Comune di San Pietro Mosezzo
Provincia di Novara

Aree produttive di nuovo impianto
Ambito Nord
VALUTAZIONE AMBIENTALE STRATEGICA

Simulazioni della rete viaria

Elaborato 19017-D-07-UR-004-RR-00

00	18/05/2022	Emissione per VAS Ambito Nord		EG	DV	DV
REV.	***DATE***	***DESCRIPTION***	***PAGES***	***PREPARED BY***	***CHECKED BY***	***AUTHORIZED BY***

Comune di San Pietro Mosezzo

Provincia di Novara

COMUNE DI SAN PIETRO MOSEZZO (NO)
AREE PRODUTTIVE DI NUOVO IMPIANTO - AMBITO NORD
VALUTAZIONE AMBIENTALE STRATEGICA

ALLEGATO – SIMULAZIONI DELLA RETE VIARIA

maggio 2022

committente

TECHBAU S.p.a

sede legale Piazza Giovine Italia 3
20123 Milano
sede operativa Via del Lago 57
28053 Castelletto Sopra Ticino (NO)

Dario Vanetti ingegnere
UrbanStudio
Ordine degli ingegneri della Provincia di Milano n. 16688

Coll.: Edoardo Garbagnati, architetto
Matteo Manenti, pianificatore territoriale
Luca Ripoldi, pianificatore territoriale

Via C. Jannozzi 8 –20097 San Donato Milanese (MI)
Tel.: 02.39439717 – Fax: 178.2714281
e.mail: info@urbanstudio.it


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Pesanti - 0
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Equivalenti - 232
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1000 - 1500
1500 - 2000
US
UrbanStudio


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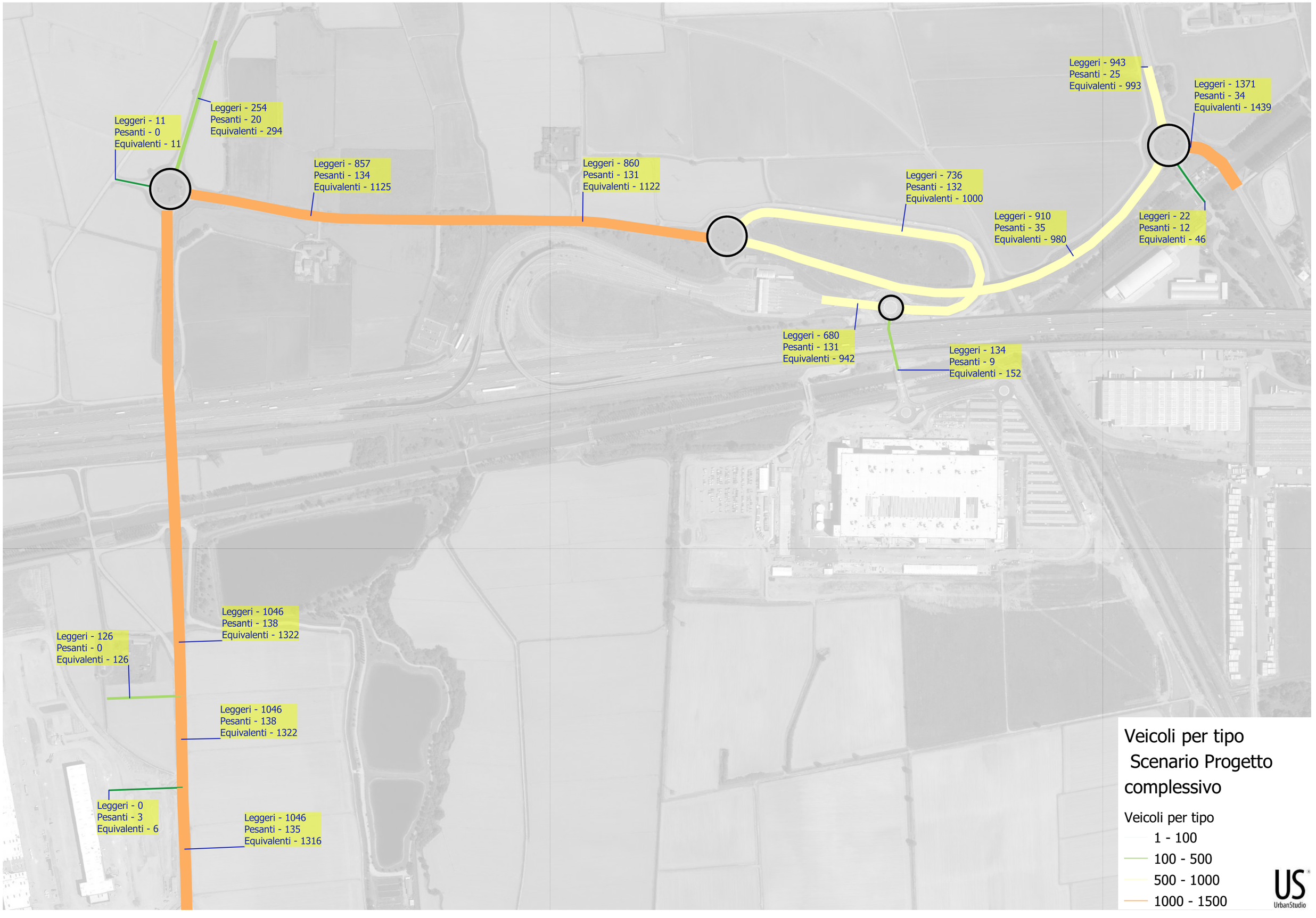
US
UrbanStudio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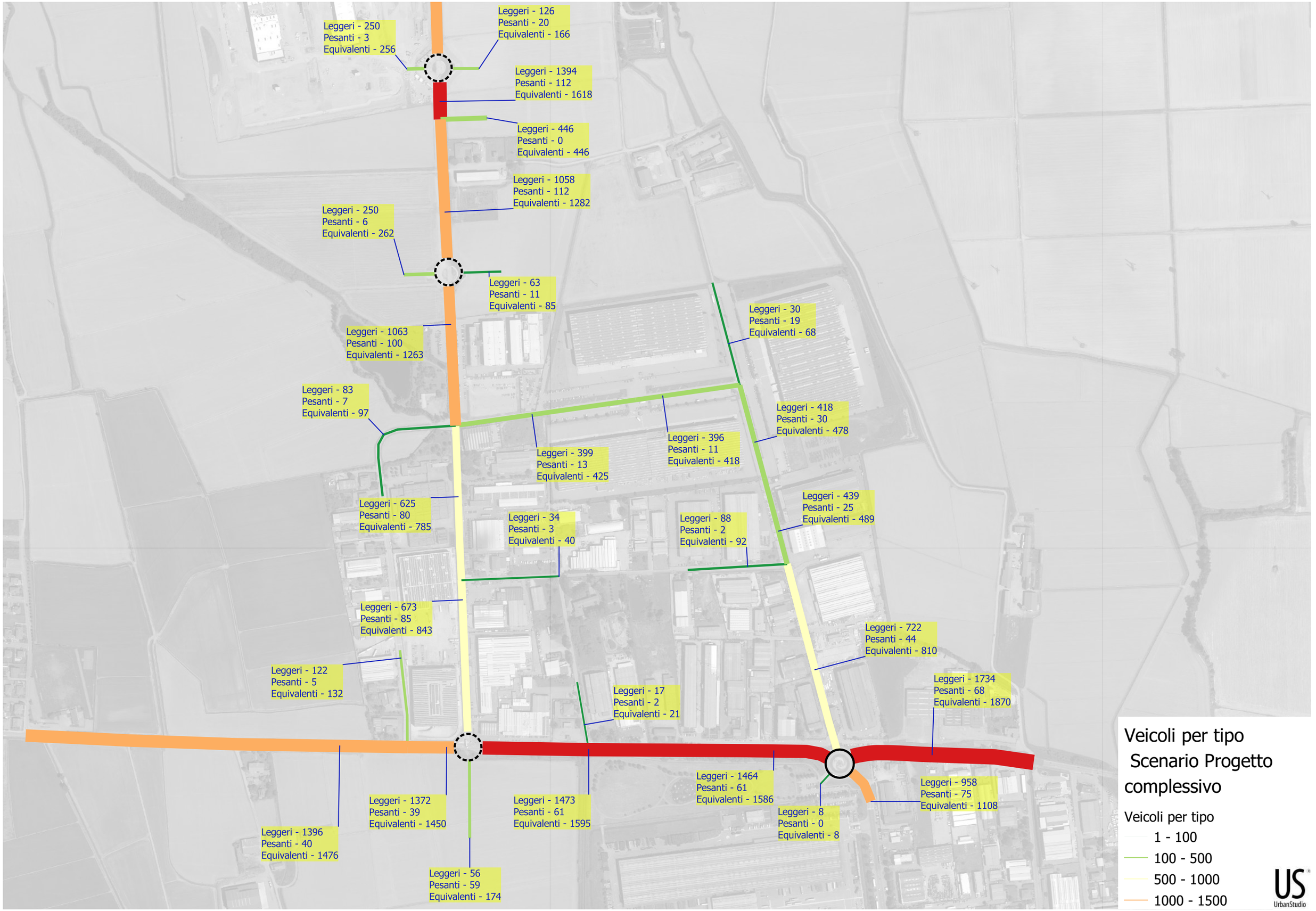
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Pesanti - 61
Equivalenti - 1586
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Pesanti - 75
Equivalenti - 1108
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Pesanti - 61
Equivalenti - 1595
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Pesanti - 40
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Scenario Progetto complessivo
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1000 - 1500
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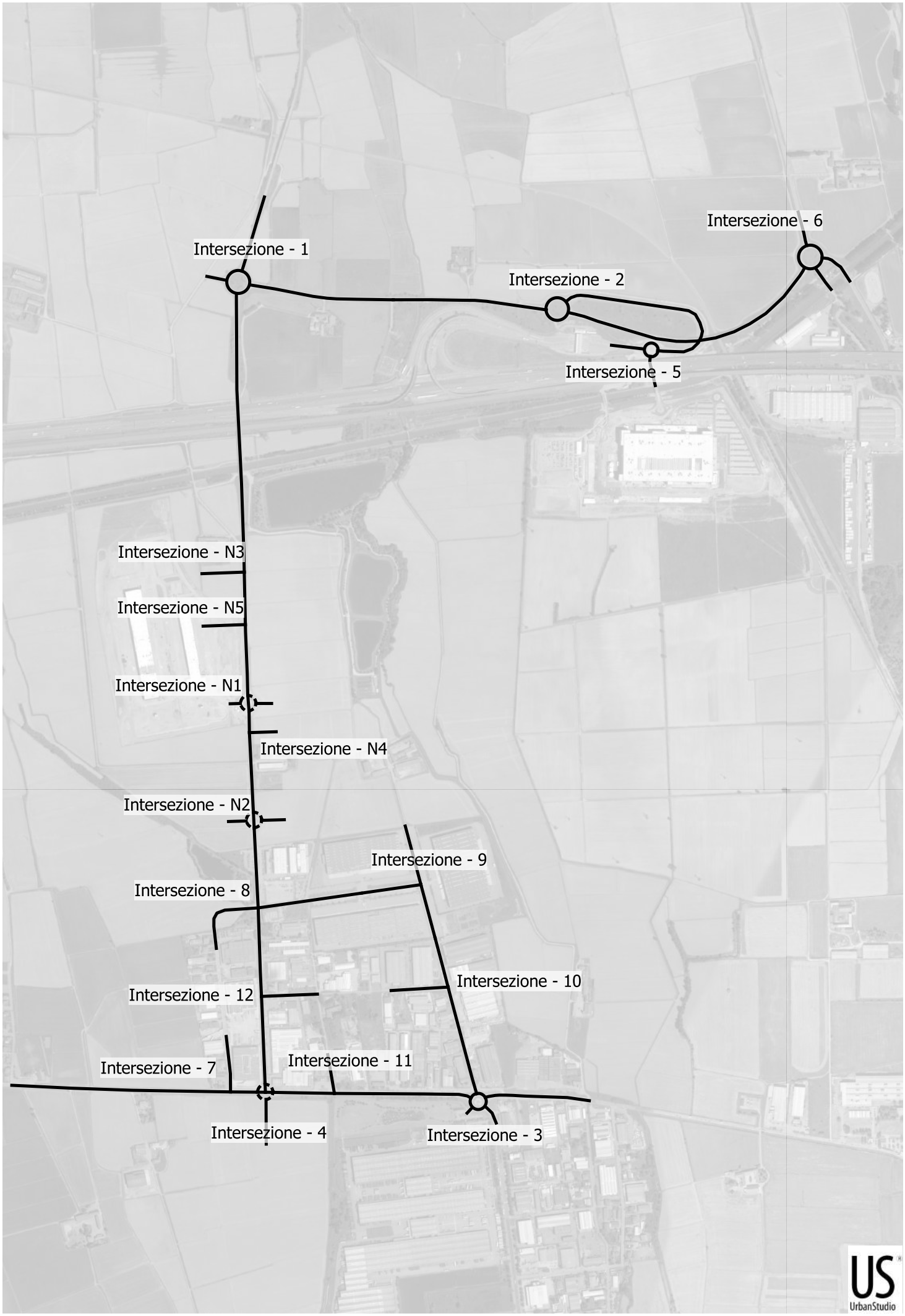
UrbanStudio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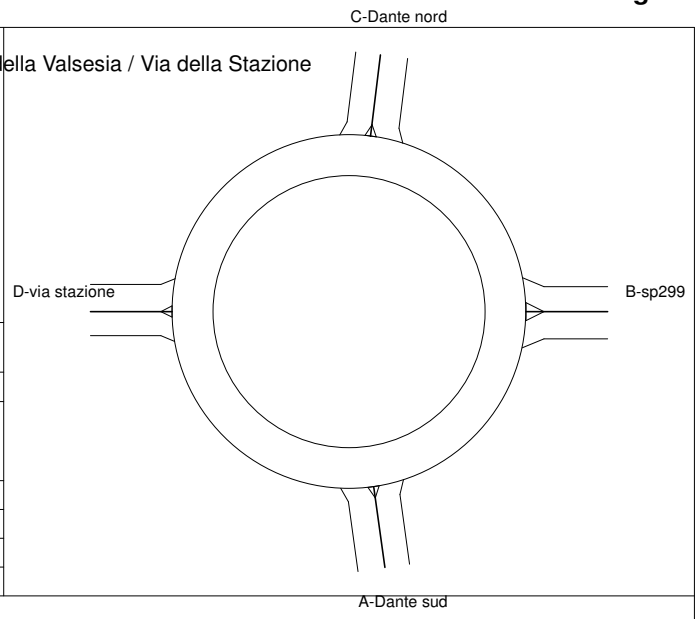
Intersezione - 8
Intersezione - 10
Intersezione - 12
Intersezione - 7
Intersezione - 11
Intersezione - 4
Intersezione - 3

Nom du Carrefour : Intersezione 1: Via Dante Alighieri / SP299 della Valsesia / Via della Stazione
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : esistente
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 30,00 m
Largeur de la bande franchissable : 9,00 m
Rayon extérieur du giratoire : 39,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
B-sp299	0			5,50		4,00	6,00
C-Dante nord	83			5,50		2,50	6,00
D-via stazione	180			5,30		2,50	6,00
A-Dante sud	278			5,50		2,50	6,00

Remarques de conception

Un rayon d'îlot infranchissable supérieur à 25 m est très rarement justifié. Il peut être réduit au bénéfice de la sécurité.

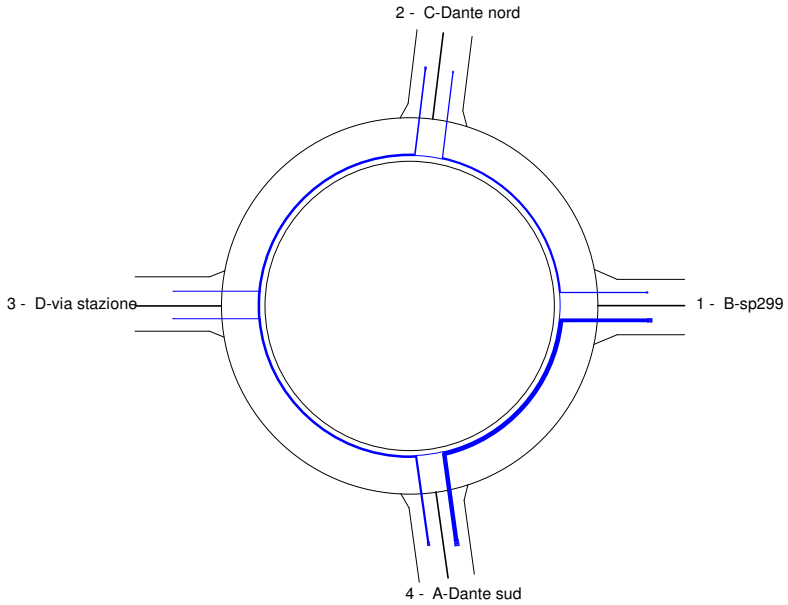
Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	34	1	75	110
2	19	0	0	107	126
3	0	0	0	1	1
4	275	72	1	0	348
Total Sortant	294	106	2	183	585



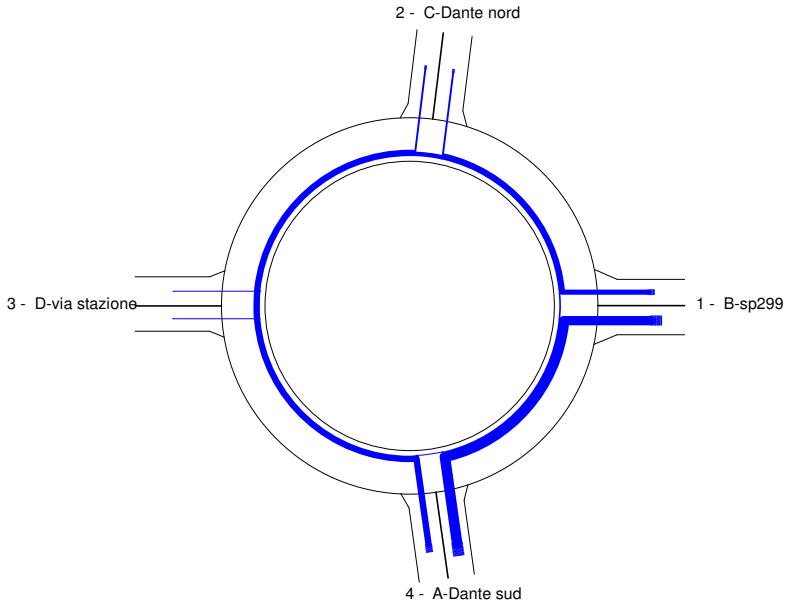
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	34	1	353	388
2	19	0	0	131	150
3	0	0	0	5	5
4	718	110	5	0	833
Total Sortant	737	144	6	489	1376



Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	34	1	75	110
2	19	0	0	107	126
3	0	0	0	1	1
4	275	72	1	0	348
Total Sortant	294	106	2	183	585

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
B-sp299	2163	95%	0vh	2vh	0s	0,0h
C-Dante nord	2185	95%	0vh	2vh	0s	0,0h
D-via stazione	2089	100%	0vh	2vh	0s	0,0h
A-Dante sud	2085	86%	0vh	2vh	0s	0,0h

Conseils

Branche B-sp299

Branche C-Dante nord

Branche D-via stazione

Branche A-Dante sud

Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	34	1	353	388
2	19	0	0	131	150
3	0	0	0	5	5
4	718	110	5	0	833
Total Sortant	737	144	6	489	1376

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
B-sp299	1757	82%	0vh	2vh	0s	0,0h
C-Dante nord	1702	92%	0vh	2vh	0s	0,0h
D-via stazione	1658	100%	0vh	2vh	0s	0,0h
A-Dante sud	1598	66%	0vh	2vh	0s	0,0h

Conseils

Branche B-sp299

Branche C-Dante nord

Branche D-via stazione

Branche A-Dante sud

Branche B-sp299

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2163	95%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1757	82%	0vh	2vh	0s	0,0h

Branche C-Dante nord

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2185	95%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1702	92%	0vh	2vh	0s	0,0h

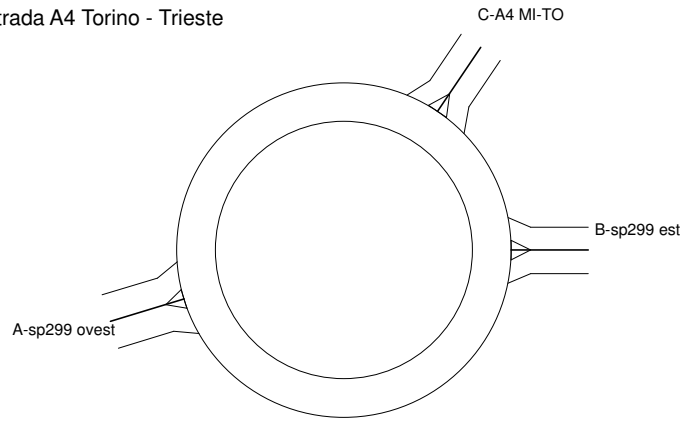
Branche D-via stazione

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2089	100%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1658	100%	0vh	2vh	0s	0,0h

Branche A-Dante sud

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2085	86%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1598	66%	0vh	2vh	0s	0,0h

Nom du Carrefour : Intersezione 2: SP299 della Valsesia / Autostrada A4 Torino - Trieste
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : esistente
Date : 15/10/2021



Anneau

Rayon de l'îlot infranchissable : 30,00 m
Largeur de la bande franchissable : 9,00 m
Rayon extérieur du giratoire : 39,00 m

Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
B-sp299 est	0			5,30		4,50	5,50
C-A4 MI-TO	56			5,50		5,00	5,50
A-sp299 ovest	197			6,50		4,50	6,50

Remarques de conception

Un rayon d'îlot infranchissable supérieur à 25 m est très rarement justifié. Il peut être réduit au bénéfice de la sécurité.

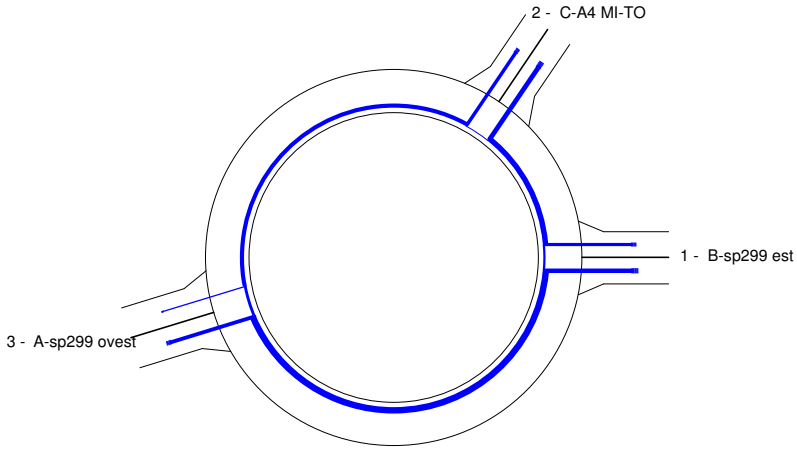
Période rilievo 2021 09 23

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules Mode UVP

	1	2	3	Total Entrant
1	0	211	48	259
2	215	0	58	273
3	129	166	0	295
Total Sortant	344	377	106	827



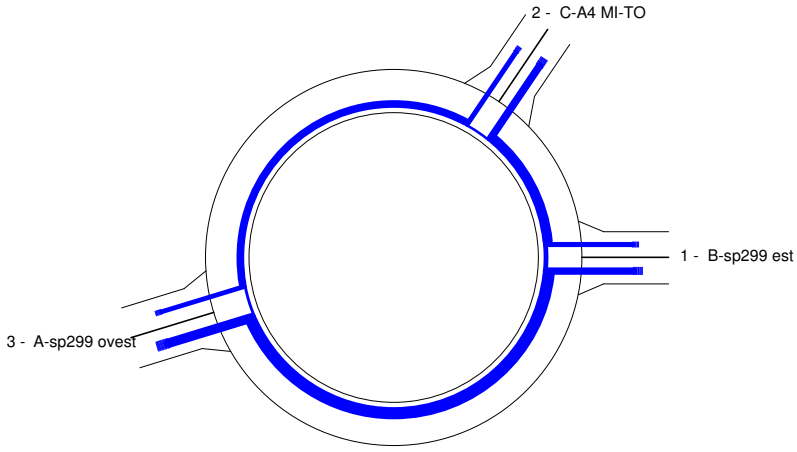
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules Mode UVP

	1	2	3	Total Entrant
1	0	211	194	405
2	215	0	190	405
3	354	384	0	738
Total Sortant	569	595	384	1548



Période rilievo 2021 09 23

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules en UVP

	1	2	3	Total Entrant
1	0	211	48	259
2	215	0	58	273
3	129	166	0	295
Total Sortant	344	377	106	827

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
B-sp299 est	1698	87%	0vh	2vh	0s	0,0h
C-A4 MI-TO	2093	88%	0vh	2vh	0s	0,0h
A-sp299 ovest	2093	88%	0vh	2vh	0s	0,0h

Conseils

Branche B-sp299 est

Branche C-A4 MI-TO

Branche A-sp299 ovest
Une entrée à une voie suffit probablement.

Période Scenario di progetto complessivo

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules en UVP

	1	2	3	Total Entrant
1	0	211	194	405
2	215	0	190	405
3	354	384	0	738
Total Sortant	569	595	384	1548

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
B-sp299 est	1094	73%	0vh	2vh	1s	0,1h
C-A4 MI-TO	1626	80%	0vh	2vh	0s	0,0h
A-sp299 ovest	1563	68%	0vh	2vh	0s	0,0h

Conseils

Branche B-sp299 est

Branche C-A4 MI-TO

Branche A-sp299 ovest
Une entrée à une voie suffit probablement.

Branche B-sp299 est

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1698	87%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1094	73%	0vh	2vh	1s	0,1h

Branche C-A4 MI-TO

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2093	88%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1626	80%	0vh	2vh	0s	0,0h

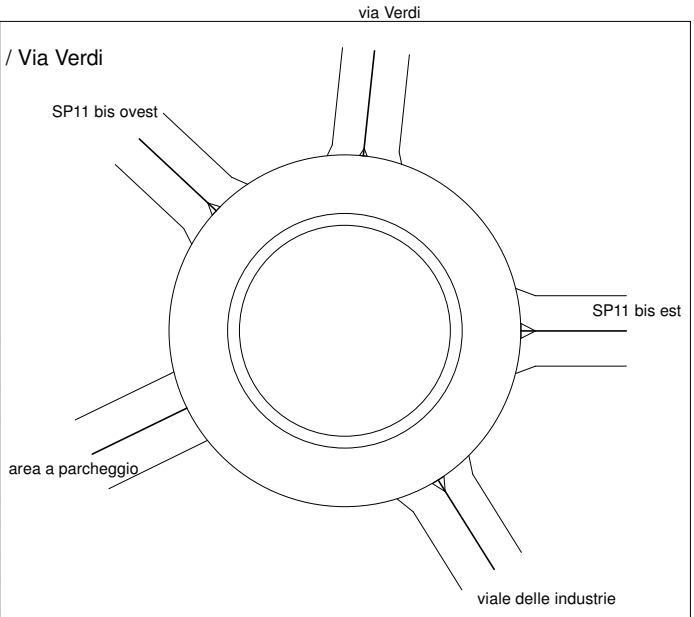
Branche A-sp299 ovest

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2093	88%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1563	68%	0vh	2vh	0s	0,0h

Nom du Carrefour : Intersezione 3: Viale dell'Industria / SP11 bis / Via Verdi
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : esistente
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 18,00 m
Largeur de la bande franchissable : 2,00 m
Largeur de l'anneau : 10,00 m
Rayon extérieur du giratoire : 30,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
SP11 bis est	0			6,00		2,50	6,00
via Verdi	84			5,50		1,30	6,00
SP11 bis ovest	137			6,00		2,00	6,00
area a parcheggio	206			6,50		0,00	6,50
viale delle industrie	302			5,50		2,30	6,50

Remarques de conception

Branche area a parcheggio
Un îlot plus large serait préférable pour les piétons.

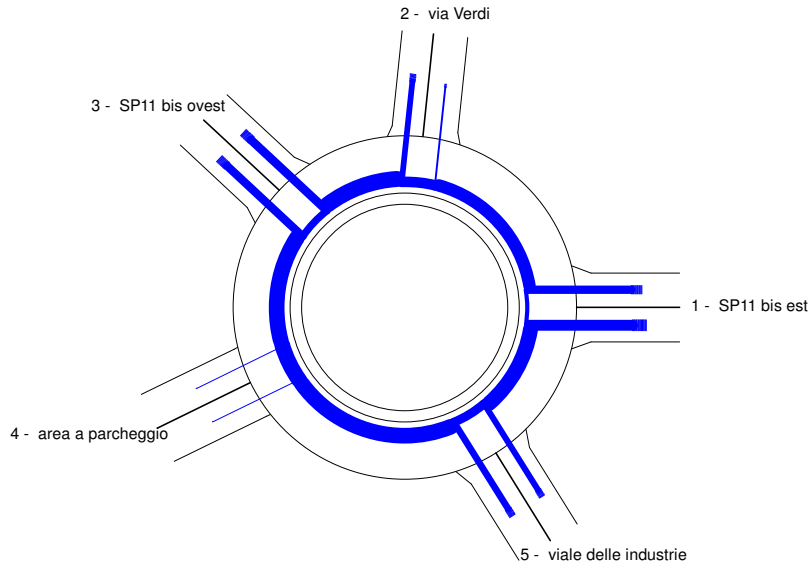
Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4	5
10	10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	5	Total Entrant
1	0	64	402	1	177	644
2	266	0	34	1	141	442
3	409	31	0	1	199	640
4	1	1	1	0	1	4
5	179	57	236	1	0	473
Total Sortant	855	153	673	4	518	2203



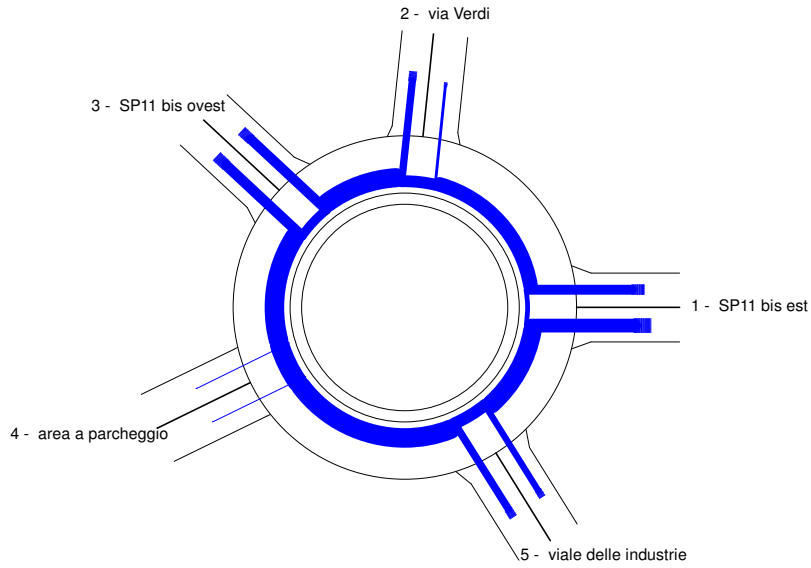
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4	5
10	10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	5	Total Entrant
1	0	130	478	1	177	786
2	365	0	34	1	175	575
3	539	31	0	1	246	817
4	1	1	1	0	1	4
5	179	73	256	1	0	509
Total Sortant	1084	235	769	4	599	2691



Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4	5
10	10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	5	Total Entrant
1	0	64	402	1	177	644
2	266	0	34	1	141	442
3	409	31	0	1	199	640
4	1	1	1	0	1	4
5	179	57	236	1	0	473
Total Sortant	855	153	673	4	518	2203

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
SP11 bis est	1284	67%	0vh	2vh	0s	0,0h
via Verdi	760	63%	0vh	3vh	2s	0,2h
SP11 bis ovest	958	60%	0vh	2vh	1s	0,2h
area a parcheggio	1278	100%	0vh	2vh	1s	0,0h
viale delle industrie	706	60%	0vh	3vh	2s	0,3h

Conseils

Branche SP11 bis est

Branche via Verdi

Branche SP11 bis ovest

Branche area a parcheggio
Une entrée à une voie suffit probablement.

Branche viale delle industrie

Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4	5
10	10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	5	Total Entrant
1	0	130	478	1	177	786
2	365	0	34	1	175	575
3	539	31	0	1	246	817
4	1	1	1	0	1	4
5	179	73	256	1	0	509
Total Sortant	1084	235	769	4	599	2691

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
SP11 bis est	1062	57%	0vh	2vh	1s	0,1h
via Verdi	497	46%	1vh	4vh	3s	0,6h
SP11 bis ovest	615	43%	0vh	3vh	2s	0,5h
area a parcheggio	1049	100%	0vh	2vh	1s	0,0h
viale delle industrie	427	46%	1vh	4vh	5s	0,6h

Conseils

Branche SP11 bis est

Branche via Verdi

Branche SP11 bis ovest

Branche area a parcheggio
Une entrée à une voie suffit probablement.

Branche viale delle industrie

Branche SP11 bis est

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1284	67%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1062	57%	0vh	2vh	1s	0,1h

Branche via Verdi

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	760	63%	0vh	3vh	2s	0,2h
Scenario di progetto complessivo	497	46%	1vh	4vh	3s	0,6h

Branche SP11 bis ovest

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	958	60%	0vh	2vh	1s	0,2h
Scenario di progetto complessivo	615	43%	0vh	3vh	2s	0,5h

Branche area a parcheggio

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1278	100%	0vh	2vh	1s	0,0h
Scenario di progetto complessivo	1049	100%	0vh	2vh	1s	0,0h

Branche viale delle industrie

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	706	60%	0vh	3vh	2s	0,3h
Scenario di progetto complessivo	427	46%	1vh	4vh	5s	0,6h

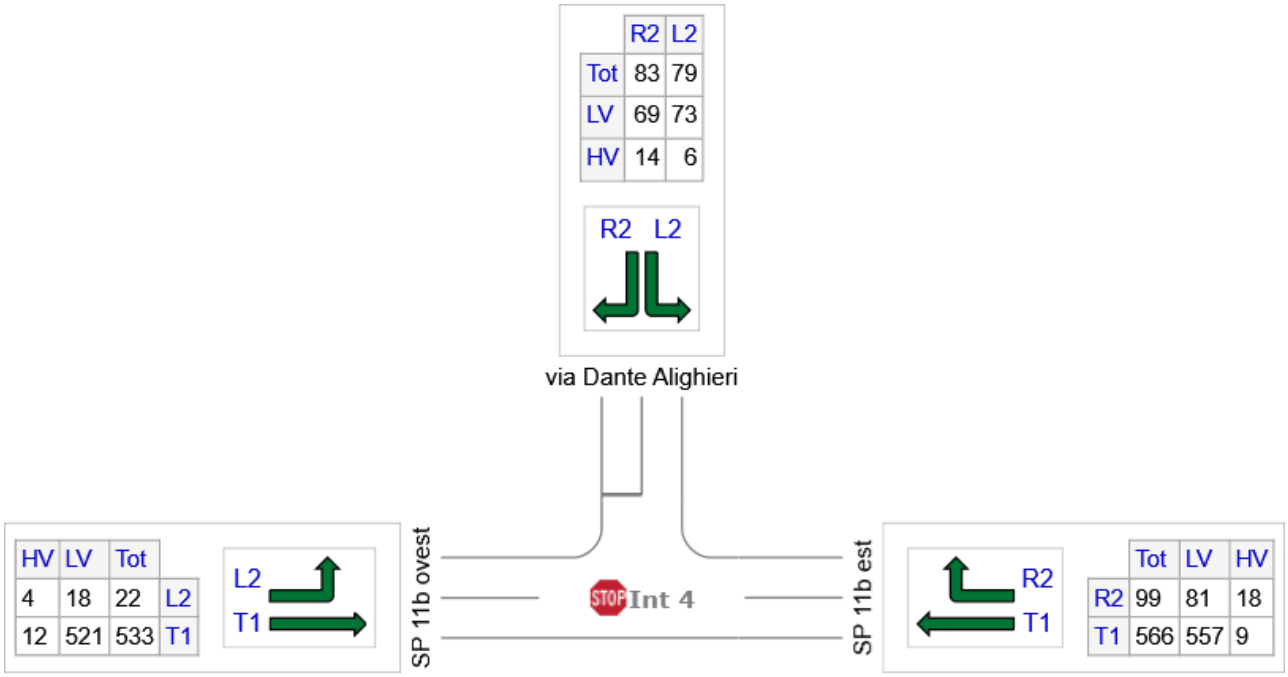
OD MOVEMENT DEMAND FLOWS

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

Site: Int 4 [Intersezione 4 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Via Dante Alighieri / SP11 bis
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: SP 11b est	665	638	27
N: via Dante Alighieri	162	142	20
W: SP 11b ovest	555	539	16
Total	1382	1319	63

2021 10 11.sip9

LANE LEVEL OF SERVICE

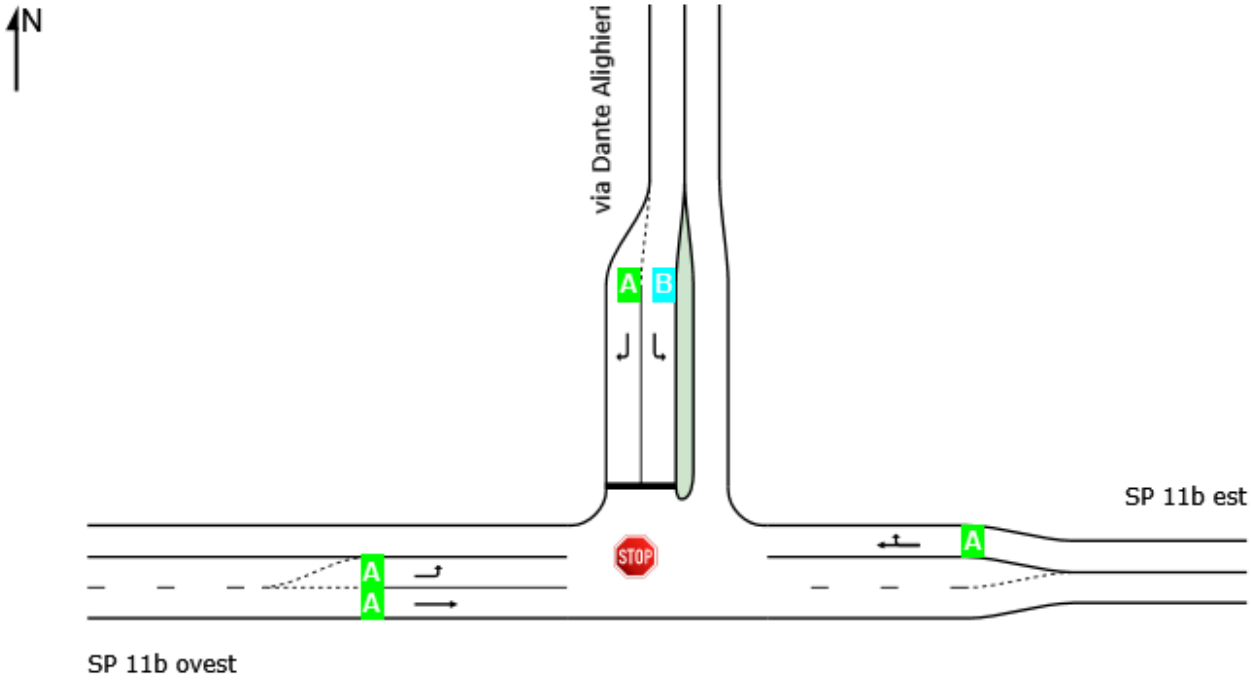
Lane Level of Service

Site: Int 4 [Intersezione 4 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Via Dante Alighieri / SP11 bis
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 2010). 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 2010).

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).

DELAY (CONTROL)

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

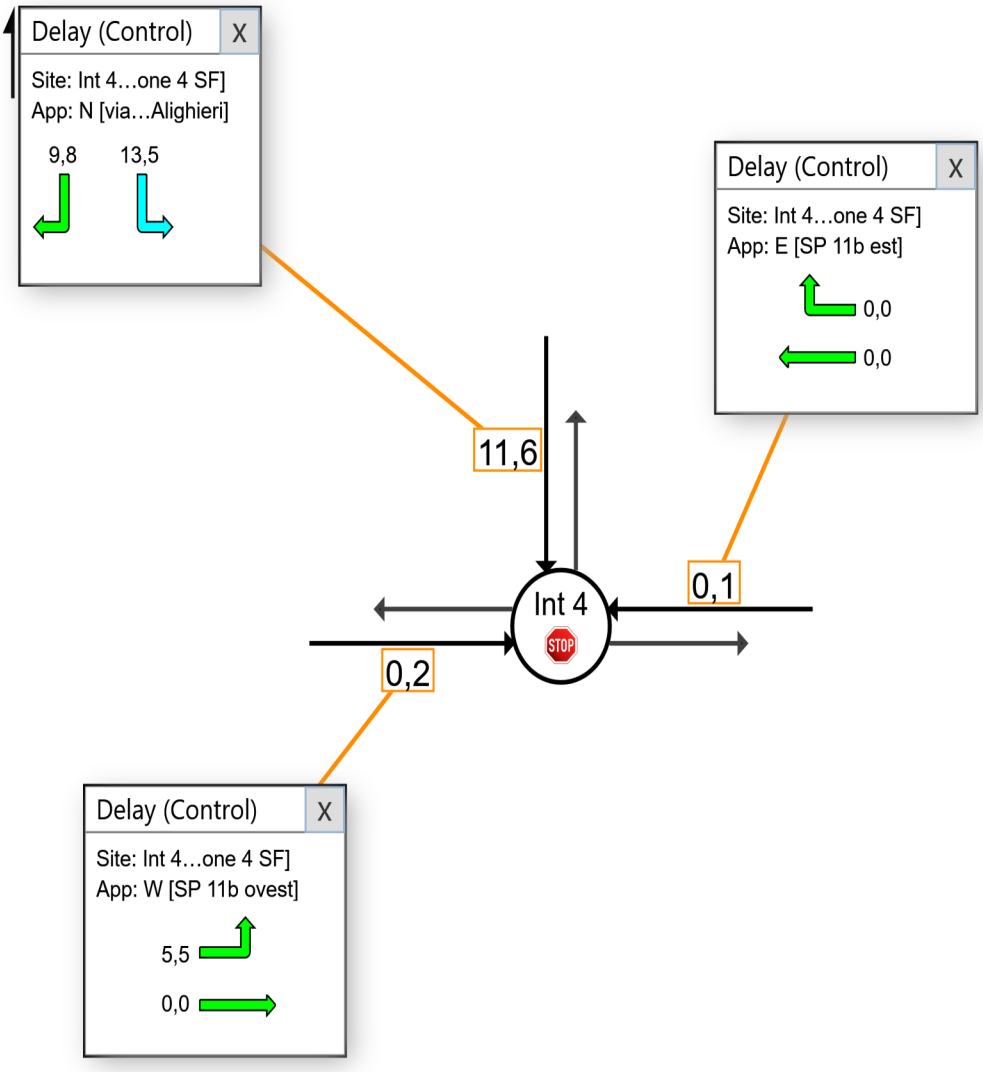
Site: Int 4 [Intersezione 4 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Via Dante Alighieri / SP11 bis
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



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

Colour code based on Level of Service

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: mercoledì 13 ottobre 2021 17.35.51
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

QUEUE DISTANCE (AVERAGE)

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

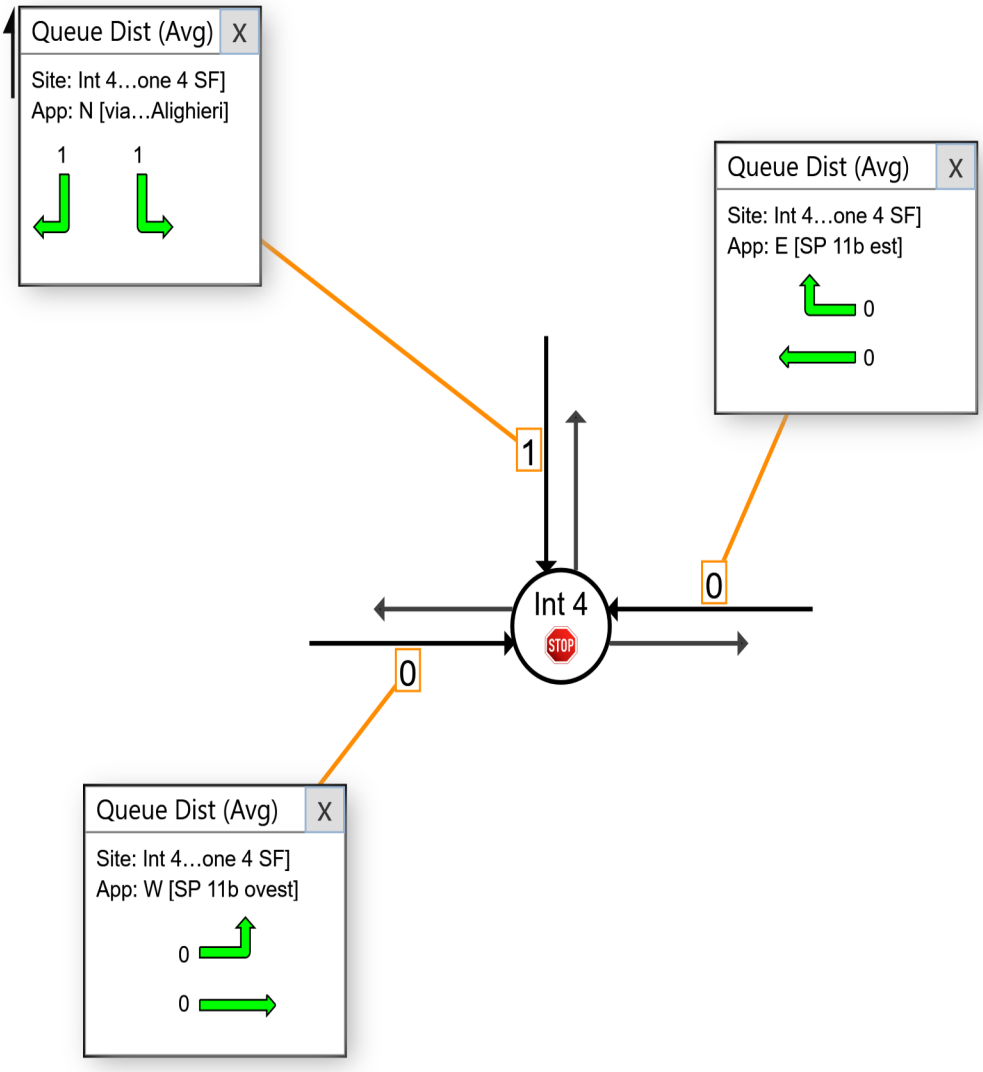
Site: Int 4 [Intersezione 4 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Via Dante Alighieri / SP11 bis
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: mercoledì 13 ottobre 2021 17.35.51

Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

DEGREE OF SATURATION

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

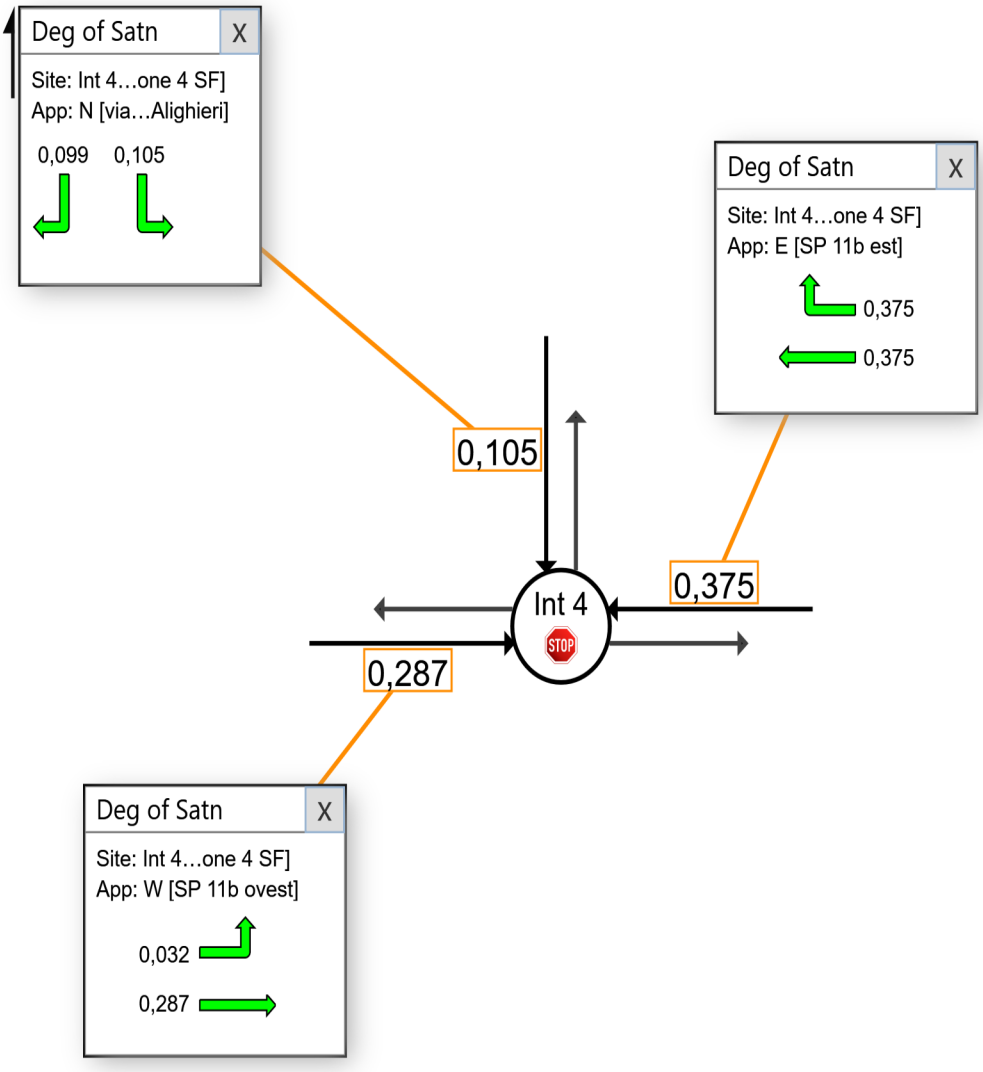
Site: Int 4 [Intersezione 4 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

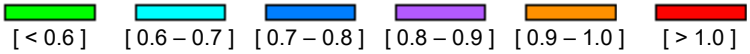
Via Dante Alighieri / SP11 bis
Site Category: Existing Design
Stop (Two-Way)

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

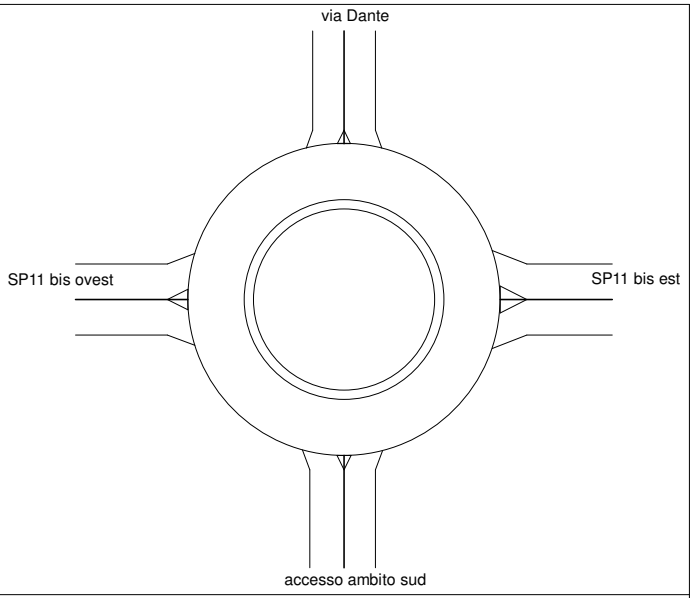


Colour code based on Degree of Saturation



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: mercoledì 13 ottobre 2021 17.35.51
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

Nom du Carrefour : Intersezione 4: Via Dante Alighieri / SP11 bis
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : Scenario 2 - Complessivo
Date : 15/10/2021



Anneau

Rayon de l'îlot infranchissable : 14,50 m
Largeur de la bande franchissable : 1,50 m
Largeur de l'anneau : 9,00 m
Rayon extérieur du giratoire : 25,00 m

Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
SP11 bis est	0			5,70		4,30	5,70
via Dante	90			5,00		2,10	5,00
SP11 bis ovest	180			5,70		3,30	5,70
accesso ambito sud	270			5,00		2,30	5,50

Remarques de conception

Néant

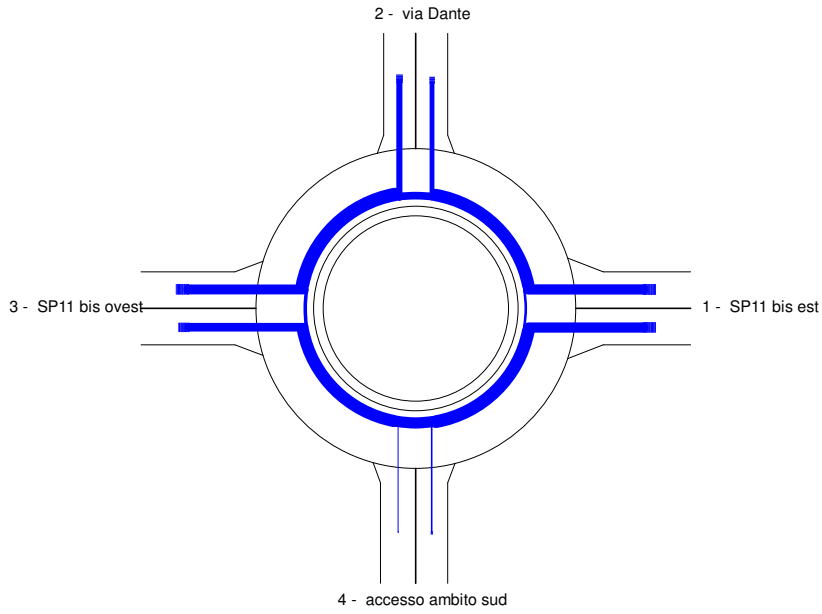
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
0	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	197	575	16	788
2	217	0	205	42	464
3	545	118	0	0	663
4	45	64	7	0	116
Total Sortant	807	379	787	58	2031



Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
0	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	197	575	16	788
2	217	0	205	42	464
3	545	118	0	0	663
4	45	64	7	0	116
Total Sortant	807	379	787	58	2031

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
SP11 bis est	1303	62%	0vh	2vh	0s	0,0h
via Dante	794	63%	0vh	3vh	2s	0,2h
SP11 bis ovest	1256	65%	0vh	2vh	0s	0,1h
accesso ambito sud	984	89%	0vh	2vh	1s	0,1h

Conseils

Branche SP11 bis est

Branche via Dante

Branche SP11 bis ovest

Branche accesso ambito sud

Branche SP11 bis est

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1303	62%	0vh	2vh	0s	0,0h

Branche via Dante

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	794	63%	0vh	3vh	2s	0,2h

Branche SP11 bis ovest

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1256	65%	0vh	2vh	0s	0,1h

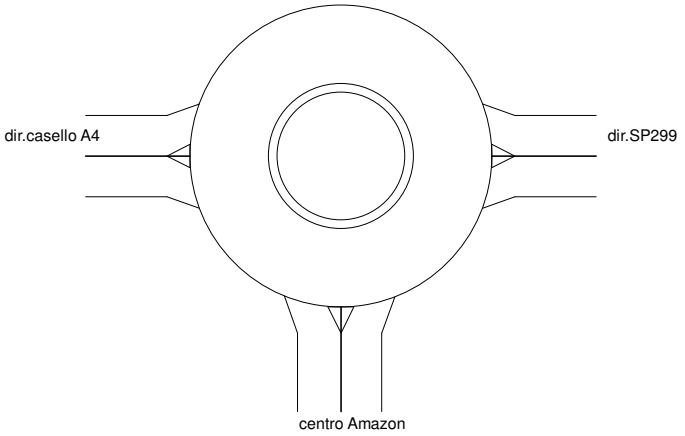
Branche accesso ambito sud

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	984	89%	0vh	2vh	1s	0,1h

Nom du Carrefour : Intersezione 5: casello A4 - centro Amazon
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : esistente
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 11,00 m
Largeur de la bande franchissable : 1,50 m
Largeur de l'anneau : 13,50 m
Rayon extérieur du giratoire : 26,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
dir.SP299	0			7,00		4,00	7,00
dir.casello A4	180			7,00		4,00	7,00
centro Amazon	270			7,00		4,50	7,50

Remarques de conception

Un anneau aussi large est inutile.

Branche centro Amazon
Une sortie aussi large est rarement utile.

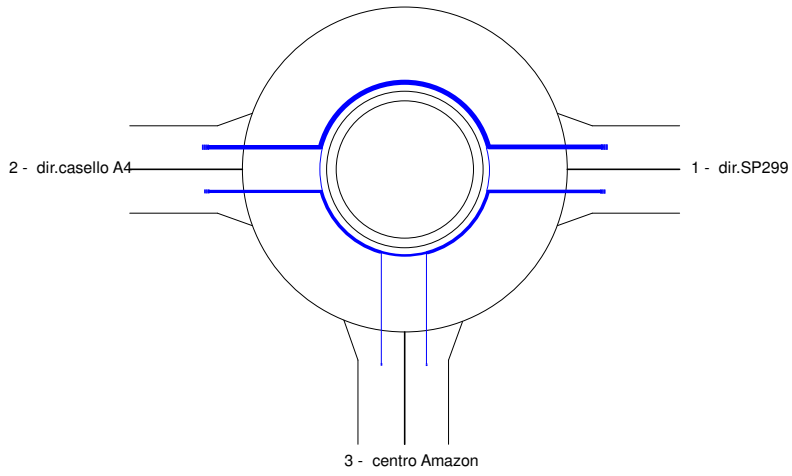
Période rilievo 2021 09 23

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules Mode UVP

	1	2	3	Total Entrant
1	0	339	41	380
2	206	0	35	241
3	64	12	0	76
Total Sortant	270	351	76	697



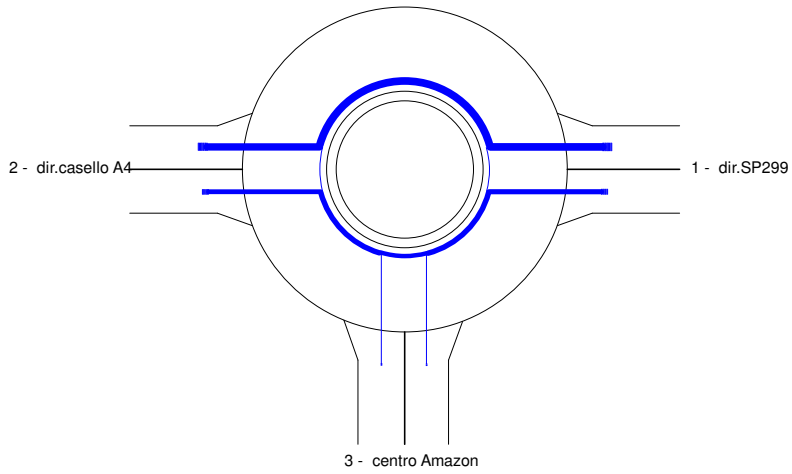
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules Mode UVP

	1	2	3	Total Entrant
1	0	557	41	598
2	338	0	35	373
3	64	12	0	76
Total Sortant	402	569	76	1047



Période rilievo 2021 09 23

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules en UVP

	1	2	3	Total Entrant
1	0	339	41	380
2	206	0	35	241
3	64	12	0	76
Total Sortant	270	351	76	697

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
dir.SP299	2626	87%	0vh	2vh	0s	0,0h
dir.casello A4	2679	92%	0vh	2vh	0s	0,0h
centro Amazon	2513	97%	0vh	2vh	0s	0,0h

Conseils

Branche dir.SP299
Une entrée à une voie suffit probablement.

Branche dir.casello A4
Une entrée à une voie suffit probablement.

Branche centro Amazon
Une entrée à une voie suffit probablement.

Période Scenario di progetto complessivo

Trafic Piétons

1	2	3
10	10	10

Trafic Véhicules en UVP

	1	2	3	Total Entrant
1	0	557	41	598
2	338	0	35	373
3	64	12	0	76
Total Sortant	402	569	76	1047

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
dir.SP299	2408	80%	0vh	2vh	0s	0,0h
dir.casello A4	2544	87%	0vh	2vh	0s	0,0h
centro Amazon	2275	97%	0vh	2vh	0s	0,0h

Conseils

Branche dir.SP299
Une entrée à une voie suffit probablement.

Branche dir.casello A4
Une entrée à une voie suffit probablement.

Branche centro Amazon
Une entrée à une voie suffit probablement.

Branche dir.SP299

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2626	87%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	2408	80%	0vh	2vh	0s	0,0h

Branche dir.casello A4

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2679	92%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	2544	87%	0vh	2vh	0s	0,0h

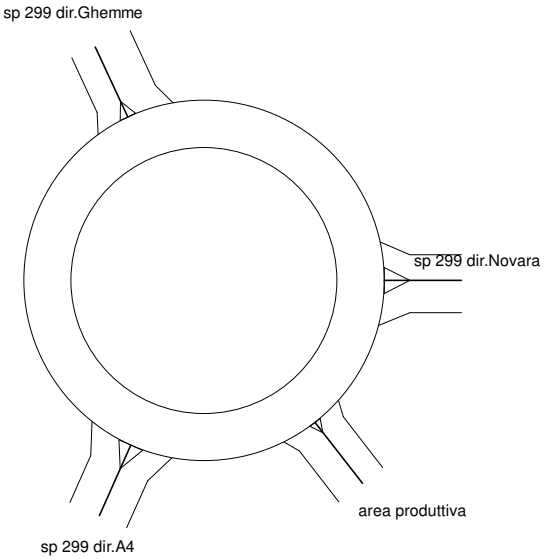
Branche centro Amazon

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2513	97%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	2275	97%	0vh	2vh	0s	0,0h

Nom du Carrefour : Intersezione 6: SP299 della Valsesia
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : esistente
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 31,00 m
Largeur de la bande franchissable : 11,00 m
Rayon extérieur du giratoire : 42,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
sp 299 dir.Novara	0			6,00		6,00	7,50
sp 299 dir.Ghemme	115			6,00		4,00	9,00
sp 299 dir.A4	246			7,00		6,00	7,50
area produttiva	308			6,00		3,00	7,00

Remarques de conception

Un rayon d'îlot infranchissable supérieur à 25 m est très rarement justifié. Il peut être réduit au bénéfice de la sécurité.

Branche sp 299 dir.Novara
Une sortie aussi large est rarement utile.

Branche sp 299 dir.Ghemme
Une sortie aussi large est rarement utile.

Branche sp 299 dir.A4
Une sortie aussi large est rarement utile.

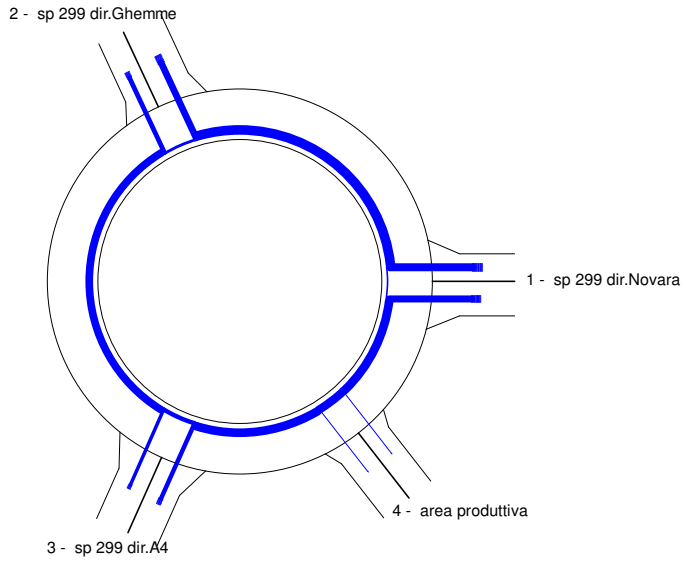
Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	398	212	8	618
2	323	0	42	10	375
3	226	111	0	8	345
4	4	6	10	0	20
Total Sortant	553	515	264	26	1358



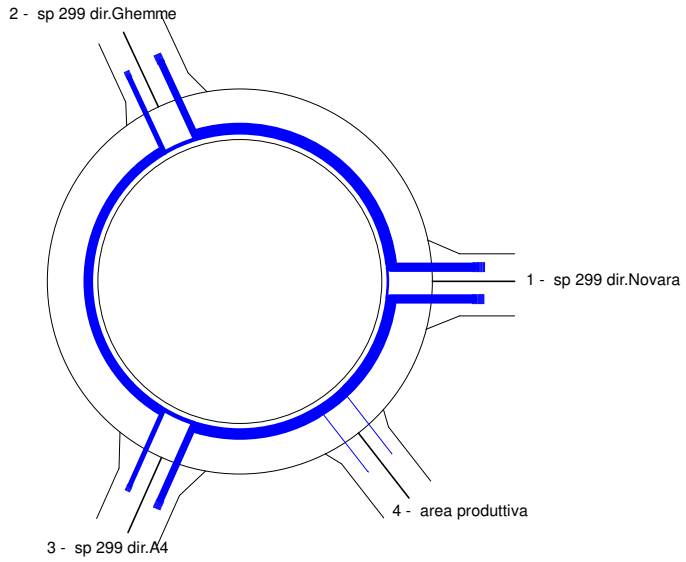
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	398	319	8	725
2	323	0	81	10	414
3	387	175	0	8	570
4	4	6	10	0	20
Total Sortant	714	579	410	26	1729



Période rilievo 2021 09 23

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	398	212	8	618
2	323	0	42	10	375
3	226	111	0	8	345
4	4	6	10	0	20
Total Sortant	553	515	264	26	1358

Remarques sur la période

Néant

Résultats

	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
sp 299 dir.Novara	1773	74%	0vh	2vh	0s	0,0h
sp 299 dir.Ghemme	1818	83%	0vh	2vh	0s	0,0h
sp 299 dir.A4	2004	85%	0vh	2vh	0s	0,0h
area produttiva	1561	99%	0vh	2vh	0s	0,0h

Conseils

Branche sp 299 dir.Novara

Branche sp 299 dir.Ghemme

Branche sp 299 dir.A4
Une entrée à une voie suffit probablement.

Branche area produttiva

Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	398	319	8	725
2	323	0	81	10	414
3	387	175	0	8	570
4	4	6	10	0	20
Total Sortant	714	579	410	26	1729

Remarques sur la période

Néant

Résultats

	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
sp 299 dir.Novara	1537	68%	0vh	2vh	0s	0,0h
sp 299 dir.Ghemme	1603	79%	0vh	2vh	0s	0,0h
sp 299 dir.A4	1740	75%	0vh	2vh	0s	0,0h
area produttiva	1317	99%	0vh	2vh	1s	0,0h

Conseils

Branche sp 299 dir.Novara

Branche sp 299 dir.Ghemme

Branche sp 299 dir.A4
Une entrée à une voie suffit probablement.

Branche area produttiva

Branche sp 299 dir.Novara

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1773	74%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1537	68%	0vh	2vh	0s	0,0h

Branche sp 299 dir.Ghemme

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1818	83%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1603	79%	0vh	2vh	0s	0,0h

Branche sp 299 dir.A4

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	2004	85%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1740	75%	0vh	2vh	0s	0,0h

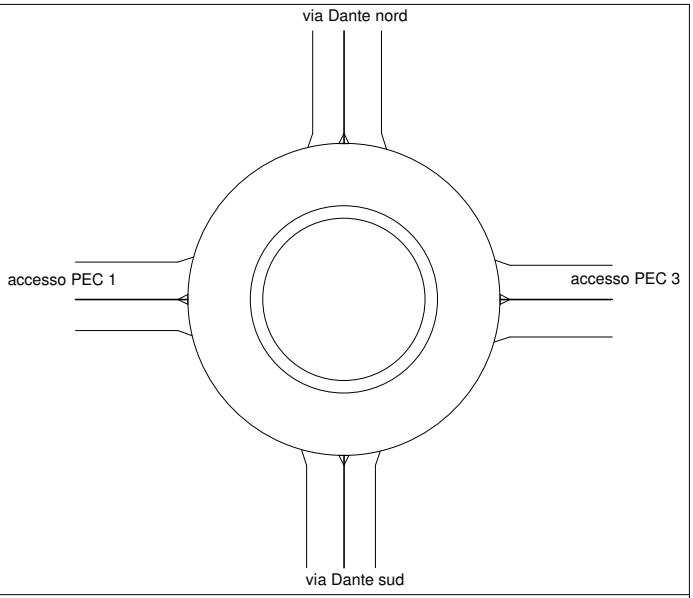
Branche area produttiva

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
rilievo 2021 09 23	1561	99%	0vh	2vh	0s	0,0h
Scenario di progetto complessivo	1317	99%	0vh	2vh	1s	0,0h

Nom du Carrefour : Rotatoria accesso PEC 1 - PEC 3
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : progetto in realizzazione
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 13,00 m
Largeur de la bande franchissable : 2,00 m
Largeur de l'anneau : 10,00 m
Rayon extérieur du giratoire : 25,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
accesso PEC 3	0			5,50		1,60	6,00
via Dante nord	90			5,00		1,60	6,00
accesso PEC 1	180			5,00		1,60	6,00
via Dante sud	270			5,00		1,60	6,00

Remarques de conception

Néant

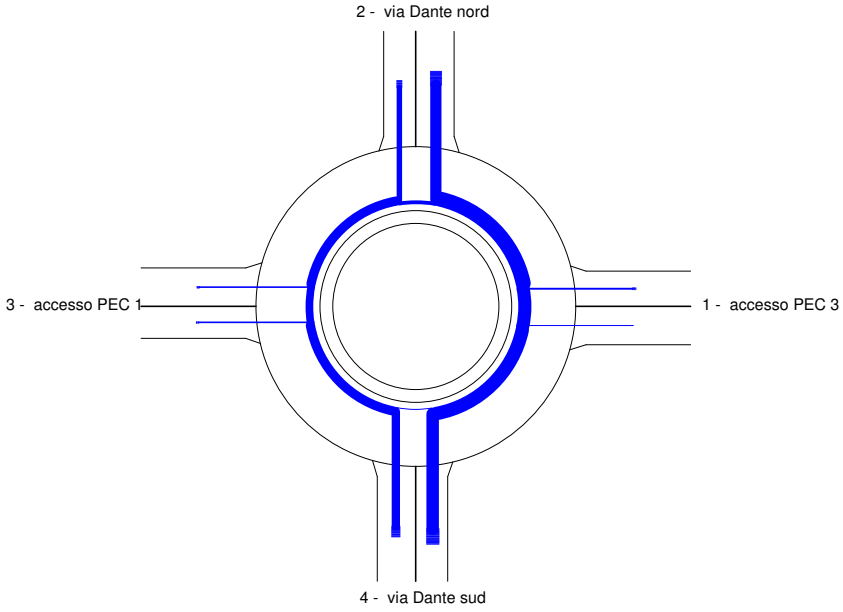
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	86	0	60	146
2	20	4	50	355	429
3	0	56	0	75	131
4	0	741	75	156	972
Total Sortant	20	887	125	646	1678



Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	86	0	60	146
2	20	4	50	355	429
3	0	56	0	75	131
4	0	741	75	156	972
Total Sortant	20	887	125	646	1678

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
accesso PEC 3	985	87%	0vh	2vh	1s	0,1h
via Dante nord	1289	75%	0vh	2vh	0s	0,1h
accesso PEC 1	1258	91%	0vh	2vh	1s	0,0h
via Dante sud	1151	54%	0vh	2vh	0s	0,1h

Conseils

Branche accesso PEC 3

Branche via Dante nord

Branche accesso PEC 1

Branche via Dante sud

Branche accesso PEC 3

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	985	87%	0vh	2vh	1s	0,1h

Branche via Dante nord

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1289	75%	0vh	2vh	0s	0,1h

Branche accesso PEC 1

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1258	91%	0vh	2vh	1s	0,0h

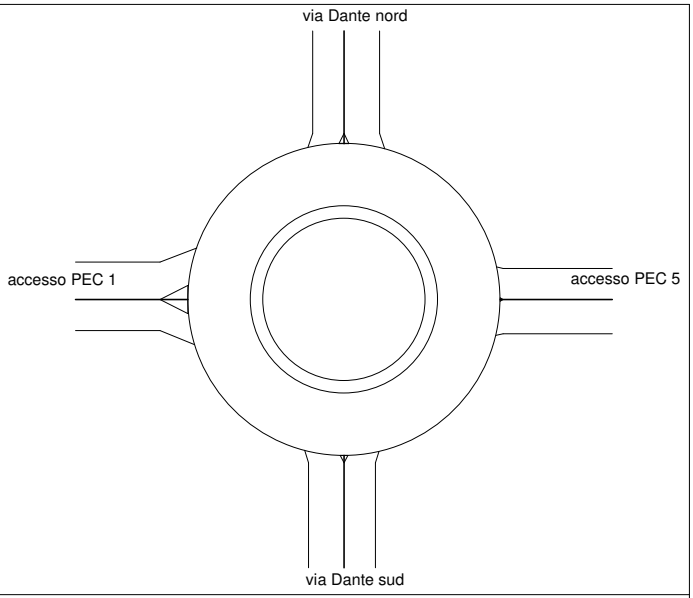
Branche via Dante sud

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1151	54%	0vh	2vh	0s	0,1h

Nom du Carrefour : Rotatoria accesso PEC 1 - PEC 5
Localisation : San Pietro Mosezzo (NO)
Environnement : Péri Urbain
Variante : progetto in realizzazione
Date : 15/10/2021

Anneau

Rayon de l'îlot infranchissable : 13,00 m
Largeur de la bande franchissable : 2,00 m
Largeur de l'anneau : 10,00 m
Rayon extérieur du giratoire : 25,00 m



Branches

Nom	Angle (degrés)	Rampe > 3%	Tourne à droite	Largeurs (en m) Entrée à 4 m	Entrée à 15 m	Ilôt	Sortie
accesso PEC 5	0			5,00		0,50	5,50
via Dante nord	90			5,00		1,60	5,70
accesso PEC 1	180			5,00		4,50	6,00
via Dante sud	270			5,00		1,20	5,70

Remarques de conception

Néant

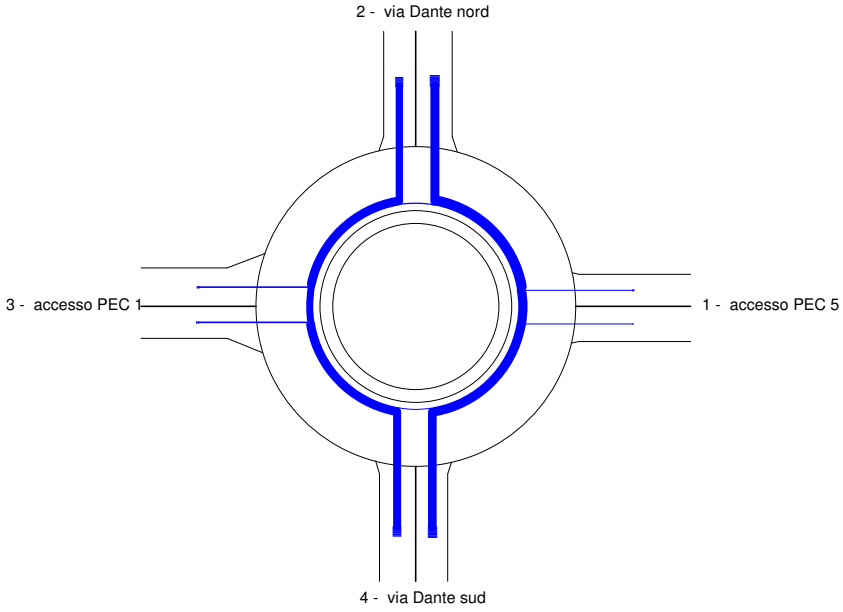
Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules Mode UVP

	1	2	3	4	Total Entrant
1	0	45	0	30	75
2	10	0	56	519	585
3	0	56	0	75	131
4	0	596	75	0	671
Total Sortant	10	697	131	624	1462



Période Scenario di progetto complessivo

Trafic Piétons

1	2	3	4
10	10	10	10

Trafic Véhicules en UVP

	1	2	3	4	Total Entrant
1	0	45	0	30	75
2	10	0	56	519	585
3	0	56	0	75	131
4	0	596	75	0	671
Total Sortant	10	697	131	624	1462

Remarques sur la période

Néant

Résultats

	Réserve de Capacité		Longueur de Stockage		Temps d'Attente	
	en uvp/h	en %	moyenne	maximale	moyen	total
accesso PEC 5	1237	94%	0vh	2vh	1s	0,0h
via Dante nord	1469	72%	0vh	2vh	0s	0,0h
accesso PEC 1	1315	91%	0vh	2vh	1s	0,0h
via Dante sud	1481	69%	0vh	2vh	0s	0,0h

Conseils

Branche accesso PEC 5

Branche via Dante nord
Une sortie à deux voies peut être envisagée. Attention aux traversées piétonnes.

Branche accesso PEC 1

Branche via Dante sud
Une sortie à deux voies peut être envisagée. Attention aux traversées piétonnes.

Branche accesso PEC 5

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1237	94%	0vh	2vh	1s	0,0h

Branche via Dante nord

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1469	72%	0vh	2vh	0s	0,0h

Branche accesso PEC 1

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1315	91%	0vh	2vh	1s	0,0h

Branche via Dante sud

Périodes de trafic	Réserve de Capacité en uvp/h	en %	Longueur de Stockage moyenne	maximale	Temps d'Attente moyen	total
Scenario di progetto complessivo	1481	69%	0vh	2vh	0s	0,0h

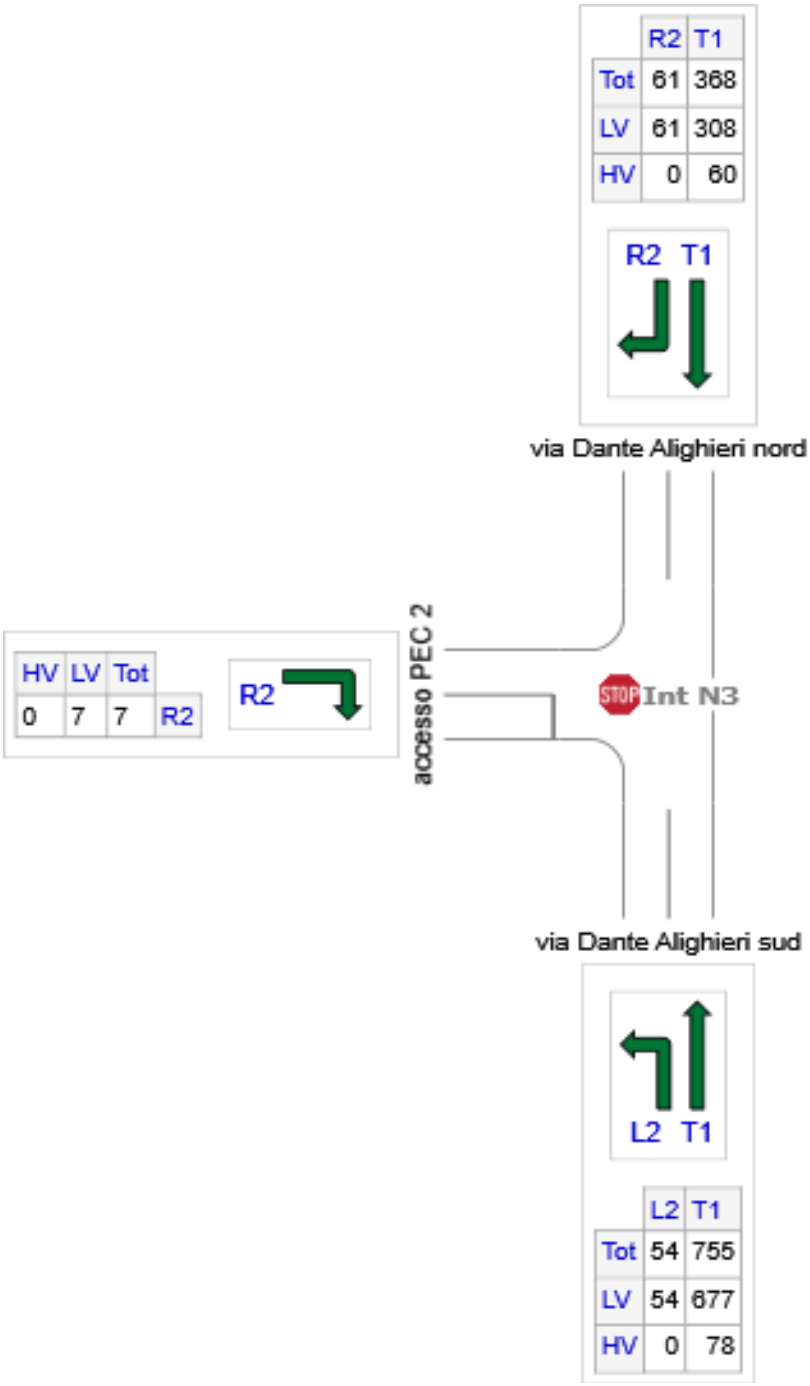
OD MOVEMENT DEMAND FLOWS

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

Site: Int N3 [Intersezione N3 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 2
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Dante Alighieri sud	809	731	78
N: via Dante Alighieri nord	429	369	60
W: accesso PEC 2	7	7	0
Total	1245	1107	138

LANE LEVEL OF SERVICE

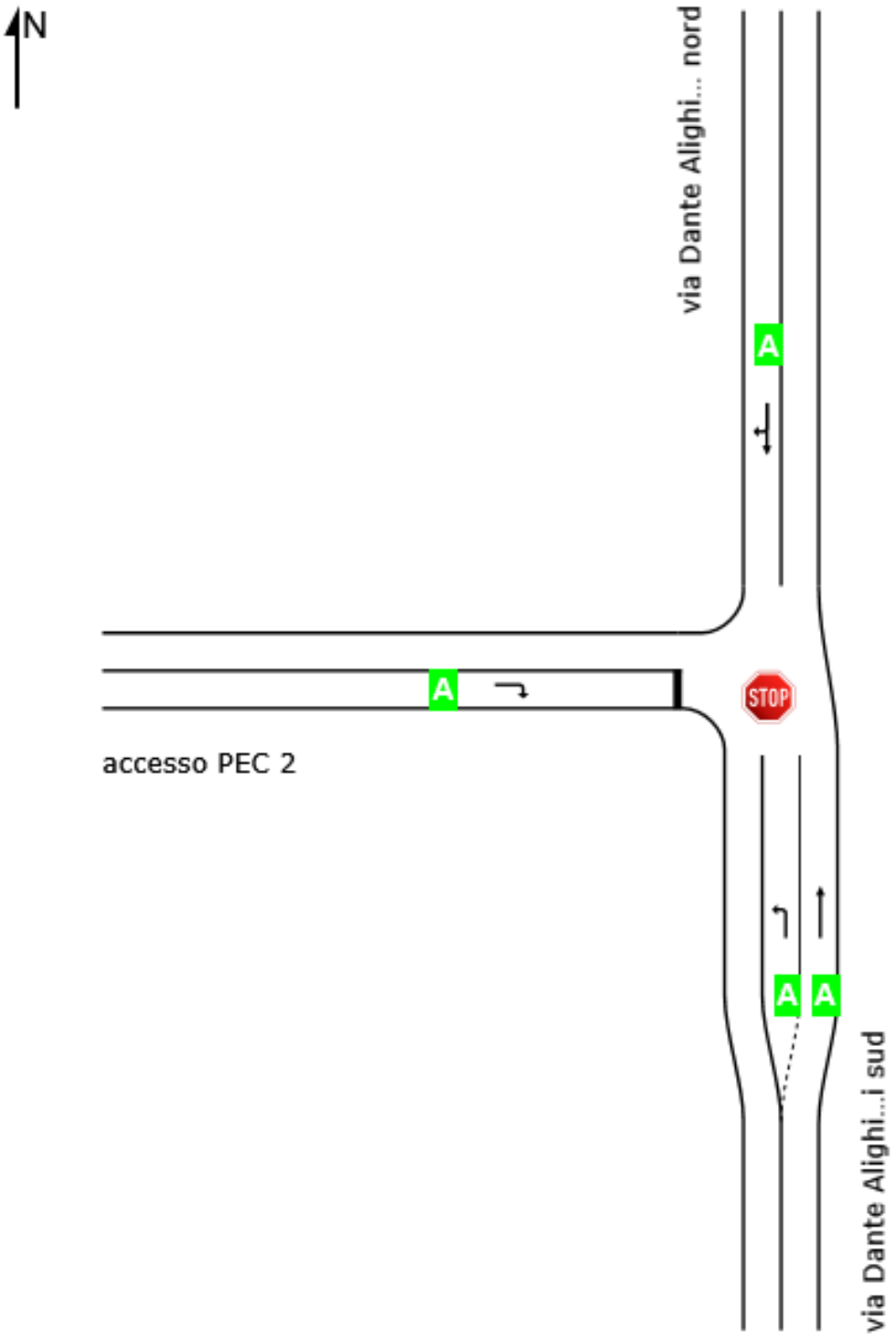
Lane Level of Service

Site: Int N3 [Intersezione N3 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 2
Site Category: Existing Design
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).

DELAY (CONTROL)

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

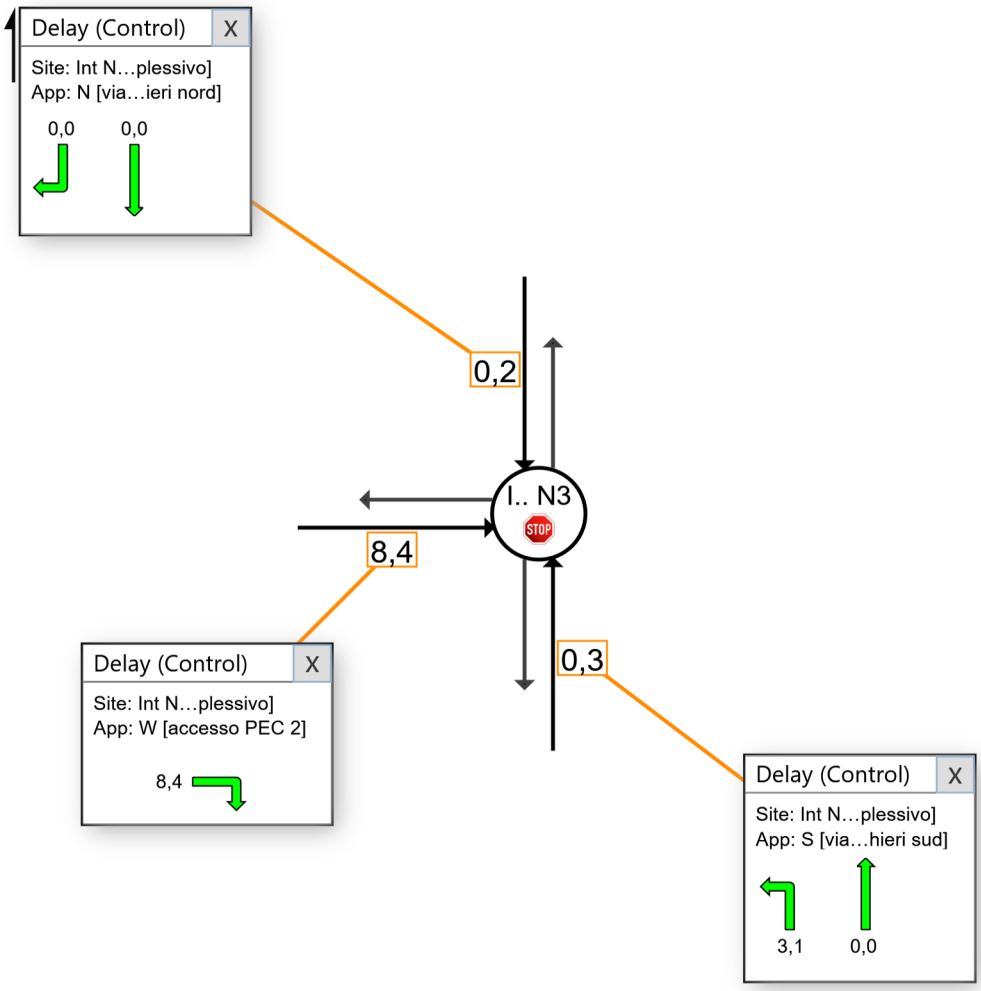
Site: Int N3 [Intersezione N3 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 2
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

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QUEUE DISTANCE (AVERAGE)

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

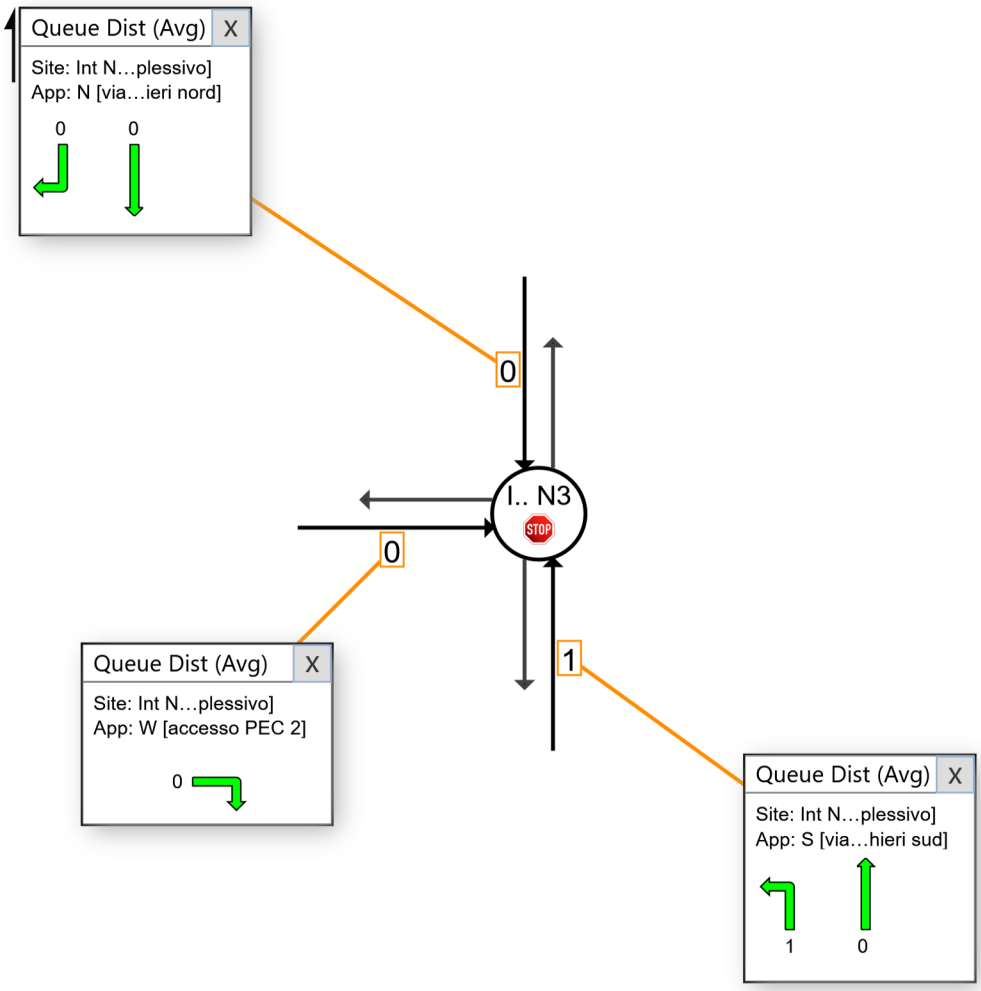
Site: Int N3 [Intersezione N3 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 2
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

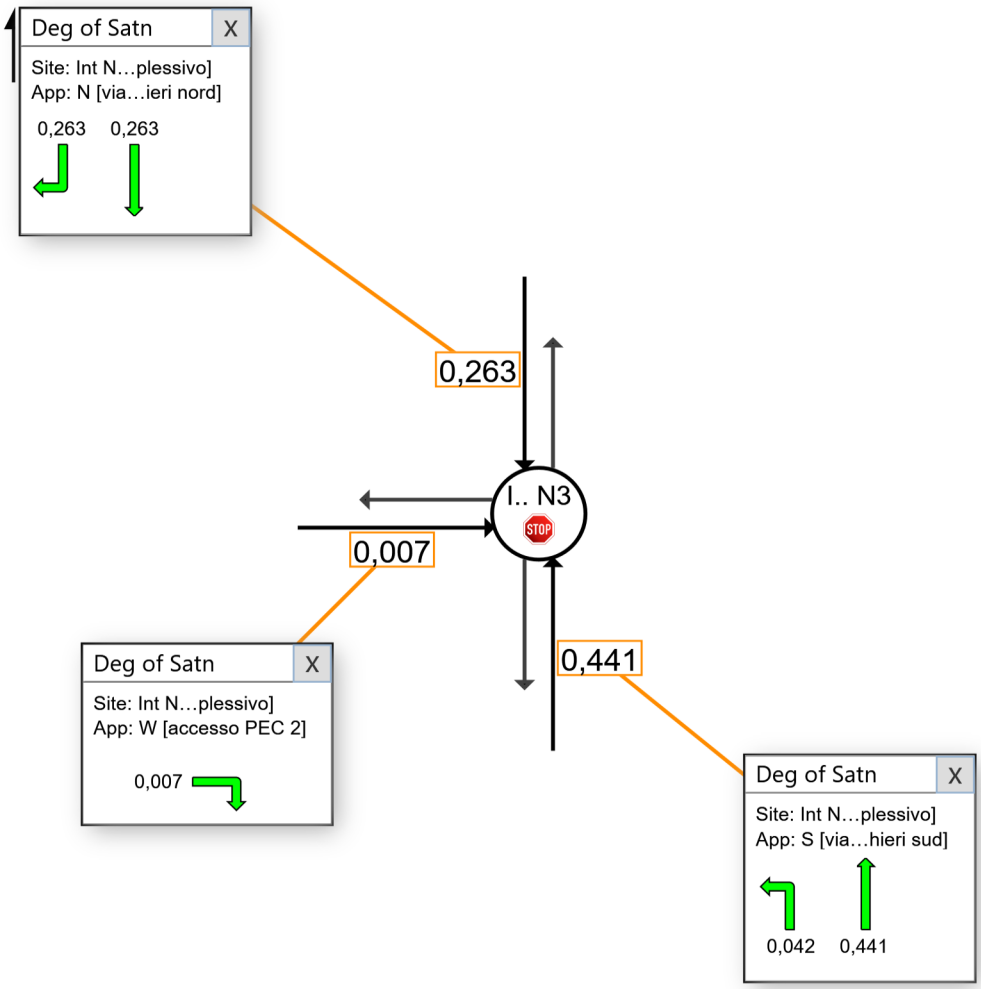
Site: Int N3 [Intersezione N3 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

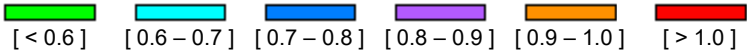
via Dante - accesso PEC 2
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

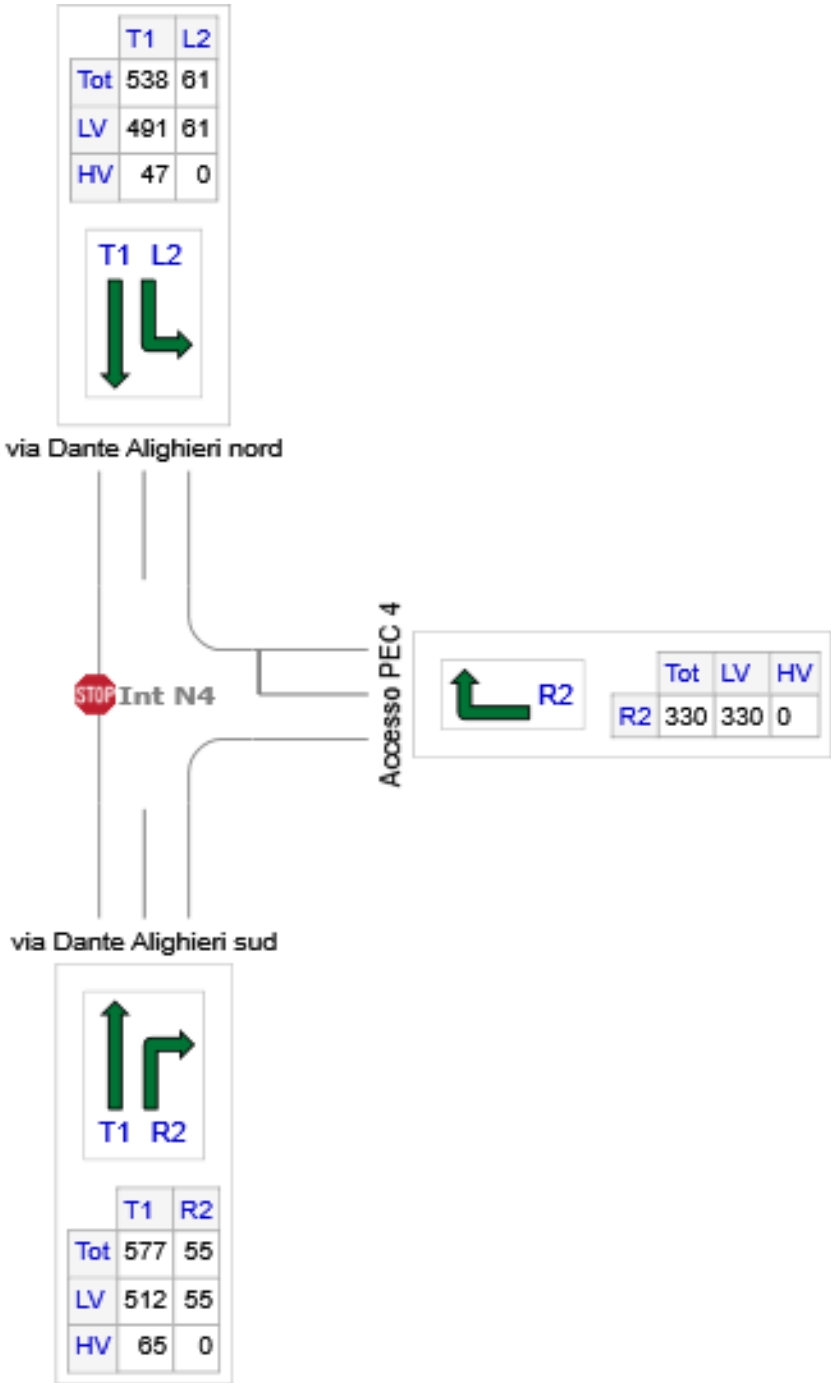
OD MOVEMENT DEMAND FLOWS

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

Site: Int N4 [Intersezione N4 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 4
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Dante Alighieri sud	632	567	65
E: Accesso PEC 4	330	330	0
N: via Dante Alighieri nord	599	552	47
Total	1561	1449	112

LANE LEVEL OF SERVICE

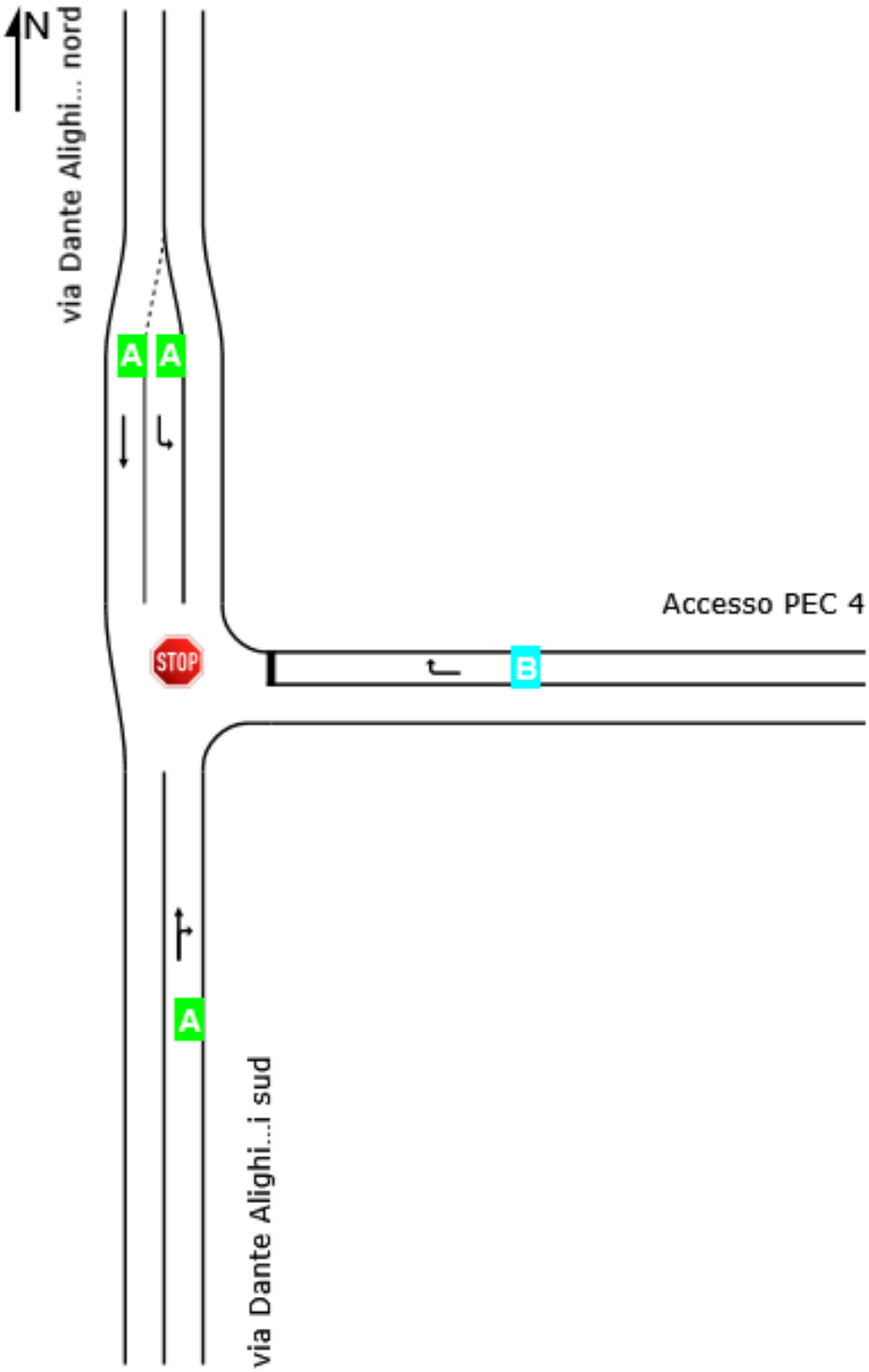
Lane Level of Service

Site: Int N4 [Intersezione N4 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 4
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	South	East	North	
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).

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DELAY (CONTROL)

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

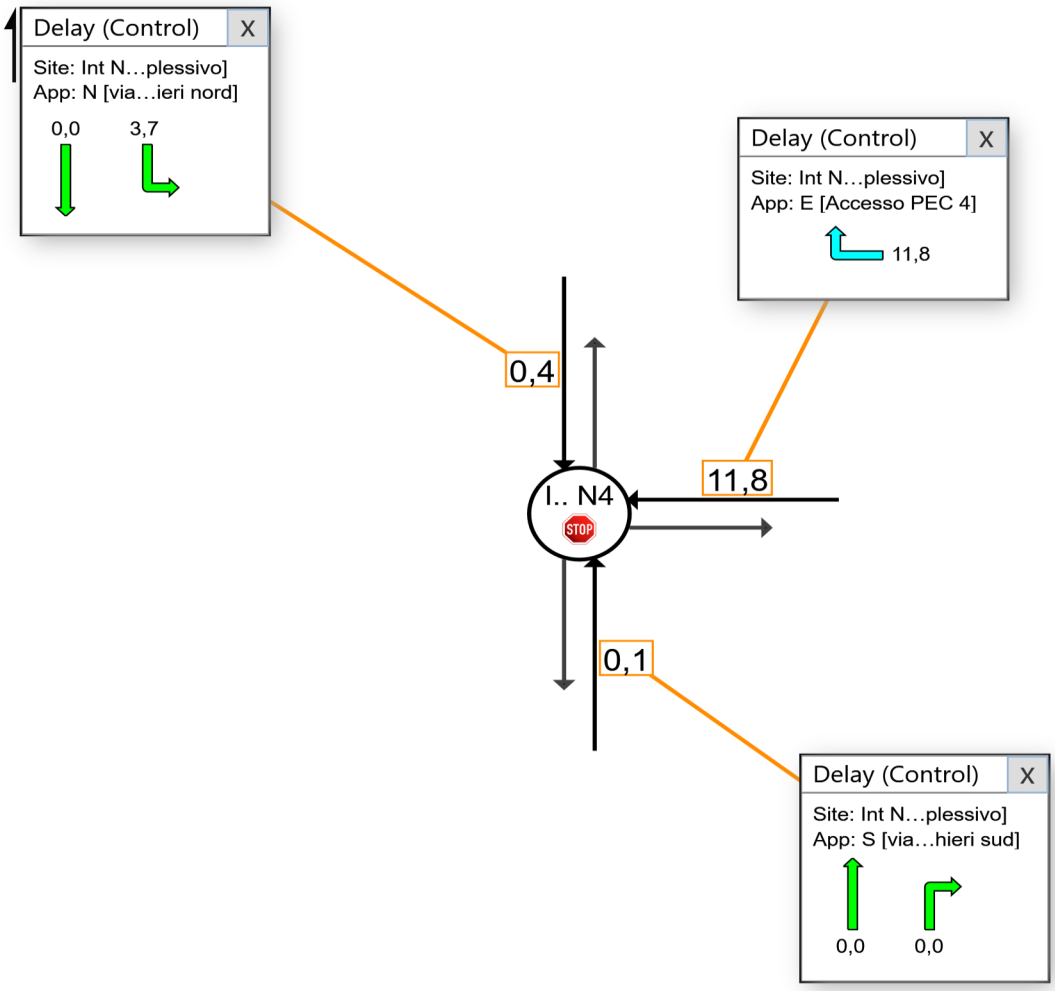
Site: Int N4 [Intersezione N4 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 4
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

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Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

QUEUE DISTANCE (AVERAGE)

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

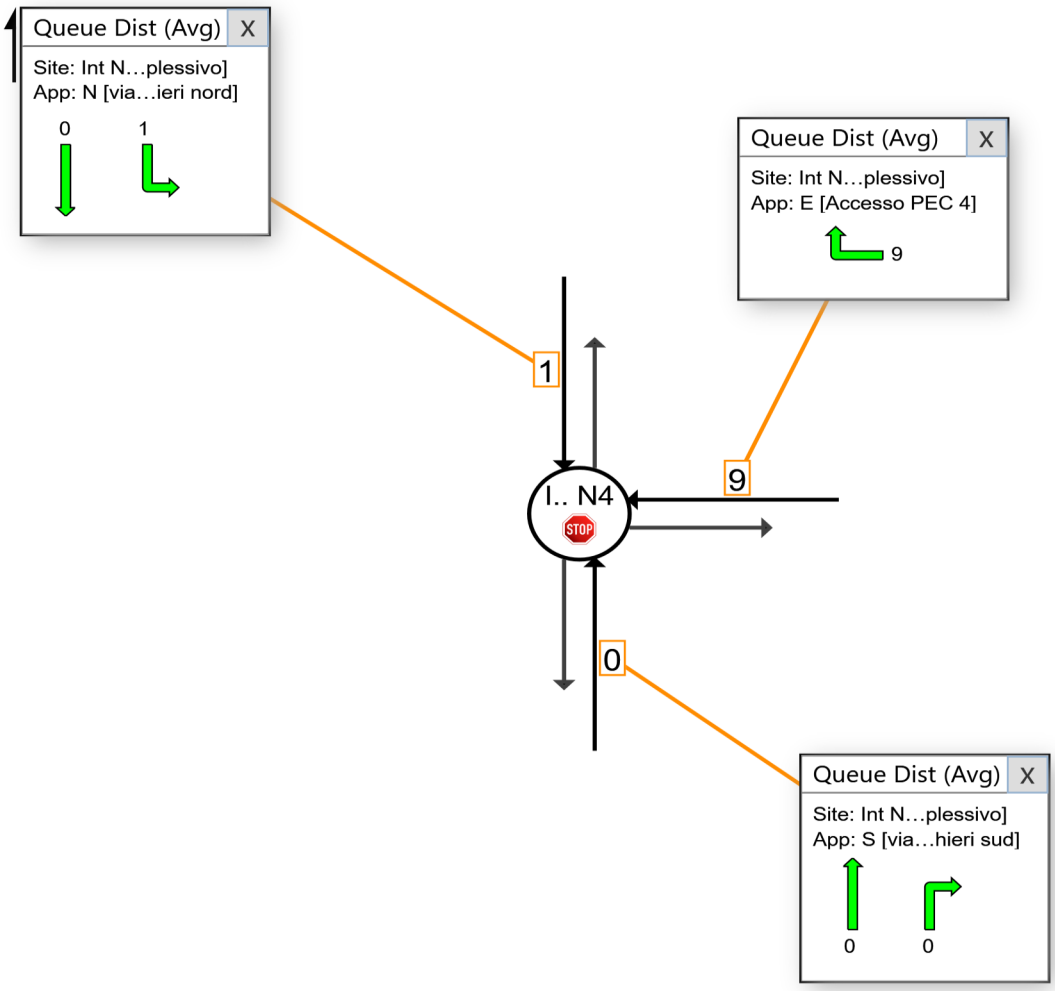
Site: Int N4 [Intersezione N4 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

via Dante - accesso PEC 4
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

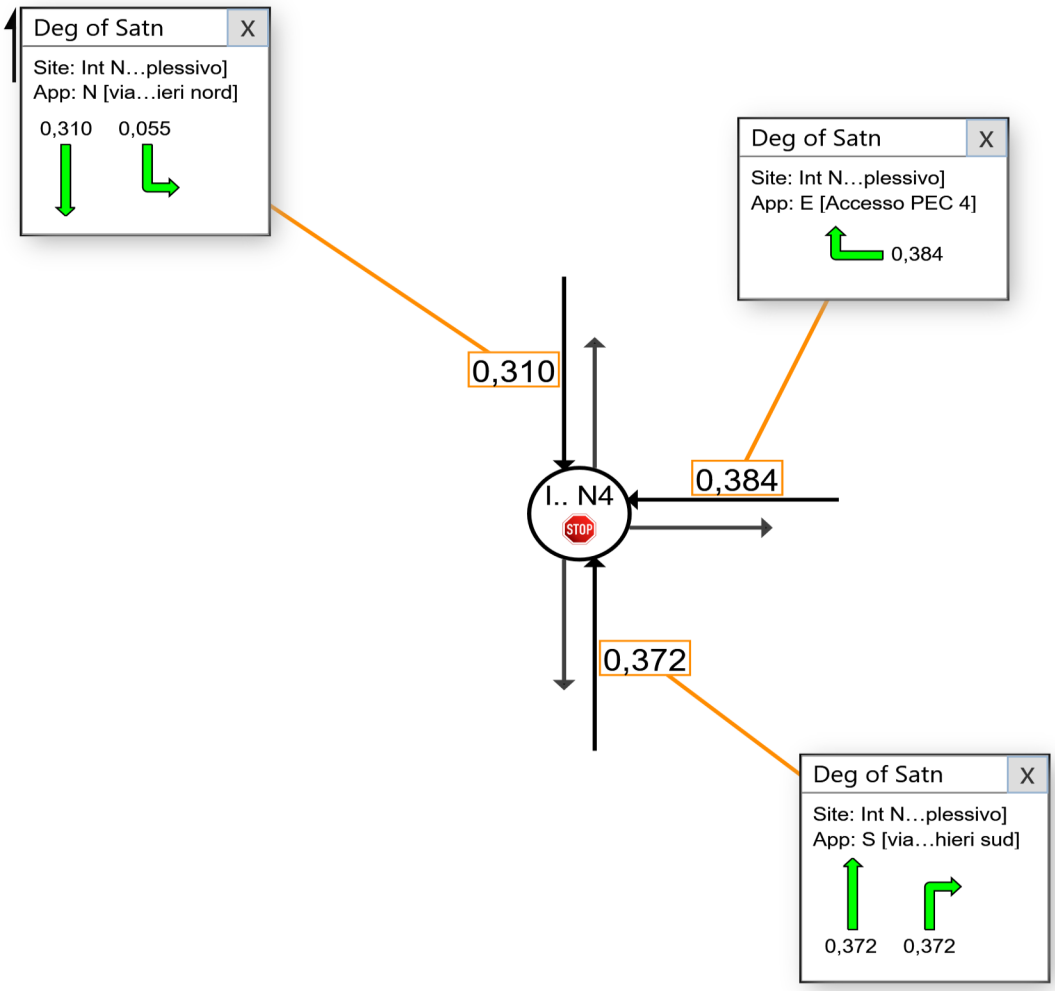
Site: Int N4 [Intersezione N4 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

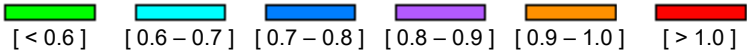
via Dante - accesso PEC 4
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

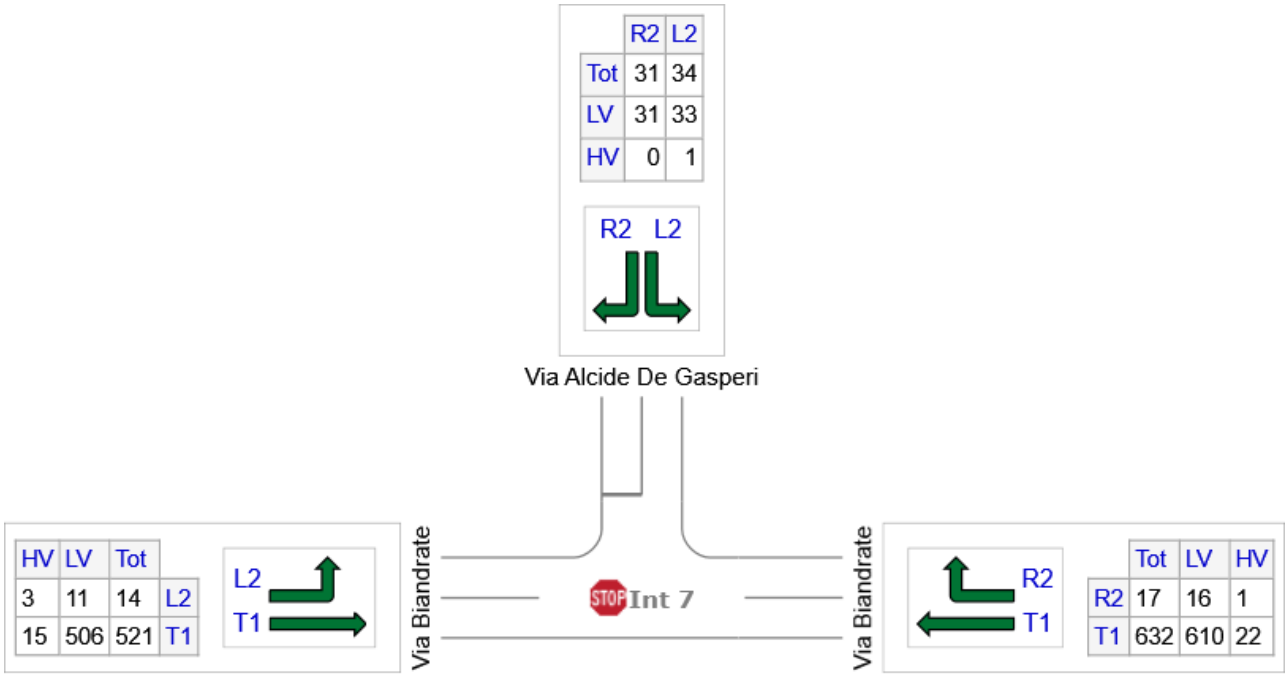
OD MOVEMENT DEMAND FLOWS

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

Site: Int 7 [Intersezione 7 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Biandrate	649	626	23
N: Via Alcide De Gasperi	65	64	1
W: Via Biandrate	535	517	18
Total	1249	1207	42

2021 10 11.sip9

LANE LEVEL OF SERVICE

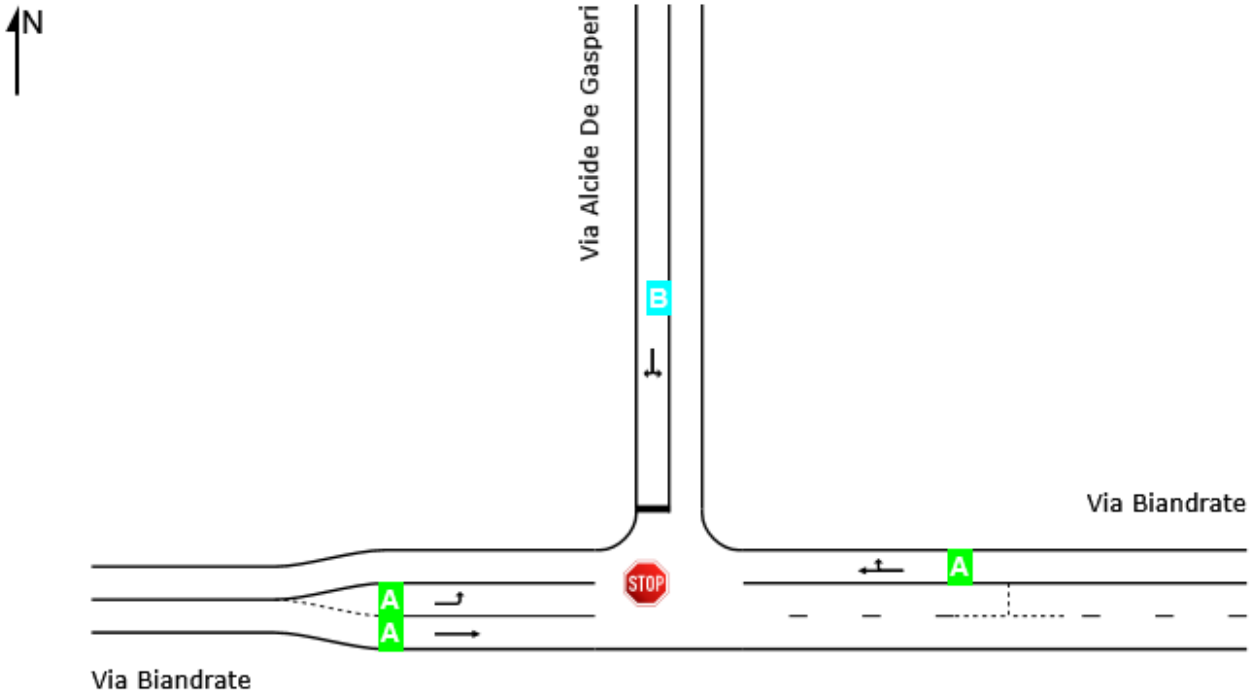
Lane Level of Service

Site: Int 7 [Intersezione 7 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione sp11-De Gasperi
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 2010). 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 2010).

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).

DELAY (CONTROL)

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

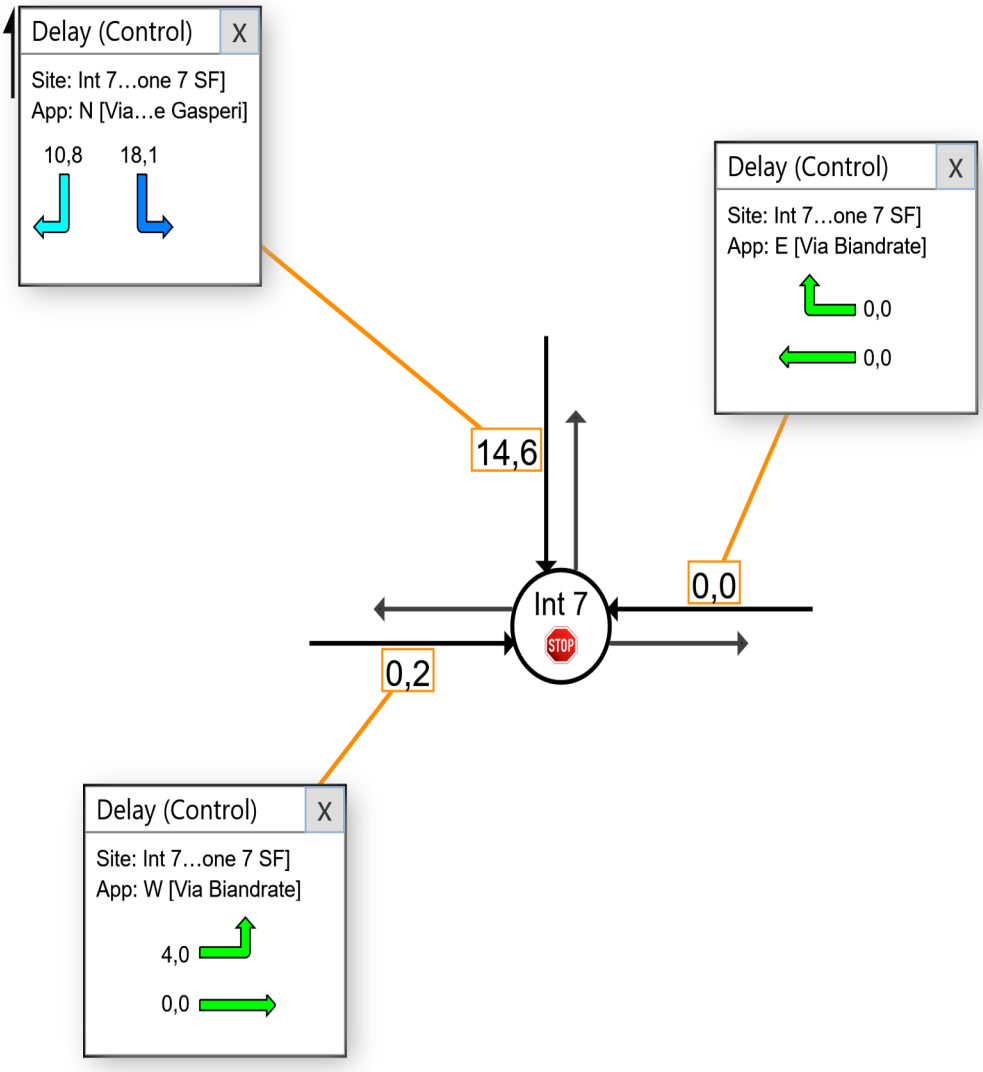
Site: Int 7 [Intersezione 7 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione sp11-De Gasperi
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



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

Colour code based on Level of Service

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

QUEUE DISTANCE (AVERAGE)

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

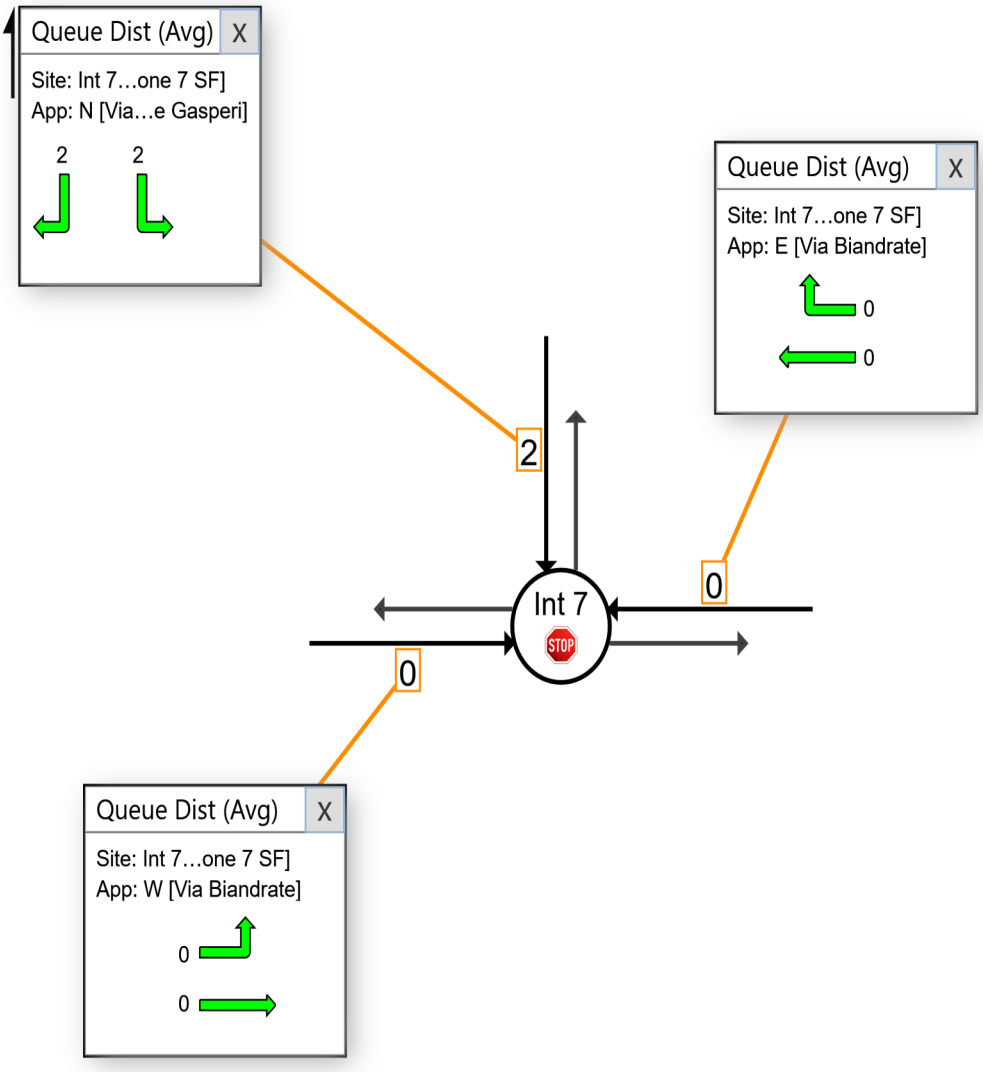
Site: Int 7 [Intersezione 7 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

DEGREE OF SATURATION

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

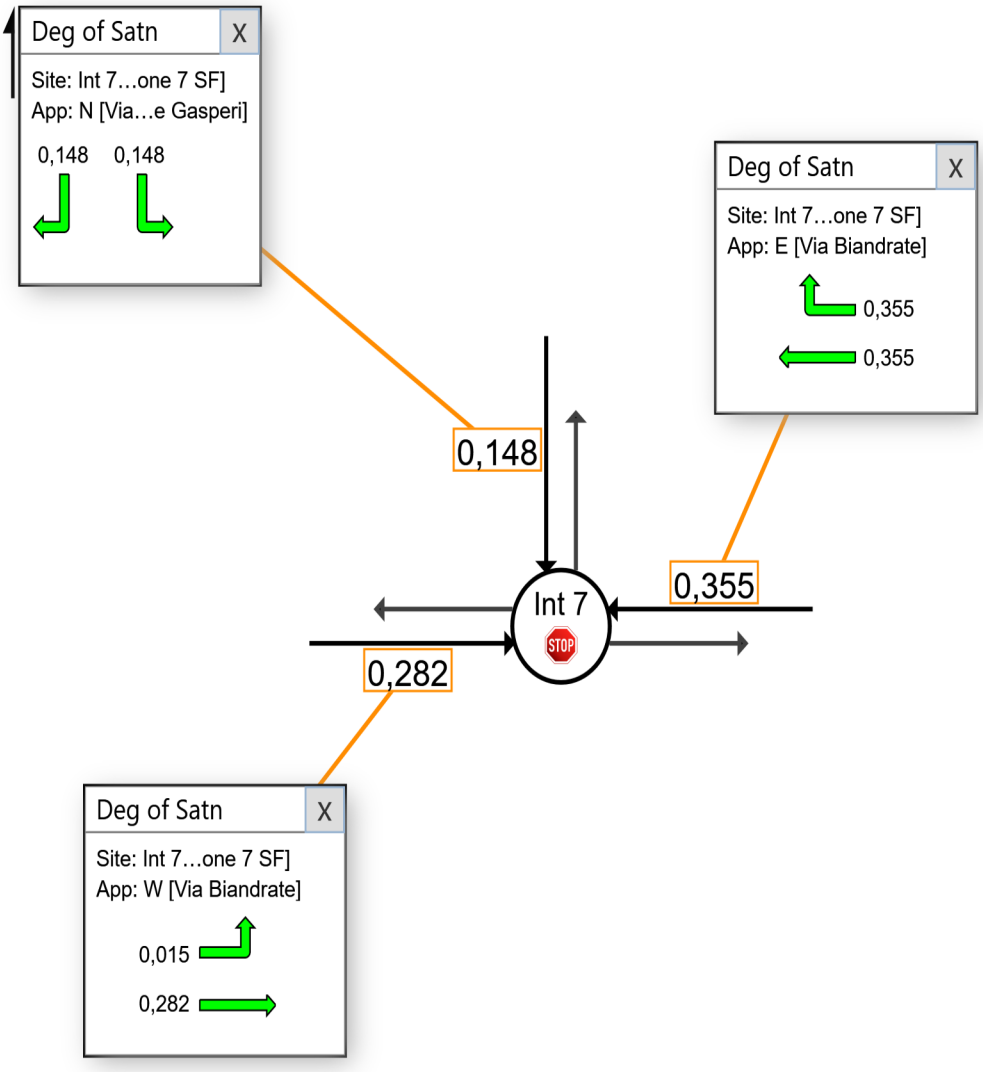
Site: Int 7 [Intersezione 7 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

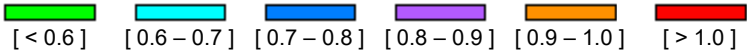
Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

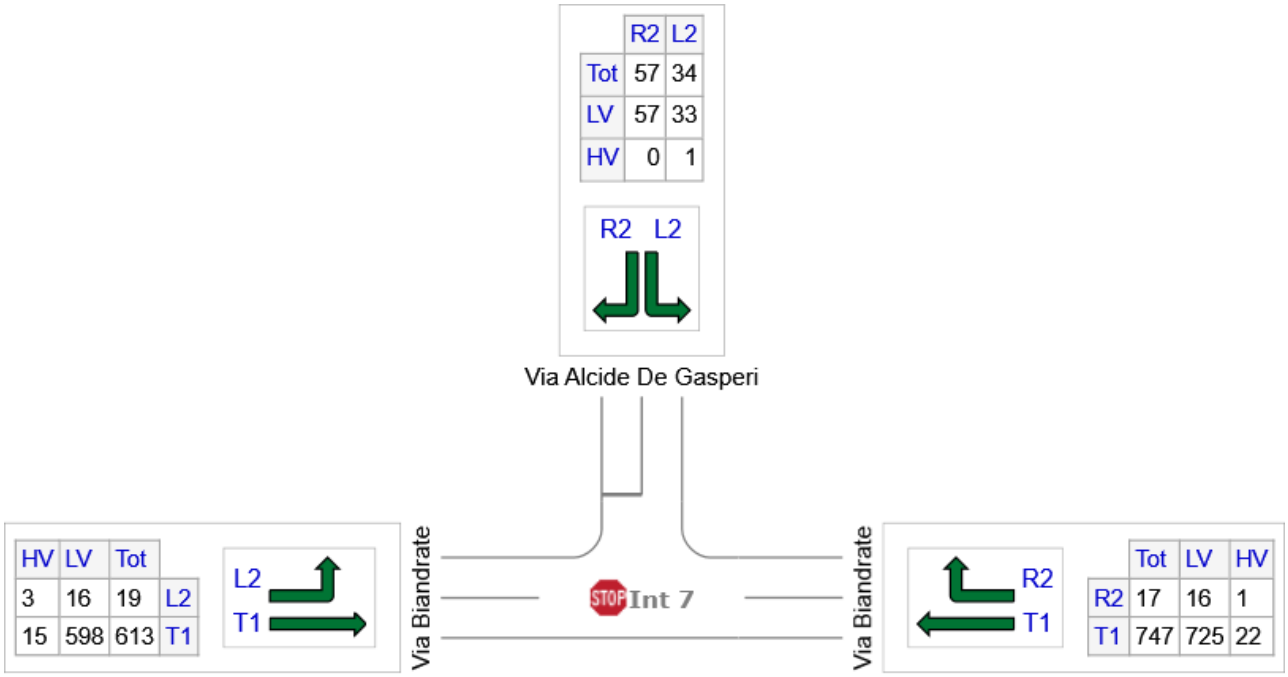
OD MOVEMENT DEMAND FLOWS

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

Site: Int 7 [Intersezione 7 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: Via Biandrate	764	741	23
N: Via Alcide De Gasperi	91	90	1
W: Via Biandrate	632	614	18
Total	1487	1445	42

LANE LEVEL OF SERVICE

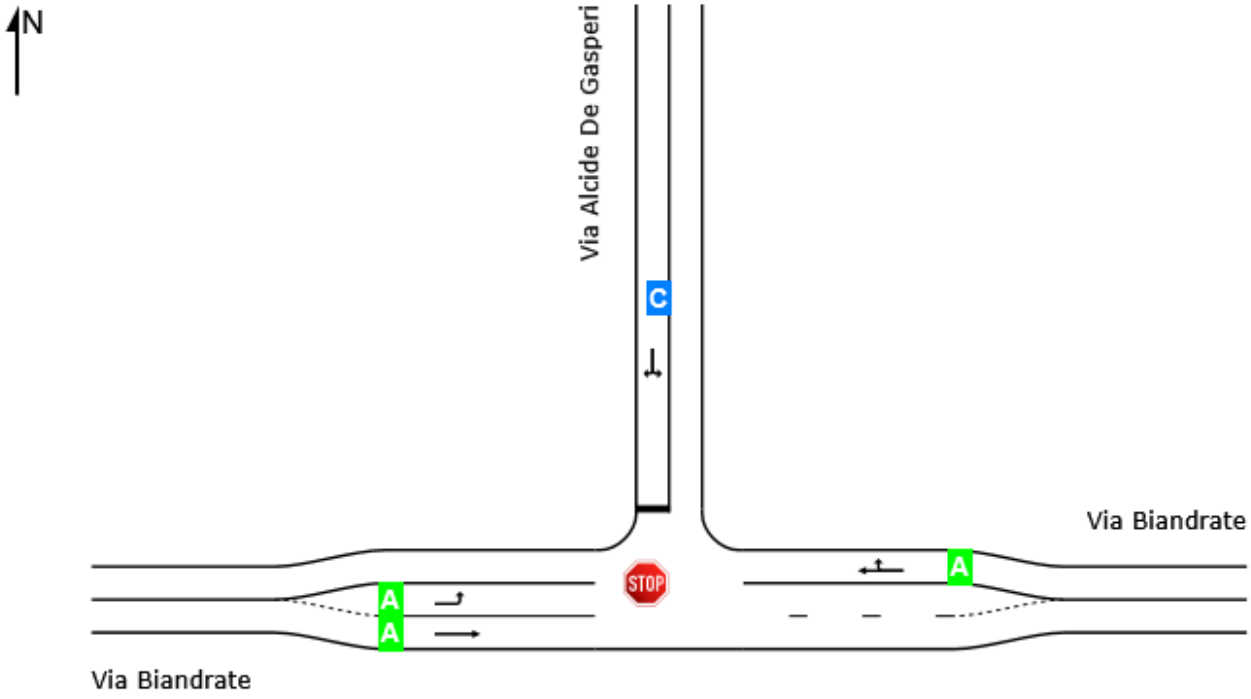
Lane Level of Service

Site: Int 7 [Intersezione 7 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione sp11-De Gasperi
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).

DELAY (CONTROL)

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

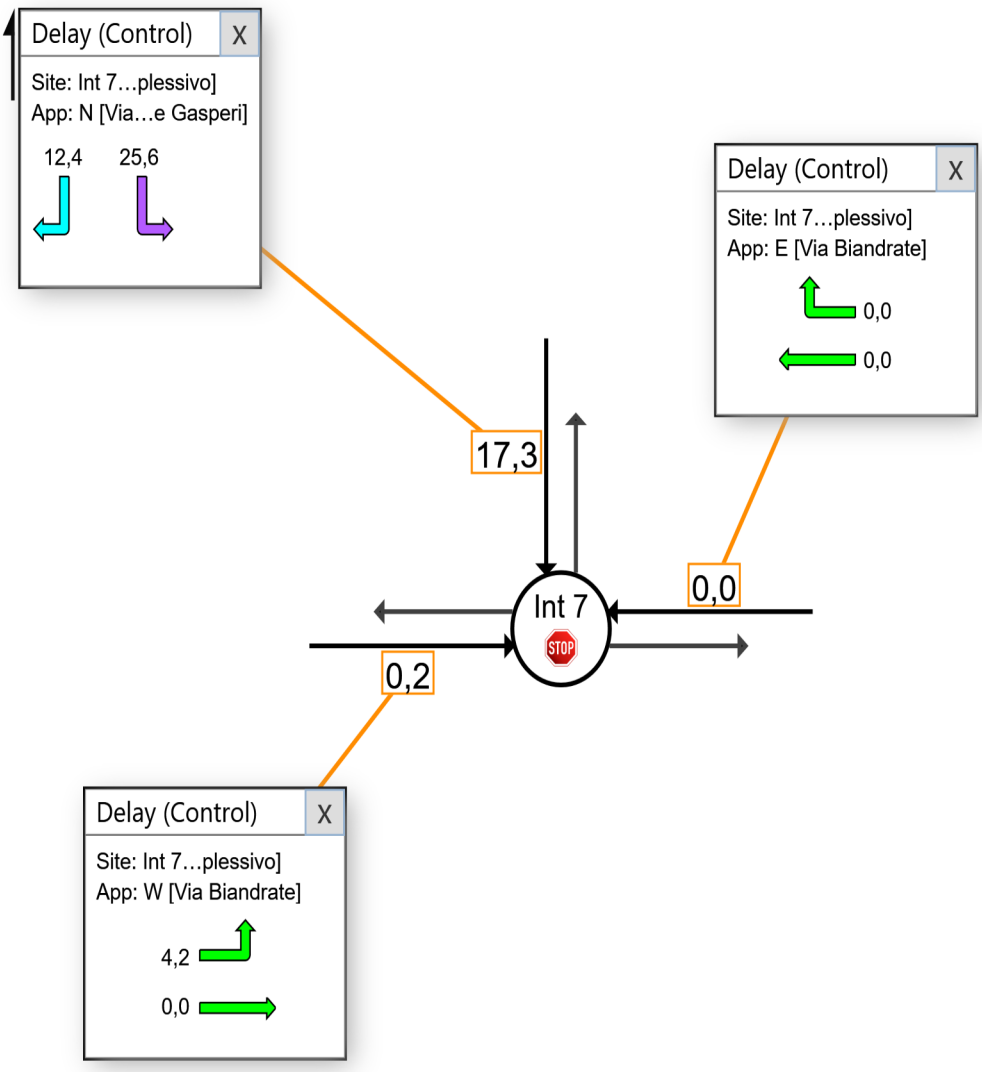
Site: Int 7 [Intersezione 7 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

QUEUE DISTANCE (AVERAGE)

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

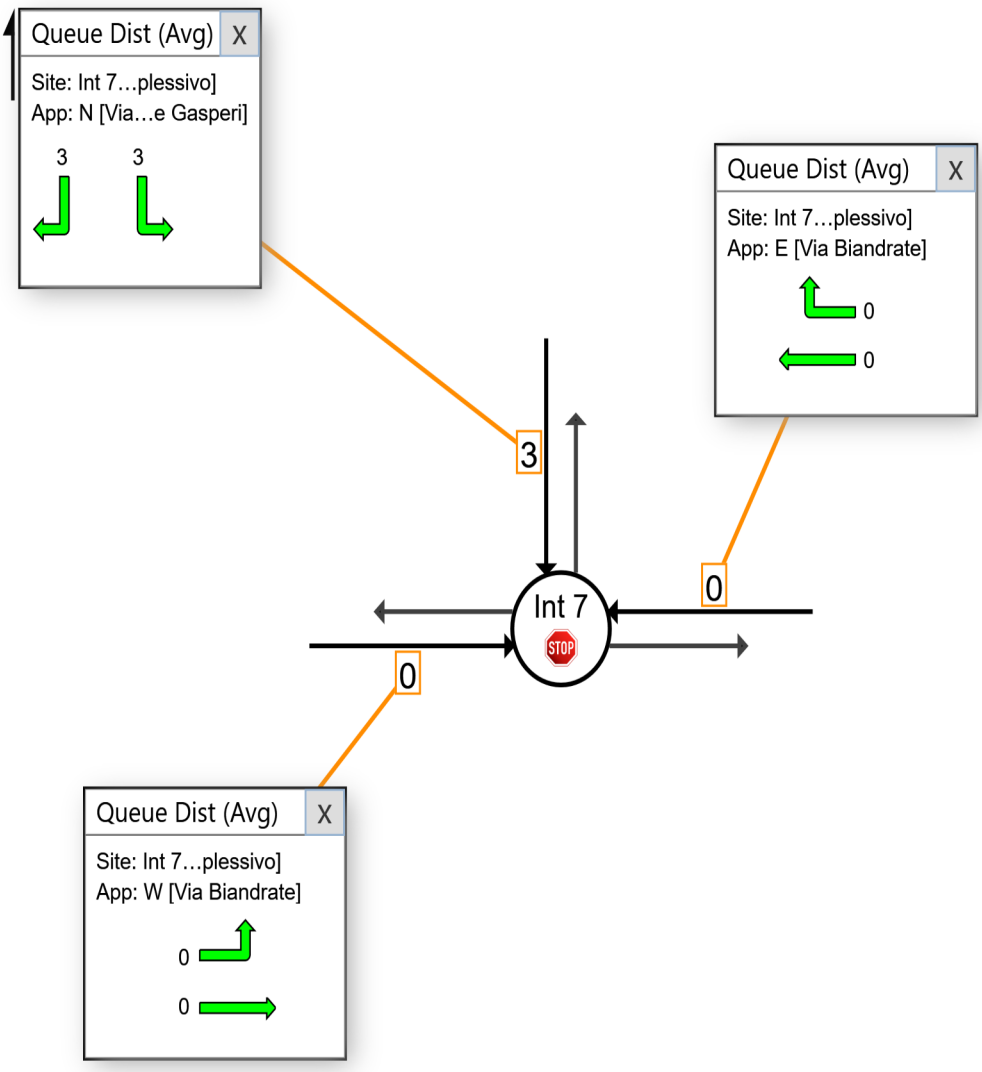
Site: Int 7 [Intersezione 7 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

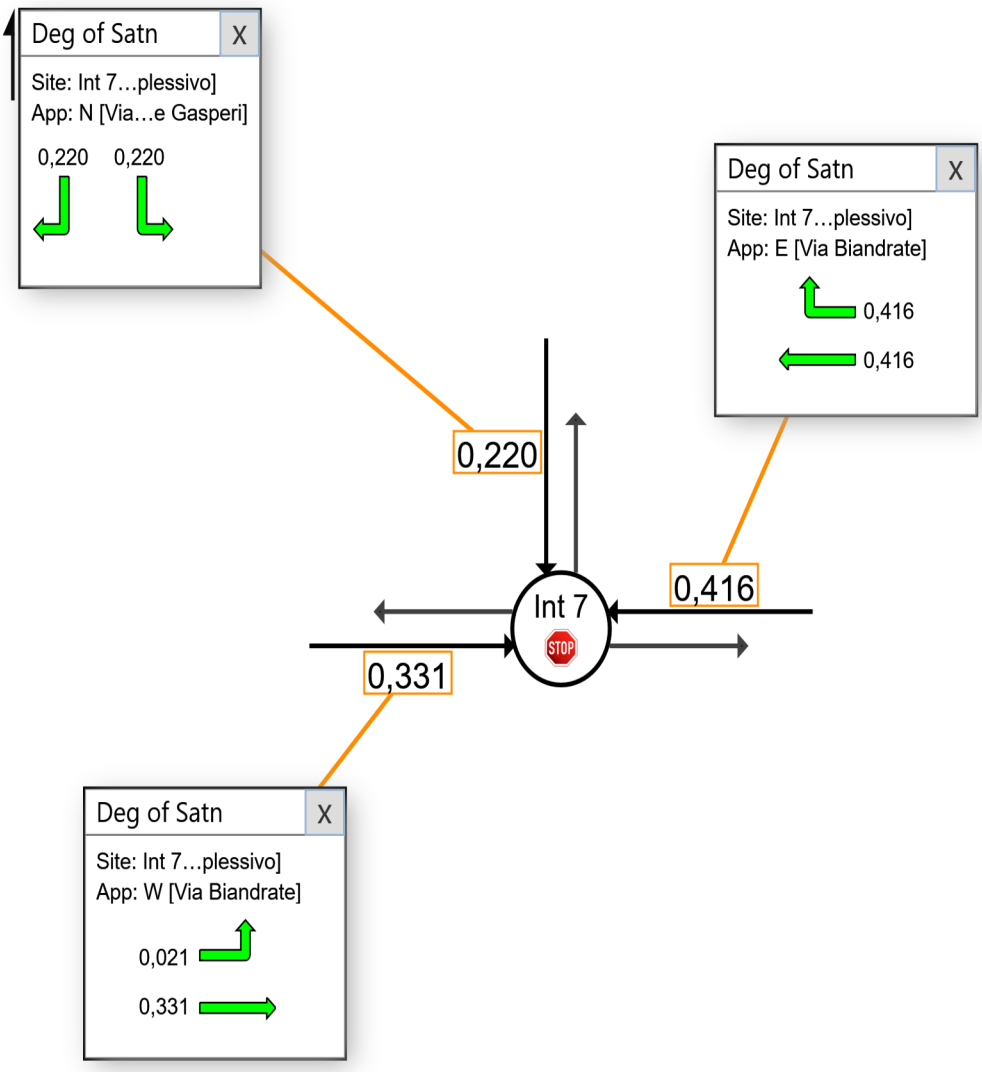
Site: Int 7 [Intersezione 7 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

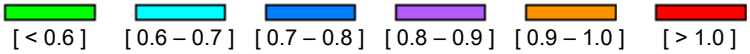
Intersezione sp11-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

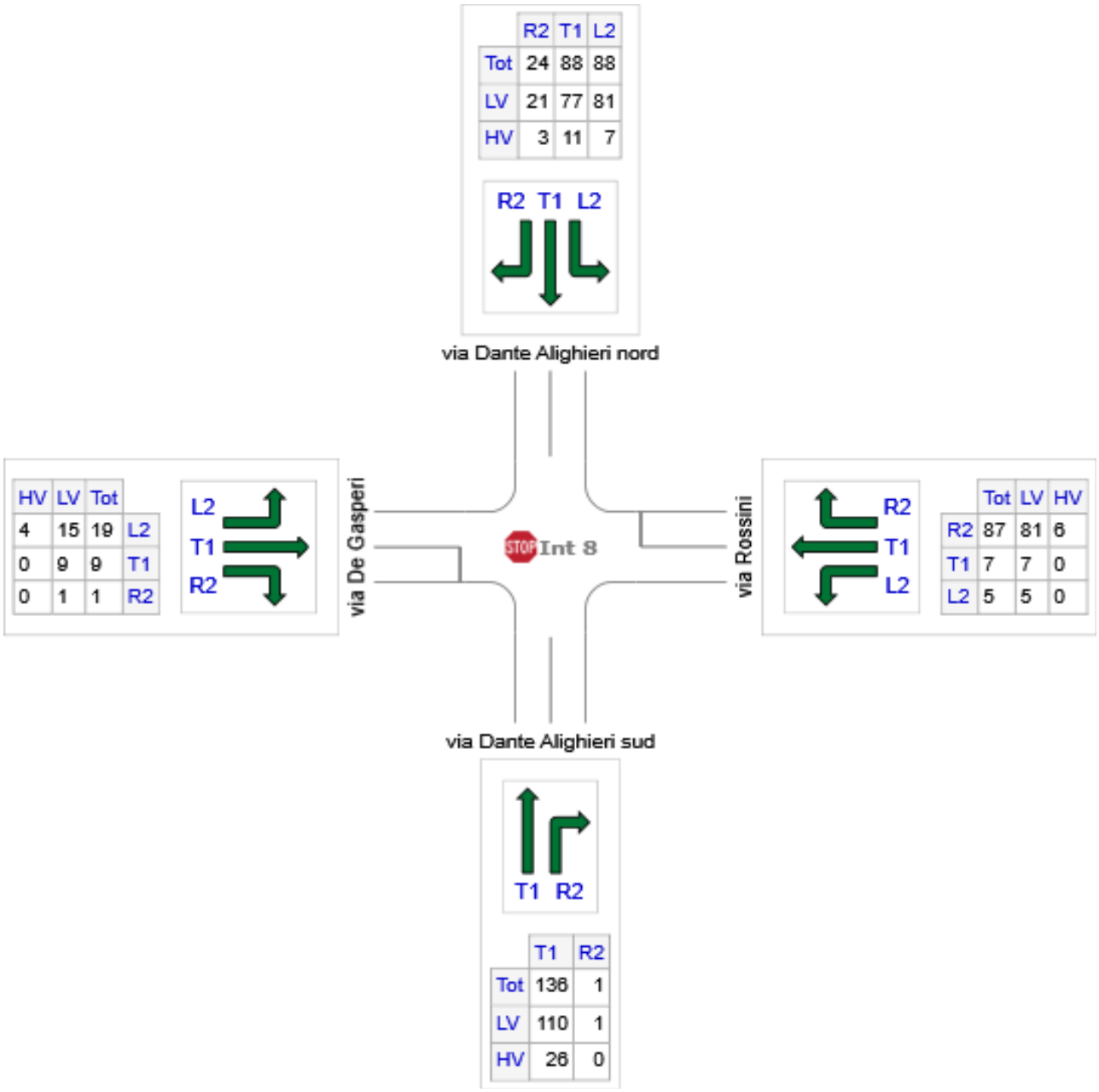
OD MOVEMENT DEMAND FLOWS

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

Site: Int 8 [Intersezione 8 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Dante Alighieri sud	137	111	26
E: via Rossini	99	93	6
N: via Dante Alighieri nord	200	179	21
W: via De Gasperi	29	25	4
Total	465	408	57

2021 10 11.sip9

LANE LEVEL OF SERVICE

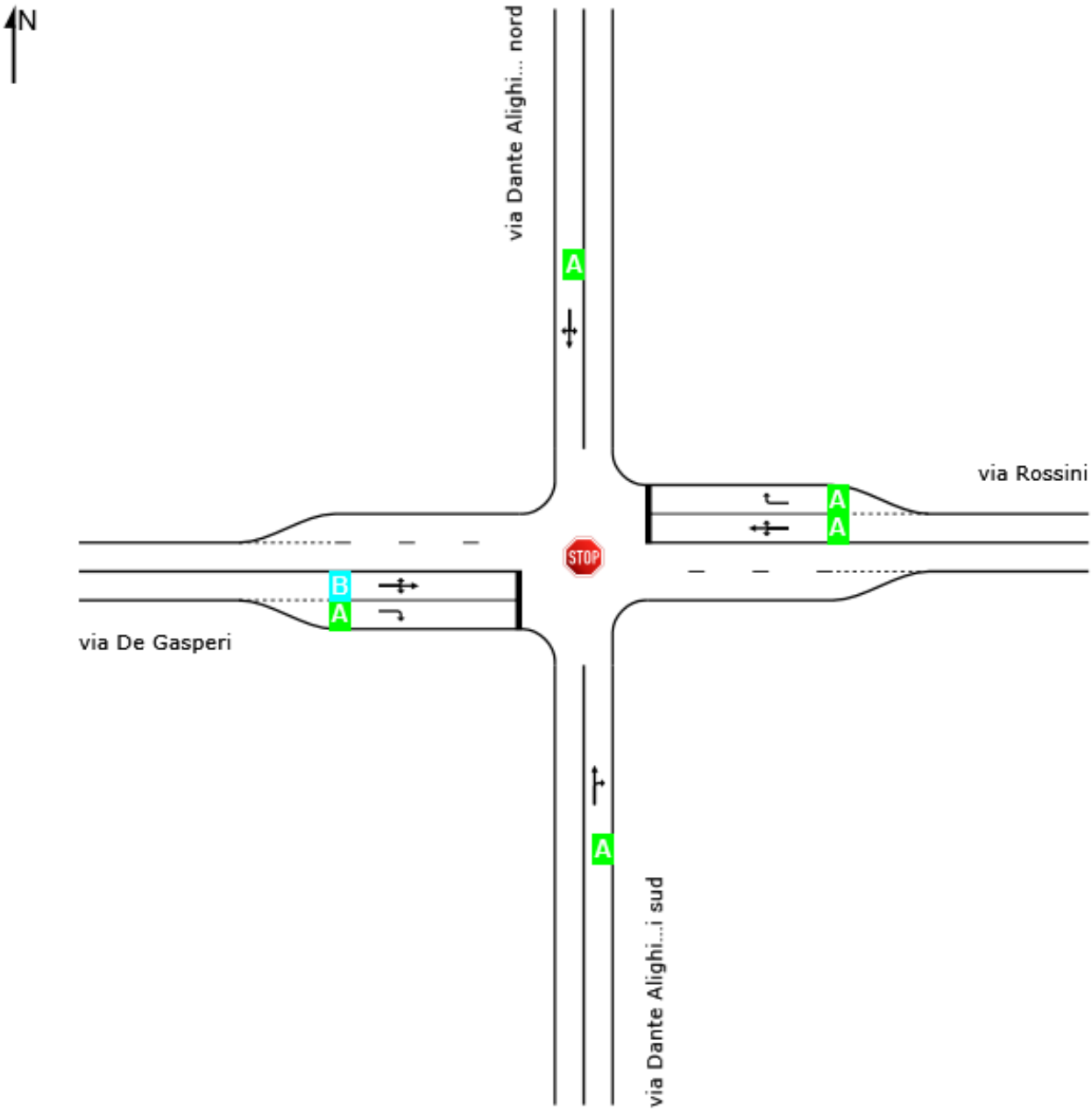
Lane Level of Service

Site: Int 8 [Intersezione 8 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

	Approaches				Intersection
	South	East	North	West	
LOS	NA	A	NA	B	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). 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 2010).

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).

DELAY (CONTROL)

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

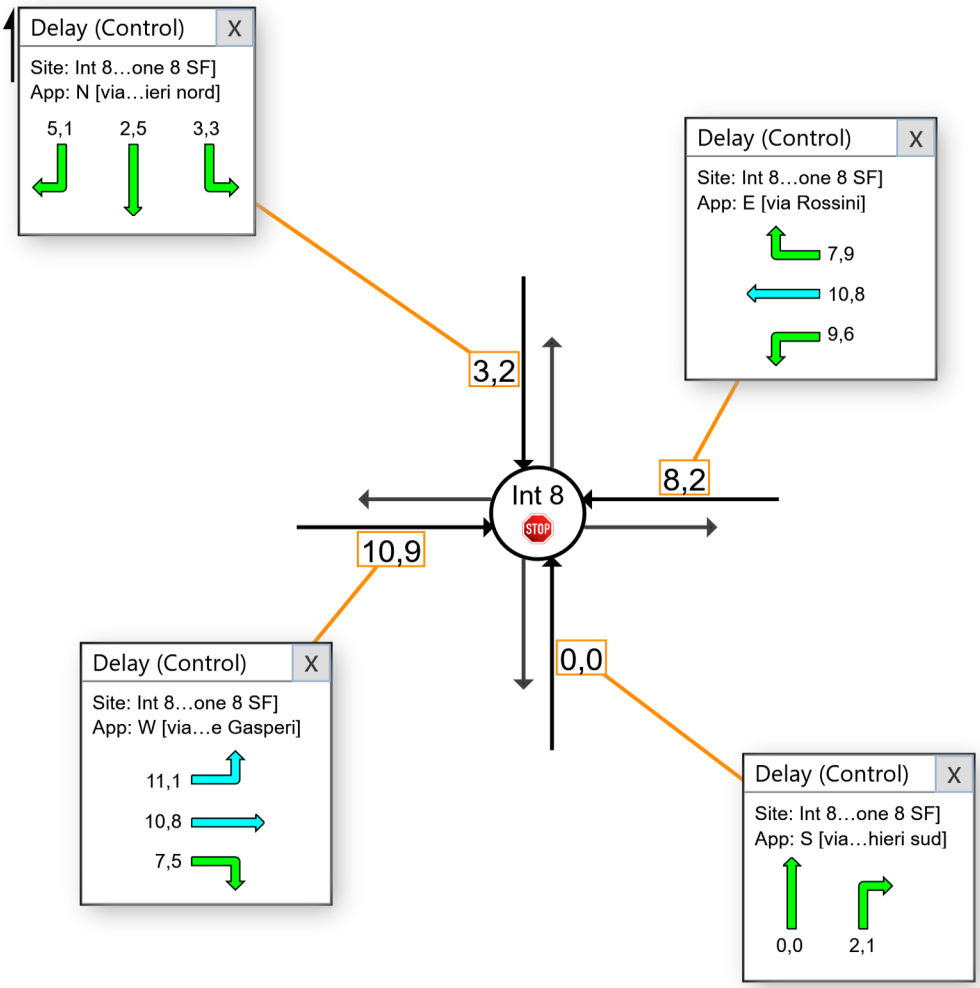
Site: Int 8 [Intersezione 8 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
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



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

Colour code based on Level of Service

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

QUEUE DISTANCE (AVERAGE)

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

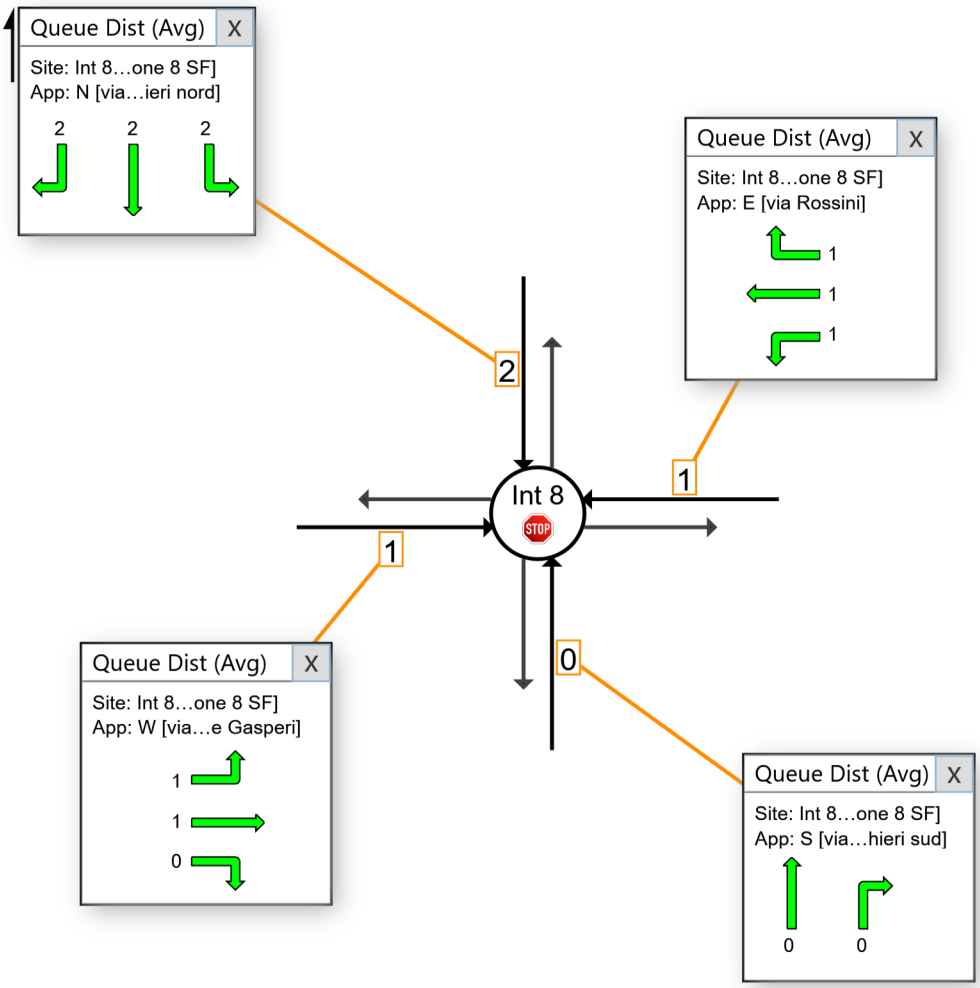
Site: Int 8 [Intersezione 8 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

DEGREE OF SATURATION

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

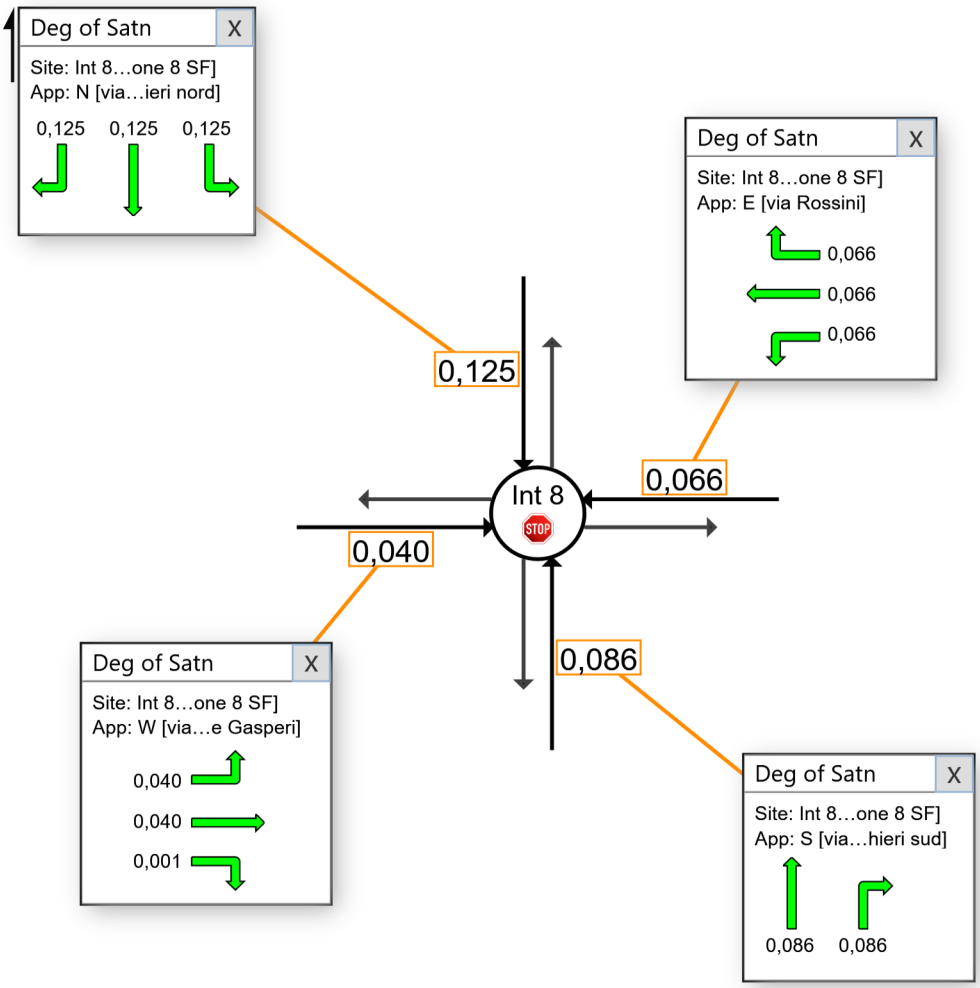
Site: Int 8 [Intersezione 8 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

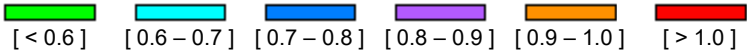
Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

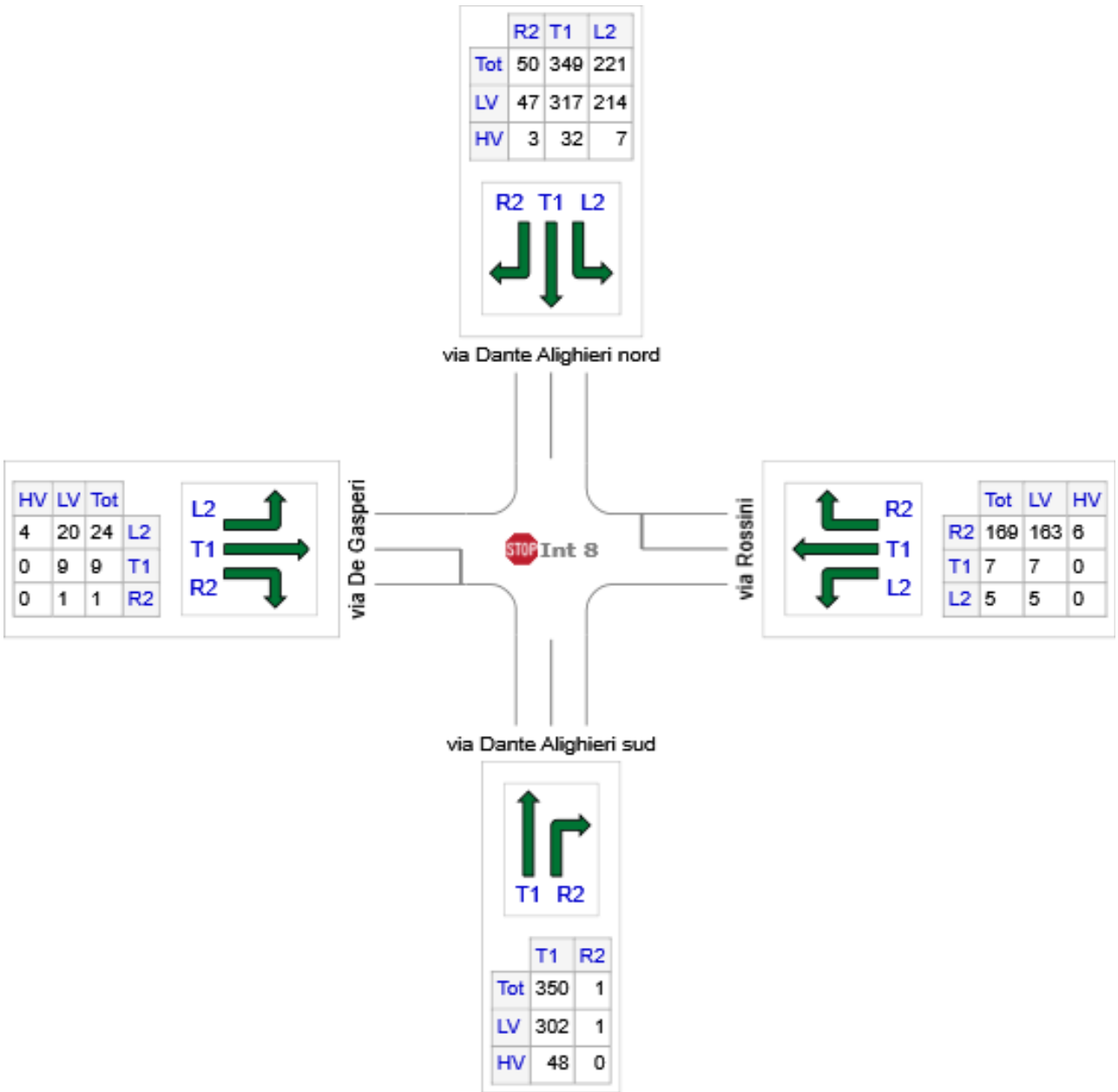
OD MOVEMENT DEMAND FLOWS

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

Site: Int 8 [Intersezione 8 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Dante Alighieri sud	351	303	48
E: via Rossini	181	175	6
N: via Dante Alighieri nord	620	578	42
W: via De Gasperi	34	30	4
Total	1186	1086	100

LANE LEVEL OF SERVICE

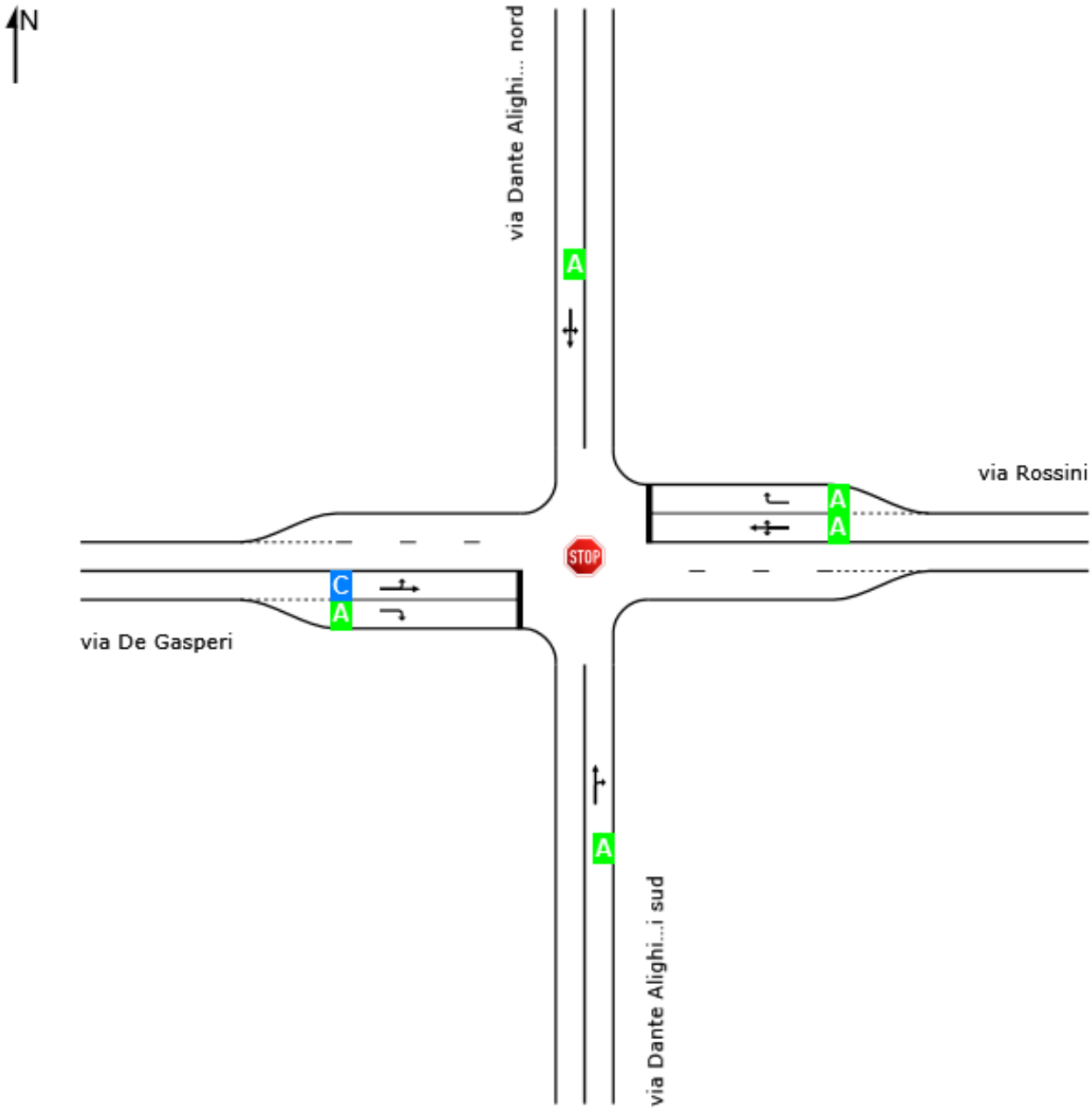
Lane Level of Service

Site: Int 8 [Intersezione 8 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

	Approaches				Intersection
	South	East	North	West	
LOS	NA	A	NA	C	NA



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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

DELAY (CONTROL)

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

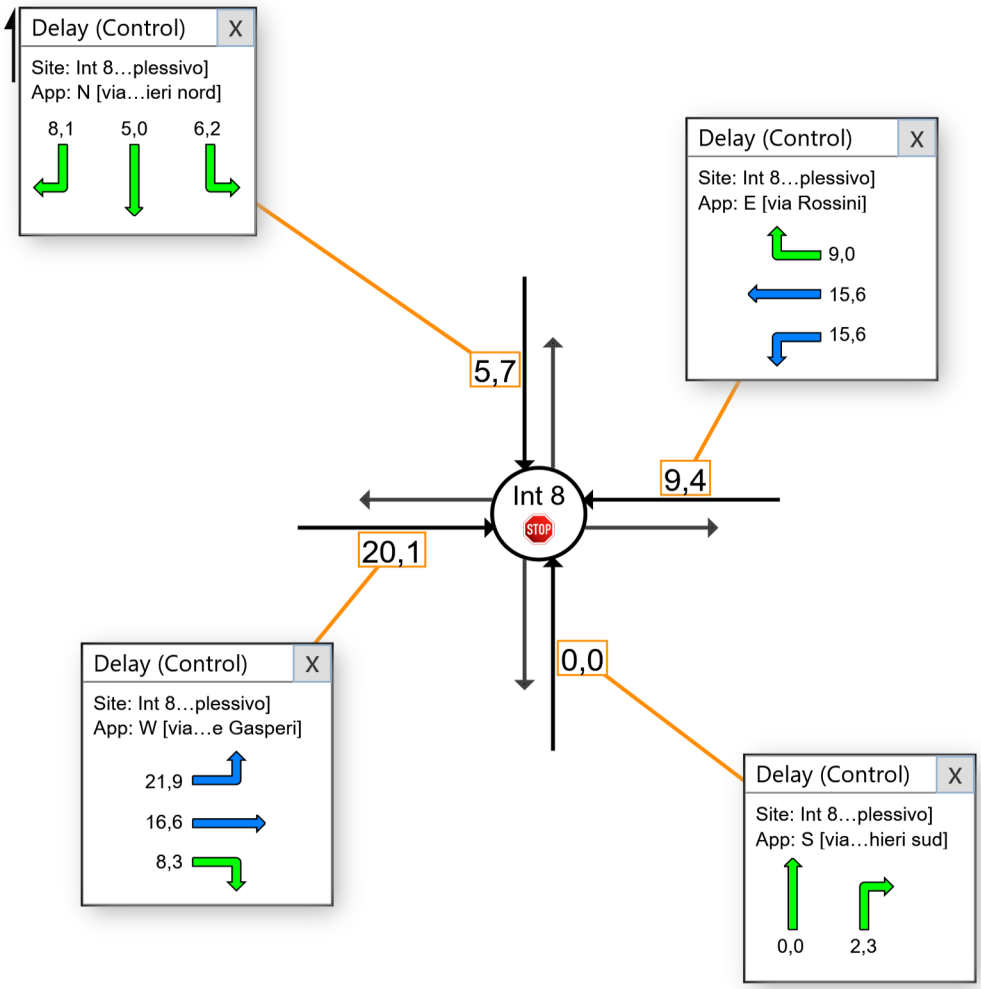
Site: Int 8 [Intersezione 8 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

QUEUE DISTANCE (AVERAGE)

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

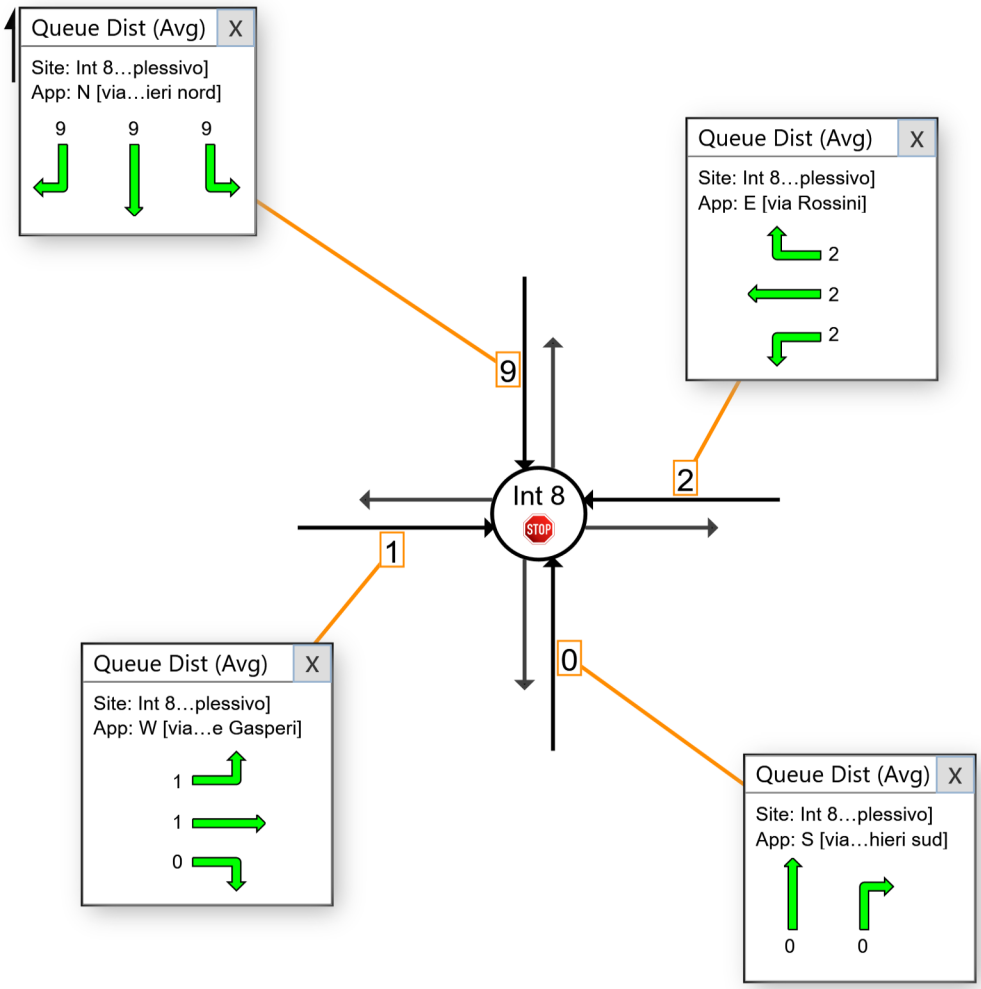
Site: Int 8 [Intersezione 8 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

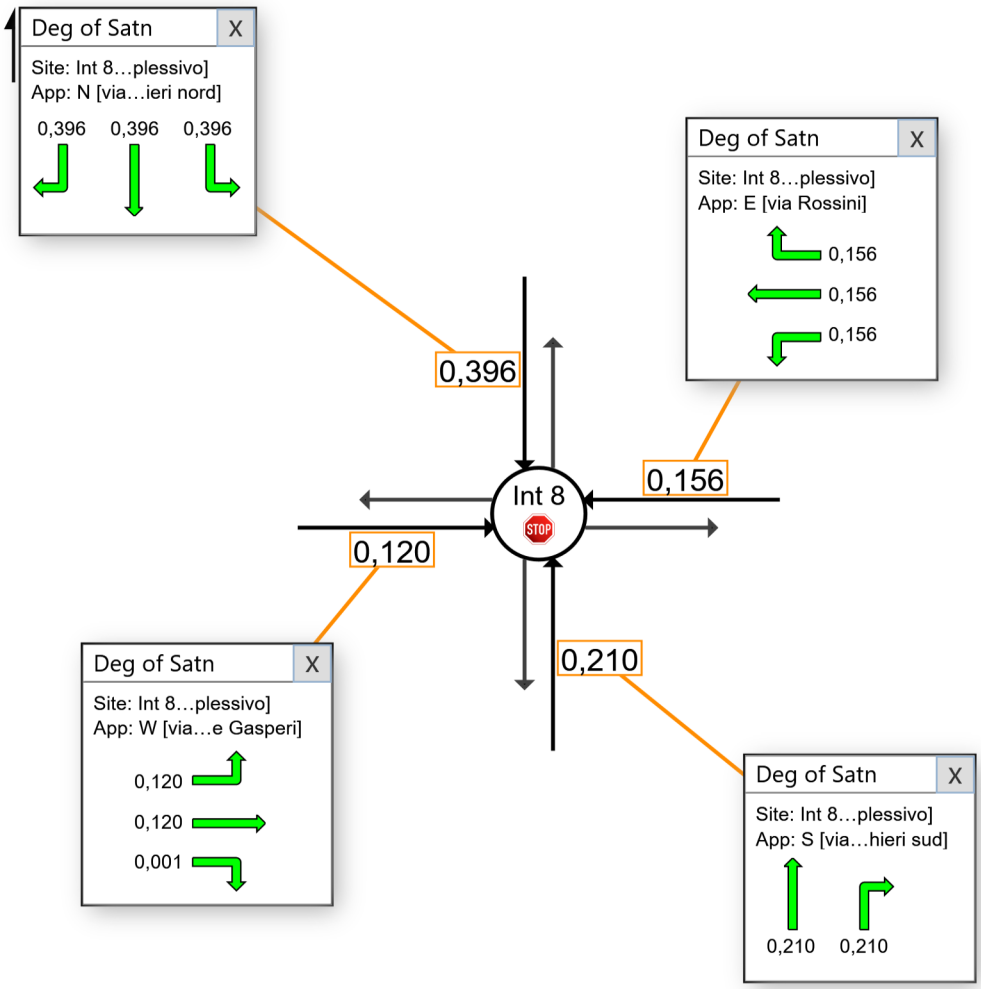
Site: Int 8 [Intersezione 8 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

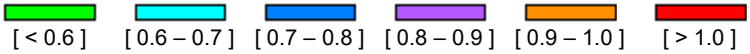
Intersezione Alighieri-Rossini-De Gasperi
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

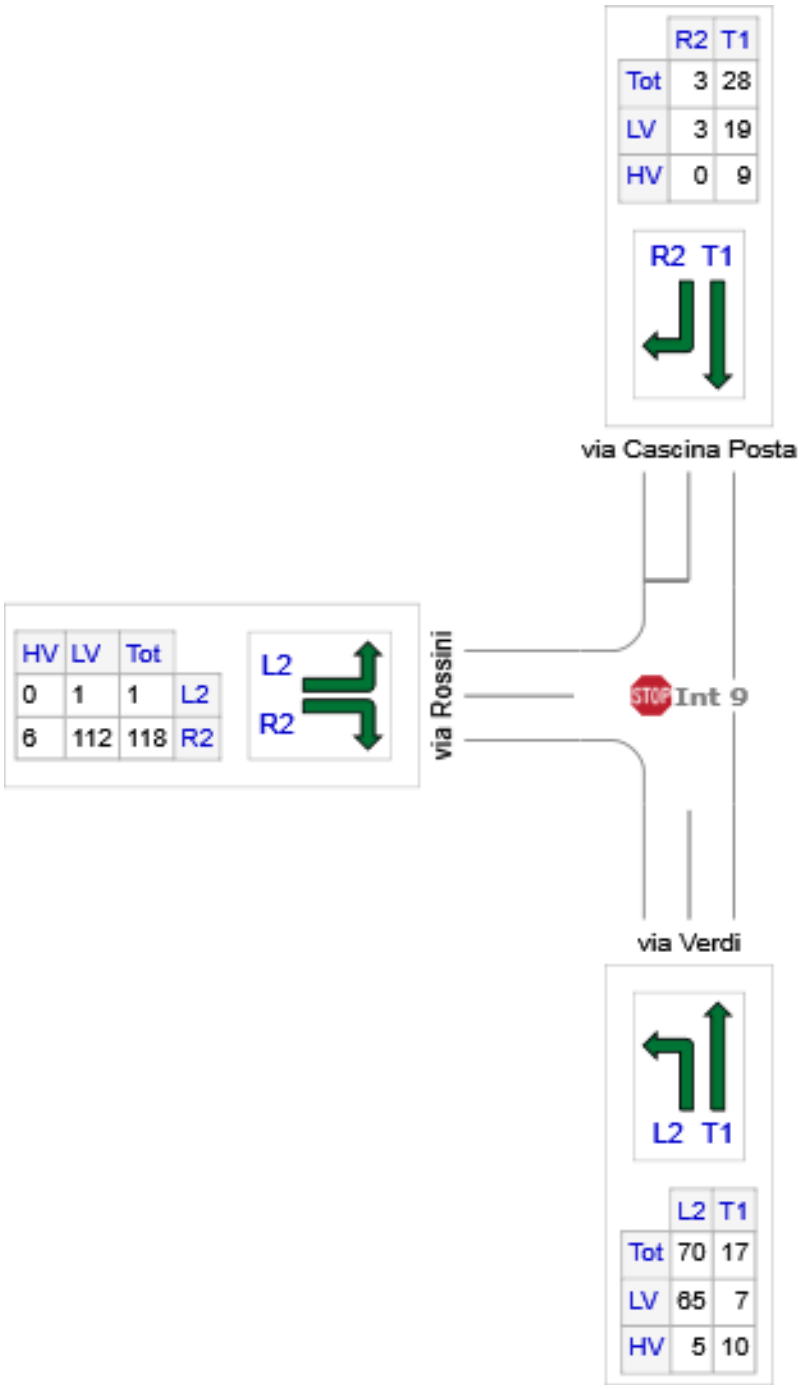
OD MOVEMENT DEMAND FLOWS

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

Site: Int 9 [Intersezione 9 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Verdi	87	72	15
N: via Cascina Posta	31	22	9
W: via Rossini	119	113	6
Total	237	207	30

2021 10 11.sip9

LANE LEVEL OF SERVICE

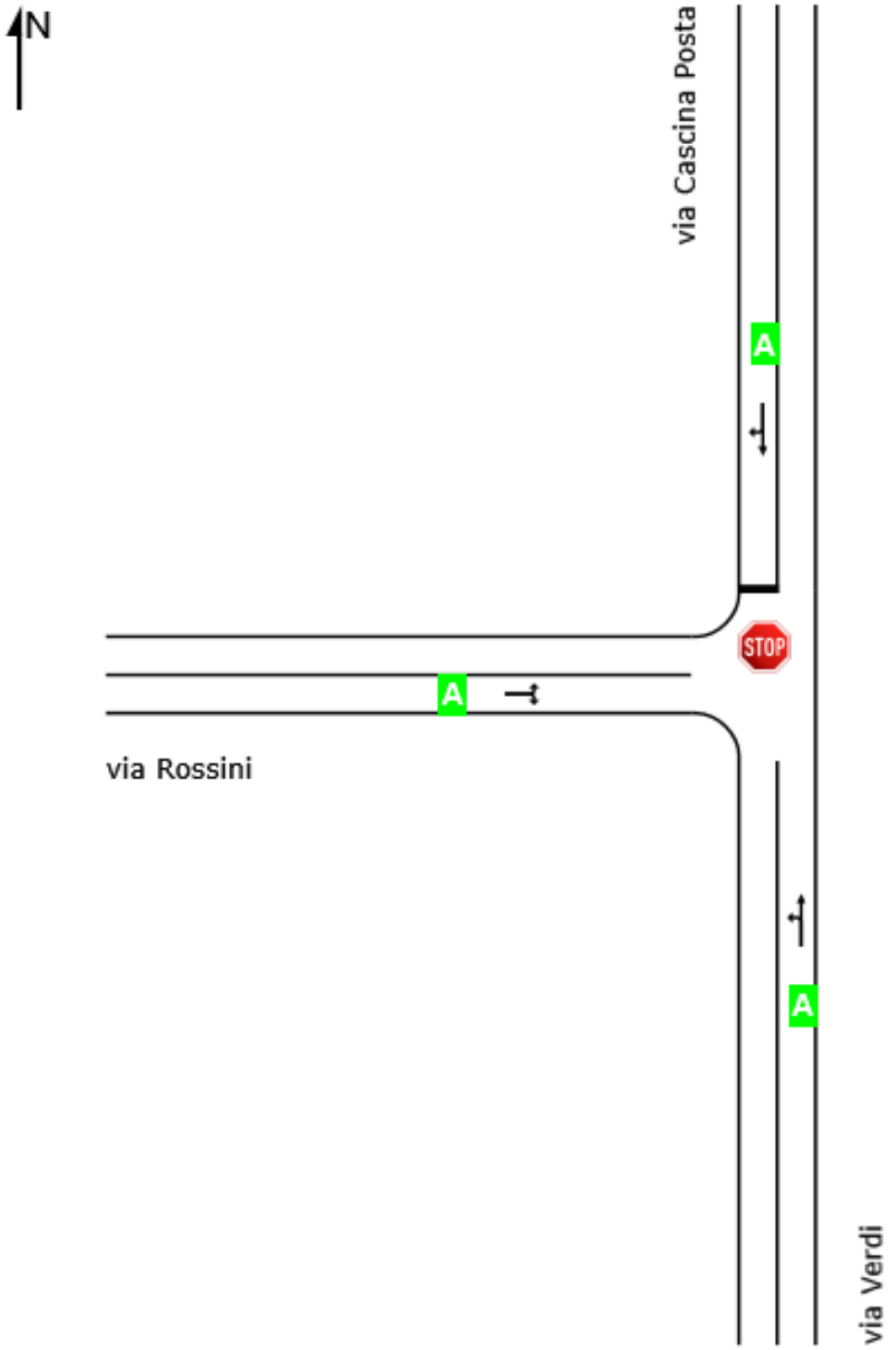
Lane Level of Service

Site: Int 9 [Intersezione 9 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	South	North	West	
LOS	NA	A	NA	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). 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 2010).

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).

DELAY (CONTROL)

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

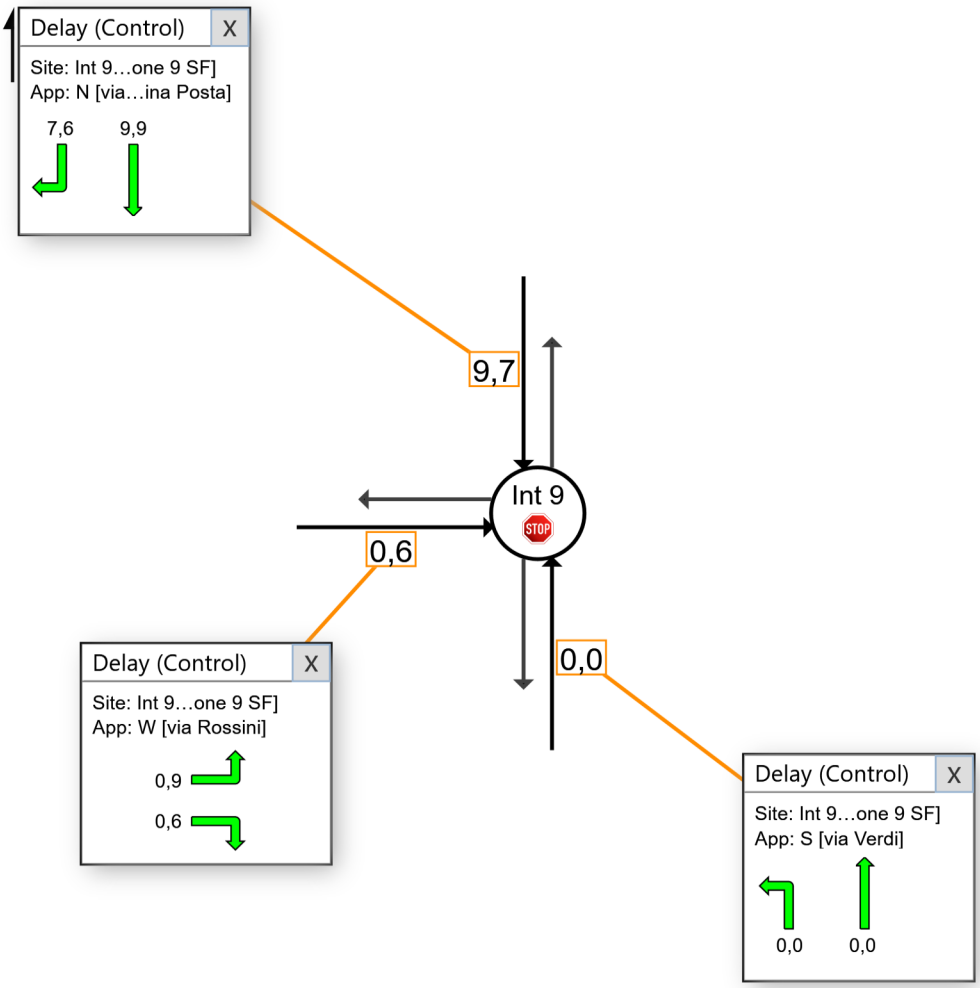
Site: Int 9 [Intersezione 9 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Verdi-Rossini
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



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

Colour code based on Level of Service

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

QUEUE DISTANCE (AVERAGE)

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

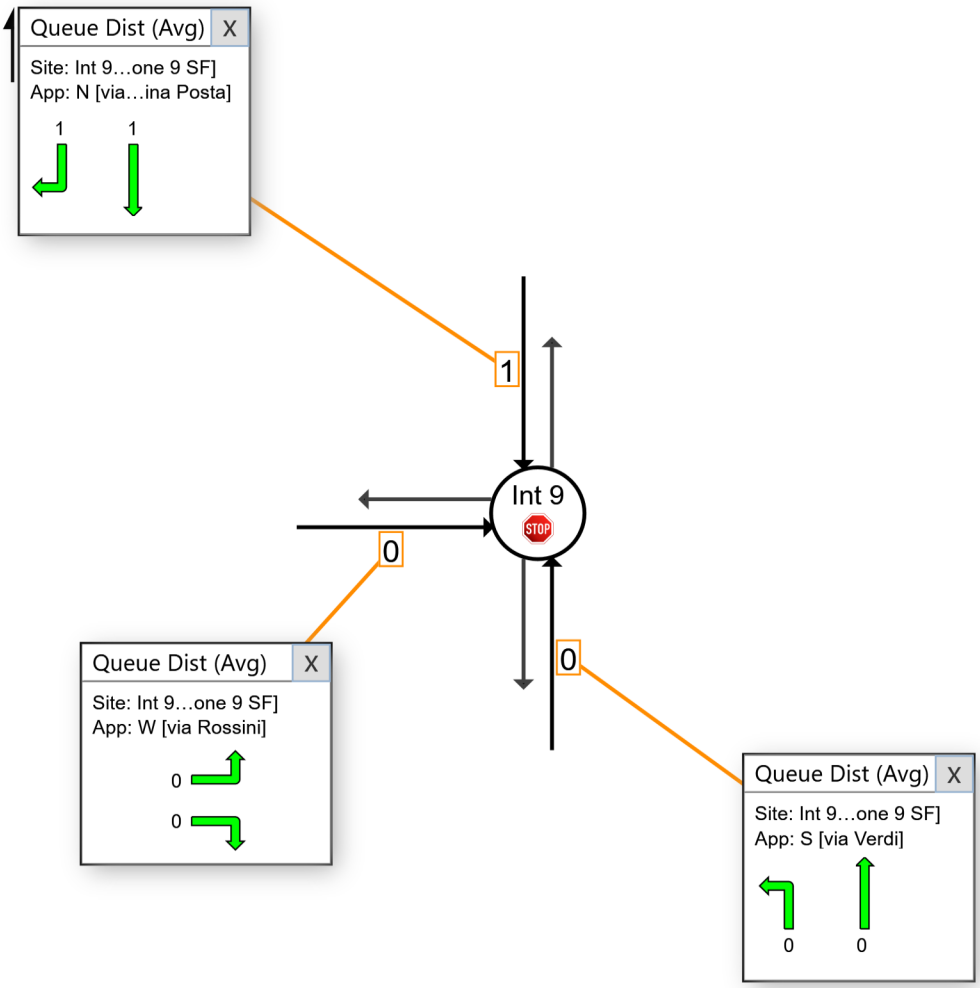
Site: Int 9 [Intersezione 9 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

DEGREE OF SATURATION

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

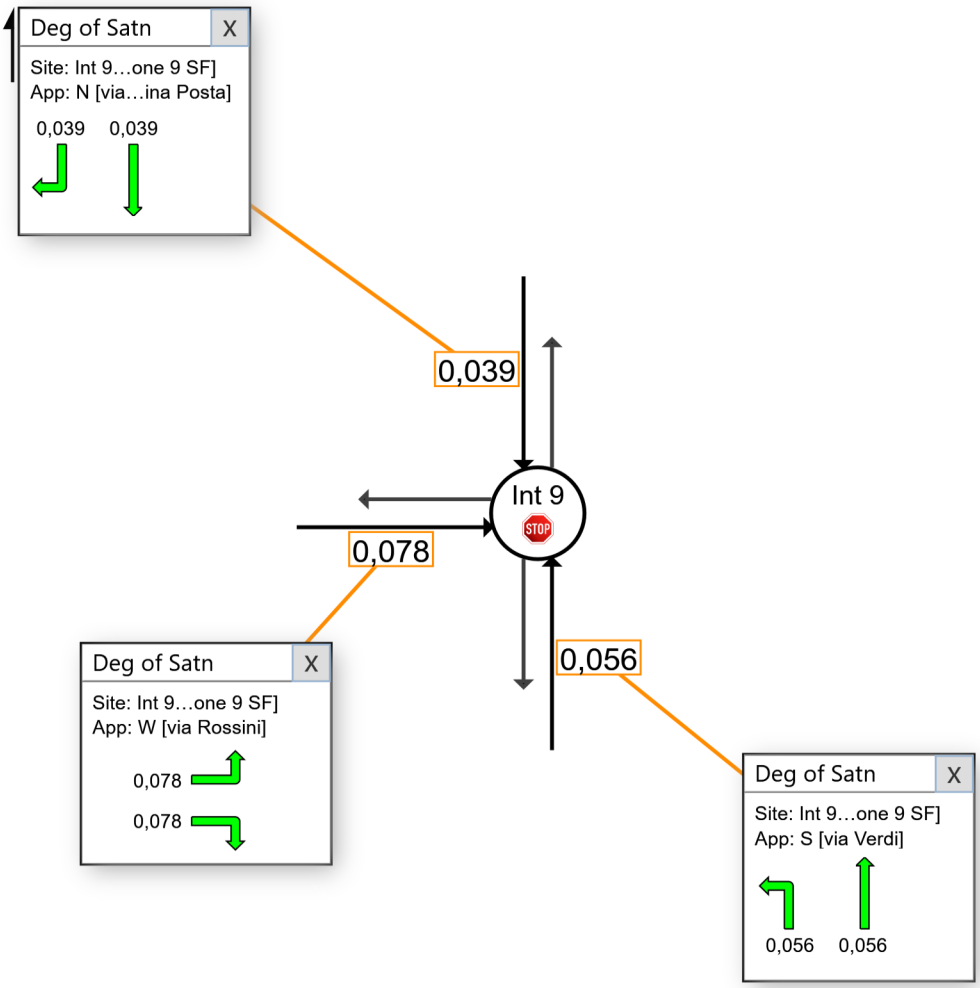
Site: Int 9 [Intersezione 9 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

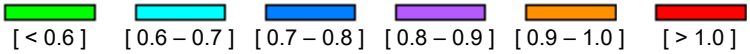
Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 12.35.01
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

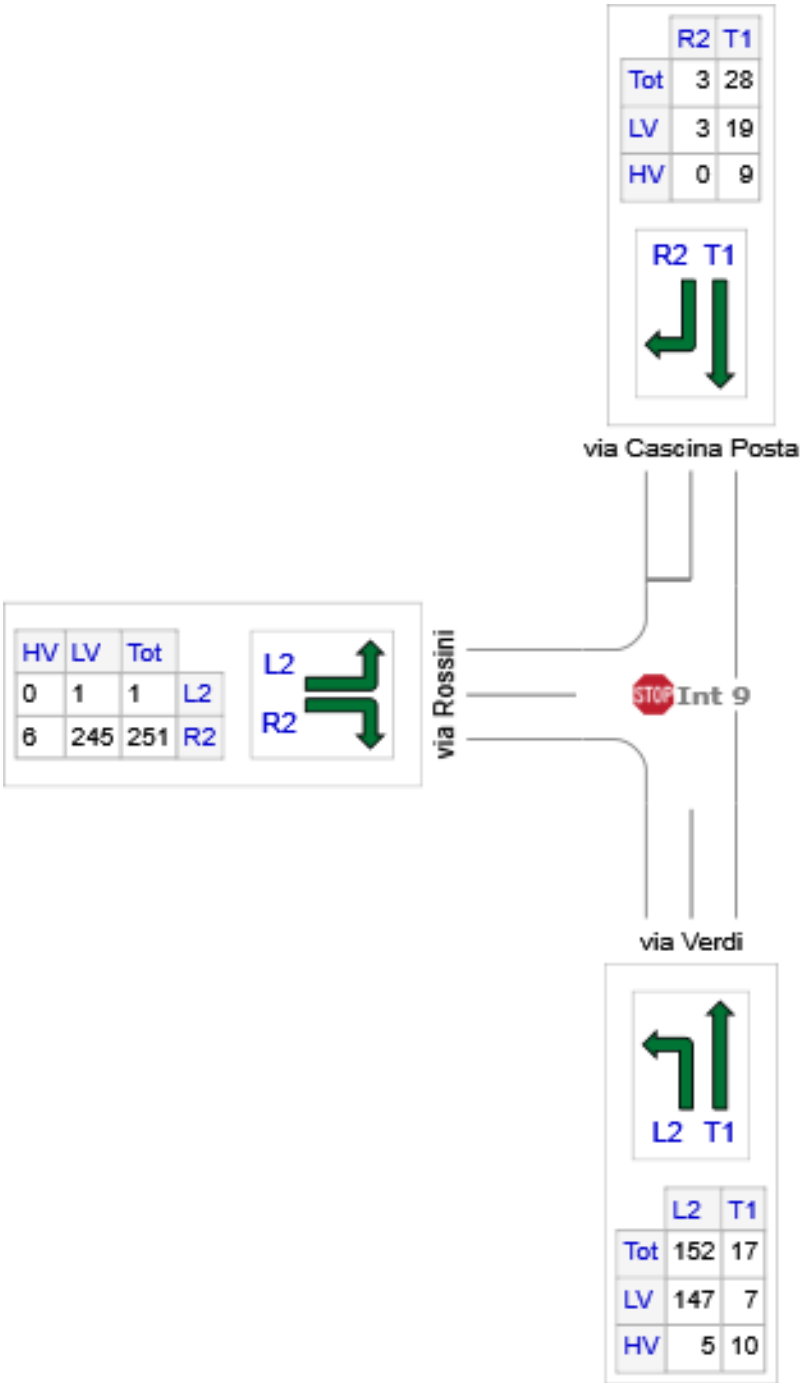
OD MOVEMENT DEMAND FLOWS

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

Site: Int 9 [Intersezione 9 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Verdi	169	154	15
N: via Cascina Posta	31	22	9
W: via Rossini	252	246	6
Total	452	422	30

LANE LEVEL OF SERVICE

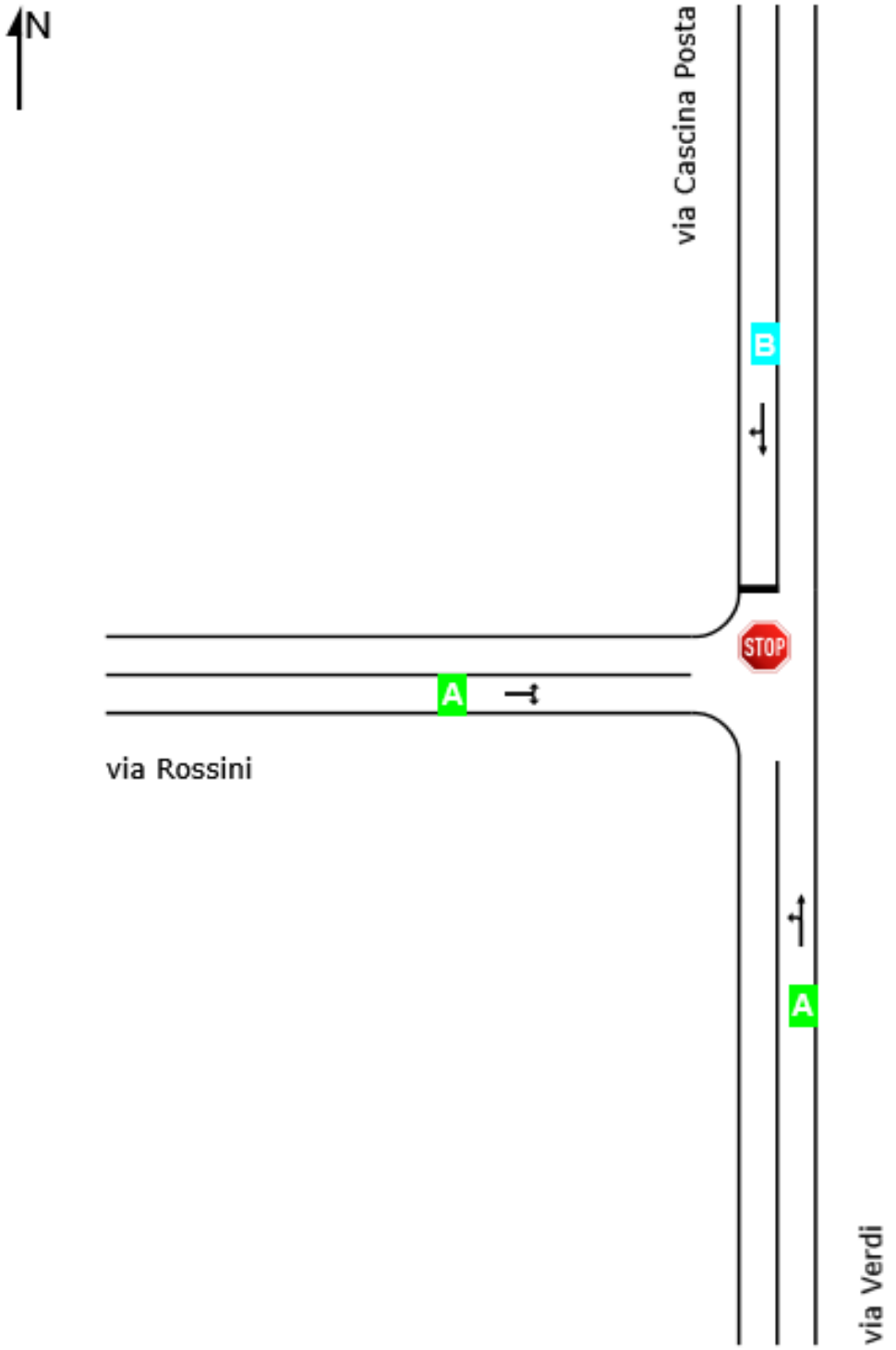
Lane Level of Service

Site: Int 9 [Intersezione 9 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	South	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).

DELAY (CONTROL)

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

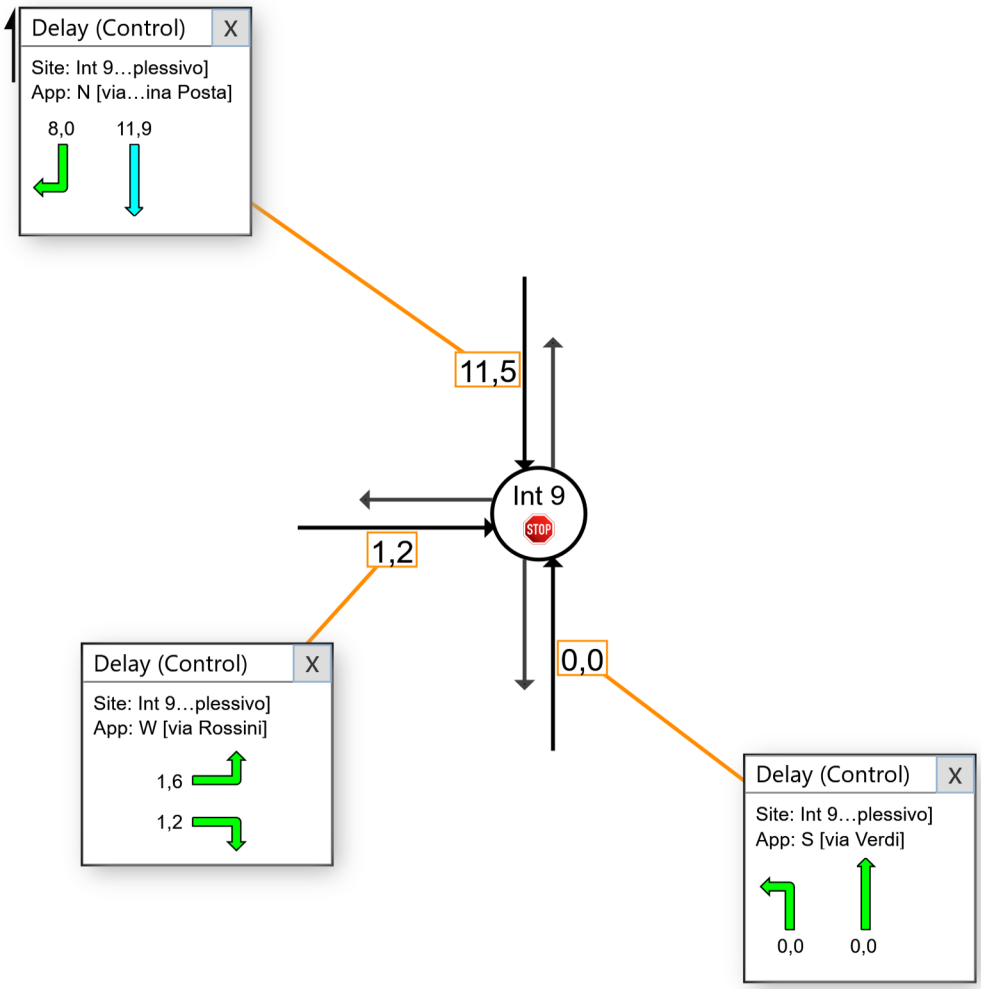
Site: Int 9 [Intersezione 9 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

QUEUE DISTANCE (AVERAGE)

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

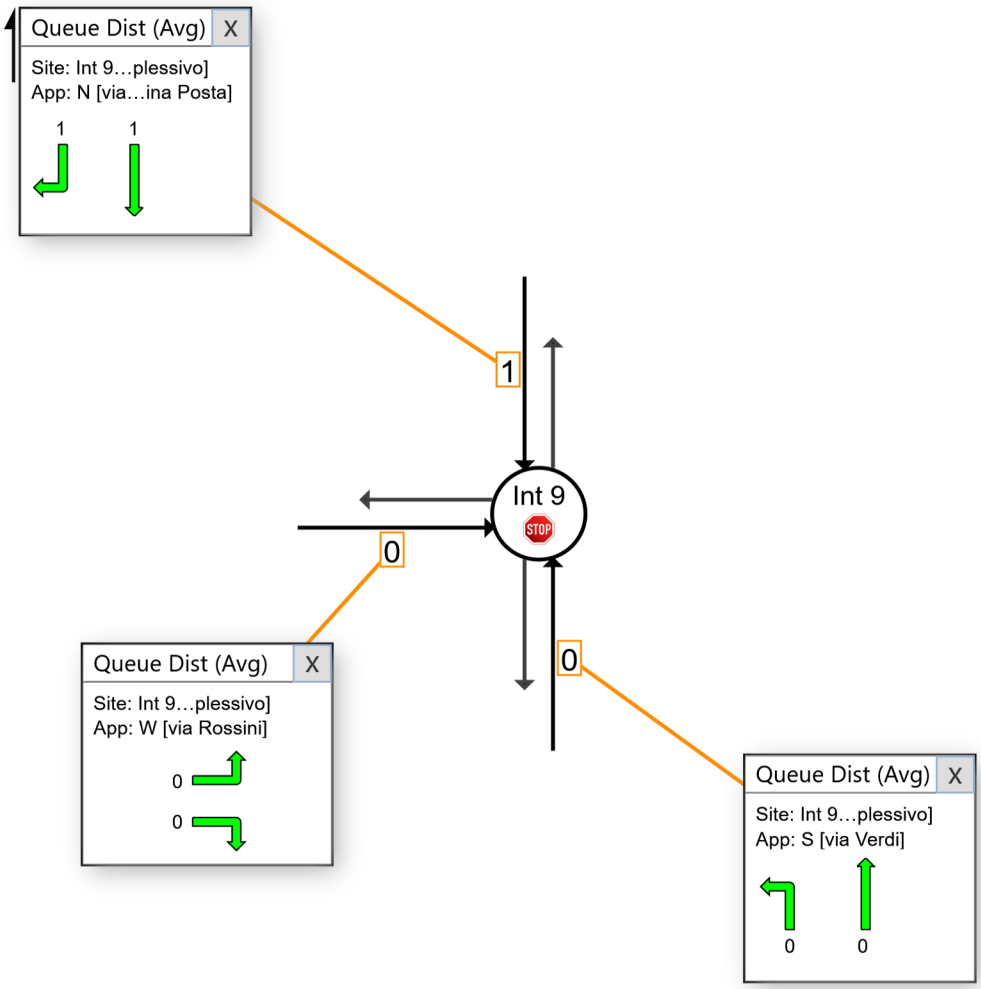
Site: Int 9 [Intersezione 9 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

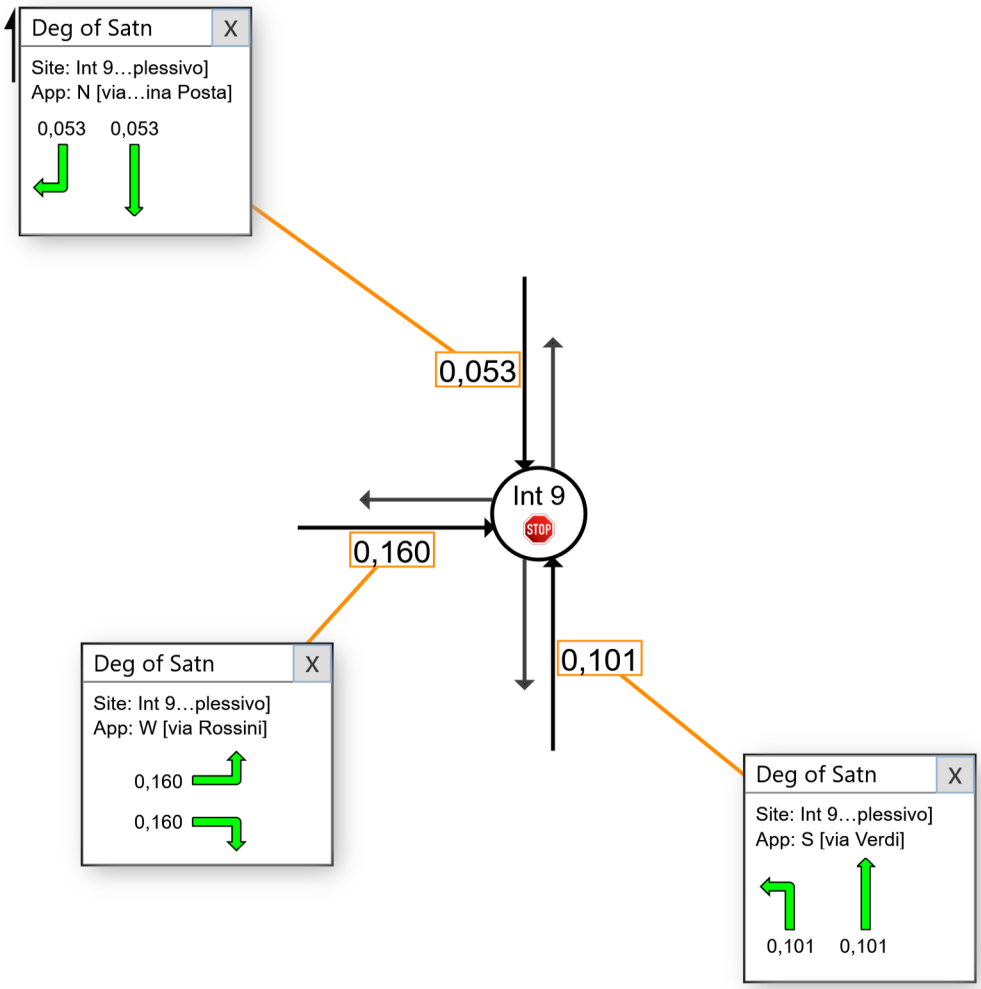
Site: Int 9 [Intersezione 9 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

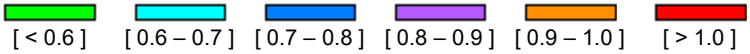
Verdi-Rossini
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

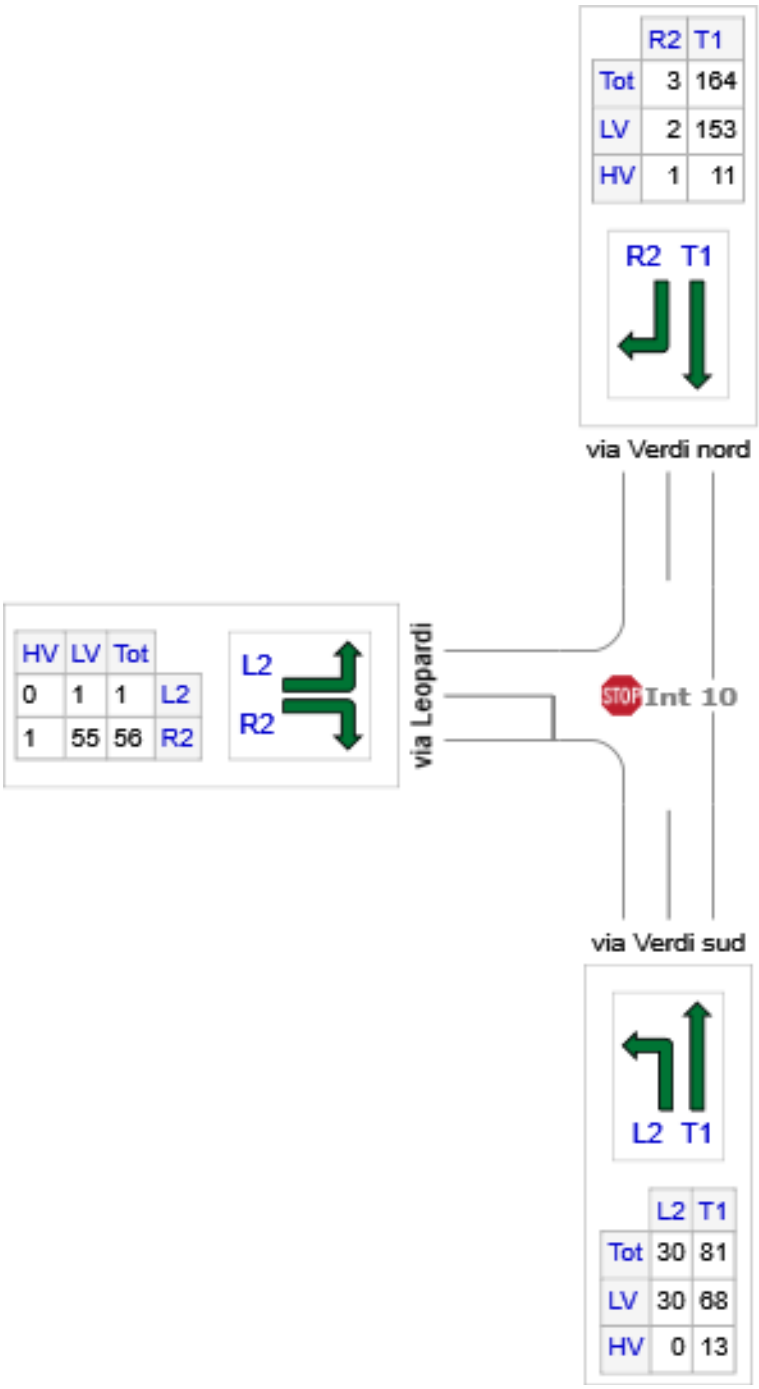
OD MOVEMENT DEMAND FLOWS

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

Site: Int 10 [Intersezione 10 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Verdi sud	111	98	13
N: via Verdi nord	167	155	12
W: via Leopardi	57	56	1
Total	335	309	26

2021 10 11.sip9

LANE LEVEL OF SERVICE

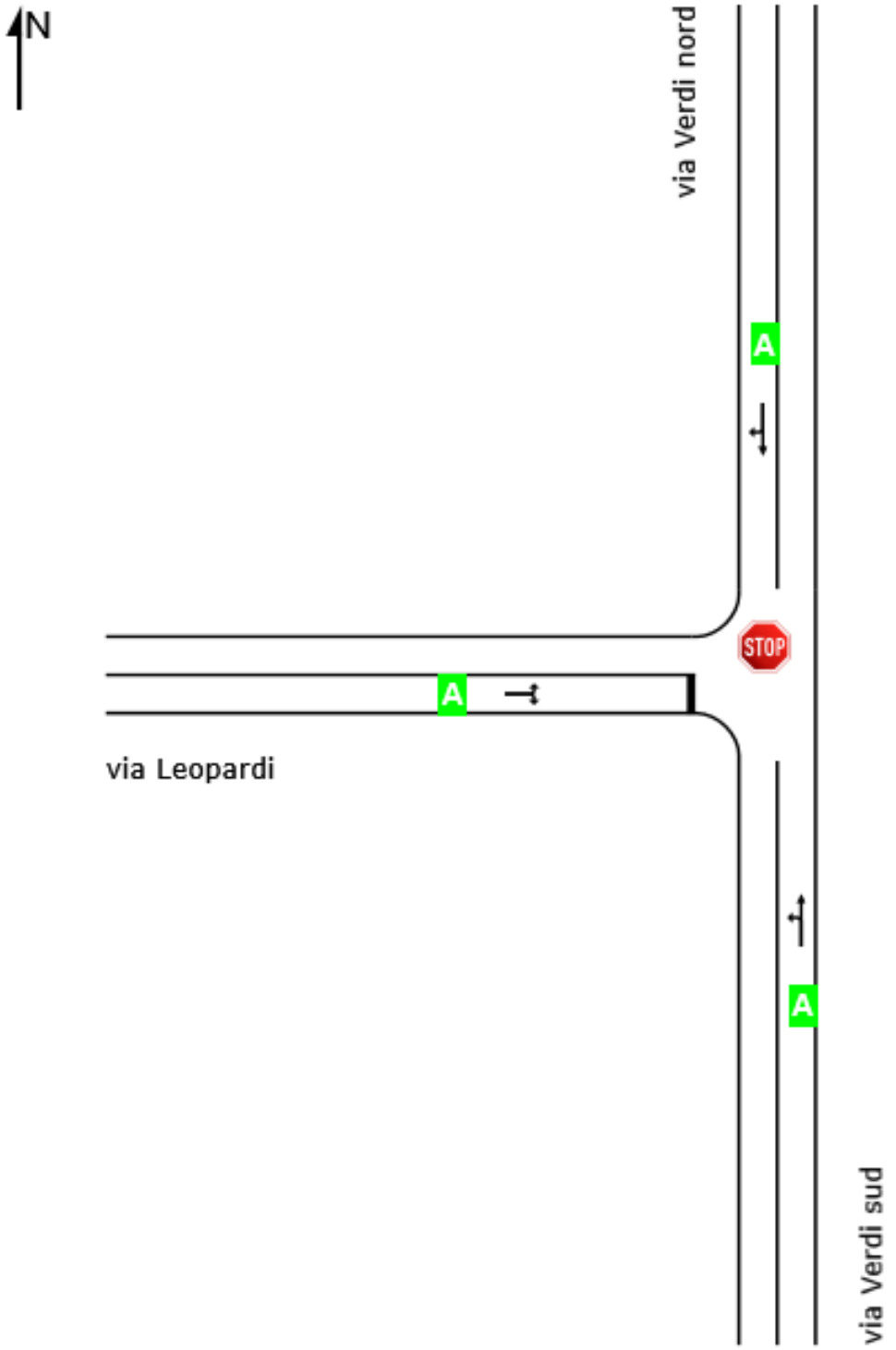
Lane Level of Service

Site: Int 10 [Intersezione 10 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

	Approaches			Intersection
	South	North	West	
LOS	NA	NA	A	NA



Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). 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 2010).

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).

DELAY (CONTROL)

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

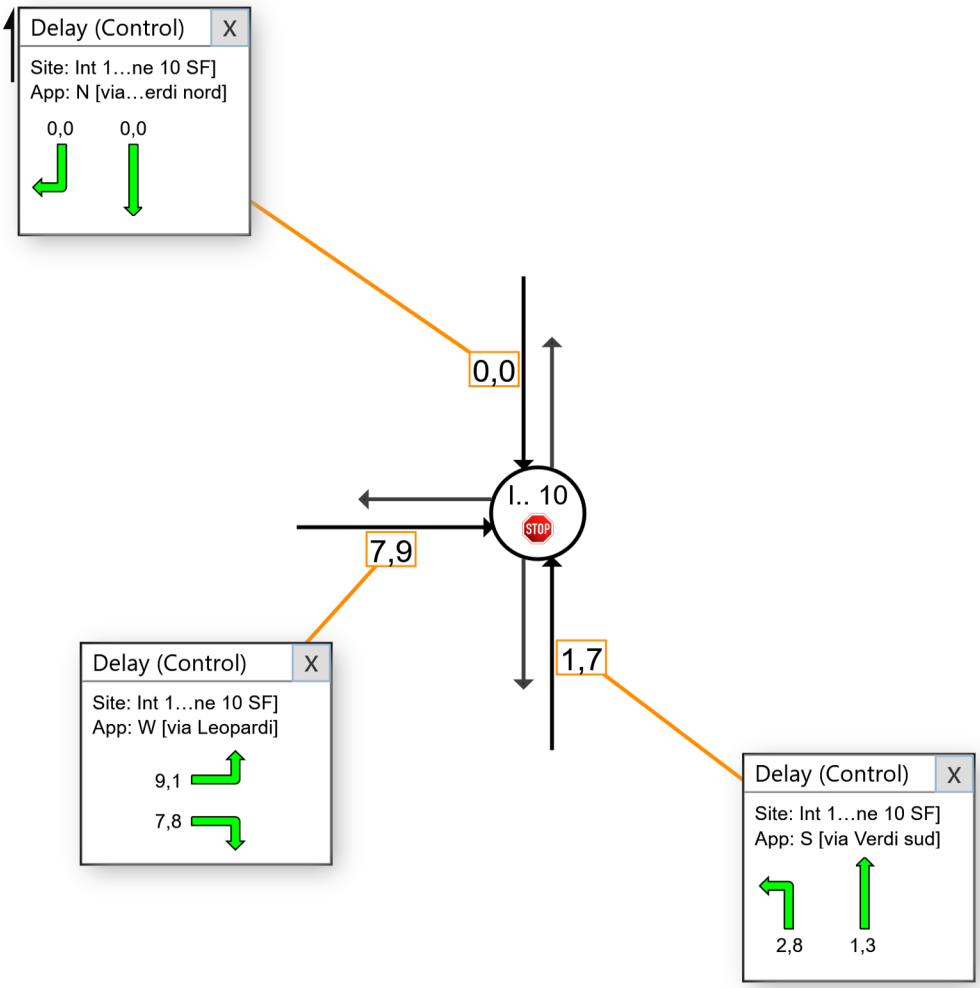
Site: Int 10 [Intersezione 10 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Leopardi-Verdi
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



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

Colour code based on Level of Service

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

QUEUE DISTANCE (AVERAGE)

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

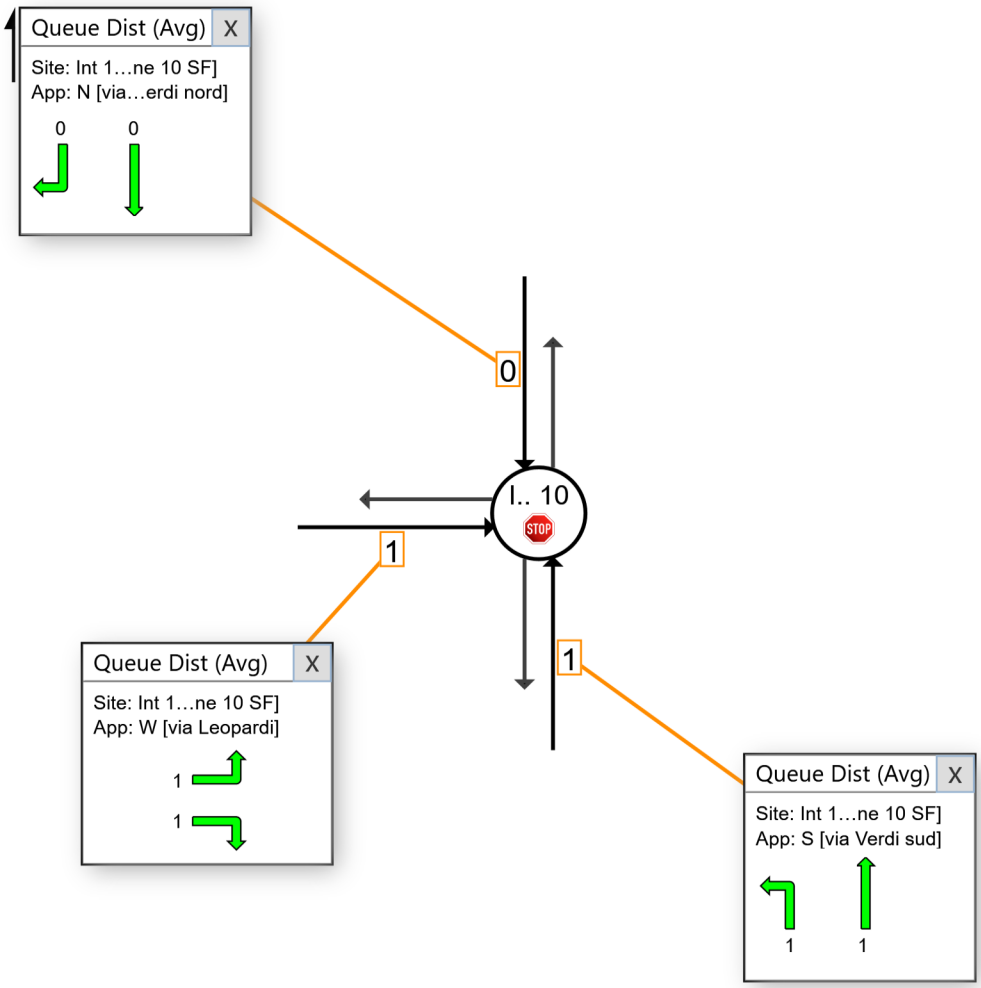
Site: Int 10 [Intersezione 10 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

DEGREE OF SATURATION

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

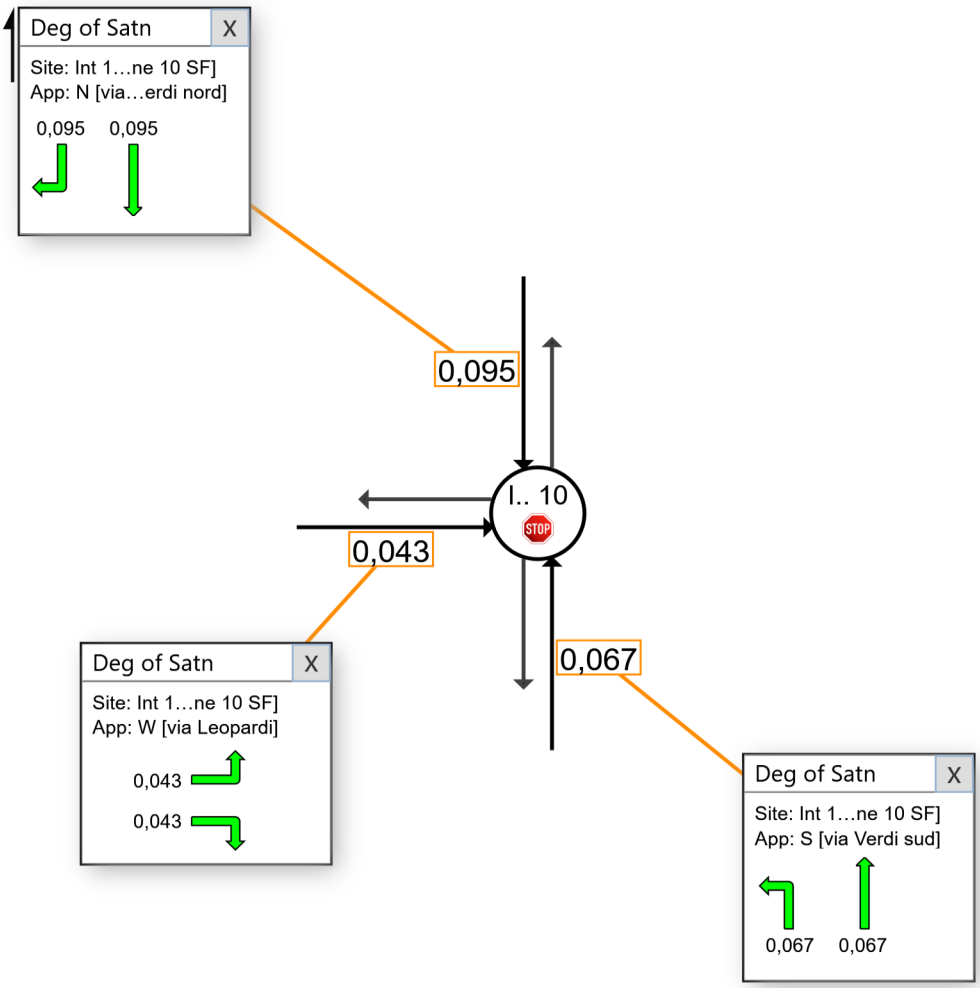
Site: Int 10 [Intersezione 10 SF (Site Folder: Stato di fatto)]

Network: N101 [stato di fatto 2021 (Network Folder: General)]

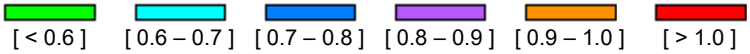
Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

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



Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: martedì 12 ottobre 2021 09.48.03
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 11.sip9

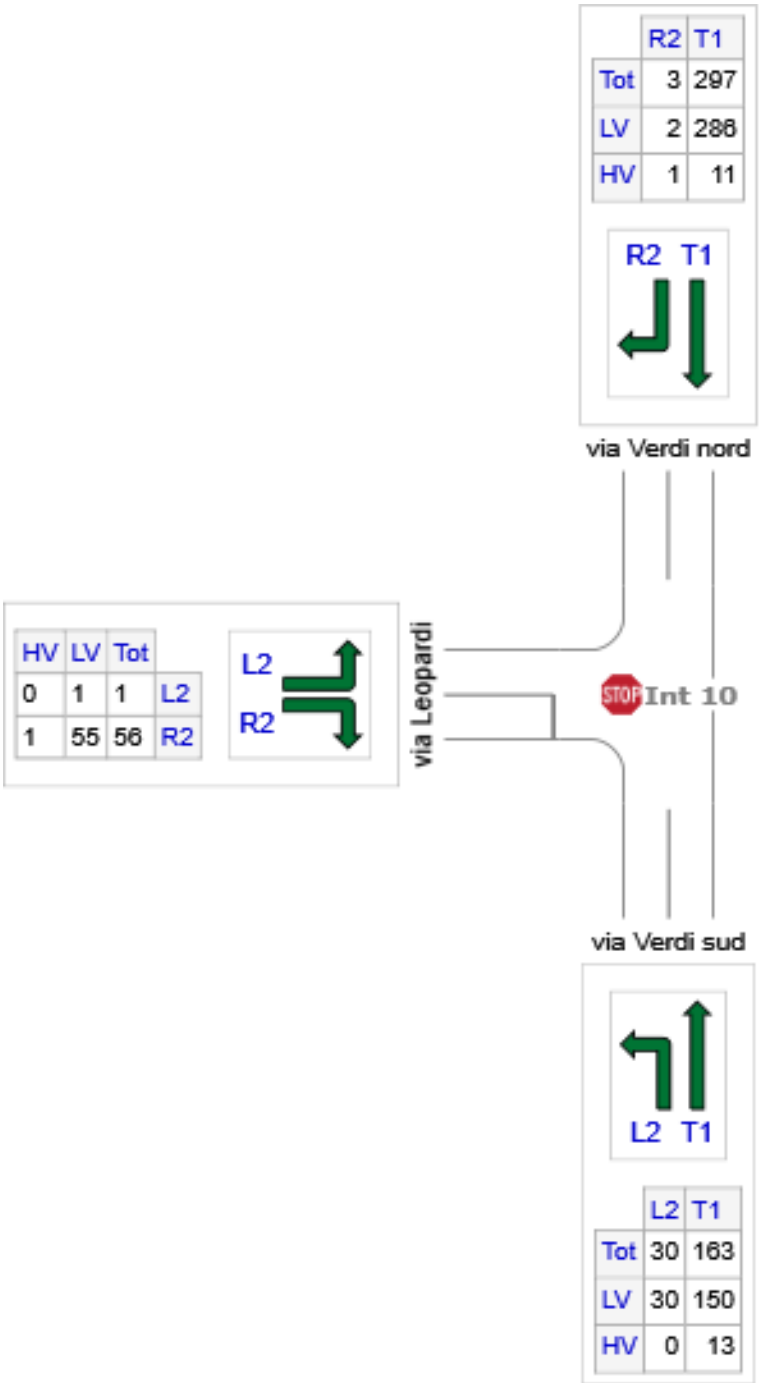
OD MOVEMENT DEMAND FLOWS

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

Site: Int 10 [Intersezione 10 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: via Verdi sud	193	180	13
N: via Verdi nord	300	288	12
W: via Leopardi	57	56	1
Total	550	524	26

LANE LEVEL OF SERVICE

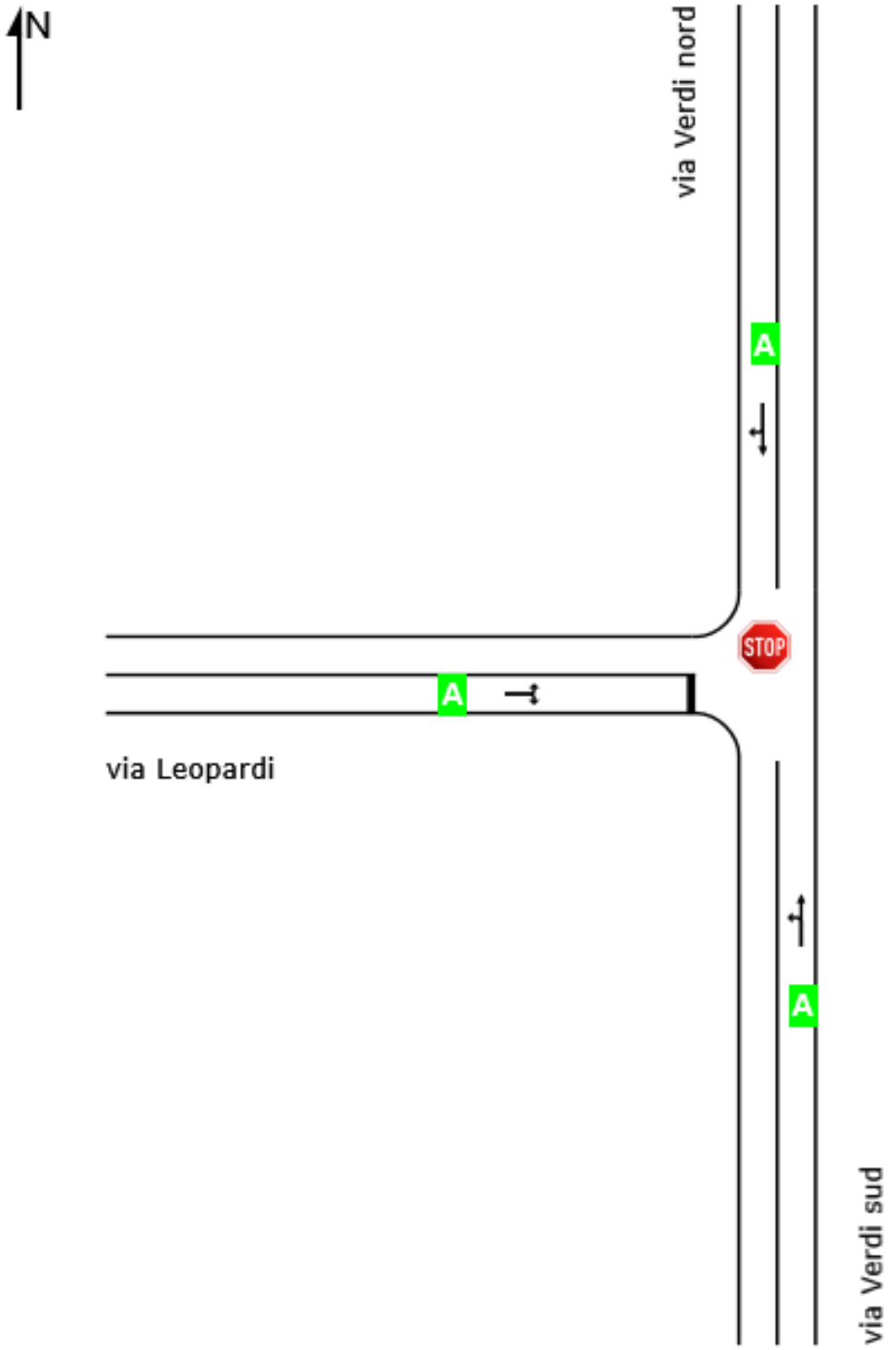
Lane Level of Service

Site: Int 10 [Intersezione 10 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
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).

DELAY (CONTROL)

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

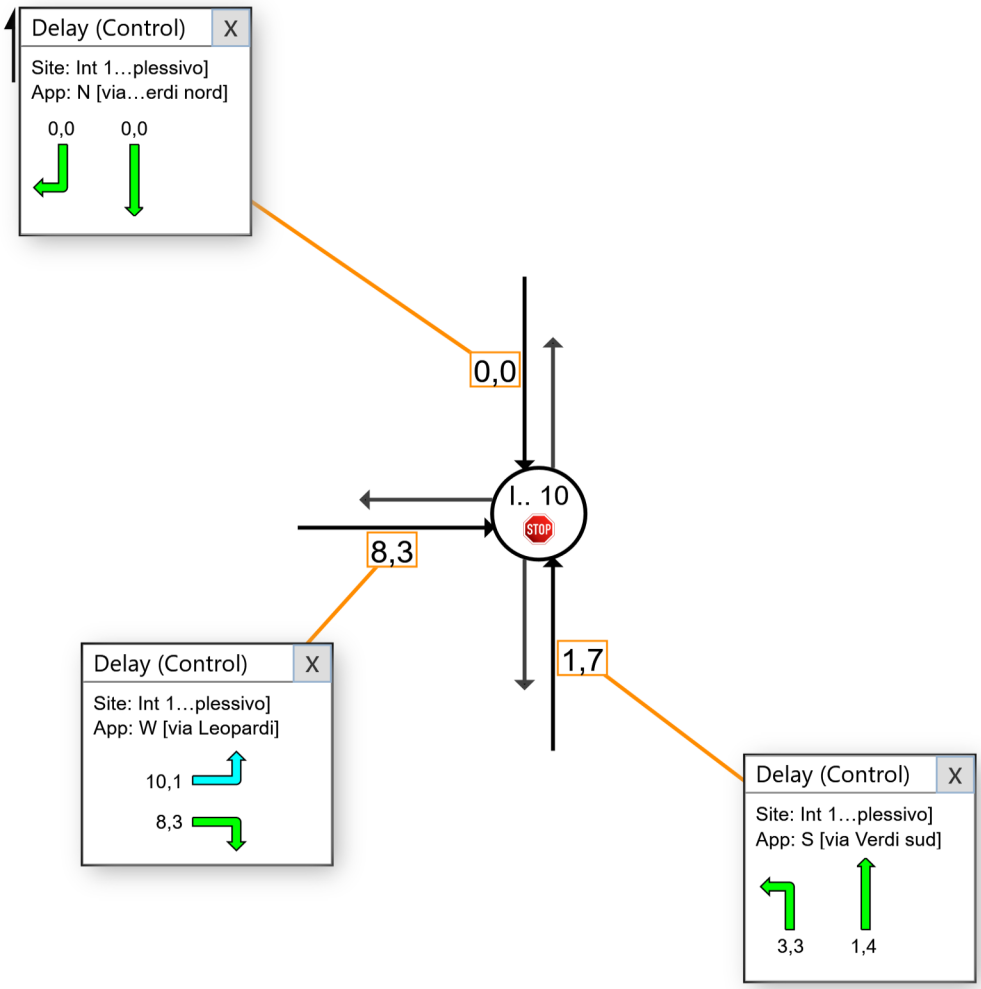
Site: Int 10 [Intersezione 10 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Level of Service

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

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

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

Organisation: URBANSTUDIO - DARIO VANETTI INGEGNERE | Licence: NETWORK / 1PC | Processed: venerdì 15 ottobre 2021 16.31.06
Project: D:\Urbanstudio\San Pietro Mosezzo\2021 09 VIA sud e VAS nord\elaborazioni\simulazioni\2021 settembre\sidra\san pietro mosezzo 2021 10 15.sip9

QUEUE DISTANCE (AVERAGE)

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

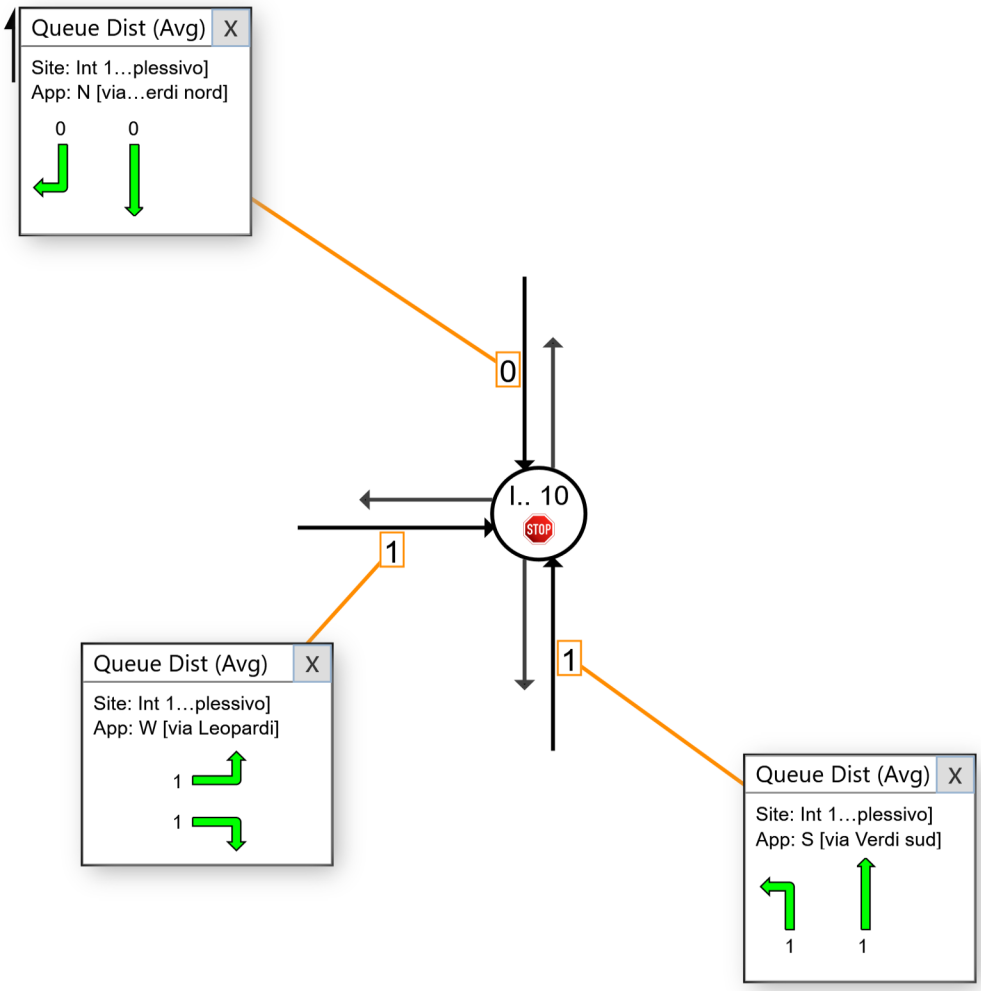
Site: Int 10 [Intersezione 10 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

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

Close All Popups



Colour code based on Queue Storage Ratio

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

Queue Model: HCM Queue Formula.

DEGREE OF SATURATION

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

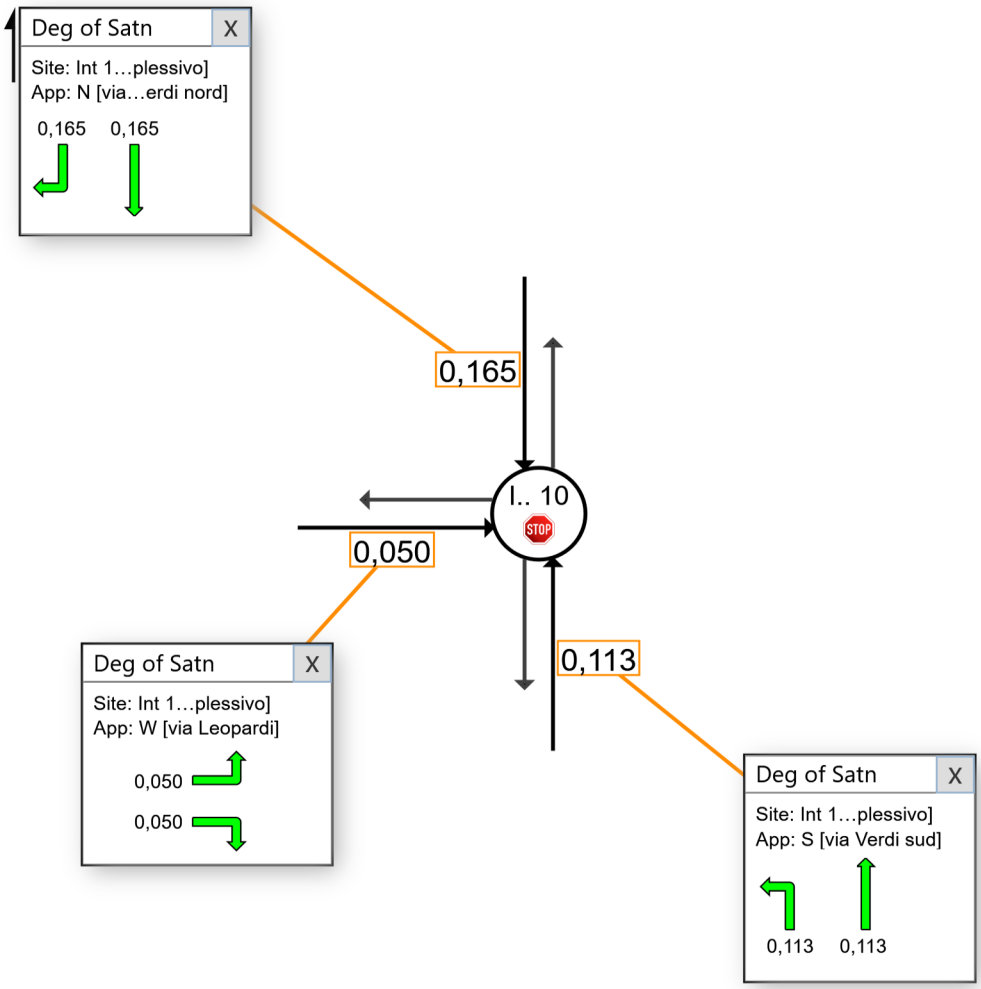
Site: Int 10 [Intersezione 10 Scenario 2 - Complessivo (Site Folder: Scenario di progetto complessivo)]

Network: N101 [Scenario 2 - Complessivo (Network Folder: General)]

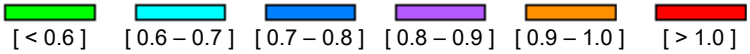
Leopardi-Verdi
Site Category: Existing Design
Stop (Two-Way)

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



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