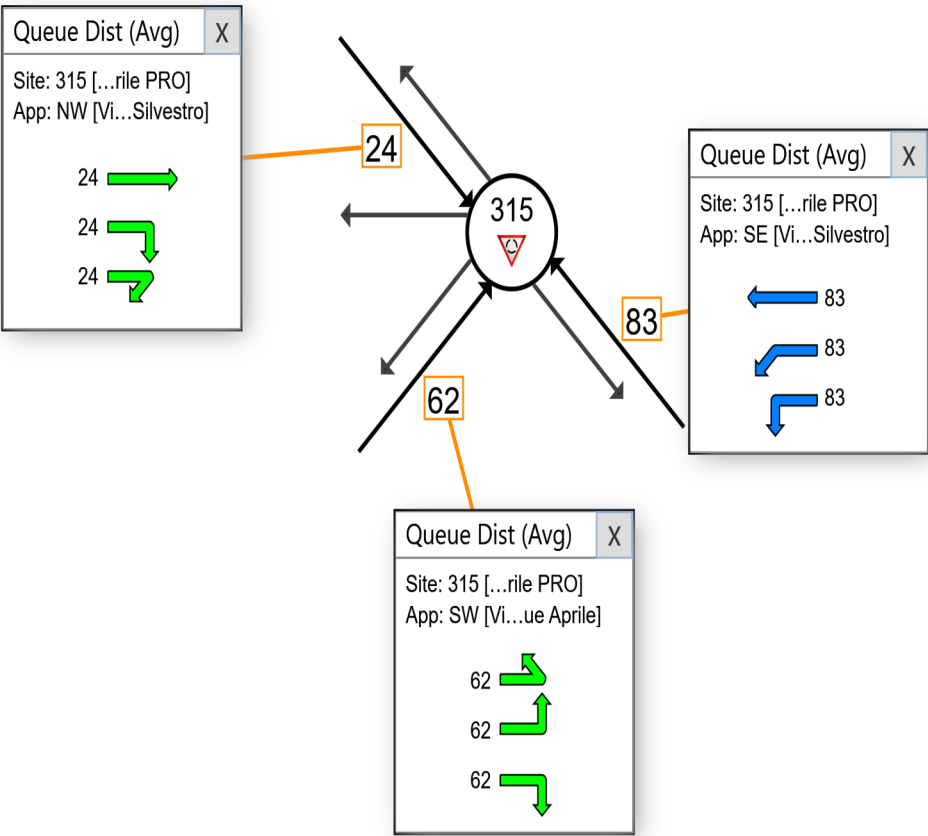
■ Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

New Site  
Site Category: (None)  
Roundabout

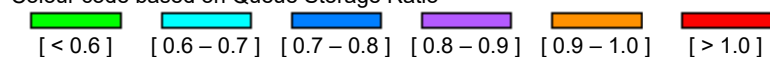
Use the button below to open or close all popup boxes. Click value labels to open selected ones.  
Click and drag popup boxes to move to preferred positions.

Close All Popups





Colour code based on Queue Storage Ratio



Queue Model: HCM Queue Formula.

---


**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DELAY (CONTROL)

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

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

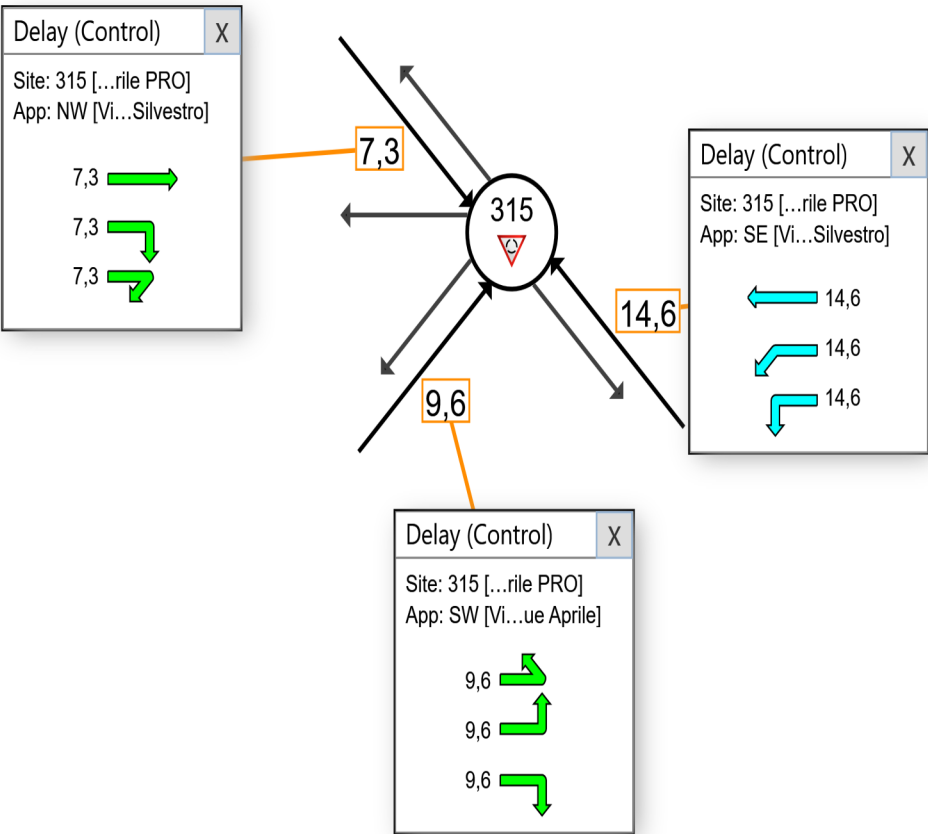
 **Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]**

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

N



Colour code based on Level of Service



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

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

---

**SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**


Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 24 gennaio 2023 19.27.04

Project: D:\da smistare\Varese Aermacchi 2023 01 23 MSV.sip9

# DEGREE OF SATURATION

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


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

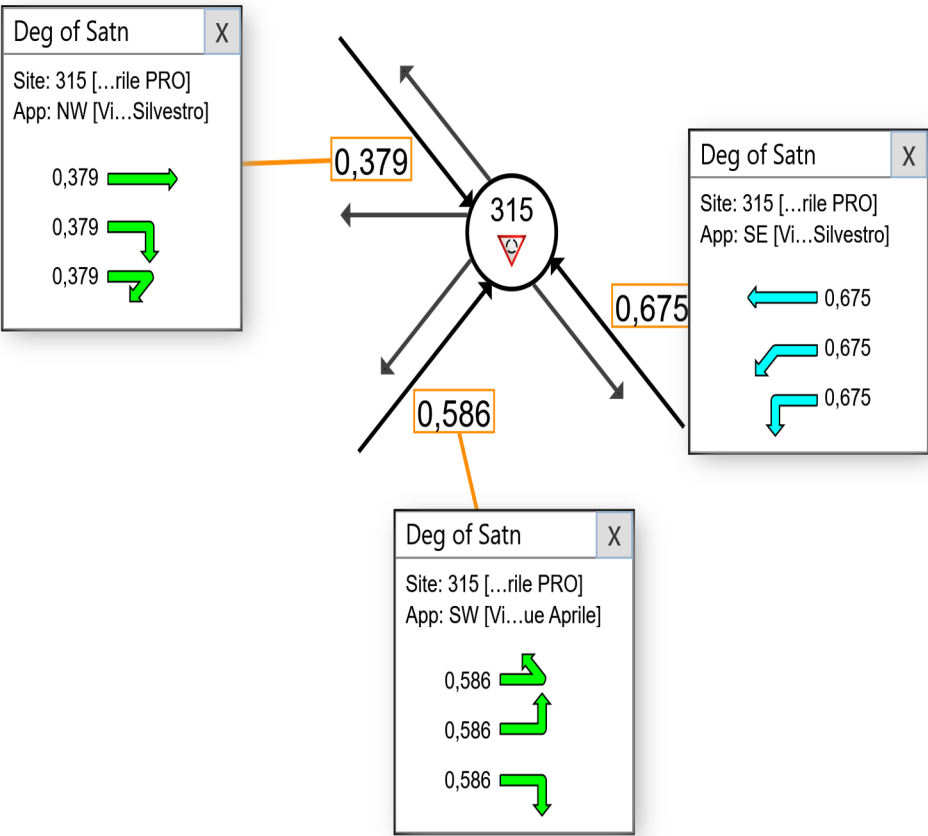
 Network: N103 [Sanvito-Rotatoria Brunella PRO (Network Folder: Progetto giorno normale)]

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

