

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Existentes Año 2009

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	34.1	67.5	77.6	83.8	21.7	40.0	41.0	58.9	54.6	41.1
Average Queue (m)	22.8	44.7	49.4	46.0	14.1	29.1	30.8	34.0	30.2	27.1
95th Queue (m)	35.0	70.4	84.0	79.0	22.2	39.1	43.5	61.5	57.5	42.7
Link Distance (m)		97.1	97.1	97.1	106.3	106.3	106.3	83.2	83.2	60.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)		0								
Queuing Penalty (veh)		0								

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	46.1	161.0	139.4	137.4	77.5	156.7	156.3	150.5	40.1
Average Queue (m)	34.2	106.4	106.6	114.2	77.4	146.8	125.2	110.6	22.0
95th Queue (m)	51.6	167.3	142.1	144.6	77.5	163.3	186.2	148.6	45.4
Link Distance (m)		156.4	156.4	156.4		275.8	275.8	275.8	96.8
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		12			74	4			
Queuing Penalty (veh)		16			423	10			

Intersection: 21: PR-199 & PR-1 NB Off

Movement	NB
Directions Served	LR
Maximum Queue (m)	54.7
Average Queue (m)	54.7
95th Queue (m)	54.7
Link Distance (m)	50.1
Upstream Blk Time (%)	80
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 450

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Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	36.0	11.0	31.0	36.0	16.0	26.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	36.0	9.0	32.5	36.0	12.0	27.6
g/C Ratio	0.40	0.10	0.37	0.40	0.13	0.31
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	50	100	100	43	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 88.9
 Number of Complete Cycles : 6

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	11.0	46.0	26.0	61.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	Max	None
Avg. Green (s)	8.2	37.0	26.0	47.4
g/C Ratio	0.09	0.45	0.32	0.58
Cycles Skipped (%)	14	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	14	14	100	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 81.4
 Number of Complete Cycles : 7

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Existentes Año 2009

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	16.0	81.0	16.0	11.0	66.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	Max	None	Max	None	None
Avg. Green (s)	16.0	41.3	16.0	8.8	32.7
g/C Ratio	0.25	0.63	0.25	0.09	0.50
Cycles Skipped (%)	0	0	0	33	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	0	100	22	0
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 65.3
 Number of Complete Cycles : 9

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	39.6	16.0	56.0	11.0	16.0	56.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	39.6	16.0	53.2	39.6	12.0	57.6
g/C Ratio	0.33	0.13	0.44	0.33	0.10	0.48
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	60	100	25	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 120.1
 Number of Complete Cycles : 4

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Existentes Año 2009

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	1720
Vehs Exited	1733
Starting Vehs	160
Ending Vehs	147
Denied Entry Before	49
Denied Entry After	271
Travel Distance (km)	727
Travel Time (hr)	57.8
Total Delay (hr)	41.3
Total Stops	896
Fuel Used (l)	1096.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1720
Vehs Exited	1733
Starting Vehs	160
Ending Vehs	147
Denied Entry Before	49
Denied Entry After	271
Travel Distance (km)	727
Travel Time (hr)	57.8
Total Delay (hr)	41.3
Total Stops	896
Fuel Used (l)	1096.2

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Existentes Año 2009

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBT	EBR	WBL	WBR	NBT	NBR	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.4
Delay / Veh (s)	38.9	1.9	73.7	1.9	5.0	7.8	0.1	5.3
Total Stops	7	0	1	0	35	0	0	43
Travel Dist (km)	0.6	0.1	0.2	1.1	54.7	0.4	6.7	63.7
Travel Time (hr)	0.1	0.0	0.0	0.0	1.6	0.0	0.2	1.9
Avg Speed (kph)	8	27	7	29	35	29	44	34
Fuel Used (l)	1.4	0.1	0.4	1.5	54.8	0.4	7.9	66.5
HC Emissions (g)	0	0	0	0	1	0	0	2
CO Emissions (g)	23	1	3	17	456	4	138	642
NOx Emissions (g)	0	0	0	0	5	0	1	7
Vehicles Entered	6	1	2	12	251	2	29	303
Vehicles Exited	6	1	1	12	244	2	30	296
Hourly Exit Rate	36	6	6	72	1464	12	180	1776
Input Volume	33	4	16	58	1572	43	176	1906
% of Volume	109	150	38	124	93	28	102	93
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBT	WBT	WBR	NBL	NBR	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.2
Delay / Veh (s)	1.5	0.3	0.9	38.6	3.2	27.0	3.1
Total Stops	0	0	0	2	0	12	14
Travel Dist (km)	36.9	5.1	2.5	0.2	6.4	0.6	51.8
Travel Time (hr)	0.9	0.1	0.1	0.0	0.3	0.1	1.5
Avg Speed (kph)	41	47	39	8	25	5	35
Fuel Used (l)	40.1	3.6	1.7	0.5	7.6	1.5	55.0
HC Emissions (g)	1	0	0	0	0	0	2
CO Emissions (g)	492	14	22	3	92	6	629
NOx Emissions (g)	4	0	0	0	1	0	6
Vehicles Entered	159	26	11	2	80	12	290
Vehicles Exited	158	23	12	2	77	12	284
Hourly Exit Rate	948	138	72	12	462	72	1704
Input Volume	964	136	84	8	548	96	1856
% of Volume	98	101	86	150	84	75	92
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Existentes Año 2009

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.0	3.2	0.1	0.1	0.1	3.6
Delay / Veh (s)	47.9	9.7	33.8	30.4	57.9	2.6	26.0
Total Stops	6	11	139	7	5	18	186
Travel Dist (km)	0.5	1.1	33.9	1.5	0.3	7.8	45.1
Travel Time (hr)	0.1	0.1	4.1	0.2	0.1	0.3	4.8
Avg Speed (kph)	7	16	13	14	4	25	14
Fuel Used (l)	1.1	1.7	71.4	2.8	1.0	16.1	94.1
HC Emissions (g)	0	0	1	0	0	0	1
CO Emissions (g)	6	16	265	9	3	247	546
NOx Emissions (g)	0	0	4	0	0	2	7
Vehicles Entered	6	12	339	13	5	120	495
Vehicles Exited	4	11	353	16	4	119	507
Hourly Exit Rate	24	66	2118	96	24	714	3042
Input Volume	56	88	2060	108	36	692	3040
% of Volume	43	75	103	89	67	103	100
Denied Entry Before	0	0	7	0	0	0	7
Denied Entry After	0	0	9	2	0	0	11

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.3	0.0	0.5
Delay / Veh (s)	23.3	4.1	0.6	1.3	11.4	4.8	7.7
Total Stops	8	36	0	5	7	0	56
Travel Dist (km)	5.3	21.9	0.5	2.0	14.5	0.7	45.0
Travel Time (hr)	0.2	0.5	0.0	0.1	0.8	0.0	1.6
Avg Speed (kph)	29	41	28	20	29	39	33
Fuel Used (l)	5.0	19.4	1.2	2.9	21.2	0.9	50.6
HC Emissions (g)	0	1	0	0	1	0	2
CO Emissions (g)	32	264	15	15	249	13	588
NOx Emissions (g)	0	3	0	0	3	0	7
Vehicles Entered	10	36	10	52	109	5	222
Vehicles Exited	10	36	10	53	109	5	223
Hourly Exit Rate	60	216	60	318	654	30	1338
Input Volume	60	204	68	284	620	32	1268
% of Volume	100	106	88	112	105	94	106
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Existentes Año 2009

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.2	2.5	0.0	2.1	28.5	0.4	0.5	0.0	0.0	0.5	0.0	0.6
Delay / Veh (s)	53.4	36.8	14.3	384.4	413.8	785.5	33.9	29.7	15.7	64.9	64.2	41.2
Total Stops	11	187	7	38	292	2	32	4	4	9	0	10
Travel Dist (km)	2.4	48.8	1.8	4.4	56.5	0.4	10.1	1.1	1.2	0.6	0.0	1.1
Travel Time (hr)	0.3	3.7	0.1	2.2	29.8	0.4	0.7	0.1	0.1	0.5	0.0	0.7
Avg Speed (kph)	10	14	25	6	8	9	14	14	21	2	27	4
Fuel Used (l)	4.2	72.8	2.1	22.7	296.6	4.1	14.4	1.7	1.8	5.2	0.2	6.5
HC Emissions (g)	0	2	0	0	3	0	0	0	0	0	0	0
CO Emissions (g)	26	512	22	40	848	7	137	16	23	9	2	28
NOx Emissions (g)	0	6	0	0	7	0	1	0	0	0	0	0
Vehicles Entered	12	247	9	19	248	2	48	5	6	28	1	52
Vehicles Exited	14	248	9	21	248	2	49	6	6	26	1	52
Hourly Exit Rate	84	1488	54	126	1488	12	294	36	36	156	6	312
Input Volume	76	1392	56	248	2724	32	240	28	44	172	12	276
% of Volume	111	107	96	51	55	38	122	129	82	91	50	113
Denied Entry Before	0	0	0	2	37	1	0	0	0	0	0	2
Denied Entry After	0	0	0	14	235	8	0	0	0	0	0	3

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	35.5
Delay / Veh (s)	187.8
Total Stops	596
Travel Dist (km)	128.5
Travel Time (hr)	38.6
Avg Speed (kph)	10
Fuel Used (l)	432.2
HC Emissions (g)	6
CO Emissions (g)	1670
NOx Emissions (g)	15
Vehicles Entered	677
Vehicles Exited	682
Hourly Exit Rate	4092
Input Volume	5300
% of Volume	77
Denied Entry Before	42
Denied Entry After	260

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Existentes Año 2009

Total Network Performance

Total Delay (hr)	41.3
Delay / Veh (s)	86.1
Total Stops	896
Travel Dist (km)	727.1
Travel Time (hr)	57.8
Avg Speed (kph)	24
Fuel Used (l)	1096.2
HC Emissions (g)	25
CO Emissions (g)	8254
NOx Emissions (g)	86
Vehicles Entered	1720
Vehicles Exited	1733
Hourly Exit Rate	10398
Input Volume	25032
% of Volume	42
Denied Entry Before	49
Denied Entry After	271

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Existentes Año 2009

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	23.3	64.9	0.6	34
Total		23.3	64.9	0.6	34

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Existentes Año 2009

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB
Directions Served	TR	LTR
Maximum Queue (m)	28.0	8.1
Average Queue (m)	11.0	2.4
95th Queue (m)	26.7	7.7
Link Distance (m)	96.6	117.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: PR-834 &

Movement	NB	SB
Directions Served	L	LTR
Maximum Queue (m)	8.5	15.5
Average Queue (m)	3.4	12.0
95th Queue (m)	10.3	17.5
Link Distance (m)	109.1	46.9
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	26.5	102.8	102.8	9.2	27.9	39.4
Average Queue (m)	14.5	102.8	102.8	5.5	17.3	18.0
95th Queue (m)	29.9	102.8	102.8	12.9	28.6	36.4
Link Distance (m)	90.8	98.2	98.2		64.6	64.6
Upstream Blk Time (%)		29	30			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			31			
Queuing Penalty (veh)			33			

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Existentes Año 2009

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (m)	14.7	22.5	34.5	9.3
Average Queue (m)	12.4	15.0	6.9	7.3
95th Queue (m)	16.8	25.2	29.7	13.4
Link Distance (m)	601.1	601.1	49.7	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				20.0
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	L	L	T	TR	LT
Maximum Queue (m)	26.3	202.3	201.7	82.4	57.3	229.8	229.8	25.8	37.8	5.2	10.7	25.4
Average Queue (m)	17.8	129.2	135.8	18.2	49.6	229.8	229.8	16.9	24.9	2.0	4.3	21.1
95th Queue (m)	27.7	198.2	200.6	71.4	67.4	229.8	229.8	25.2	36.6	6.1	10.1	29.6
Link Distance (m)		197.7	197.7			225.2	225.2	201.3	201.3	201.3	201.3	20.8
Upstream Blk Time (%)		1	1			43	43					39
Queuing Penalty (veh)		0	0			0	0					0
Storage Bay Dist (m)	55.0			75.0	50.0							
Storage Blk Time (%)		29	26	0	6	50	50					
Queuing Penalty (veh)		22	15	0	87	123	16					

Intersection: 19: PR-1 & PR-8834

Movement	SB
Directions Served	R
Maximum Queue (m)	31.2
Average Queue (m)	26.6
95th Queue (m)	30.4
Link Distance (m)	20.8
Upstream Blk Time (%)	42
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 296

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
PM Condiciones Existentes Año 2009

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1158
Vehs Exited	1098
Starting Vehs	178
Ending Vehs	238
Denied Entry Before	84
Denied Entry After	518
Travel Distance (mi)	460
Travel Time (hr)	87.4
Total Delay (hr)	72.4
Total Stops	1115
Fuel Used (gal)	328.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1158
Vehs Exited	1098
Starting Vehs	178
Ending Vehs	238
Denied Entry Before	84
Denied Entry After	518
Travel Distance (mi)	460
Travel Time (hr)	87.4
Total Delay (hr)	72.4
Total Stops	1115
Fuel Used (gal)	328.7

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Existentes Año 2009

1: Carretera PR-169 & Performance by movement

Movement	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR	All
Total Delay (hr)	3.5	14.5	1.3	38.6	1.7	2.1	0.4	0.0	0.1	0.4	0.0	62.6
Delay / Veh (s)	293.2	194.9	692.3	593.3	461.9	154.2	13.1	2.1	51.1	58.8	6.7	281.2
Total Stops	87	241	11	158	1	88	25	4	6	21	0	642
Travel Dist (mi)	5.2	30.8	0.6	18.2	0.8	3.5	5.1	2.1	0.4	1.6	0.1	68.5
Travel Time (hr)	3.7	15.1	1.4	39.0	1.7	2.2	0.6	0.1	0.1	0.4	0.0	64.3
Avg Speed (mph)	3	6	3	4	12	2	8	19	4	4	18	5
Fuel Used (gal)	9.9	42.7	3.3	94.2	4.1	5.7	2.5	0.4	0.4	1.5	0.1	164.9
HC Emissions (g)	0	2	0	3	0	0	0	0	0	0	0	5
CO Emissions (g)	93	518	54	823	27	76	73	12	9	25	4	1714
NOx Emissions (g)	1	5	0	4	0	1	1	0	0	0	0	12
Vehicles Entered	46	266	9	234	13	60	123	34	6	23	3	817
Vehicles Exited	41	267	6	234	13	39	121	33	6	23	3	786
Hourly Exit Rate	246	1602	36	1404	78	234	726	198	36	138	18	4716
Input Volume	340	2380	108	3040	112	368	736	248	44	120	28	7524
% of Volume	72	67	33	46	70	64	99	80	82	115	64	63
Denied Entry Before	1	4	2	63	3	0	0	0	0	0	0	73
Denied Entry After	15	100	12	339	15	0	0	0	0	0	0	481

3: Carretera PR-834 & Carretera PR-169 Performance by movement

Movement	NBL	NBR	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.9	0.1	0.2	0.7	0.2	0.8	0.1	0.5	3.9	7.4
Delay / Veh (s)	113.2	4.2	34.7	36.6	15.1	18.3	8.3	98.4	95.1	47.5
Total Stops	50	0	22	64	67	84	7	19	64	377
Travel Dist (mi)	11.1	13.1	1.0	2.6	1.5	12.4	1.7	0.8	6.5	50.7
Travel Time (hr)	1.2	0.4	0.3	0.8	0.3	1.2	0.1	0.6	4.1	8.9
Avg Speed (mph)	9	35	3	3	5	11	14	4	7	9
Fuel Used (gal)	4.8	2.8	0.9	2.7	1.1	5.8	0.5	1.5	11.0	31.1
HC Emissions (g)	1	0	0	0	0	1	0	0	1	3
CO Emissions (g)	183	72	12	33	39	243	13	11	129	736
NOx Emissions (g)	2	1	0	0	1	2	0	0	1	8
Vehicles Entered	36	45	25	70	48	148	25	19	146	562
Vehicles Exited	25	45	24	68	50	148	25	19	150	554
Hourly Exit Rate	150	270	144	408	300	888	150	114	900	3324
Input Volume	204	304	188	452	252	860	168	172	1128	3728
% of Volume	74	89	77	90	119	103	89	66	80	89
Denied Entry Before	0	0	0	0	0	0	0	2	9	11
Denied Entry After	0	0	0	0	0	1	0	2	34	37

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Existentes Año 2009

12: Carretera PR-834 & Performance by movement

Movement	SBL2	SBT	SBR	NWR	NET	SWT	SWR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	9.3	0.0	1.9	2.2	0.1	0.5	2.2	0.6
Total Stops	4	0	0	2	0	0	0	6
Travel Dist (mi)	0.5	1.5	0.1	0.2	4.7	8.7	0.2	16.0
Travel Time (hr)	0.0	0.1	0.0	0.0	0.2	0.3	0.0	0.6
Avg Speed (mph)	18	30	25	20	29	28	20	28
Fuel Used (gal)	0.1	0.4	0.0	0.1	1.3	2.5	0.0	4.5
HC Emissions (g)	0	0	0	0	0	0	0	0
CO Emissions (g)	1	3	0	0	42	34	0	80
NOx Emissions (g)	0	0	0	0	1	0	0	1
Vehicles Entered	4	23	1	2	54	130	4	218
Vehicles Exited	4	23	1	2	55	124	4	213
Hourly Exit Rate	24	138	6	12	330	744	24	1278
Input Volume	32	132	12	4	284	908	64	1436
% of Volume	75	105	50	300	116	82	38	89
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

15: Carretera PR-834 & Performance by movement

Movement	NBT	SBT	All
Total Delay (hr)	0.0	0.1	0.1
Delay / Veh (s)	0.1	3.6	2.6
Total Stops	0	3	3
Travel Dist (mi)	3.9	45.4	49.4
Travel Time (hr)	0.1	1.8	1.9
Avg Speed (mph)	43	26	26
Fuel Used (gal)	1.2	16.0	17.1
HC Emissions (g)	0	1	1
CO Emissions (g)	66	268	334
NOx Emissions (g)	1	3	4
Vehicles Entered	61	147	208
Vehicles Exited	59	140	199
Hourly Exit Rate	354	840	1194
Input Volume	364	972	1336
% of Volume	97	86	89
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Existentes Año 2009

25: Desvío PR-835 & Carretera PR-835 Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	3.7	1.5	2.6	1.6	0.1	2.4
Total Stops	7	0	0	0	0	7
Travel Dist (mi)	0.8	0.2	4.0	0.8	0.5	6.4
Travel Time (hr)	0.0	0.0	0.2	0.0	0.0	0.3
Avg Speed (mph)	21	22	26	23	32	25
Fuel Used (gal)	0.2	0.0	1.0	0.2	0.1	1.6
HC Emissions (g)	0	0	0	0	0	0
CO Emissions (g)	1	0	10	2	1	15
NOx Emissions (g)	0	0	0	0	0	0
Vehicles Entered	7	3	19	6	4	39
Vehicles Exited	7	3	20	7	4	41
Hourly Exit Rate	42	18	120	42	24	246
Input Volume	84	32	140	36	24	324
% of Volume	50	56	86	117	100	76
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

Total Network Performance

Total Delay (hr)	72.4
Delay / Veh (s)	231.0
Total Stops	1115
Travel Dist (mi)	459.9
Travel Time (hr)	87.4
Avg Speed (mph)	13
Fuel Used (gal)	328.7
HC Emissions (g)	22
CO Emissions (g)	6865
NOx Emissions (g)	68
Vehicles Entered	1158
Vehicles Exited	1098
Hourly Exit Rate	6588
Input Volume	30616
% of Volume	22
Denied Entry Before	84
Denied Entry After	518

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Existentes Año 2009

Arterial Level of Service: NB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	12	0.1	10.5	0.1	29
	18	0.0	9.0	0.1	30
	14	0.2	37.8	0.4	42
	15	0.1	5.5	0.1	46
Carretera PR-169	3	113.2	147.2	0.4	9
Total		113.6	210.1	1.0	18

Arterial Level of Service: SB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	15	3.1	39.7	0.4	33
	14	1.3	8.9	0.1	28
	18	2.8	56.8	0.4	28
	12	0.5	8.9	0.1	31
	10	0.7	12.0	0.1	26
Total		8.4	126.3	1.0	29

Arterial Level of Service: NW Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	58.8	67.9	0.1	4
	19	5.9	15.5	0.1	17
Salida PR-20	3	95.1	99.8	0.1	10
Total		159.8	183.2	0.2	7

Arterial Level of Service: SE Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Carretera PR-834	3	18.3	28.3	0.1	12
	19	7.7	16.2	0.1	14
	1	13.1	18.2	0.1	14
Total		39.1	62.7	0.2	13

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
PM Condiciones Existentes Año 2009

Arterial Level of Service: WB Desvío PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	13	0.0	15.1	0.1	27
	34	0.0	6.4	0.0	27
Carretera PR-835	25	3.7	20.7	0.2	27
Total		3.7	42.2	0.3	27

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Existentes Año 2009

Intersection: 1: Carretera PR-169 &

Movement	NB	NB	NB	SB	SB	SB	SE	SE	SE	SE	B19	B19
Directions Served	L	T	T	L	T	T	L	L	T	R	T	T
Maximum Queue (ft)	303	605	605	254	416	416	274	287	265	64	149	157
Average Queue (ft)	256	601	604	72	413	411	208	209	134	21	55	52
95th Queue (ft)	315	612	609	227	419	426	353	365	311	65	146	150
Link Distance (ft)		590	590		400	400	274	274	274	274	273	273
Upstream Blk Time (%)		28	30		49	50	21	25	0			
Queuing Penalty (veh)		0	0		0	0	72	85	1			
Storage Bay Dist (ft)	279			230								
Storage Blk Time (%)	16	35			50	50						
Queuing Penalty (veh)	192	120			54	56						

Intersection: 1: Carretera PR-169 &

Movement	NW	NW
Directions Served	L	T
Maximum Queue (ft)	28	107
Average Queue (ft)	7	66
95th Queue (ft)	25	124
Link Distance (ft)		288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	230	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Carretera PR-834 & Carretera PR-169

Movement	NB	SB	SB	SB	SB	SB	B8	SE	SE	NW	NW	B19
Directions Served	L	L	L	T	T	R	T	T	TR	L	T	T
Maximum Queue (ft)	394	58	85	169	114	87	220	198	237	188	286	93
Average Queue (ft)	203	33	63	136	114	87	102	133	205	96	231	29
95th Queue (ft)	394	62	102	180	115	87	207	211	236	179	303	91
Link Distance (ft)	1795		132	132			509	436	436		273	274
Upstream Blk Time (%)				10	0						7	
Queuing Penalty (veh)				0	0						41	
Storage Bay Dist (ft)		197			60	60				164		
Storage Blk Time (%)				42	41	33				0	28	
Queuing Penalty (veh)				199	92	75				0	48	

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Existentes Año 2009

Intersection: 12: Carretera PR-834 &

Movement	SB	SB	NW	NW
Directions Served	<	<	R	R
Maximum Queue (ft)	28	31	27	28
Average Queue (ft)	6	12	5	6
95th Queue (ft)	24	37	23	24
Link Distance (ft)	623	623	537	537
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Carretera PR-834 &

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 25: Desvío PR-835 & Carretera PR-835

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	29
95th Queue (ft)	30
Link Distance (ft)	756
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1033

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Existentes Año 2009

Intersection: 1: Carretera PR-169 &

Phase	1	2	3	4	5	6	7	8
Movement(s) Served	SBL	NBT	NWL	SET	NBL	SBT	SEL	NWT
Maximum Green (s)	16.0	76.0	11.0	31.0	26.0	66.0	11.0	31.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Max							
Avg. Green (s)	16.0	76.0	11.0	31.0	26.0	66.0	11.0	31.0
g/C Ratio	0.11	0.51	0.07	0.21	0.17	0.44	0.07	0.21
Cycles Skipped (%)	0	0	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	100	100	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 150.0

Number of Complete Cycles : 3

Intersection: 3: Carretera PR-834 & Carretera PR-169

Phase	1	3	4	5	6	8
Movement(s) Served	SBL	NWL	SET	NBL	SBT	NWTL
Maximum Green (s)	31.0	11.0	31.0	11.0	16.0	46.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	C-Min	None
Avg. Green (s)	31.0	8.2	35.8	11.0	16.0	46.0
g/C Ratio	0.31	0.08	0.42	0.13	0.19	0.54
Cycles Skipped (%)	14	17	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	57	17	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 85.0

Number of Complete Cycles : 6

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1990
Vehs Exited	1909
Starting Vehs	241
Ending Vehs	322
Denied Entry Before	5
Denied Entry After	100
Travel Distance (km)	911
Travel Time (hr)	53.3
Total Delay (hr)	31.9
Total Stops	2005
Fuel Used (l)	1237.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	
Vehs Entered	1990
Vehs Exited	1909
Starting Vehs	241
Ending Vehs	322
Denied Entry Before	5
Denied Entry After	100
Travel Distance (km)	911
Travel Time (hr)	53.3
Total Delay (hr)	31.9
Total Stops	2005
Fuel Used (l)	1237.7

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

5: PR-199 & PR-169 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	1.5	0.0	0.4	4.0	0.9	0.2	0.2	0.0	0.1	0.1	0.1
Delay / Veh (s)	59.0	30.9	23.4	59.6	52.2	65.1	25.3	21.9	5.9	17.0	18.6	6.2
Total Stops	21	140	3	35	312	84	27	19	1	19	8	19
Travel Dist (km)	3.6	33.2	0.8	5.7	58.5	10.4	5.2	4.0	3.8	2.1	0.7	2.3
Travel Time (hr)	0.4	2.3	0.0	0.6	5.4	1.2	0.4	0.3	0.2	0.2	0.1	0.1
Avg Speed (kph)	9	15	17	10	11	9	14	15	32	10	10	16
Fuel Used (l)	7.0	51.3	1.0	9.3	87.0	16.4	8.1	6.3	4.8	4.2	1.5	3.3
HC Emissions (g)	0	1	0	0	2	0	0	0	0	0	0	0
CO Emissions (g)	59	490	9	34	509	68	69	71	61	30	11	23
NOx Emissions (g)	0	4	0	0	7	1	1	0	0	0	0	0
Vehicles Entered	19	173	4	28	282	52	37	29	28	31	10	34
Vehicles Exited	20	183	4	26	273	45	34	27	27	30	10	34
Hourly Exit Rate	120	1098	24	156	1638	270	204	162	162	180	60	204
Input Volume	116	972	16	200	1780	288	192	120	168	148	68	220
% of Volume	103	113	150	78	92	94	106	135	96	122	88	93
Denied Entry Before	0	0	0	0	0	0	0	0	1	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0	0

5: PR-199 & PR-169 Performance by movement

Movement	All
Total Delay (hr)	7.9
Delay / Veh (s)	39.6
Total Stops	688
Travel Dist (km)	130.3
Travel Time (hr)	11.2
Avg Speed (kph)	12
Fuel Used (l)	200.3
HC Emissions (g)	4
CO Emissions (g)	1433
NOx Emissions (g)	15
Vehicles Entered	727
Vehicles Exited	713
Hourly Exit Rate	4279
Input Volume	4288
% of Volume	100
Denied Entry Before	1
Denied Entry After	1

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

8: PR-199 & PR-20 SB Off Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Total Delay (hr)	1.4	0.1	1.1	1.5	2.9	2.5	9.6
Delay / Veh (s)	25.1	11.5	94.9	27.1	52.1	60.6	41.3
Total Stops	135	9	51	65	184	83	527
Travel Dist (km)	43.8	5.6	3.3	15.9	32.7	15.5	116.8
Travel Time (hr)	2.4	0.2	1.2	1.9	3.8	2.9	12.3
Avg Speed (kph)	19	25	4	19	13	9	14
Fuel Used (l)	55.6	5.7	11.7	27.3	61.1	32.4	193.8
HC Emissions (g)	1	0	0	1	1	0	2
CO Emissions (g)	362	51	19	217	320	80	1049
NOx Emissions (g)	4	1	0	2	3	1	11
Vehicles Entered	208	35	44	200	206	152	845
Vehicles Exited	206	31	38	205	196	144	820
Hourly Exit Rate	1236	186	228	1230	1176	864	4921
Input Volume	1096	208	252	1288	1292	856	4996
% of Volume	113	89	90	96	91	101	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	3	26	21	18	68

11: PR-199 & PR-20 NB On Performance by movement

Movement	EBT	WBT	WBR	All
Total Delay (hr)	0.2	0.2	0.0	0.5
Delay / Veh (s)	1.9	2.8	4.0	2.4
Total Stops	1	6	5	12
Travel Dist (km)	38.9	28.8	4.9	72.6
Travel Time (hr)	1.2	0.8	0.2	2.2
Avg Speed (kph)	34	34	26	33
Fuel Used (l)	56.2	37.9	5.2	99.3
HC Emissions (g)	1	2	0	2
CO Emissions (g)	511	524	31	1066
NOx Emissions (g)	5	5	0	11
Vehicles Entered	402	305	42	749
Vehicles Exited	408	309	42	759
Hourly Exit Rate	2448	1854	252	4555
Input Volume	2388	1904	276	4568
% of Volume	103	97	91	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

14: PR-199 & Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Delay (hr)	0.1	0.6	1.1	0.1	0.1	0.0	0.0	0.0	0.1	2.1
Delay / Veh (s)	37.9	5.6	12.3	13.9	25.5	11.4	5.8	14.9	13.7	9.8
Total Stops	12	91	159	8	15	1	12	5	13	316
Travel Dist (km)	1.6	41.6	34.5	1.4	1.3	0.2	1.4	0.6	1.1	83.7
Travel Time (hr)	0.2	1.4	2.0	0.1	0.2	0.0	0.1	0.1	0.1	4.1
Avg Speed (kph)	9	29	17	14	8	15	18	10	10	20
Fuel Used (l)	2.0	32.6	52.8	2.0	2.7	0.3	1.8	1.1	1.9	97.3
HC Emissions (g)	0	0	1	0	0	0	0	0	0	2
CO Emissions (g)	4	149	466	9	15	2	17	5	23	691
NOx Emissions (g)	0	2	5	0	0	0	0	0	0	8
Vehicles Entered	14	373	328	13	15	2	16	10	17	788
Vehicles Exited	14	365	312	14	17	2	17	10	18	769
Hourly Exit Rate	84	2190	1872	84	102	12	102	60	108	4615
Input Volume	124	2060	1936	100	112	8	72	88	132	4632
% of Volume	68	106	97	84	91	150	142	68	82	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	2	0	0	0	0	0	0	2

17: PR-199 & Angel Quiñones Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Total Delay (hr)	0.2	2.2	0.3	2.0	1.4	0.1	0.0	0.0	0.0	6.2
Delay / Veh (s)	52.5	28.6	9.3	163.9	21.2	14.7	34.7	18.7	33.3	32.2
Total Stops	15	174	16	91	138	10	4	3	3	454
Travel Dist (km)	2.4	43.0	9.0	13.2	65.1	4.0	0.4	0.3	0.3	137.8
Travel Time (hr)	0.3	3.2	0.5	2.3	2.7	0.2	0.1	0.0	0.0	9.3
Avg Speed (kph)	9	14	19	6	24	27	7	13	6	15
Fuel Used (l)	4.7	70.4	10.6	25.9	57.5	3.0	1.0	0.4	0.6	174.2
HC Emissions (g)	0	2	0	0	2	0	0	0	0	4
CO Emissions (g)	29	601	57	63	476	10	5	4	5	1251
NOx Emissions (g)	0	7	1	1	6	0	0	0	0	15
Vehicles Entered	16	268	102	51	239	13	4	3	3	699
Vehicles Exited	15	279	101	38	227	13	6	3	4	686
Hourly Exit Rate	90	1674	606	228	1362	78	36	18	24	4117
Input Volume	72	1480	469	336	1508	56	28	24	36	4009
% of Volume	125	113	129	68	90	139	129	75	67	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	1

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

21: PR-199 & PR-1 NB Off Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Total Delay (hr)	0.5	0.0	1.3	2.6	4.4
Delay / Veh (s)	5.8	0.5	291.3	280.2	25.2
Total Stops	0	0	0	0	0
Travel Dist (km)	90.5	22.5	0.8	1.7	115.5
Travel Time (hr)	2.4	0.7	1.3	2.6	7.0
Avg Speed (kph)	41	35	2	2	28
Fuel Used (l)	91.4	43.7	11.9	23.7	170.7
HC Emissions (g)	3	2	0	0	6
CO Emissions (g)	866	866	16	33	1783
NOx Emissions (g)	12	8	0	0	20
Vehicles Entered	332	255	17	34	638
Vehicles Exited	331	252	15	33	631
Hourly Exit Rate	1986	1512	90	198	3787
Input Volume	1776	1536	168	196	3676
% of Volume	112	98	54	101	103
Denied Entry Before	0	0	1	3	4
Denied Entry After	0	2	7	19	28

Total Network Performance

Total Delay (hr)	31.9
Delay / Veh (s)	59.0
Total Stops	2005
Travel Dist (km)	911.3
Travel Time (hr)	53.3
Avg Speed (kph)	20
Fuel Used (l)	1237.7
HC Emissions (g)	29
CO Emissions (g)	10716
NOx Emissions (g)	113
Vehicles Entered	1990
Vehicles Exited	1909
Hourly Exit Rate	11456
Input Volume	36698
% of Volume	31
Denied Entry Before	5
Denied Entry After	100

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Arterial Level of Service: EB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 SB On	17	28.6	42.4	0.2	15
PR-1 NB Off	21	5.9	25.9	0.3	44
Total		34.4	68.3	0.5	25

Arterial Level of Service: WB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 NB Off	21	0.5	9.3	0.1	38
Angel Quiñones	17	22.0	42.7	0.3	25
Total		22.5	52.1	0.4	27

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Intersection: 5: PR-199 & PR-169

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	T	LT	TR
Maximum Queue (m)	27.5	57.0	192.5	191.6	77.2	128.0	194.1	238.6	46.2	40.3	34.6	34.5
Average Queue (m)	24.0	45.1	82.6	83.4	38.7	108.8	146.5	180.4	32.5	22.7	24.8	15.4
95th Queue (m)	29.4	63.3	187.5	187.0	77.1	144.9	221.2	288.1	41.5	39.9	34.1	33.6
Link Distance (m)		187.9	187.9	187.9		190.8	190.8	190.8	141.0	141.0	68.5	68.5
Upstream Blk Time (%)			0	0			2	7				
Queuing Penalty (veh)			0	0			14	51				
Storage Bay Dist (m)	100.0				70.0							
Storage Blk Time (%)						27				0		
Queuing Penalty (veh)						54				0		

Intersection: 8: PR-199 & PR-20 SB Off

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	TR	L	T	T	T	L	L	LTR
Maximum Queue (m)	66.3	66.1	73.2	78.1	41.9	45.5	25.9	162.7	141.7	166.7
Average Queue (m)	42.7	46.1	48.6	53.0	22.4	25.5	8.7	89.1	95.1	150.7
95th Queue (m)	62.9	69.2	74.2	80.1	31.2	34.2	23.5	160.7	146.0	188.4
Link Distance (m)	190.8	190.8	190.8	74.6	74.6	74.6	74.6	158.1	158.1	158.1
Upstream Blk Time (%)				3				1		27
Queuing Penalty (veh)				8				0		0
Storage Bay Dist (m)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 11: PR-199 & PR-20 NB On

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	21.2	43.1	55.1	45.6	58.8	77.2	78.2	22.8	15.7	30.3
Average Queue (m)	15.6	27.9	38.2	38.3	41.0	57.6	64.6	19.3	10.0	18.7
95th Queue (m)	27.2	48.5	57.7	46.4	53.4	76.4	80.1	24.4	14.7	23.7
Link Distance (m)		97.1	97.1	97.1	106.3	106.3	106.3	83.2	83.2	60.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	25.7	161.0	159.5	146.6	77.5	132.8	123.9	91.9	41.0
Average Queue (m)	18.2	127.5	110.4	108.6	76.8	103.8	70.2	73.2	20.2
95th Queue (m)	29.6	183.9	171.5	162.5	77.9	159.1	110.6	95.9	40.5
Link Distance (m)		156.4	156.4	156.4		275.8	275.8	275.8	96.8
Upstream Blk Time (%)		2	0						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		9			62	0			
Queuing Penalty (veh)		7			310	0			

Intersection: 21: PR-199 & PR-1 NB Off

Movement	NB
Directions Served	LR
Maximum Queue (m)	54.7
Average Queue (m)	54.7
95th Queue (m)	54.7
Link Distance (m)	50.1
Upstream Blk Time (%)	95
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 443

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	37.9	14.0	26.1	37.9	6.0	34.1
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	37.9	11.1	28.9	37.9	6.0	34.1
g/C Ratio	0.42	0.12	0.32	0.42	0.07	0.38
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	29	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 90.0
 Number of Complete Cycles : 5

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	11.0	46.0	26.0	61.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	None	Max	None
Avg. Green (s)	10.3	27.2	26.0	41.3
g/C Ratio	0.13	0.35	0.34	0.53
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	75	14	100	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 77.4
 Number of Complete Cycles : 6

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Existentes Año 2009

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	16.0	81.0	16.0	11.0	66.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	Max	None	Max	None	None
Avg. Green (s)	16.0	65.2	16.0	8.2	54.7
g/C Ratio	0.18	0.73	0.18	0.08	0.61
Cycles Skipped (%)	0	0	0	14	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	17	100	29	33
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 89.2
 Number of Complete Cycles : 6

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	39.6	16.0	56.0	11.0	16.0	56.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	39.6	16.0	52.8	39.6	10.4	58.2
g/C Ratio	0.33	0.13	0.44	0.33	0.09	0.49
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	80	100	0	75
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 119.6
 Number of Complete Cycles : 4

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Existentes Año 2009

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1609
Vehs Exited	1606
Starting Vehs	169
Ending Vehs	172
Denied Entry Before	92
Denied Entry After	561
Travel Distance (km)	626
Travel Time (hr)	85.3
Total Delay (hr)	71.0
Total Stops	1035
Fuel Used (l)	1253.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1609
Vehs Exited	1606
Starting Vehs	169
Ending Vehs	172
Denied Entry Before	92
Denied Entry After	561
Travel Distance (km)	626
Travel Time (hr)	85.3
Total Delay (hr)	71.0
Total Stops	1035
Fuel Used (l)	1253.7

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Existentes Año 2009

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	13.9	1.6	7.2	5.6	1.9	2.1	8.1	0.6	1.5
Total Stops	6	0	4	1	0	0	0	0	11
Travel Dist (km)	0.7	0.1	0.5	0.1	0.2	11.0	0.4	32.5	45.4
Travel Time (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.8	1.1
Avg Speed (kph)	16	26	22	26	29	40	25	43	40
Fuel Used (l)	1.0	0.2	0.6	0.2	0.2	9.3	0.5	38.6	50.6
HC Emissions (g)	0	0	0	0	0	0	0	1	1
CO Emissions (g)	11	2	8	2	3	59	4	465	554
NOx Emissions (g)	0	0	0	0	0	1	0	4	5
Vehicles Entered	7	2	4	1	2	49	2	145	212
Vehicles Exited	6	2	4	1	2	47	2	147	211
Hourly Exit Rate	36	12	24	6	12	282	12	882	1266
Input Volume	52	4	12	4	12	324	8	860	1280
% of Volume	69	300	200	150	100	87	150	103	99
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBT	SBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Delay / Veh (s)	0.2	2.2	1.0	0.7	10.2	9.4	2.0	22.3	2.2	2.7
Total Stops	0	0	1	0	1	1	0	17	2	22
Travel Dist (km)	6.9	0.2	30.3	5.6	0.1	0.1	1.6	0.8	0.1	45.7
Travel Time (hr)	0.2	0.0	0.7	0.1	0.0	0.0	0.1	0.1	0.0	1.2
Avg Speed (kph)	44	37	46	40	18	20	27	6	18	39
Fuel Used (l)	7.8	0.2	22.2	2.9	0.2	0.2	2.1	1.9	0.2	37.6
HC Emissions (g)	0	0	0	0	0	0	0	0	0	1
CO Emissions (g)	90	2	123	7	2	2	22	8	1	257
NOx Emissions (g)	1	0	1	0	0	0	0	0	0	3
Vehicles Entered	28	1	129	24	1	1	19	18	2	223
Vehicles Exited	32	1	132	25	1	1	19	18	2	231
Hourly Exit Rate	192	6	792	150	6	6	114	108	12	1386
Input Volume	220	8	697	180	8	4	112	102	4	1335
% of Volume	87	75	114	83	75	150	102	106	300	104
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Existentes Año 2009

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.2	0.1	0.7	0.0	0.1	0.3	1.3
Delay / Veh (s)	34.4	16.4	10.6	10.1	32.1	4.9	9.5
Total Stops	17	17	94	6	7	45	186
Travel Dist (km)	1.6	1.7	22.0	1.7	0.6	13.5	41.2
Travel Time (hr)	0.2	0.1	1.3	0.1	0.1	0.7	2.5
Avg Speed (kph)	8	12	18	21	6	20	17
Fuel Used (l)	3.3	2.7	36.6	2.5	1.4	27.3	73.8
HC Emissions (g)	0	0	1	0	0	1	2
CO Emissions (g)	66	30	364	41	5	318	824
NOx Emissions (g)	1	0	4	1	0	3	9
Vehicles Entered	18	19	222	17	9	203	488
Vehicles Exited	15	16	230	17	8	209	495
Hourly Exit Rate	90	96	1380	102	48	1254	2970
Input Volume	104	68	1444	92	80	1236	3024
% of Volume	87	141	96	111	60	101	98
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	All
Total Delay (hr)	0.2	0.1	0.0	0.0	0.1	0.4
Delay / Veh (s)	20.9	7.8	0.5	1.2	8.6	7.0
Total Stops	33	68	0	0	10	111
Travel Dist (km)	19.4	40.5	3.5	0.7	3.3	67.4
Travel Time (hr)	0.6	1.1	0.1	0.0	0.2	2.0
Avg Speed (kph)	32	39	29	22	28	35
Fuel Used (l)	17.0	31.0	8.1	0.9	4.5	61.5
HC Emissions (g)	1	1	0	0	0	2
CO Emissions (g)	211	236	108	6	76	636
NOx Emissions (g)	2	2	1	0	1	6
Vehicles Entered	34	68	69	17	25	213
Vehicles Exited	33	67	69	17	24	210
Hourly Exit Rate	198	402	414	102	144	1260
Input Volume	272	404	384	64	152	1280
% of Volume	73	100	108	159	95	98
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	1

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Existentes Año 2009

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	3.7	27.2	3.1	7.1	24.4	0.7	0.3	0.1	0.1	0.7	0.2	0.8
Delay / Veh (s)	470.4	419.8	365.6	819.1	452.3	668.9	31.0	22.2	16.2	102.8	131.6	64.5
Total Stops	55	236	38	88	226	2	29	6	10	4	4	7
Travel Dist (km)	5.8	46.2	6.2	7.1	42.4	0.9	7.8	2.7	4.3	0.5	0.2	1.0
Travel Time (hr)	3.8	28.2	3.3	7.2	25.3	0.8	0.5	0.1	0.2	0.7	0.2	0.9
Avg Speed (kph)	5	9	14	2	7	16	15	19	20	2	1	4
Fuel Used (l)	37.5	281.8	33.5	66.7	251.6	7.3	11.1	3.5	5.6	6.5	2.1	8.1
HC Emissions (g)	1	6	0	1	4	0	0	0	0	0	0	0
CO Emissions (g)	142	1192	118	223	875	13	115	47	85	17	21	38
NOx Emissions (g)	1	11	1	1	8	0	1	0	1	0	0	0
Vehicles Entered	29	231	32	35	197	4	39	13	20	24	7	46
Vehicles Exited	28	235	31	28	191	4	38	13	21	23	6	44
Hourly Exit Rate	168	1410	186	168	1146	24	228	78	126	138	36	264
Input Volume	388	2548	304	400	2104	56	216	96	116	180	56	316
% of Volume	43	55	61	42	54	43	106	81	109	77	64	84
Denied Entry Before	7	39	6	2	30	0	0	0	0	3	0	5
Denied Entry After	26	242	26	46	195	10	0	0	0	6	2	7

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	68.3
Delay / Veh (s)	367.7
Total Stops	705
Travel Dist (km)	124.8
Travel Time (hr)	71.3
Avg Speed (kph)	7
Fuel Used (l)	715.3
HC Emissions (g)	12
CO Emissions (g)	2885
NOx Emissions (g)	24
Vehicles Entered	677
Vehicles Exited	662
Hourly Exit Rate	3972
Input Volume	6780
% of Volume	59
Denied Entry Before	92
Denied Entry After	560

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Existentes Año 2009

Total Network Performance

Total Delay (hr)	71.0
Delay / Veh (s)	159.1
Total Stops	1035
Travel Dist (km)	626.4
Travel Time (hr)	85.3
Avg Speed (kph)	20
Fuel Used (l)	1253.7
HC Emissions (g)	31
CO Emissions (g)	9168
NOx Emissions (g)	88
Vehicles Entered	1609
Vehicles Exited	1606
Hourly Exit Rate	9636
Input Volume	26153
% of Volume	37
Denied Entry Before	92
Denied Entry After	561

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Existentes Año 2009

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	20.9	66.8	0.6	33
Total		20.9	66.8	0.6	33

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Existentes Año 2009

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (m)	7.0	8.2
Average Queue (m)	5.3	4.7
95th Queue (m)	9.8	11.1
Link Distance (m)	96.6	117.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: PR-834 &

Movement	NB	NB	SB
Directions Served	L	T	LTR
Maximum Queue (m)	8.4	8.2	23.0
Average Queue (m)	1.7	1.6	18.0
95th Queue (m)	7.2	7.1	26.7
Link Distance (m)	109.1	109.1	46.9
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	38.8	79.2	102.8	27.4	40.2	52.8
Average Queue (m)	32.1	56.0	63.6	9.8	30.5	29.3
95th Queue (m)	41.0	76.5	99.0	26.5	42.8	53.0
Link Distance (m)	90.8	98.2	98.2		64.6	64.6
Upstream Blk Time (%)			2			
Queuing Penalty (veh)			0			
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			21	1		
Queuing Penalty (veh)			20	4		

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Existentes Año 2009

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (m)	27.1	33.7	16.5
Average Queue (m)	19.5	19.9	6.9
95th Queue (m)	31.5	31.9	17.3
Link Distance (m)	601.1	601.1	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			20.0
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	L	L	T	TR	LT
Maximum Queue (m)	62.3	202.3	202.3	82.4	57.3	234.1	230.9	19.9	24.9	5.1	30.3	31.2
Average Queue (m)	55.0	202.0	202.2	21.9	56.9	230.7	230.0	15.8	18.4	2.0	13.1	27.7
95th Queue (m)	64.1	202.7	202.6	72.1	58.0	233.5	230.7	24.2	27.3	6.1	28.0	32.0
Link Distance (m)		197.7	197.7			225.2	225.2	201.3	201.3	201.3	201.3	20.8
Upstream Blk Time (%)		23	25			54	45					65
Queuing Penalty (veh)		0	0			0	0					0
Storage Bay Dist (m)	55.0			75.0	50.0							
Storage Blk Time (%)	16	42	41	0	62	31	40					
Queuing Penalty (veh)	203	164	124	0	652	123	22					

Intersection: 19: PR-1 & PR-8834

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	8.3	31.2
Average Queue (m)	1.7	25.2
95th Queue (m)	7.2	31.2
Link Distance (m)	20.8	20.8
Upstream Blk Time (%)		37
Queuing Penalty (veh)		0
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1312

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
AM Condiciones Futuras Año 2012

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	870
Vehs Exited	849
Starting Vehs	143
Ending Vehs	164
Denied Entry Before	1
Denied Entry After	0
Travel Distance (mi)	523
Travel Time (hr)	24.9
Total Delay (hr)	8.6
Total Stops	778
Fuel Used (gal)	204.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	870
Vehs Exited	849
Starting Vehs	143
Ending Vehs	164
Denied Entry Before	1
Denied Entry After	0
Travel Distance (mi)	523
Travel Time (hr)	24.9
Total Delay (hr)	8.6
Total Stops	778
Fuel Used (gal)	204.4

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

1: Carretera PR-169 & Performance by movement

Movement	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.6
Delay / Veh (s)	15.2	22.9	16.2	1.5	1.0	15.6	3.9	5.1
Total Stops	21	10	13	5	80	12	4	145
Travel Dist (mi)	2.7	1.1	1.3	5.8	3.8	0.9	2.2	17.9
Travel Time (hr)	0.3	0.2	0.2	0.3	0.2	0.1	0.2	1.4
Avg Speed (mph)	9	7	9	20	16	8	14	13
Fuel Used (gal)	1.3	0.7	0.6	2.3	0.8	0.6	1.6	7.9
HC Emissions (g)	0	0	0	0	0	0	0	1
CO Emissions (g)	61	18	14	118	36	12	71	331
NOx Emissions (g)	1	0	0	1	0	0	1	3
Vehicles Entered	42	18	21	212	78	16	48	435
Vehicles Exited	42	18	19	212	78	14	46	429
Hourly Exit Rate	252	108	114	1272	468	84	276	2574
Input Volume	218	95	117	1254	461	87	274	2506
% of Volume	116	114	97	101	102	97	101	103
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

3: Carretera PR-834 & Carretera PR-169 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.7	0.1	0.5	0.2	0.0	1.4	0.1	0.4	0.3	3.7
Delay / Veh (s)	36.8	2.6	12.1	25.7	2.8	39.0	34.8	46.0	15.9	21.8
Total Stops	53	0	17	15	22	122	12	29	33	303
Travel Dist (mi)	24.8	21.7	46.7	0.9	0.6	10.8	0.9	1.4	2.5	110.3
Travel Time (hr)	1.3	0.6	1.6	0.2	0.0	1.8	0.2	0.5	0.4	6.6
Avg Speed (mph)	18	38	29	4	13	6	6	3	8	17
Fuel Used (gal)	8.7	7.6	13.0	0.6	0.2	7.1	0.6	1.5	1.8	41.1
HC Emissions (g)	2	1	3	0	0	1	0	0	0	7
CO Emissions (g)	654	468	806	5	2	219	10	13	41	2219
NOx Emissions (g)	7	5	8	0	0	2	0	0	0	22
Vehicles Entered	72	118	143	23	20	127	13	35	64	615
Vehicles Exited	68	116	135	26	21	128	12	35	66	607
Hourly Exit Rate	408	696	810	156	126	768	72	210	396	3642
Input Volume	432	713	755	127	153	833	96	226	472	3813
% of Volume	94	98	107	123	82	92	75	93	84	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 AM Condiciones Futuras Año 2012

11: Desvío PR-835 & Entrada a Centro Comercial (LAIF) Performance by movement

Movement	EBT	EBR	SBL	NWL	NWT	NWR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Delay / Veh (s)	0.1	0.0	3.6	10.0	6.7	8.2	4.2
Total Stops	0	0	7	4	0	0	11
Travel Dist (mi)	1.3	3.0	0.4	0.5	0.1	3.1	8.2
Travel Time (hr)	0.0	0.1	0.0	0.0	0.0	0.2	0.4
Avg Speed (mph)	30	27	16	14	13	15	20
Fuel Used (gal)	0.4	0.7	0.1	0.2	0.0	1.5	3.0
HC Emissions (g)	0	0	0	0	0	0	0
CO Emissions (g)	6	23	0	10	3	55	96
NOx Emissions (g)	0	0	0	0	0	0	1
Vehicles Entered	16	18	7	3	1	28	73
Vehicles Exited	13	18	7	4	1	28	71
Hourly Exit Rate	78	108	42	24	6	168	426
Input Volume	56	123	90	34	3	141	447
% of Volume	139	88	47	71	200	119	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

12: Desvío PR-835 & PR-834 Performance by movement

Movement	NBT	SBL	SBR	NET	SWT	SWR	All
Total Delay (hr)	0.0	0.3	0.0	0.2	0.0	0.0	0.6
Delay / Veh (s)	16.3	45.9	2.1	3.0	2.6	2.8	6.0
Total Stops	2	23	0	31	6	0	62
Travel Dist (mi)	0.2	3.1	0.1	24.8	1.9	1.4	31.5
Travel Time (hr)	0.0	0.5	0.0	1.1	0.1	0.1	1.7
Avg Speed (mph)	10	7	18	23	23	19	18
Fuel Used (gal)	0.1	2.2	0.1	7.2	0.5	0.2	10.3
HC Emissions (g)	0	0	0	1	0	0	1
CO Emissions (g)	1	125	2	170	8	2	308
NOx Emissions (g)	0	1	0	3	0	0	4
Vehicles Entered	2	25	1	285	29	29	371
Vehicles Exited	3	27	1	287	27	29	374
Hourly Exit Rate	18	162	6	1722	162	174	2244
Input Volume	12	204	10	1604	150	165	2145
% of Volume	150	79	60	107	108	105	105
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

14: Entrada a LAIF & Carretera PR-834 Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Total Delay (hr)	0.1	0.8	0.0	0.0	1.0
Delay / Veh (s)	25.9	9.6	3.1	2.1	9.1
Total Stops	17	48	8	0	73
Travel Dist (mi)	2.2	136.2	3.0	0.8	142.3
Travel Time (hr)	0.2	4.0	0.1	0.0	4.4
Avg Speed (mph)	9	34	23	18	32
Fuel Used (gal)	1.0	44.3	1.5	0.2	46.9
HC Emissions (g)	0	8	0	0	8
CO Emissions (g)	51	2741	130	3	2925
NOx Emissions (g)	1	28	0	0	29
Vehicles Entered	20	309	55	22	406
Vehicles Exited	20	311	56	22	409
Hourly Exit Rate	120	1866	336	132	2454
Input Volume	97	1803	309	157	2376
% of Volume	124	103	109	84	103
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

22: Carretera PR-8834 & Performance by movement

Movement	NBL	SEL	SET	NWT	NWR	All
Total Delay (hr)	0.7	0.2	0.0	0.2	0.1	1.1
Delay / Veh (s)	53.7	6.7	8.0	38.6	15.9	21.9
Total Stops	43	28	3	14	16	104
Travel Dist (mi)	4.5	3.1	0.6	1.5	1.6	11.4
Travel Time (hr)	0.9	0.3	0.1	0.2	0.1	1.6
Avg Speed (mph)	5	9	10	7	12	7
Fuel Used (gal)	3.4	1.9	0.4	0.8	0.7	7.1
HC Emissions (g)	0	0	0	0	0	1
CO Emissions (g)	94	75	12	22	23	225
NOx Emissions (g)	1	1	0	0	0	2
Vehicles Entered	40	93	16	15	16	180
Vehicles Exited	49	89	15	15	16	184
Hourly Exit Rate	294	534	90	90	96	1104
Input Volume	281	556	78	80	87	1082
% of Volume	105	96	115	112	110	102
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 AM Condiciones Futuras Año 2012

25: Desvío PR-835 & Carretera PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	8.7	1.8	4.6	2.3	2.3	0.3	3.6
Total Stops	12	0	0	0	1	0	13
Travel Dist (mi)	1.2	0.2	2.9	6.2	0.4	0.9	11.7
Travel Time (hr)	0.1	0.0	0.1	0.2	0.0	0.0	0.5
Avg Speed (mph)	16	21	25	27	24	30	25
Fuel Used (gal)	0.3	0.0	0.8	1.6	0.1	0.3	3.1
HC Emissions (g)	0	0	0	0	0	0	0
CO Emissions (g)	4	0	38	24	1	1	69
NOx Emissions (g)	0	0	1	0	0	0	1
Vehicles Entered	12	4	13	32	3	7	71
Vehicles Exited	12	3	13	30	3	7	68
Hourly Exit Rate	72	18	78	180	18	42	408
Input Volume	81	21	43	166	13	34	358
% of Volume	89	86	181	108	138	124	114
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Network Performance

Total Delay (hr)	8.6
Delay / Veh (s)	36.1
Total Stops	778
Travel Dist (mi)	523.4
Travel Time (hr)	24.9
Avg Speed (mph)	21
Fuel Used (gal)	204.4
HC Emissions (g)	31
CO Emissions (g)	9889
NOx Emissions (g)	102
Vehicles Entered	870
Vehicles Exited	849
Hourly Exit Rate	5094
Input Volume	24357
% of Volume	21
Denied Entry Before	1
Denied Entry After	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Arterial Level of Service: NW Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	2.1	6.8	0.0	26
	19	0.7	6.2	0.0	27
Salida PR-20	3	15.9	20.5	0.1	13
Total		18.7	33.5	0.2	18

Arterial Level of Service: SE Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Carretera PR-834	3	39.0	49.7	0.1	7
	19	5.0	13.6	0.1	17
	1	1.5	4.9	0.0	35
	22	12.3	16.2	0.0	12
Total		57.8	84.3	0.3	11

Arterial Level of Service: NB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Entrada a LAIF	14	9.6	46.1	0.4	34
	15	2.6	8.0	0.1	31
Carretera PR-169	3	36.8	69.0	0.4	19
Total		49.0	123.1	0.9	25

Arterial Level of Service: SB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	15	6.2	53.9	0.4	24
Entrada a LAIF	14	3.1	8.7	0.1	29
	18	1.5	53.6	0.4	29
Total		10.7	116.1	0.9	27

Arterial Level of Service: NW Desvio PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Entrada a Centro Com	11	10.0	28.3	0.1	16
Total		10.0	28.3	0.1	16

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Arterial Level of Service: SB Desvio PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
PR-834	12	52.1	73.0	0.1	6
Total		52.1	73.0	0.1	6

Arterial Level of Service: EB Desvio PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	34	5.2	30.8	0.2	18
Desvio PR-835	11	0.0	21.9	0.2	28
Total		5.3	52.7	0.3	22

Arterial Level of Service: WB Desvio PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	34	0.6	23.6	0.2	26
Carretera PR-835	25	8.7	22.4	0.2	25
Total		9.3	46.0	0.3	25

Arterial Level of Service: NE PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	12	3.0	13.5	0.1	23
	18	1.6	10.6	0.1	26
Total		4.5	24.1	0.2	24

Arterial Level of Service: SW PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Desvio PR-835	12	2.6	10.8	0.1	25
	10	0.7	11.8	0.1	26
Total		3.2	22.6	0.2	26

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Intersection: 1: Carretera PR-169 &

Movement	SB	SB	SE	SE	SE	SE	B19	NW	NW
Directions Served	L	TR	T	T	R	R	T	L	T
Maximum Queue (ft)	150	134	18	13	30	32	332	56	24
Average Queue (ft)	96	82	7	5	14	10	133	36	5
95th Queue (ft)	161	132	21	16	36	32	401	71	21
Link Distance (ft)	332	332	165	165	165	165	276	172	172
Upstream Blk Time (%)							1		
Queuing Penalty (veh)							7		
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Carretera PR-834 & Carretera PR-169

Movement	NB	NB	SB	SB	SB	SE	SE	NW	NW
Directions Served	L	R	L	L	R	T	TR	L	T
Maximum Queue (ft)	282	236	37	63	56	386	386	189	249
Average Queue (ft)	210	47	22	45	43	247	278	152	181
95th Queue (ft)	275	203	44	71	78	390	424	202	261
Link Distance (ft)	1826	1826		132		435	435		276
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			197		60			164	
Storage Blk Time (%)					3			11	5
Queuing Penalty (veh)					0			52	10

Intersection: 11: Desvío PR-835 & Entrada a Centro Comercial (LAIF)

Movement	SB	NW
Directions Served	L	L
Maximum Queue (ft)	26	32
Average Queue (ft)	26	18
95th Queue (ft)	27	43
Link Distance (ft)	261	578
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Intersection: 12: Desvio PR-835 & PR-834

Movement	NB	SB	SB	NE	NE	SW	SW
Directions Served	T	L	L	T	T	T	T
Maximum Queue (ft)	28	94	94	121	109	27	52
Average Queue (ft)	11	55	60	61	72	5	27
95th Queue (ft)	33	96	98	115	111	23	54
Link Distance (ft)	399	578	578	400	400	311	311
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)			2				
Queuing Penalty (veh)			0				

Intersection: 14: Entrada a LAIF & Carretera PR-834

Movement	EB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR
Maximum Queue (ft)	92	162	158	31	72
Average Queue (ft)	68	71	99	12	21
95th Queue (ft)	105	169	151	37	68
Link Distance (ft)	586	2272	2272	298	298
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 22: Carretera PR-8834 &

Movement	NB	SE	SE	NW	NW
Directions Served	L	L	LT	T	TR
Maximum Queue (ft)	236	101	101	28	79
Average Queue (ft)	163	52	61	10	45
95th Queue (ft)	284	100	117	25	80
Link Distance (ft)	537	172	172	495	495
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
AM Condiciones Futuras Año 2012

Intersection: 25: Desvío PR-835 & Carretera PR-835

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	49	31
Average Queue (ft)	27	6
95th Queue (ft)	53	26
Link Distance (ft)	756	660
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: Int

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 70

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Intersection: 1: Carretera PR-169 &

Phase	3	4	6	8
Movement(s) Served	NWL	SET	SBTL	NWT
Maximum Green (s)	19.0	35.0	34.0	58.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	9.0	35.0	43.4	48.0
g/C Ratio	0.09	0.35	0.43	0.48
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 100.0
 Number of Complete Cycles : 5

Intersection: 3: Carretera PR-834 & Carretera PR-169

Phase	1	3	4	5	6	8
Movement(s) Served	SBL	NWL	SET	NBL	SBT	NWT
Maximum Green (s)	46.0	14.0	28.0	26.0	16.0	46.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	C-Max	None	Min	C-Max
Avg. Green (s)	35.2	16.5	38.1	28.2	4.9	54.8
g/C Ratio	0.29	0.12	0.38	0.28	0.05	0.55
Cycles Skipped (%)	17	29	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	67	0
Cycles Maxed Out (%)	0	43	100	17	0	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 100.0
 Number of Complete Cycles : 5

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Intersection: 12: Desvio PR-835 & PR-834

Phase	2	4	6	8
Movement(s) Served	NET	SBL	SWT	NBT
Maximum Green (s)	74.0	18.0	74.0	18.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	84.2	9.9	84.2	9.9
g/C Ratio	0.84	0.10	0.84	0.10
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	0	100	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 100.0
 Number of Complete Cycles : 5

Intersection: 14: Entrada a LAIF & Carretera PR-834

Phase	2	4	6
Movement(s) Served	NBTL	EBL	SBT
Maximum Green (s)	74.0	18.0	74.0
Minimum Green (s)	4.0	4.0	4.0
Recall	C-Min	None	C-Min
Avg. Green (s)	47.8	10.4	47.8
g/C Ratio	0.48	0.10	0.48
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	0	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 100.0
 Number of Complete Cycles : 5

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2012

Intersection: 22: Carretera PR-8834 &

Phase	2	4	7	10
Movement(s) Served	NBTL	SETL	SEL	NWT
Maximum Green (s)	31.0	39.0	39.0	18.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None
Avg. Green (s)	21.7	60.1	60.1	11.8
g/C Ratio	0.22	0.60	0.60	0.10
Cycles Skipped (%)	0	0	0	17
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	0	100	100	17
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 100.0
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
AM Condiciones Futuras Año 2012

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	1845
Vehs Exited	1800
Starting Vehs	224
Ending Vehs	269
Denied Entry Before	2
Denied Entry After	2
Travel Distance (km)	878
Travel Time (hr)	43.0
Total Delay (hr)	22.4
Total Stops	1995
Fuel Used (l)	1126.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1845
Vehs Exited	1800
Starting Vehs	224
Ending Vehs	269
Denied Entry Before	2
Denied Entry After	2
Travel Distance (km)	878
Travel Time (hr)	43.0
Total Delay (hr)	22.4
Total Stops	1995
Fuel Used (l)	1126.2

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

5: PR-199 & PR-169 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.7	2.2	0.1	0.3	1.9	0.1	0.2	0.2	0.1	0.4	0.1	0.1
Delay / Veh (s)	73.9	36.2	12.8	45.4	32.8	16.8	27.0	21.7	6.5	31.9	15.3	10.5
Total Stops	39	172	23	21	133	15	20	24	0	35	10	13
Travel Dist (km)	6.7	41.0	3.4	5.3	44.7	3.7	3.3	5.4	5.1	2.8	1.2	1.6
Travel Time (hr)	0.9	3.2	0.2	0.5	3.0	0.2	0.3	0.4	0.2	0.5	0.1	0.1
Avg Speed (kph)	8	13	25	12	15	20	12	15	31	6	11	12
Fuel Used (l)	13.9	65.3	4.5	7.7	56.9	4.2	5.3	9.1	6.7	6.7	2.2	2.6
HC Emissions (g)	0	2	0	0	1	0	0	0	0	0	0	0
CO Emissions (g)	97	672	46	38	346	21	85	103	81	57	14	18
NOx Emissions (g)	1	7	0	0	4	0	1	1	1	1	0	0
Vehicles Entered	36	217	18	25	216	17	24	39	39	38	17	23
Vehicles Exited	34	217	19	23	198	16	24	38	39	45	15	23
Hourly Exit Rate	204	1302	114	138	1188	96	144	228	234	270	90	138
Input Volume	209	1327	155	121	1386	163	132	186	238	234	96	157
% of Volume	98	98	74	114	86	59	109	123	98	115	94	88
Denied Entry Before	1	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

5: PR-199 & PR-169 Performance by movement

Movement	All
Total Delay (hr)	6.2
Delay / Veh (s)	32.0
Total Stops	505
Travel Dist (km)	124.2
Travel Time (hr)	9.4
Avg Speed (kph)	14
Fuel Used (l)	185.0
HC Emissions (g)	4
CO Emissions (g)	1577
NOx Emissions (g)	16
Vehicles Entered	709
Vehicles Exited	691
Hourly Exit Rate	4146
Input Volume	4404
% of Volume	94
Denied Entry Before	2
Denied Entry After	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
AM Condiciones Futuras Año 2012

8: PR-199 & PR-20 SB Off Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Total Delay (hr)	1.9	0.0	0.1	0.5	0.8	0.0	0.2	3.5
Delay / Veh (s)	24.6	7.2	38.1	12.7	20.3	17.9	5.5	18.0
Total Stops	117	0	10	47	80	1	1	256
Travel Dist (km)	59.9	2.2	0.8	13.3	21.1	0.2	10.9	108.4
Travel Time (hr)	3.2	0.1	0.1	0.8	1.3	0.0	0.5	6.0
Avg Speed (kph)	19	29	7	17	16	21	24	18
Fuel Used (l)	73.1	2.5	1.2	15.3	31.2	0.1	11.8	135.2
HC Emissions (g)	2	0	0	0	2	0	0	4
CO Emissions (g)	690	41	2	87	448	1	96	1365
NOx Emissions (g)	8	1	0	1	5	0	1	15
Vehicles Entered	288	13	9	151	132	1	113	707
Vehicles Exited	269	12	9	143	137	1	115	686
Hourly Exit Rate	1614	72	54	858	822	6	690	4116
Input Volume	1724	75	91	1021	729	4	649	4293
% of Volume	94	96	59	84	113	150	106	96
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	1	2

11: PR-199 & PR-20 NB On Performance by movement

Movement	EBT	WBT	WBR	All
Total Delay (hr)	0.5	0.1	0.0	0.7
Delay / Veh (s)	4.3	3.1	3.7	4.0
Total Stops	60	2	1	63
Travel Dist (km)	35.9	18.0	5.3	59.1
Travel Time (hr)	1.3	0.5	0.2	2.1
Avg Speed (kph)	27	33	27	29
Fuel Used (l)	45.4	25.4	4.7	75.5
HC Emissions (g)	2	0	0	3
CO Emissions (g)	574	273	69	917
NOx Emissions (g)	6	2	1	9
Vehicles Entered	387	162	45	594
Vehicles Exited	394	157	45	596
Hourly Exit Rate	2364	942	270	3576
Input Volume	2295	1129	276	3700
% of Volume	103	83	98	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
AM Condiciones Futuras Año 2012

14: PR-199 & Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Delay (hr)	0.2	1.9	1.3	0.0	0.3	0.0	0.4	0.2	0.1	4.4
Delay / Veh (s)	39.8	19.1	31.7	21.4	27.3	5.7	24.4	27.4	17.0	23.6
Total Stops	11	175	116	5	24	0	35	5	6	377
Travel Dist (km)	1.6	39.9	16.3	0.6	3.3	0.2	4.8	0.5	0.3	67.6
Travel Time (hr)	0.2	2.7	1.8	0.1	0.4	0.0	0.6	0.2	0.1	6.0
Avg Speed (kph)	8	15	9	11	8	21	8	3	4	11
Fuel Used (l)	2.4	50.1	32.0	0.9	6.8	0.2	8.6	2.4	1.2	104.7
HC Emissions (g)	0	1	1	0	0	0	0	0	0	2
CO Emissions (g)	7	338	255	7	32	1	38	6	3	685
NOx Emissions (g)	0	5	3	0	0	0	0	0	0	8
Vehicles Entered	14	360	155	6	40	2	55	24	17	673
Vehicles Exited	15	353	149	6	41	2	60	24	17	667
Hourly Exit Rate	90	2118	894	36	246	12	360	144	102	4002
Input Volume	96	2088	1100	46	212	13	324	140	93	4112
% of Volume	94	101	81	78	116	92	111	103	110	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

17: PR-199 & Angel Quiñones Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Total Delay (hr)	0.3	1.7	0.1	0.5	1.5	0.0	0.2	0.1	0.2	4.6
Delay / Veh (s)	42.7	21.4	7.2	40.5	17.9	13.4	46.4	35.9	29.8	21.1
Total Stops	18	179	6	42	155	2	12	9	19	442
Travel Dist (km)	3.1	45.5	6.4	12.7	91.1	1.5	1.2	0.9	2.0	164.4
Travel Time (hr)	0.3	2.8	0.3	0.8	3.4	0.1	0.2	0.1	0.2	8.2
Avg Speed (kph)	10	17	22	16	27	29	6	7	8	20
Fuel Used (l)	6.3	66.0	7.5	14.4	93.1	1.3	2.6	1.8	4.0	197.0
HC Emissions (g)	0	2	0	0	2	0	0	0	0	5
CO Emissions (g)	49	642	70	67	724	5	13	9	42	1620
NOx Emissions (g)	0	8	1	1	8	0	0	0	1	19
Vehicles Entered	19	292	74	43	309	5	12	9	21	784
Vehicles Exited	24	273	73	45	305	5	12	10	21	768
Hourly Exit Rate	144	1638	438	270	1830	30	72	60	126	4608
Input Volume	147	1748	419	276	1809	42	84	67	100	4692
% of Volume	98	94	105	98	101	71	86	90	126	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

21: PR-199 & PR-1 NB Off Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Total Delay (hr)	1.2	0.6	0.1	0.1	1.9
Delay / Veh (s)	14.3	6.5	11.1	6.3	10.0
Total Stops	159	135	24	27	345
Travel Dist (km)	85.5	26.7	1.7	2.2	116.2
Travel Time (hr)	2.9	1.3	0.2	0.2	4.6
Avg Speed (kph)	29	20	10	13	26
Fuel Used (l)	82.8	42.2	3.2	3.5	131.7
HC Emissions (g)	3	1	0	0	4
CO Emissions (g)	708	376	17	31	1131
NOx Emissions (g)	9	4	0	0	14
Vehicles Entered	293	325	35	43	696
Vehicles Exited	295	322	34	43	694
Hourly Exit Rate	1770	1932	204	258	4164
Input Volume	1902	1954	172	239	4267
% of Volume	93	99	119	108	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	22.4
Delay / Veh (s)	44.2
Total Stops	1995
Travel Dist (km)	877.9
Travel Time (hr)	43.0
Avg Speed (kph)	21
Fuel Used (l)	1126.2
HC Emissions (g)	32
CO Emissions (g)	11023
NOx Emissions (g)	119
Vehicles Entered	1845
Vehicles Exited	1800
Hourly Exit Rate	10800
Input Volume	35798
% of Volume	30
Denied Entry Before	2
Denied Entry After	2

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Arterial Level of Service: EB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 SB On	17	21.4	35.7	0.2	17
PR-1 NB Off	21	14.5	35.5	0.3	30
Total		35.8	71.2	0.5	24

Arterial Level of Service: WB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 NB Off	21	6.5	15.0	0.1	23
Angel Quiñones	17	18.3	39.6	0.3	27
Total		24.8	54.6	0.4	26

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 5: PR-199 & PR-169

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	LT	T
Maximum Queue (m)	78.0	192.5	82.0	89.3	57.5	34.3	48.4	59.1	71.3	46.0	45.9	16.5
Average Queue (m)	47.4	92.2	72.2	78.7	27.1	25.7	32.1	36.8	44.1	17.3	29.8	10.8
95th Queue (m)	79.8	175.1	83.6	96.1	67.9	36.1	48.3	55.7	67.0	42.8	45.2	21.0
Link Distance (m)		187.9	187.9	187.9			193.6	193.6	193.6		137.1	137.1
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (m)	100.0				50.0	70.0				40.0		
Storage Blk Time (%)				35	0				23	0		
Queuing Penalty (veh)				54	0				37	0		

Intersection: 5: PR-199 & PR-169

Movement	NB	SB	SB
Directions Served	T	LT	TR
Maximum Queue (m)	15.7	54.6	34.2
Average Queue (m)	15.4	44.0	21.9
95th Queue (m)	16.0	61.2	38.9
Link Distance (m)		66.6	66.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)	45.0		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: PR-199 & PR-20 SB Off

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T	T	L	L	TR
Maximum Queue (m)	55.4	41.9	52.9	60.2	31.8	32.1	37.4	30.0	75.8	79.9	8.5
Average Queue (m)	35.7	35.7	44.1	50.0	12.9	22.8	22.0	15.3	50.3	60.3	1.7
95th Queue (m)	54.5	44.0	55.6	62.6	29.1	38.6	39.1	31.3	80.5	87.4	7.3
Link Distance (m)	193.6	193.6	193.6	193.6	70.5	70.5	70.5	70.5	158.2	158.2	158.2
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 11: PR-199 & PR-20 NB On

Movement	EB	EB	EB	EB
Directions Served	T	T	T	T
Maximum Queue (m)	55.5	66.6	68.0	56.5
Average Queue (m)	11.1	40.0	45.3	25.3
95th Queue (m)	47.7	80.0	87.2	59.8
Link Distance (m)	70.5	70.5	70.5	70.5
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	2	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	34.6	85.0	98.5	102.6	49.7	74.8	73.0	58.8	86.0	24.8
Average Queue (m)	20.8	65.0	73.0	76.9	33.8	53.1	54.8	32.7	49.5	24.8
95th Queue (m)	38.0	83.9	95.9	99.9	47.5	76.9	83.5	57.5	89.2	24.8
Link Distance (m)		96.7	96.7	96.7	106.3	106.3	106.3	83.2	83.2	20.2
Upstream Blk Time (%)			1	5					1	40
Queuing Penalty (veh)			9	37					0	0
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)		5								
Queuing Penalty (veh)		4								

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	39.5	161.0	161.0	160.1	63.6	92.7	89.4	86.5	67.9
Average Queue (m)	22.9	101.0	123.2	101.2	49.2	53.5	61.9	65.8	42.6
95th Queue (m)	41.7	183.4	198.5	155.7	67.5	92.1	91.1	93.4	66.9
Link Distance (m)		156.4	156.4	156.4		275.4	275.4	275.4	96.8
Upstream Blk Time (%)		1	1	0					
Queuing Penalty (veh)		0	0	0					
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		1							
Queuing Penalty (veh)		2							

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 21: PR-199 & PR-1 NB Off

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	TR	T	T	T	L	R
Maximum Queue (m)	56.8	61.6	73.7	43.4	39.2	35.7	26.9	22.7
Average Queue (m)	45.3	55.1	58.8	30.1	29.7	30.5	20.9	17.5
95th Queue (m)	58.9	66.4	74.5	45.6	38.6	35.9	27.4	24.3
Link Distance (m)	275.4	275.4	275.4	82.4	82.4	82.4	49.7	49.7
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 145

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	45.0	13.0	40.0	45.0	19.0	34.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	None	C-Max	None	None
Avg. Green (s)	46.5	13.4	38.0	46.5	15.2	36.3
g/C Ratio	0.42	0.12	0.35	0.42	0.14	0.33
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	80	60	100	40	80
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	7.0	36.0	55.0	47.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	6.4	36.0	55.6	46.4
g/C Ratio	0.06	0.33	0.51	0.42
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	40	100	100	40
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	46.0	56.0	46.0	13.0	39.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	C-Max	None	None
Avg. Green (s)	46.0	56.0	46.0	14.4	41.3
g/C Ratio	0.42	0.51	0.42	0.10	0.38
Cycles Skipped (%)	0	0	0	20	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	100	100	80	60
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	19.0	22.0	57.0	19.0	18.0	61.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	19.0	18.3	46.9	19.0	11.6	52.6
g/C Ratio	0.19	0.19	0.48	0.19	0.12	0.54
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	33	33	100	0	33
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 97.5
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2012

Intersection: 21: PR-199 & PR-1 NB Off

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBT
Maximum Green (s)	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0
Recall	Min	C-Max	None
Avg. Green (s)	11.4	20.9	20.9
g/C Ratio	0.28	0.52	0.52
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	14	100	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2012

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1871
Vehs Exited	1882
Starting Vehs	167
Ending Vehs	156
Denied Entry Before	12
Denied Entry After	86
Travel Distance (km)	787
Travel Time (hr)	38.2
Total Delay (hr)	20.4
Total Stops	903
Fuel Used (l)	989.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1871
Vehs Exited	1882
Starting Vehs	167
Ending Vehs	156
Denied Entry Before	12
Denied Entry After	86
Travel Distance (km)	787
Travel Time (hr)	38.2
Total Delay (hr)	20.4
Total Stops	903
Fuel Used (l)	989.1

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBT	WBL	WBR	NBT	NBR	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.3
Delay / Veh (s)	45.5	31.6	2.3	4.0	6.7	0.3	3.8
Total Stops	2	2	0	10	0	0	14
Travel Dist (km)	0.2	0.5	2.7	48.3	0.5	8.0	60.2
Travel Time (hr)	0.0	0.0	0.1	1.3	0.0	0.2	1.6
Avg Speed (kph)	13	17	38	38	28	43	38
Fuel Used (l)	0.4	0.7	2.8	56.1	0.6	9.6	70.2
HC Emissions (g)	0	0	0	2	0	0	2
CO Emissions (g)	4	5	39	624	7	99	778
NOx Emissions (g)	0	0	0	8	0	1	9
Vehicles Entered	2	2	13	244	3	36	300
Vehicles Exited	1	2	12	247	3	36	301
Hourly Exit Rate	6	12	72	1482	18	216	1806
Input Volume	33	16	58	1572	43	176	1898
% of Volume	18	75	124	94	42	123	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Total Delay (hr)	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Delay / Veh (s)	10.1	2.1	5.2	3.5	28.2	1.7	8.9	6.2	8.6
Total Stops	92	0	12	9	1	0	10	1	125
Travel Dist (km)	38.5	0.2	5.6	4.2	0.1	1.0	0.7	0.0	50.4
Travel Time (hr)	1.4	0.0	0.2	0.1	0.0	0.0	0.1	0.0	1.8
Avg Speed (kph)	29	37	35	35	10	27	11	12	29
Fuel Used (l)	43.9	0.2	4.8	2.7	0.2	1.4	1.4	0.1	54.6
HC Emissions (g)	1	0	0	0	0	0	0	0	2
CO Emissions (g)	577	2	28	8	2	34	27	0	679
NOx Emissions (g)	5	0	0	0	0	0	0	0	6
Vehicles Entered	166	1	27	19	1	13	14	1	242
Vehicles Exited	167	1	28	18	1	13	15	1	244
Hourly Exit Rate	1002	6	168	108	6	78	90	6	1464
Input Volume	1027	13	148	89	9	119	102	4	1511
% of Volume	98	46	114	121	67	66	88	150	97
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.2	7.1	0.3	0.1	0.1	7.9
Delay / Veh (s)	60.2	39.7	75.7	71.3	41.8	2.4	56.9
Total Stops	8	15	133	7	8	23	194
Travel Dist (km)	1.0	1.9	33.2	1.5	0.6	7.5	45.8
Travel Time (hr)	0.2	0.2	8.0	0.4	0.1	0.3	9.2
Avg Speed (kph)	6	8	12	13	5	25	13
Fuel Used (l)	2.1	3.6	102.4	4.6	1.8	16.2	130.7
HC Emissions (g)	0	0	2	0	0	1	3
CO Emissions (g)	17	48	499	11	7	266	847
NOx Emissions (g)	0	0	6	0	0	2	10
Vehicles Entered	8	15	334	14	10	116	497
Vehicles Exited	8	15	345	17	8	115	508
Hourly Exit Rate	48	90	2070	102	48	690	3048
Input Volume	58	91	2163	113	38	736	3199
% of Volume	83	99	96	90	126	94	95
Denied Entry Before	0	0	2	0	0	0	2
Denied Entry After	0	0	50	4	0	0	54

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.4	0.0	0.5
Delay / Veh (s)	24.0	2.4	1.4	2.1	12.3	5.0	8.3
Total Stops	7	23	0	9	8	0	47
Travel Dist (km)	4.2	14.5	0.5	2.1	14.0	0.4	35.6
Travel Time (hr)	0.2	0.3	0.0	0.1	0.8	0.0	1.4
Avg Speed (kph)	27	43	29	19	29	40	32
Fuel Used (l)	3.7	11.1	1.0	3.0	20.9	0.6	40.3
HC Emissions (g)	0	0	0	0	1	0	1
CO Emissions (g)	17	79	15	20	281	7	419
NOx Emissions (g)	0	1	0	0	3	0	5
Vehicles Entered	7	22	9	55	104	3	200
Vehicles Exited	8	23	9	55	105	3	203
Hourly Exit Rate	48	138	54	330	630	18	1218
Input Volume	65	218	72	303	661	34	1353
% of Volume	74	63	75	109	95	53	90
Denied Entry Before	0	0	0	0	1	0	1
Denied Entry After	0	0	0	0	5	0	5

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.9	0.0	0.1	5.6	0.0	0.7	0.1	0.1	1.1	0.1	0.9
Delay / Veh (s)	61.2	15.5	6.2	88.3	43.8	23.1	62.6	52.6	29.1	127.3	90.9	64.0
Total Stops	12	97	2	7	305	0	41	5	10	19	2	20
Travel Dist (km)	2.8	42.1	1.4	0.9	103.1	0.9	8.7	1.3	2.4	1.3	0.1	2.1
Travel Time (hr)	0.3	1.9	0.0	0.1	7.9	0.1	0.9	0.1	0.2	1.1	0.1	1.0
Avg Speed (kph)	9	23	35	7	16	27	9	11	15	2	2	3
Fuel Used (l)	5.6	58.2	1.5	1.9	150.1	1.2	16.0	2.3	3.4	11.5	0.5	10.0
HC Emissions (g)	0	1	0	0	3	0	0	0	0	0	0	0
CO Emissions (g)	52	589	21	8	805	9	192	22	37	19	1	48
NOx Emissions (g)	0	6	0	0	12	0	1	0	0	0	0	0
Vehicles Entered	15	215	7	4	460	4	44	7	12	32	2	48
Vehicles Exited	16	213	7	5	455	5	38	6	12	31	2	54
Hourly Exit Rate	96	1278	42	30	2730	30	228	36	72	186	12	324
Input Volume	80	1484	59	26	2893	33	248	29	45	177	12	284
% of Volume	120	86	71	115	94	91	92	124	160	105	100	114
Denied Entry Before	0	0	0	0	7	0	0	0	0	0	0	2
Denied Entry After	0	1	1	0	13	0	0	0	0	6	0	6

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	9.9
Delay / Veh (s)	41.9
Total Stops	520
Travel Dist (km)	167.1
Travel Time (hr)	13.9
Avg Speed (kph)	15
Fuel Used (l)	262.2
HC Emissions (g)	5
CO Emissions (g)	1803
NOx Emissions (g)	20
Vehicles Entered	850
Vehicles Exited	844
Hourly Exit Rate	5064
Input Volume	5370
% of Volume	94
Denied Entry Before	9
Denied Entry After	27

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2012

Total Network Performance

Total Delay (hr)	20.4
Delay / Veh (s)	39.2
Total Stops	903
Travel Dist (km)	786.8
Travel Time (hr)	38.2
Avg Speed (kph)	26
Fuel Used (l)	989.1
HC Emissions (g)	29
CO Emissions (g)	9253
NOx Emissions (g)	100
Vehicles Entered	1871
Vehicles Exited	1882
Hourly Exit Rate	11292
Input Volume	25324
% of Volume	45
Denied Entry Before	12
Denied Entry After	86

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2012

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	24.0	69.3	0.6	32
Total		24.0	69.3	0.6	32

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB
Directions Served	LTR	LR
Maximum Queue (m)	6.2	7.9
Average Queue (m)	2.5	3.9
95th Queue (m)	7.5	9.6
Link Distance (m)	115.6	253.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: PR-834 &

Movement	EB	EB	WB	WB	NB	SB
Directions Served	T	T	T	TR	LT	LTR
Maximum Queue (m)	47.5	51.6	7.7	20.0	9.0	29.1
Average Queue (m)	34.2	41.6	3.0	12.5	1.8	15.9
95th Queue (m)	46.8	52.8	9.2	20.5	7.7	34.8
Link Distance (m)	229.0	229.0	206.1	206.1	109.8	46.4
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)						
Storage Blk Time (%)	8					
Queuing Penalty (veh)	0					

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	59.3	102.8	102.8	27.3	22.7	28.5
Average Queue (m)	33.5	102.8	102.8	5.5	17.6	19.0
95th Queue (m)	66.8	102.8	102.8	23.4	25.7	33.0
Link Distance (m)	125.4	98.2	98.2		64.4	64.4
Upstream Blk Time (%)		33	33			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			32			
Queuing Penalty (veh)			36			

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (m)	14.6	8.0	16.8	20.5
Average Queue (m)	8.7	7.9	3.4	9.1
95th Queue (m)	14.3	8.1	14.4	22.7
Link Distance (m)	601.1	601.1	49.7	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				20.0
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	L
Maximum Queue (m)	12.0	19.8	200.6	201.2	74.8	8.1	8.0	14.9	228.8	228.8	129.9	38.0
Average Queue (m)	5.2	13.6	81.9	77.5	53.5	3.2	1.6	5.4	206.7	214.8	127.8	23.4
95th Queue (m)	11.9	20.6	184.5	185.8	79.1	9.7	6.9	14.7	254.0	261.0	131.6	37.2
Link Distance (m)			196.6	196.6					224.2	224.2		195.8
Upstream Blk Time (%)			1	1					8	9		
Queuing Penalty (veh)			0	0					0	0		
Storage Bay Dist (m)	55.0	55.0			75.0	75.0	50.0	50.0				80.0
Storage Blk Time (%)			2	0	2				24	18	20	
Queuing Penalty (veh)			2	1	9				6	178	195	

Intersection: 19: PR-1 & PR-8834

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	LT	T	R
Maximum Queue (m)	38.9	5.0	23.0	45.5	8.8	45.5
Average Queue (m)	32.4	1.0	14.6	44.6	4.2	42.3
95th Queue (m)	40.3	4.3	22.4	46.6	10.5	51.7
Link Distance (m)	195.8	195.8	195.8	40.9	40.9	40.9
Upstream Blk Time (%)				53		39
Queuing Penalty (veh)				0		0
Storage Bay Dist (m)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 428

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2012

Intersection: 3: Camino Laberinto & PR-834

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBT	WBTL
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	122.0	6.1	122.0	6.1
g/C Ratio	0.47	0.03	0.47	0.03
Cycles Skipped (%)	85	79	85	79
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	15	0	15	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Intersection: 6: PR-834 &

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBT
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	13.4	18.5	13.4	18.5
g/C Ratio	0.34	0.46	0.34	0.46
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	7	100	7
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
PM Condiciones Futuras Año 2012

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	1150
Vehs Exited	1101
Starting Vehs	178
Ending Vehs	227
Denied Entry Before	28
Denied Entry After	142
Travel Distance (mi)	570
Travel Time (hr)	47.6
Total Delay (hr)	28.2
Total Stops	1514
Fuel Used (gal)	276.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1150
Vehs Exited	1101
Starting Vehs	178
Ending Vehs	227
Denied Entry Before	28
Denied Entry After	142
Travel Distance (mi)	570
Travel Time (hr)	47.6
Total Delay (hr)	28.2
Total Stops	1514
Fuel Used (gal)	276.2

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2012

1: Carretera PR-169 & Performance by movement

Movement	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.1	0.3	0.2	0.1	0.0	0.2	0.1	1.0
Delay / Veh (s)	17.1	23.6	22.3	1.3	1.2	77.5	3.4	7.4
Total Stops	14	33	21	5	65	9	16	163
Travel Dist (mi)	1.5	3.1	1.7	5.4	3.1	0.5	5.7	21.0
Travel Time (hr)	0.2	0.4	0.3	0.2	0.2	0.2	0.4	1.9
Avg Speed (mph)	8	7	7	22	16	3	15	11
Fuel Used (gal)	0.8	1.7	1.0	2.5	0.9	0.6	3.6	11.0
HC Emissions (g)	0	0	0	0	0	0	0	1
CO Emissions (g)	34	49	14	150	39	9	155	449
NOx Emissions (g)	0	1	0	1	0	0	1	4
Vehicles Entered	23	48	28	186	64	9	117	475
Vehicles Exited	24	49	27	188	64	8	120	480
Hourly Exit Rate	144	294	162	1128	384	48	720	2880
Input Volume	113	242	161	1199	319	45	604	2683
% of Volume	127	121	101	94	120	107	119	107
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

3: Carretera PR-834 & Carretera PR-169 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	3.8	0.1	0.4	0.3	0.2	0.4	1.9	0.8	2.3	4.3	14.3
Delay / Veh (s)	238.9	2.1	18.4	28.7	45.4	26.9	48.0	48.5	176.0	117.1	70.9
Total Stops	214	0	24	23	14	54	144	56	41	31	601
Travel Dist (mi)	23.3	22.1	23.3	1.4	0.6	1.7	10.6	3.4	1.6	4.8	92.9
Travel Time (hr)	4.4	0.6	0.9	0.3	0.2	0.5	2.3	0.9	2.4	4.4	16.9
Avg Speed (mph)	5	40	25	4	3	4	5	4	2	10	8
Fuel Used (gal)	14.7	7.1	7.0	1.2	0.6	1.5	8.3	2.8	5.8	11.6	60.6
HC Emissions (g)	1	1	1	0	0	0	1	0	0	1	4
CO Emissions (g)	351	503	372	17	6	20	150	37	66	157	1679
NOx Emissions (g)	3	4	3	0	0	0	2	0	0	1	14
Vehicles Entered	71	121	68	33	14	52	152	58	48	133	750
Vehicles Exited	43	119	69	36	14	54	139	55	46	132	707
Hourly Exit Rate	258	714	414	216	84	324	834	330	276	792	4242
Input Volume	365	736	405	199	95	267	914	321	396	1199	4897
% of Volume	71	97	102	109	88	121	91	103	70	66	87
Denied Entry Before	0	0	0	0	0	0	0	0	2	7	9
Denied Entry After	0	0	0	0	0	0	0	0	22	57	79

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2012

11: Desvío PR-835 & Entrada a Centro Comercial (LAIF) Performance by movement

Movement	EBT	EBR	SBL	NWL	NWR	All
Total Delay (hr)	0.0	0.0	0.3	0.0	0.2	0.5
Delay / Veh (s)	0.0	0.1	9.3	12.4	10.5	9.2
Total Stops	0	0	114	11	0	125
Travel Dist (mi)	0.9	0.6	6.7	1.4	8.1	17.8
Travel Time (hr)	0.0	0.0	0.6	0.1	0.6	1.3
Avg Speed (mph)	29	26	12	13	14	13
Fuel Used (gal)	0.3	0.1	2.5	0.7	3.8	7.4
HC Emissions (g)	0	0	0	0	0	0
CO Emissions (g)	2	1	64	24	119	209
NOx Emissions (g)	0	0	1	0	1	2
Vehicles Entered	11	4	111	11	72	209
Vehicles Exited	11	4	115	11	68	209
Hourly Exit Rate	66	24	690	66	408	1254
Input Volume	140	47	564	72	541	1373
% of Volume	47	51	122	92	75	91
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

12: Carretera PR-834 & Performance by movement

Movement	SBL	SBR	NET	SWT	SWR	All
Total Delay (hr)	0.9	0.0	0.1	0.2	0.1	1.2
Delay / Veh (s)	28.7	6.2	4.9	4.6	4.0	11.7
Total Stops	89	2	14	21	0	126
Travel Dist (mi)	15.3	0.4	4.3	8.8	4.1	32.8
Travel Time (hr)	1.5	0.0	0.2	0.5	0.2	2.4
Avg Speed (mph)	10	19	20	19	17	13
Fuel Used (gal)	8.9	0.2	1.2	3.4	0.7	14.5
HC Emissions (g)	1	0	0	0	0	2
CO Emissions (g)	400	11	35	110	5	561
NOx Emissions (g)	3	0	1	1	0	5
Vehicles Entered	116	3	49	127	85	380
Vehicles Exited	107	3	49	125	83	367
Hourly Exit Rate	642	18	294	750	498	2202
Input Volume	592	19	307	970	604	2506
% of Volume	108	95	96	77	82	88
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Futuras Año 2012

14: Entrada a LAIF & Carretera PR-834 Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Total Delay (hr)	0.9	0.5	4.4	1.3	7.1
Delay / Veh (s)	33.6	11.2	76.8	60.9	47.1
Total Stops	81	46	83	19	229
Travel Dist (mi)	10.1	74.2	9.2	2.6	96.1
Travel Time (hr)	1.3	2.2	4.7	1.4	9.6
Avg Speed (mph)	8	33	8	11	20
Fuel Used (gal)	5.3	23.3	12.9	3.4	44.9
HC Emissions (g)	0	4	0	0	4
CO Emissions (g)	77	1454	129	24	1684
NOx Emissions (g)	1	14	1	0	16
Vehicles Entered	92	171	213	77	553
Vehicles Exited	92	161	203	73	529
Hourly Exit Rate	552	966	1218	438	3174
Input Volume	561	945	1569	537	3622
% of Volume	98	102	78	82	88
Denied Entry Before	0	0	13	3	16
Denied Entry After	0	0	50	13	63

22: Carretera PR-8834 & Performance by movement

Movement	NBL	SEL	SET	NWT	NWR	All
Total Delay (hr)	0.8	0.5	0.2	0.3	0.0	1.7
Delay / Veh (s)	30.1	21.8	25.9	34.0	13.3	26.9
Total Stops	82	37	11	23	7	160
Travel Dist (mi)	10.9	2.6	0.7	2.7	0.7	17.6
Travel Time (hr)	1.3	0.6	0.2	0.4	0.1	2.5
Avg Speed (mph)	9	5	5	8	12	7
Fuel Used (gal)	5.3	2.2	0.7	1.5	0.3	10.0
HC Emissions (g)	0	0	0	0	0	1
CO Emissions (g)	126	65	21	55	12	279
NOx Emissions (g)	1	1	0	0	0	3
Vehicles Entered	99	74	21	27	8	229
Vehicles Exited	98	80	22	28	7	235
Hourly Exit Rate	588	480	132	168	42	1410
Input Volume	519	437	100	130	29	1215
% of Volume	113	110	132	129	145	116
Denied Entry Before	0	1	2	0	0	3
Denied Entry After	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2012

25: Desvío PR-835 & Carretera PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	5.4	1.8	5.1	2.3	1.7	0.2	3.1
Total Stops	13	0	0	0	0	0	13
Travel Dist (mi)	1.7	0.4	0.2	2.5	0.6	0.3	5.7
Travel Time (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.2
Avg Speed (mph)	21	23	26	26	24	29	24
Fuel Used (gal)	0.4	0.1	0.1	0.7	0.2	0.1	1.5
HC Emissions (g)	0	0	0	0	0	0	0
CO Emissions (g)	2	1	0	7	2	1	14
NOx Emissions (g)	0	0	0	0	0	0	0
Vehicles Entered	13	4	1	13	5	3	39
Vehicles Exited	13	4	1	12	5	2	37
Hourly Exit Rate	78	24	6	72	30	12	222
Input Volume	90	34	9	151	39	26	349
% of Volume	87	71	67	48	77	46	64
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Total Network Performance

Total Delay (hr)	28.2
Delay / Veh (s)	90.2
Total Stops	1514
Travel Dist (mi)	570.4
Travel Time (hr)	47.6
Avg Speed (mph)	15
Fuel Used (gal)	276.2
HC Emissions (g)	26
CO Emissions (g)	9543
NOx Emissions (g)	90
Vehicles Entered	1150
Vehicles Exited	1101
Hourly Exit Rate	6606
Input Volume	30749
% of Volume	21
Denied Entry Before	28
Denied Entry After	142

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2012

Arterial Level of Service: NW Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	10.4	16.2	0.0	11
	19	4.9	10.4	0.0	16
Salida PR-20	3	117.1	121.0	0.1	15
Total		132.4	147.5	0.2	14

Arterial Level of Service: SE Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Carretera PR-834	3	48.0	57.1	0.1	6
	19	4.3	12.0	0.1	17
	1	1.3	4.8	0.0	35
	22	27.5	31.3	0.0	8
Total		81.1	105.1	0.2	9

Arterial Level of Service: NB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	12	4.9	15.5	0.1	20
	18	1.0	10.8	0.1	25
Entrada a LAIF	14	11.2	48.4	0.4	33
	15	3.1	8.6	0.1	29
Carretera PR-169	3	238.9	275.3	0.4	5
Total		259.1	358.6	1.0	10

Arterial Level of Service: SB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	15	3.5	51.7	0.4	25
Entrada a LAIF	14	76.8	81.1	0.1	13
	18	7.4	62.6	0.4	25
	12	4.6	13.0	0.1	21
	10	1.0	12.3	0.1	25
Total		93.3	220.7	1.0	23

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	2016
Vehs Exited	2037
Starting Vehs	296
Ending Vehs	275
Denied Entry Before	6
Denied Entry After	70
Travel Distance (km)	925
Travel Time (hr)	55.0
Total Delay (hr)	33.1
Total Stops	2171
Fuel Used (l)	1278.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	2016
Vehs Exited	2037
Starting Vehs	296
Ending Vehs	275
Denied Entry Before	6
Denied Entry After	70
Travel Distance (km)	925
Travel Time (hr)	55.0
Total Delay (hr)	33.1
Total Stops	2171
Fuel Used (l)	1278.0

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

5: PR-199 & PR-169 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.5	2.0	0.1	0.5	3.3	0.4	0.2	0.2	0.0	0.2	0.3	0.2
Delay / Veh (s)	85.8	42.1	13.0	46.8	44.4	27.6	32.8	20.8	5.6	30.4	26.7	14.4
Total Stops	24	149	27	26	208	52	20	28	1	17	32	26
Travel Dist (km)	3.9	31.4	5.3	8.3	58.0	10.0	2.9	5.7	3.5	1.6	2.9	3.3
Travel Time (hr)	0.6	2.7	0.2	0.7	4.8	0.7	0.3	0.4	0.1	0.3	0.4	0.3
Avg Speed (kph)	7	12	26	12	12	16	10	16	31	6	7	10
Fuel Used (l)	9.0	53.0	6.8	11.6	85.6	11.6	5.2	9.1	5.2	3.7	6.5	5.6
HC Emissions (g)	0	1	0	0	2	1	0	0	0	0	0	0
CO Emissions (g)	63	483	70	43	512	104	62	105	62	13	51	42
NOx Emissions (g)	0	4	1	1	7	1	1	1	0	0	1	1
Vehicles Entered	20	164	28	36	280	50	20	40	27	23	40	48
Vehicles Exited	22	169	28	38	258	48	23	40	27	25	44	50
Hourly Exit Rate	132	1014	168	228	1548	288	138	240	162	150	264	300
Input Volume	121	1017	167	209	1863	301	204	276	179	157	212	234
% of Volume	109	100	101	109	83	96	68	87	91	96	125	128
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

5: PR-199 & PR-169 Performance by movement

Movement	All
Total Delay (hr)	7.9
Delay / Veh (s)	36.8
Total Stops	610
Travel Dist (km)	136.9
Travel Time (hr)	11.5
Avg Speed (kph)	12
Fuel Used (l)	212.8
HC Emissions (g)	5
CO Emissions (g)	1610
NOx Emissions (g)	18
Vehicles Entered	776
Vehicles Exited	772
Hourly Exit Rate	4632
Input Volume	4940
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

8: PR-199 & PR-20 SB Off Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Total Delay (hr)	1.8	0.1	1.2	2.7	4.0	3.1	13.0
Delay / Veh (s)	34.9	12.0	129.4	50.6	66.5	70.9	56.9
Total Stops	89	6	43	94	148	52	432
Travel Dist (km)	38.6	5.8	2.8	16.1	34.2	16.6	114.0
Travel Time (hr)	2.6	0.2	1.3	3.1	4.9	3.5	15.7
Avg Speed (kph)	15	24	3	9	14	10	12
Fuel Used (l)	53.1	6.0	12.2	37.8	73.0	40.5	222.6
HC Emissions (g)	1	0	0	1	1	1	4
CO Emissions (g)	357	40	75	161	418	172	1224
NOx Emissions (g)	4	0	1	2	5	2	13
Vehicles Entered	189	35	39	196	214	162	835
Vehicles Exited	179	33	30	190	221	155	808
Hourly Exit Rate	1074	198	180	1140	1326	930	4848
Input Volume	1147	218	275	1348	1370	907	5269
% of Volume	94	91	65	85	97	103	92
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	6	27	20	14	67

11: PR-199 & PR-20 NB On Performance by movement

Movement	EBT	WBT	WBR	All
Total Delay (hr)	0.2	0.4	0.1	0.7
Delay / Veh (s)	2.1	4.3	5.7	3.3
Total Stops	23	27	10	60
Travel Dist (km)	37.4	32.3	6.6	76.3
Travel Time (hr)	1.2	1.1	0.3	2.6
Avg Speed (kph)	32	29	24	30
Fuel Used (l)	53.1	44.1	6.7	103.8
HC Emissions (g)	1	1	0	2
CO Emissions (g)	625	476	36	1137
NOx Emissions (g)	6	5	0	11
Vehicles Entered	400	355	58	813
Vehicles Exited	402	343	57	802
Hourly Exit Rate	2412	2058	342	4812
Input Volume	2517	2020	276	4813
% of Volume	96	102	124	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

14: PR-199 & Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Delay (hr)	0.2	1.0	3.2	0.2	0.2	0.0	0.1	0.2	0.2	5.2
Delay / Veh (s)	53.1	10.0	33.0	41.1	28.7	32.1	17.4	36.3	24.7	23.3
Total Stops	16	109	204	15	20	4	10	15	18	411
Travel Dist (km)	1.8	39.6	36.7	2.1	2.3	0.3	1.1	1.1	1.5	86.6
Travel Time (hr)	0.3	1.8	4.1	0.3	0.3	0.0	0.1	0.2	0.2	7.3
Avg Speed (kph)	7	23	10	8	8	7	11	5	6	13
Fuel Used (l)	3.1	39.0	67.8	3.8	4.8	0.8	1.6	2.9	3.4	127.1
HC Emissions (g)	0	1	1	0	0	0	0	0	0	2
CO Emissions (g)	11	204	318	10	28	3	15	9	13	611
NOx Emissions (g)	0	3	4	0	0	0	0	0	0	8
Vehicles Entered	16	345	327	18	28	4	13	18	23	792
Vehicles Exited	14	341	360	19	27	4	12	19	26	822
Hourly Exit Rate	84	2046	2160	114	162	24	72	114	156	4932
Input Volume	130	2054	2037	105	119	8	88	93	140	4774
% of Volume	65	100	106	109	136	300	82	123	111	103
Denied Entry Before	0	0	5	0	0	0	0	0	0	5
Denied Entry After	0	0	0	0	0	0	0	0	0	0

17: PR-199 & Angel Quiñones Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Total Delay (hr)	0.1	1.7	0.1	0.5	0.8	0.0	0.0	0.0	0.0	3.3
Delay / Veh (s)	36.3	24.3	6.3	35.8	11.5	10.8	22.8	32.3	17.5	18.3
Total Stops	7	189	10	49	98	4	2	4	7	370
Travel Dist (km)	1.1	40.0	6.5	14.5	68.2	2.7	0.2	0.4	1.0	134.6
Travel Time (hr)	0.1	2.7	0.3	0.8	2.2	0.1	0.0	0.0	0.1	6.4
Avg Speed (kph)	12	15	22	17	32	30	10	8	13	21
Fuel Used (l)	1.9	60.0	7.3	16.9	65.6	2.7	0.4	0.8	1.7	157.3
HC Emissions (g)	0	3	0	0	1	0	0	0	0	4
CO Emissions (g)	18	700	39	81	530	11	3	22	11	1414
NOx Emissions (g)	0	8	1	1	6	0	0	0	0	16
Vehicles Entered	7	253	74	50	240	11	2	4	10	651
Vehicles Exited	7	256	75	54	238	11	2	4	9	656
Hourly Exit Rate	42	1536	450	324	1428	66	12	24	54	3936
Input Volume	75	1561	519	352	1589	59	29	25	38	4247
% of Volume	56	98	87	92	90	112	41	96	142	93
Denied Entry Before	0	0	0	0	1	0	0	0	0	1
Denied Entry After	0	1	2	0	0	0	0	0	0	3

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

21: PR-199 & PR-1 NB Off Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Total Delay (hr)	1.2	0.4	0.1	0.1	1.8
Delay / Veh (s)	14.5	5.7	11.0	6.1	10.3
Total Stops	156	90	16	18	280
Travel Dist (km)	82.9	21.0	1.1	1.6	106.5
Travel Time (hr)	3.0	1.0	0.1	0.1	4.2
Avg Speed (kph)	29	22	10	13	26
Fuel Used (l)	84.9	33.8	2.0	2.4	123.1
HC Emissions (g)	3	1	0	0	4
CO Emissions (g)	752	338	9	25	1124
NOx Emissions (g)	10	4	0	0	14
Vehicles Entered	304	247	21	31	603
Vehicles Exited	314	249	21	35	619
Hourly Exit Rate	1884	1494	126	210	3714
Input Volume	1871	1618	176	205	3870
% of Volume	101	92	72	102	96
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	33.1
Delay / Veh (s)	58.8
Total Stops	2171
Travel Dist (km)	925.2
Travel Time (hr)	55.0
Avg Speed (kph)	19
Fuel Used (l)	1278.0
HC Emissions (g)	31
CO Emissions (g)	11173
NOx Emissions (g)	117
Vehicles Entered	2016
Vehicles Exited	2037
Hourly Exit Rate	12222
Input Volume	39443
% of Volume	31
Denied Entry Before	6
Denied Entry After	70

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Arterial Level of Service: EB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 SB On	17	24.3	38.3	0.2	16
PR-1 NB Off	21	14.5	34.5	0.3	32
Total		38.8	72.7	0.5	23

Arterial Level of Service: WB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 NB Off	21	5.7	14.3	0.1	24
Angel Quiñones	17	11.8	32.5	0.3	33
Total		17.5	46.8	0.4	30

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 5: PR-199 & PR-169

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	LT	T
Maximum Queue (m)	46.4	69.1	72.4	84.0	57.5	47.8	116.5	127.5	240.7	47.4	34.3	15.1
Average Queue (m)	36.6	56.9	63.6	73.5	37.6	28.5	66.6	71.9	104.8	35.6	26.2	12.2
95th Queue (m)	46.1	73.9	79.3	93.2	77.5	45.9	115.2	123.8	219.3	61.1	42.5	17.0
Link Distance (m)		187.9	187.9	187.9			188.2	188.2	188.2		137.0	137.0
Upstream Blk Time (%)									5			
Queuing Penalty (veh)									39			
Storage Bay Dist (m)	100.0				50.0	70.0				40.0		
Storage Blk Time (%)				26	0		10		40	0		
Queuing Penalty (veh)				44	1		20		122	2		

Intersection: 5: PR-199 & PR-169

Movement	NB	NB	SB	SB
Directions Served	T	R	LT	TR
Maximum Queue (m)	21.8	15.1	71.2	71.2
Average Queue (m)	16.5	3.0	43.7	47.9
95th Queue (m)	24.0	13.0	79.1	78.3
Link Distance (m)			66.6	66.6
Upstream Blk Time (%)			4	5
Queuing Penalty (veh)			0	0
Storage Bay Dist (m)	45.0	45.0		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: PR-199 & PR-20 SB Off

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T	T	L	L	TR
Maximum Queue (m)	40.4	52.4	45.5	87.9	76.4	72.6	76.6	77.6	162.7	162.7	162.7
Average Queue (m)	26.8	31.5	35.2	54.7	57.7	56.2	49.5	45.2	116.9	109.6	162.7
95th Queue (m)	38.7	49.1	46.6	90.8	76.5	84.7	80.4	74.4	185.7	166.3	162.7
Link Distance (m)	188.2	188.2	188.2	188.2	72.6	72.6	72.6	72.6	158.1	158.1	158.1
Upstream Blk Time (%)					7	3	3	2	2	1	25
Queuing Penalty (veh)					19	8	8	4	0	0	0
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 11: PR-199 & PR-20 NB On

Movement	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	TR
Maximum Queue (m)	36.6	37.8	15.5	47.7	46.4
Average Queue (m)	16.7	21.7	3.1	15.1	9.3
95th Queue (m)	36.0	42.9	13.3	47.4	39.9
Link Distance (m)	72.6	72.6	97.1	97.1	97.1
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	40.0	53.6	90.8	87.7	110.9	109.0	110.9	47.1	20.3	64.9
Average Queue (m)	24.0	28.8	52.1	66.4	102.1	99.0	109.3	32.9	11.2	38.1
95th Queue (m)	38.0	54.0	100.2	97.4	118.1	116.6	113.2	50.8	19.0	67.4
Link Distance (m)		97.1	97.1	97.1	106.3	106.3	106.3	83.2	83.2	60.3
Upstream Blk Time (%)					12	12	14			3
Queuing Penalty (veh)					0	0	0			0
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	13.7	83.5	91.4	97.0	68.6	23.6	49.0	55.2	36.6
Average Queue (m)	8.6	68.0	73.6	79.5	50.2	22.2	36.0	42.0	21.2
95th Queue (m)	16.9	84.7	96.9	107.3	77.4	25.8	50.9	54.2	42.6
Link Distance (m)		156.4	156.4	156.4		275.8	275.8	275.8	96.8
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		4			1				
Queuing Penalty (veh)		3			4				

PM Condiciones Futuras Año 2012

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 21: PR-199 & PR-1 NB Off

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	TR	T	T	T	L	R
Maximum Queue (m)	65.6	67.5	66.9	22.6	29.3	33.6	30.8	28.6
Average Queue (m)	42.3	47.6	48.4	19.5	19.1	24.2	17.5	17.1
95th Queue (m)	74.0	77.7	78.0	24.3	34.5	34.0	36.6	34.0
Link Distance (m)	275.8	275.8	275.8	84.3	84.3	84.3	49.9	49.9
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 273

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	44.0	22.0	32.0	44.0	8.0	46.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	None	C-Max	None	None
Avg. Green (s)	44.0	22.2	31.8	44.0	8.0	46.0
g/C Ratio	0.40	0.20	0.29	0.40	0.07	0.42
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	60	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	14.0	23.0	61.0	41.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	13.5	23.0	61.5	40.5
g/C Ratio	0.12	0.21	0.56	0.37
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	80	100	100	80
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

PM Condiciones Futuras Año 2012
 Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	26.5	75.5	26.5	13.0	58.5
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	C-Max	None	None
Avg. Green (s)	31.6	70.4	31.6	10.9	58.5
g/C Ratio	0.29	0.64	0.29	0.08	0.53
Cycles Skipped (%)	0	0	0	20	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	40	100	40	100
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	17.0	25.0	56.0	17.0	16.0	65.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	17.0	19.7	36.1	17.0	6.6	52.2
g/C Ratio	0.21	0.24	0.45	0.21	0.06	0.65
Cycles Skipped (%)	0	0	0	0	29	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	43	14	100	0	29
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 80.6
 Number of Complete Cycles : 6

PM Condiciones Futuras Año 2012
Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20

Intersection: 21: PR-199 & PR-1 NB Off

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBT
Maximum Green (s)	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0
Recall	C-Min	None	None
Avg. Green (s)	10.9	21.0	21.0
g/C Ratio	0.27	0.52	0.52
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	67	67
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
Number of Complete Cycles : 14

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2012

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	1983
Vehs Exited	1967
Starting Vehs	163
Ending Vehs	179
Denied Entry Before	107
Denied Entry After	400
Travel Distance (km)	783
Travel Time (hr)	71.8
Total Delay (hr)	53.8
Total Stops	1049
Fuel Used (l)	1288.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1983
Vehs Exited	1967
Starting Vehs	163
Ending Vehs	179
Denied Entry Before	107
Denied Entry After	400
Travel Distance (km)	783
Travel Time (hr)	71.8
Total Delay (hr)	53.8
Total Stops	1049
Fuel Used (l)	1288.9

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBT	WBL	NBT	NBR	SBT	All
Total Delay (hr)	0.1	0.0	0.1	0.0	0.1	0.2
Delay / Veh (s)	24.6	23.9	3.5	7.7	2.3	3.9
Total Stops	8	2	3	0	17	30
Travel Dist (km)	1.0	0.8	14.0	0.4	32.7	48.7
Travel Time (hr)	0.1	0.0	0.4	0.0	0.8	1.3
Avg Speed (kph)	11	20	39	26	39	36
Fuel Used (l)	1.8	0.8	14.7	0.5	37.8	55.7
HC Emissions (g)	0	0	1	0	1	1
CO Emissions (g)	16	7	180	6	412	620
NOx Emissions (g)	0	0	2	0	3	5
Vehicles Entered	9	3	64	2	146	224
Vehicles Exited	9	3	64	2	147	225
Hourly Exit Rate	54	18	384	12	882	1350
Input Volume	54	12	366	9	925	1393
% of Volume	100	150	105	133	95	97
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBT	SBR	All
Total Delay (hr)	0.1	0.0	0.3	0.0	0.0	0.1	0.0	0.5
Delay / Veh (s)	5.5	2.1	7.9	5.0	1.9	7.6	9.1	6.5
Total Stops	18	0	47	6	0	13	1	85
Travel Dist (km)	10.9	1.0	27.9	7.1	1.4	1.3	0.1	49.7
Travel Time (hr)	0.3	0.0	0.8	0.2	0.1	0.1	0.0	1.6
Avg Speed (kph)	34	38	34	33	27	13	10	32
Fuel Used (l)	13.4	1.1	21.3	4.1	2.0	2.6	0.2	44.8
HC Emissions (g)	1	0	0	0	0	0	0	1
CO Emissions (g)	216	15	115	14	38	30	1	429
NOx Emissions (g)	2	0	1	0	0	0	0	4
Vehicles Entered	47	5	119	31	17	26	2	247
Vehicles Exited	49	5	123	30	17	26	2	252
Hourly Exit Rate	294	30	738	180	102	156	12	1512
Input Volume	245	9	750	191	119	191	13	1543
% of Volume	120	333	98	94	86	82	92	98
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.1	1.0	0.1	0.3	0.8	2.4
Delay / Veh (s)	34.3	17.4	13.6	14.0	71.3	12.3	15.4
Total Stops	12	14	125	15	21	81	268
Travel Dist (km)	1.8	1.9	25.4	2.6	1.1	14.5	47.3
Travel Time (hr)	0.2	0.1	1.7	0.2	0.4	1.2	3.7
Avg Speed (kph)	11	15	16	17	3	13	14
Fuel Used (l)	3.3	2.8	42.4	3.9	4.4	30.2	87.0
HC Emissions (g)	0	0	1	0	0	1	3
CO Emissions (g)	72	42	281	42	11	309	756
NOx Emissions (g)	1	1	3	1	0	4	10
Vehicles Entered	14	15	257	26	19	222	553
Vehicles Exited	11	14	262	26	15	224	552
Hourly Exit Rate	66	84	1572	156	90	1344	3312
Input Volume	107	70	1557	96	84	1337	3251
% of Volume	62	120	101	162	107	101	102
Denied Entry Before	0	0	0	0	0	5	5
Denied Entry After	0	0	0	0	1	4	5

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	All
Total Delay (hr)	0.2	0.2	0.0	0.0	0.1	0.5
Delay / Veh (s)	20.6	9.4	0.6	1.1	9.3	8.0
Total Stops	38	81	0	0	11	130
Travel Dist (km)	22.0	49.3	3.4	0.7	4.1	79.5
Travel Time (hr)	0.7	1.3	0.1	0.0	0.2	2.4
Avg Speed (kph)	32	37	29	21	28	34
Fuel Used (l)	19.4	40.3	7.5	1.0	6.1	74.3
HC Emissions (g)	0	2	0	0	0	3
CO Emissions (g)	123	505	137	7	70	842
NOx Emissions (g)	1	6	1	0	1	9
Vehicles Entered	36	87	67	20	31	241
Vehicles Exited	38	80	66	19	29	232
Hourly Exit Rate	228	480	396	114	174	1392
Input Volume	294	435	408	73	167	1381
% of Volume	78	110	97	156	104	101
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	3.4	22.0	2.1	5.0	13.8	0.3	0.6	0.3	0.1	0.7	0.2	0.8
Delay / Veh (s)	323.9	267.9	225.7	343.4	153.2	152.6	56.8	53.8	21.8	78.1	114.7	47.5
Total Stops	39	125	11	103	137	0	39	13	15	20	8	21
Travel Dist (km)	8.1	59.1	6.3	12.5	72.3	1.5	7.2	3.4	4.1	1.3	0.3	2.6
Travel Time (hr)	3.6	23.3	2.2	5.3	15.5	0.3	0.8	0.3	0.2	0.7	0.2	0.9
Avg Speed (kph)	8	22	31	4	23	34	9	10	17	2	1	4
Fuel Used (l)	38.3	257.5	25.2	55.7	198.0	4.1	12.2	5.8	5.4	7.6	2.3	9.9
HC Emissions (g)	1	5	0	1	3	0	0	0	0	0	0	0
CO Emissions (g)	229	1264	149	287	1052	20	105	66	92	13	4	19
NOx Emissions (g)	2	10	1	2	11	0	1	0	1	0	0	0
Vehicles Entered	41	293	33	60	326	6	36	17	18	31	8	65
Vehicles Exited	36	296	33	45	324	7	39	17	22	31	6	60
Hourly Exit Rate	216	1776	198	270	1944	42	234	102	132	186	36	360
Input Volume	406	2835	318	419	2365	59	223	99	120	185	58	325
% of Volume	53	63	62	64	82	71	105	103	110	101	62	111
Denied Entry Before	7	51	7	6	18	1	0	0	0	4	0	8
Denied Entry After	21	218	16	18	113	5	0	0	0	2	0	2

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	49.2
Delay / Veh (s)	191.5
Total Stops	531
Travel Dist (km)	178.5
Travel Time (hr)	53.6
Avg Speed (kph)	14
Fuel Used (l)	622.0
HC Emissions (g)	11
CO Emissions (g)	3303
NOx Emissions (g)	29
Vehicles Entered	934
Vehicles Exited	916
Hourly Exit Rate	5496
Input Volume	7412
% of Volume	74
Denied Entry Before	102
Denied Entry After	395

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2012

Total Network Performance

Total Delay (hr)	53.8
Delay / Veh (s)	98.1
Total Stops	1049
Travel Dist (km)	782.9
Travel Time (hr)	71.8
Avg Speed (kph)	25
Fuel Used (l)	1288.9
HC Emissions (g)	32
CO Emissions (g)	10649
NOx Emissions (g)	103
Vehicles Entered	1983
Vehicles Exited	1967
Hourly Exit Rate	11802
Input Volume	28592
% of Volume	41
Denied Entry Before	107
Denied Entry After	400

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2012

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	20.6	67.7	0.6	33
Total		20.6	67.7	0.6	33

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	T	T	T
Maximum Queue (m)	14.1	13.6	14.6	227.6	228.2
Average Queue (m)	8.9	2.7	6.3	51.4	59.6
95th Queue (m)	13.2	11.7	15.6	197.0	199.0
Link Distance (m)	104.5	253.5	206.3	223.6	223.6
Upstream Blk Time (%)				1	1
Queuing Penalty (veh)				0	0
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: PR-834 &

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	TR	LTR
Maximum Queue (m)	8.2	15.4	29.1	40.0	26.7
Average Queue (m)	7.9	12.4	14.7	21.2	18.4
95th Queue (m)	8.6	17.9	27.3	38.6	29.5
Link Distance (m)	229.0	229.0	206.3	206.3	46.4
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	53.2	102.8	101.8	27.4	69.0	69.0
Average Queue (m)	26.5	81.4	85.1	11.8	62.1	60.1
95th Queue (m)	53.1	110.6	118.1	30.5	77.0	80.9
Link Distance (m)	125.4	98.2	98.2		64.4	64.4
Upstream Blk Time (%)		0	1		9	5
Queuing Penalty (veh)		0	0		0	0
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			22	1		
Queuing Penalty (veh)			21	6		

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (m)	39.3	36.2	15.7
Average Queue (m)	21.0	26.2	10.5
95th Queue (m)	36.7	41.1	14.8
Link Distance (m)	601.1	601.1	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			20.0
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	L
Maximum Queue (m)	32.3	43.9	201.2	201.2	82.4	21.1	74.9	99.9	228.8	228.8	95.9	37.5
Average Queue (m)	25.3	34.0	149.2	148.7	69.0	11.3	67.6	86.6	181.8	123.3	77.8	21.3
95th Queue (m)	37.0	45.1	253.9	254.5	85.2	19.4	85.1	112.9	287.8	222.4	101.1	40.4
Link Distance (m)			196.6	196.6					224.2	224.2		195.8
Upstream Blk Time (%)			3	1					2	1		
Queuing Penalty (veh)			0	0					0	0		
Storage Bay Dist (m)	55.0	55.0			75.0	75.0	50.0	50.0				80.0
Storage Blk Time (%)			11	1	4		57	65	14	1		3
Queuing Penalty (veh)			45	13	40		448	516	59	12		24

Intersection: 19: PR-1 & PR-8834

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	LT	T	R
Maximum Queue (m)	38.3	17.3	45.5	45.5	45.5	45.5
Average Queue (m)	25.1	11.5	26.1	40.9	21.3	45.5
95th Queue (m)	36.8	21.8	50.4	50.1	42.3	45.5
Link Distance (m)	195.8	195.8	195.8	40.9	40.9	40.9
Upstream Blk Time (%)				16	0	48
Queuing Penalty (veh)				0	0	0
Storage Bay Dist (m)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1185

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2012

Intersection: 3: Camino Laberinto & PR-834

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBT	WBTL
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	64.0	8.1	64.0	8.1
g/C Ratio	0.69	0.09	0.69	0.09
Cycles Skipped (%)	57	53	57	53
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	43	0	43	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Intersection: 6: PR-834 &

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBT
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	12.8	19.0	12.8	19.0
g/C Ratio	0.32	0.48	0.32	0.48
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	47	100	47
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1194
Vehs Exited	1102
Starting Vehs	217
Ending Vehs	309
Denied Entry Before	5
Denied Entry After	2
Travel Distance (mi)	758
Travel Time (hr)	47.6
Total Delay (hr)	23.5
Total Stops	1610
Fuel Used (gal)	318.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1194
Vehs Exited	1102
Starting Vehs	217
Ending Vehs	309
Denied Entry Before	5
Denied Entry After	2
Travel Distance (mi)	758
Travel Time (hr)	47.6
Total Delay (hr)	23.5
Total Stops	1610
Fuel Used (gal)	318.4

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

1: Carretera PR-169 & Performance by movement

Movement	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.2	0.1	0.1	0.2	0.0	0.3	0.3	1.2
Delay / Veh (s)	24.9	19.2	9.1	2.9	1.3	52.6	14.2	8.7
Total Stops	20	11	19	17	86	17	18	188
Travel Dist (mi)	2.0	1.3	2.6	6.8	4.2	1.1	3.2	21.2
Travel Time (hr)	0.3	0.2	0.2	0.4	0.3	0.3	0.4	2.1
Avg Speed (mph)	7	8	11	16	16	3	7	10
Fuel Used (gal)	1.3	0.6	1.1	3.1	1.0	1.1	2.5	10.6
HC Emissions (g)	0	0	0	0	0	0	0	1
CO Emissions (g)	25	12	27	158	23	56	104	404
NOx Emissions (g)	0	0	0	1	0	1	1	4
Vehicles Entered	31	20	40	229	87	18	65	490
Vehicles Exited	31	21	41	227	86	19	67	492
Hourly Exit Rate	186	126	246	1362	516	114	402	2952
Input Volume	250	109	191	1685	705	95	415	3450
% of Volume	74	116	129	81	73	120	97	86
Denied Entry Before	0	0	1	0	0	0	0	1
Denied Entry After	0	0	0	0	0	0	0	0

3: Carretera PR-834 & Carretera PR-169 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	1.6	0.4	4.3	0.2	0.0	0.0	3.1	0.3	0.9	0.4	11.3
Delay / Veh (s)	51.2	9.5	100.5	22.7	60.8	2.5	69.0	43.8	36.7	17.7	49.0
Total Stops	124	11	292	18	3	34	170	20	69	36	777
Travel Dist (mi)	42.5	25.0	55.5	1.0	0.1	1.0	13.1	2.2	3.5	3.6	147.6
Travel Time (hr)	2.7	0.9	5.7	0.2	0.0	0.1	3.6	0.4	1.0	0.5	15.3
Avg Speed (mph)	16	27	10	4	3	13	4	6	4	8	10
Fuel Used (gal)	17.3	10.8	24.0	0.6	0.1	0.4	12.3	1.6	3.1	2.5	72.7
HC Emissions (g)	2	1	2	0	0	0	0	0	0	0	7
CO Emissions (g)	888	607	609	12	1	12	160	45	38	111	2482
NOx Emissions (g)	8	5	7	0	0	0	2	1	0	1	23
Vehicles Entered	119	138	176	27	3	35	164	29	88	82	861
Vehicles Exited	113	134	134	27	2	34	161	27	85	83	800
Hourly Exit Rate	678	804	804	162	12	204	966	162	510	498	4800
Input Volume	705	916	1241	151	8	181	998	207	425	565	5397
% of Volume	96	88	65	107	150	113	97	78	120	88	89
Denied Entry Before	0	0	0	0	0	0	0	1	1	0	2
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

11: Desvío PR-835 & Entrada a Centro Comercial (LAIF) Performance by movement

Movement	EBR	SBL	NWL	NWR	All
Total Delay (hr)	0.0	0.0	0.0	0.1	0.2
Delay / Veh (s)	0.8	4.1	10.2	9.5	5.8
Total Stops	0	19	10	2	31
Travel Dist (mi)	4.4	1.1	1.4	5.5	12.4
Travel Time (hr)	0.2	0.1	0.1	0.4	0.7
Avg Speed (mph)	23	16	15	15	17
Fuel Used (gal)	1.2	0.3	0.7	2.7	4.9
HC Emissions (g)	0	0	0	0	1
CO Emissions (g)	34	7	25	138	203
NOx Emissions (g)	0	0	0	1	2
Vehicles Entered	40	18	12	48	118
Vehicles Exited	39	19	10	45	113
Hourly Exit Rate	234	114	60	270	678
Input Volume	210	103	76	267	657
% of Volume	111	111	79	101	103
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: Carretera PR-834 & Performance by movement

Movement	NBT	SBL	SBR	NET	SWT	SWR	All
Total Delay (hr)	0.1	0.7	0.0	0.9	0.1	0.0	1.9
Delay / Veh (s)	67.0	51.9	2.1	8.0	3.9	3.3	11.7
Total Stops	7	53	0	96	15	1	172
Travel Dist (mi)	0.5	7.0	0.5	33.9	4.4	2.6	48.8
Travel Time (hr)	0.1	1.1	0.0	2.0	0.2	0.1	3.6
Avg Speed (mph)	4	7	20	17	20	18	14
Fuel Used (gal)	0.4	4.7	0.2	11.0	1.3	0.4	17.9
HC Emissions (g)	0	0	0	1	0	0	1
CO Emissions (g)	5	146	11	201	17	6	387
NOx Emissions (g)	0	1	0	3	0	0	4
Vehicles Entered	6	56	4	387	62	52	567
Vehicles Exited	6	49	4	394	64	54	571
Hourly Exit Rate	36	294	24	2364	384	324	3426
Input Volume	31	316	16	2424	347	313	3447
% of Volume	116	93	150	98	111	104	99
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 AM Condiciones Futuras Año 2022

13: Desvío PR-835 & Entrada a Residencias (LAIF) Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.6	2.0	4.2	1.0
Total Stops	0	0	0	12	12
Travel Dist (mi)	1.8	0.9	0.2	1.0	3.9
Travel Time (hr)	0.1	0.0	0.0	0.1	0.2
Avg Speed (mph)	29	24	20	18	24
Fuel Used (gal)	0.5	0.5	0.1	0.3	1.3
HC Emissions (g)	0	0	0	0	0
CO Emissions (g)	9	18	5	6	38
NOx Emissions (g)	0	0	0	0	0
Vehicles Entered	42	8	2	13	65
Vehicles Exited	42	8	2	12	64
Hourly Exit Rate	252	48	12	72	384
Input Volume	219	58	19	57	353
% of Volume	115	83	63	126	109
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Entrada a LAIF & Carretera PR-834 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Total Delay (hr)	0.2	0.0	0.0	3.7	0.2	0.0	4.2
Delay / Veh (s)	41.2	0.8	15.9	31.1	5.5	3.4	24.7
Total Stops	17	0	1	178	28	3	227
Travel Dist (mi)	2.0	0.1	0.4	190.6	6.1	1.9	201.1
Travel Time (hr)	0.3	0.0	0.0	8.2	0.3	0.1	9.0
Avg Speed (mph)	7	23	21	23	18	18	22
Fuel Used (gal)	1.2	0.0	0.2	61.5	2.7	0.4	65.9
HC Emissions (g)	0	0	0	7	0	0	8
CO Emissions (g)	20	0	6	2524	166	11	2727
NOx Emissions (g)	0	0	0	26	1	0	28
Vehicles Entered	18	1	1	440	111	42	613
Vehicles Exited	19	1	2	423	112	42	599
Hourly Exit Rate	114	6	12	2538	672	252	3594
Input Volume	129	5	6	2735	654	285	3814
% of Volume	88	120	200	93	103	88	94
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

22: Carretera PR-8834 & Performance by movement

Movement	NBL	SEL	SET	NWT	NWR	All
Total Delay (hr)	0.8	0.7	0.2	0.2	0.2	2.1
Delay / Veh (s)	40.4	19.9	30.7	51.5	33.7	29.3
Total Stops	70	38	7	15	24	154
Travel Dist (mi)	7.9	4.3	0.6	1.5	2.3	16.6
Travel Time (hr)	1.1	0.9	0.2	0.2	0.3	2.8
Avg Speed (mph)	7	6	4	6	7	6
Fuel Used (gal)	4.7	3.4	0.7	0.9	1.3	11.0
HC Emissions (g)	1	0	0	0	0	1
CO Emissions (g)	184	63	7	25	39	318
NOx Emissions (g)	2	1	0	0	0	3
Vehicles Entered	73	120	19	15	23	250
Vehicles Exited	70	132	20	13	22	257
Hourly Exit Rate	420	792	120	78	132	1542
Input Volume	411	813	129	99	95	1547
% of Volume	102	97	93	79	139	100
Denied Entry Before	0	1	1	0	0	2
Denied Entry After	0	0	0	0	0	0

25: Desvío PR-835 & Carretera PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	5.4	2.0	3.0	3.2	1.8	0.2	3.5
Total Stops	17	0	0	0	0	0	17
Travel Dist (mi)	1.8	0.3	1.9	7.8	0.5	0.1	12.5
Travel Time (hr)	0.1	0.0	0.1	0.3	0.0	0.0	0.5
Avg Speed (mph)	19	21	27	26	25	33	24
Fuel Used (gal)	0.5	0.1	0.6	1.8	0.1	0.0	3.1
HC Emissions (g)	0	0	0	0	0	0	0
CO Emissions (g)	17	2	11	30	1	0	62
NOx Emissions (g)	0	0	0	0	0	0	1
Vehicles Entered	17	5	10	38	4	2	76
Vehicles Exited	18	5	8	39	4	1	75
Hourly Exit Rate	108	30	48	234	24	6	450
Input Volume	110	28	51	203	16	41	449
% of Volume	98	107	94	115	150	15	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
AM Condiciones Futuras Año 2022

Total Network Performance

Total Delay (hr)	23.5
Delay / Veh (s)	73.8
Total Stops	1610
Travel Dist (mi)	758.1
Travel Time (hr)	47.6
Avg Speed (mph)	16
Fuel Used (gal)	318.4
HC Emissions (g)	34
CO Emissions (g)	11366
NOx Emissions (g)	120
Vehicles Entered	1194
Vehicles Exited	1102
Hourly Exit Rate	6612
Input Volume	36759
% of Volume	18
Denied Entry Before	5
Denied Entry After	2

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Arterial Level of Service: NW Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	3.4	9.5	0.0	19
	19	1.5	7.3	0.0	23
Salida PR-20	3	17.7	22.9	0.1	11
Total		22.6	39.7	0.2	15

Arterial Level of Service: SE Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Carretera PR-834	3	69.0	79.0	0.1	5
	19	4.4	13.4	0.1	17
	1	2.9	6.5	0.0	26
	22	35.0	38.3	0.0	7
Total		111.3	137.2	0.3	8

Arterial Level of Service: NB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	12	8.0	18.7	0.1	16
	18	3.2	12.4	0.1	22
Entrada a LAIF	14	31.1	68.4	0.4	23
	15	6.6	12.1	0.1	21
Carretera PR-169	3	51.2	85.0	0.4	15
Total		100.3	196.5	1.0	19

Arterial Level of Service: SB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	15	0.7	14.6	0.4	90
Entrada a LAIF	14	5.5	11.0	0.1	23
	18	3.2	56.4	0.4	28
	12	3.9	12.3	0.1	22
	10	1.1	12.0	0.1	26
Total		14.3	106.3	1.0	35

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 AM Condiciones Futuras Año 2022

Arterial Level of Service: EB Desvío PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	34	5.8	32.9	0.2	17
Entrada a Residencia	13	0.1	5.3	0.0	33
	11	0.8	16.9	0.1	24
Total		6.7	55.1	0.3	21

Arterial Level of Service: WB Desvío PR-835

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Entrada a Residencia	13	0.6	17.2	0.1	24
	34	0.0	6.3	0.0	27
Carretera PR-835	25	5.4	19.5	0.2	29
Total		6.0	43.1	0.3	27

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Intersection: 1: Carretera PR-169 &

Movement	SB	SB	SE	SE	SE	SE	NW	NW
Directions Served	L	TR	T	T	R	R	L	T
Maximum Queue (ft)	150	161	38	56	12	81	176	68
Average Queue (ft)	85	114	19	31	2	23	77	58
95th Queue (ft)	156	155	46	68	10	72	166	74
Link Distance (ft)	332	332	165	165	165	165	172	172
Upstream Blk Time (%)							1	
Queuing Penalty (veh)							2	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: Carretera PR-834 & Carretera PR-169

Movement	NB	NB	NB	B15	SB	SB	SB	SB	SE	SE	SE	NW
Directions Served	L	L	R	T	L	L	T	R	T	T	R	L
Maximum Queue (ft)	1344	1501	250	30	110	123	28	75	440	440	124	167
Average Queue (ft)	547	1054	250	6	40	66	17	59	363	383	54	122
95th Queue (ft)	1309	1667	250	26	102	130	40	72	488	485	150	185
Link Distance (ft)	1826	1826		298		114			425	425		
Upstream Blk Time (%)					0	1			5	14		
Queuing Penalty (veh)					0	0			0	0		
Storage Bay Dist (ft)			150		197		60	60			100	164
Storage Blk Time (%)		25	45		0	1		2		59	0	2
Queuing Penalty (veh)		309	159		0	0		0		122	0	3

Intersection: 3: Carretera PR-834 & Carretera PR-169

Movement	NW	NW	NW
Directions Served	L	T	T
Maximum Queue (ft)	177	150	158
Average Queue (ft)	133	93	83
95th Queue (ft)	192	150	157
Link Distance (ft)	270	270	270
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	2		
Queuing Penalty (veh)	4		

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 AM Condiciones Futuras Año 2022

Intersection: 11: Desvío PR-835 & Entrada a Centro Comercial (LAIF)

Movement	SB	NW
Directions Served	L	L
Maximum Queue (ft)	75	28
Average Queue (ft)	37	27
95th Queue (ft)	69	28
Link Distance (ft)	308	624
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Carretera PR-834 &

Movement	NB	NB	SB	SB	NE	NE	SW	SW
Directions Served	T	T	L	L	T	T	T	T
Maximum Queue (ft)	21	28	137	180	244	287	50	71
Average Queue (ft)	14	19	106	129	196	228	29	45
95th Queue (ft)	29	36	153	196	246	315	68	72
Link Distance (ft)	399	399	624	624	400	400	311	311
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)					21			
Queuing Penalty (veh)					3			

Intersection: 13: Desvío PR-835 & Entrada a Residencias (LAIF)

Movement	SB
Directions Served	L
Maximum Queue (ft)	30
Average Queue (ft)	30
95th Queue (ft)	30
Link Distance (ft)	395
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Intersection: 14: Entrada a LAIF & Carretera PR-834

Movement	EB	NB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	TR
Maximum Queue (ft)	138	31	506	582	74	98
Average Queue (ft)	76	10	305	413	50	63
95th Queue (ft)	129	30	487	601	99	101
Link Distance (ft)	586		2272	2272	298	298
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		164				
Storage Blk Time (%)			10			
Queuing Penalty (veh)			1			

Intersection: 22: Carretera PR-8834 &

Movement	NB	SE	SE	NW	NW
Directions Served	L	L	LT	T	TR
Maximum Queue (ft)	537	192	145	74	143
Average Queue (ft)	267	144	140	28	85
95th Queue (ft)	495	218	147	70	152
Link Distance (ft)	537	172	172	495	495
Upstream Blk Time (%)	1	3			
Queuing Penalty (veh)	0	8			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 25: Desvío PR-835 & Carretera PR-835

Movement	WB
Directions Served	LR
Maximum Queue (ft)	77
Average Queue (ft)	39
95th Queue (ft)	70
Link Distance (ft)	756
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
AM Condiciones Futuras Año 2022

Intersection: 28: Int

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 611

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Intersection: 1: Carretera PR-169 &

Phase	3	4	6	8
Movement(s) Served	NWL	SET	SBTL	NWT
Maximum Green (s)	21.0	40.0	37.0	65.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	11.4	40.0	46.6	55.4
g/C Ratio	0.10	0.36	0.42	0.50
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	20	100	100	20
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Intersection: 3: Carretera PR-834 & Carretera PR-169

Phase	1	3	4	5	6	8
Movement(s) Served	SBL	NWL	SET	NBL	SBT	NWTL
Maximum Green (s)	55.0	16.0	27.0	35.0	16.0	47.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	C-Max	None	Min	None
Avg. Green (s)	47.6	19.1	32.4	35.9	7.7	55.1
g/C Ratio	0.43	0.17	0.29	0.33	0.07	0.50
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	40	0
Cycles Maxed Out (%)	20	60	100	20	0	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Intersection: 12: Carretera PR-834 &

Phase	2	4	6	8
Movement(s) Served	NET	SBL	SWT	NBT
Maximum Green (s)	86.0	16.0	86.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	87.5	14.8	87.5	14.8
g/C Ratio	0.80	0.13	0.80	0.13
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	60	100	60
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 14: Entrada a LAIF & Carretera PR-834

Phase	2	4	6
Movement(s) Served	NBTL	EBL	SBT
Maximum Green (s)	86.0	16.0	86.0
Minimum Green (s)	4.0	4.0	4.0
Recall	C-Min	None	C-Min
Avg. Green (s)	89.3	11.3	89.3
g/C Ratio	0.81	0.10	0.81
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	20	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 AM Condiciones Futuras Año 2022

Intersection: 22: Carretera PR-8834 &

Phase	2	4	7	10
Movement(s) Served	NBTL	SETL	SEL	NWT
Maximum Green (s)	38.0	44.0	44.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None
Avg. Green (s)	36.6	50.1	50.1	12.3
g/C Ratio	0.33	0.46	0.46	0.11
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	40	100	100	60
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	2230
Vehs Exited	2172
Starting Vehs	313
Ending Vehs	371
Denied Entry Before	9
Denied Entry After	5
Travel Distance (km)	1023
Travel Time (hr)	57.8
Total Delay (hr)	33.8
Total Stops	2720
Fuel Used (l)	1385.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	2230
Vehs Exited	2172
Starting Vehs	313
Ending Vehs	371
Denied Entry Before	9
Denied Entry After	5
Travel Distance (km)	1023
Travel Time (hr)	57.8
Total Delay (hr)	33.8
Total Stops	2720
Fuel Used (l)	1385.0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

5: PR-199 & PR-169 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.7	4.1	0.3	0.3	3.0	0.2	0.4	0.3	0.1	0.6	0.1	0.1
Delay / Veh (s)	62.4	52.7	30.0	61.5	44.2	25.9	39.2	21.8	7.4	50.6	16.3	13.6
Total Stops	44	270	35	24	198	27	37	31	1	48	14	16
Travel Dist (km)	7.9	52.3	6.3	4.6	51.6	4.9	4.8	7.1	7.1	3.1	1.9	1.9
Travel Time (hr)	1.0	5.3	0.5	0.5	4.3	0.3	0.5	0.5	0.3	0.7	0.2	0.2
Avg Speed (kph)	9	11	17	10	12	16	10	15	30	4	10	11
Fuel Used (l)	16.0	93.4	9.0	7.0	73.1	5.8	8.7	12.2	10.6	9.2	3.9	3.1
HC Emissions (g)	1	2	0	0	1	0	0	0	0	0	0	0
CO Emissions (g)	175	548	60	29	409	57	88	121	115	26	41	17
NOx Emissions (g)	2	7	1	0	5	1	1	1	1	0	0	0
Vehicles Entered	43	287	33	20	255	23	34	53	55	43	27	28
Vehicles Exited	43	270	35	18	242	23	36	50	55	45	30	27
Hourly Exit Rate	258	1620	210	108	1452	138	216	300	330	270	180	162
Input Volume	240	1524	191	155	1618	187	199	270	332	280	161	188
% of Volume	108	106	110	70	90	74	109	111	99	96	112	86
Denied Entry Before	1	2	1	0	0	0	0	0	1	0	0	0
Denied Entry After	2	1	0	0	0	0	0	0	1	0	0	0

5: PR-199 & PR-169 Performance by movement

Movement	All
Total Delay (hr)	10.3
Delay / Veh (s)	41.8
Total Stops	745
Travel Dist (km)	153.5
Travel Time (hr)	14.2
Avg Speed (kph)	11
Fuel Used (l)	252.2
HC Emissions (g)	5
CO Emissions (g)	1685
NOx Emissions (g)	19
Vehicles Entered	901
Vehicles Exited	874
Hourly Exit Rate	5244
Input Volume	5345
% of Volume	98
Denied Entry Before	5
Denied Entry After	4

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

8: PR-199 & PR-20 SB Off Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Total Delay (hr)	3.0	0.1	0.3	1.0	0.8	0.2	5.4
Delay / Veh (s)	31.4	14.4	78.5	19.7	21.3	5.8	23.9
Total Stops	168	5	20	79	77	4	353
Travel Dist (km)	70.2	2.8	1.3	16.1	21.9	12.4	124.7
Travel Time (hr)	4.4	0.1	0.4	1.4	1.4	0.5	8.3
Avg Speed (kph)	16	22	3	12	15	25	15
Fuel Used (l)	91.5	3.0	3.9	21.9	32.1	13.7	166.0
HC Emissions (g)	2	0	0	0	1	0	4
CO Emissions (g)	652	20	7	141	337	130	1286
NOx Emissions (g)	7	0	0	1	3	2	14
Vehicles Entered	354	16	18	189	136	118	831
Vehicles Exited	325	14	15	181	145	117	797
Hourly Exit Rate	1950	84	90	1086	870	702	4782
Input Volume	2044	92	105	1187	867	773	5073
% of Volume	95	91	86	91	100	91	94
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

11: PR-199 & PR-20 NB On Performance by movement

Movement	EBT	WBT	WBR	All
Total Delay (hr)	0.4	0.2	0.1	0.7
Delay / Veh (s)	3.4	3.5	4.9	3.5
Total Stops	41	4	4	49
Travel Dist (km)	39.0	23.5	5.1	67.6
Travel Time (hr)	1.3	0.8	0.2	2.3
Avg Speed (kph)	30	31	24	30
Fuel Used (l)	48.6	33.4	5.4	87.5
HC Emissions (g)	1	1	0	3
CO Emissions (g)	573	372	66	1012
NOx Emissions (g)	6	4	1	10
Vehicles Entered	437	231	43	711
Vehicles Exited	445	227	44	716
Hourly Exit Rate	2670	1362	264	4296
Input Volume	2706	1418	276	4400
% of Volume	99	96	96	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

14: PR-199 & Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Delay (hr)	0.1	2.4	2.3	0.1	0.3	0.0	0.4	0.2	0.3	6.1
Delay / Veh (s)	20.9	23.9	41.0	60.7	25.2	6.1	23.0	28.8	24.4	28.8
Total Stops	12	182	199	5	26	1	37	14	23	499
Travel Dist (km)	1.7	41.2	22.2	0.6	3.4	0.3	5.8	1.3	2.2	78.7
Travel Time (hr)	0.1	3.3	2.9	0.1	0.4	0.0	0.7	0.2	0.3	8.0
Avg Speed (kph)	14	13	8	6	9	21	9	6	7	10
Fuel Used (l)	1.7	54.4	46.3	1.3	6.9	0.5	10.0	3.2	4.7	129.0
HC Emissions (g)	0	1	1	0	0	0	0	0	0	2
CO Emissions (g)	5	270	277	6	54	4	55	11	16	697
NOx Emissions (g)	0	4	3	0	1	0	1	0	0	9
Vehicles Entered	15	364	214	6	42	3	69	22	36	771
Vehicles Exited	15	362	199	5	38	3	71	21	37	751
Hourly Exit Rate	90	2172	1194	30	228	18	426	126	222	4506
Input Volume	114	2182	1275	53	253	15	383	111	166	4552
% of Volume	79	100	94	57	90	120	111	114	134	99
Denied Entry Before	0	0	1	0	0	0	0	0	1	2
Denied Entry After	0	0	1	0	0	0	0	0	0	1

17: PR-199 & Angel Quiñones Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Total Delay (hr)	0.3	2.4	0.2	1.4	2.0	0.0	0.2	0.2	0.3	6.9
Delay / Veh (s)	38.4	26.0	9.3	84.0	22.0	22.6	53.9	65.7	51.9	28.8
Total Stops	17	220	14	88	201	4	16	13	19	592
Travel Dist (km)	3.8	52.1	7.0	18.8	96.3	1.7	1.5	1.2	1.8	184.1
Travel Time (hr)	0.4	3.6	0.4	1.8	4.0	0.1	0.3	0.2	0.3	11.1
Avg Speed (kph)	12	15	20	10	24	24	5	5	5	17
Fuel Used (l)	6.6	76.6	8.1	27.8	101.5	1.7	3.6	3.0	4.6	233.5
HC Emissions (g)	0	1	0	1	3	0	0	0	0	5
CO Emissions (g)	50	471	34	169	910	6	12	13	17	1682
NOx Emissions (g)	0	6	1	2	11	0	0	0	0	21
Vehicles Entered	24	333	80	63	320	6	14	12	17	869
Vehicles Exited	24	323	79	58	324	5	16	11	21	861
Hourly Exit Rate	144	1938	474	348	1944	30	96	66	126	5166
Input Volume	169	2035	490	317	2086	48	96	77	115	5433
% of Volume	85	95	97	110	93	62	100	86	110	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

21: PR-199 & PR-1 NB Off Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Total Delay (hr)	1.9	0.8	0.1	0.1	2.9
Delay / Veh (s)	18.8	8.0	13.8	7.5	13.1
Total Stops	250	170	24	26	470
Travel Dist (km)	101.8	30.3	1.6	2.2	135.8
Travel Time (hr)	4.0	1.7	0.2	0.2	6.0
Avg Speed (kph)	26	19	9	12	23
Fuel Used (l)	98.3	49.1	3.2	3.5	154.1
HC Emissions (g)	2	1	0	0	3
CO Emissions (g)	599	457	28	30	1115
NOx Emissions (g)	8	5	0	0	14
Vehicles Entered	357	354	32	44	787
Vehicles Exited	366	359	30	45	800
Hourly Exit Rate	2196	2154	180	270	4800
Input Volume	2213	2254	197	274	4938
% of Volume	99	96	91	99	97
Denied Entry Before	1	1	0	0	2
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	33.8
Delay / Veh (s)	55.3
Total Stops	2720
Travel Dist (km)	1023.5
Travel Time (hr)	57.8
Avg Speed (kph)	18
Fuel Used (l)	1385.0
HC Emissions (g)	34
CO Emissions (g)	12074
NOx Emissions (g)	132
Vehicles Entered	2230
Vehicles Exited	2172
Hourly Exit Rate	13032
Input Volume	41812
% of Volume	31
Denied Entry Before	9
Denied Entry After	5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Arterial Level of Service: EB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 SB On	17	26.0	40.0	0.2	16
PR-1 NB Off	21	18.9	39.5	0.3	27
Total		44.9	79.5	0.5	21

Arterial Level of Service: WB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 NB Off	21	8.0	16.7	0.1	21
Angel Quiñones	17	22.5	44.4	0.3	24
Total		30.5	61.1	0.4	23

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Intersection: 5: PR-199 & PR-169

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	LT	T
Maximum Queue (m)	107.2	192.5	191.6	140.3	57.4	28.4	104.9	106.2	135.0	47.4	48.1	52.5
Average Queue (m)	63.5	141.1	144.1	120.3	28.3	22.8	69.4	68.9	84.6	39.2	37.6	22.2
95th Queue (m)	101.2	213.5	212.4	152.5	67.6	31.2	115.5	107.5	138.0	64.4	56.4	48.0
Link Distance (m)		187.9	187.9	187.9			188.2	188.2	188.2		137.0	137.0
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (m)	100.0				50.0	70.0				40.0		
Storage Blk Time (%)		9		47	0		5		41	0		0
Queuing Penalty (veh)		23		90	0		8		77	1		1

Intersection: 5: PR-199 & PR-169

Movement	NB	SB	SB
Directions Served	T	LT	TR
Maximum Queue (m)	28.3	71.2	65.0
Average Queue (m)	16.8	54.7	30.3
95th Queue (m)	29.2	75.8	66.0
Link Distance (m)		66.6	66.6
Upstream Blk Time (%)		3	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)	45.0		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: PR-199 & PR-20 SB Off

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	T	T	T	TR	L	T	T	T	L	L
Maximum Queue (m)	53.6	62.5	66.5	79.7	38.9	40.9	43.8	44.1	73.4	71.4
Average Queue (m)	45.7	54.2	53.6	66.6	24.9	35.0	34.4	29.4	50.7	53.3
95th Queue (m)	58.1	64.5	65.4	78.1	40.1	44.6	46.5	43.2	72.5	70.4
Link Distance (m)	188.2	188.2	188.2	188.2	72.6	72.6	72.6	72.6	158.1	158.1
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Intersection: 11: PR-199 & PR-20 NB On

Movement	EB	EB	EB
Directions Served	T	T	T
Maximum Queue (m)	30.3	43.2	41.9
Average Queue (m)	6.1	27.6	19.8
95th Queue (m)	26.1	48.2	41.6
Link Distance (m)	72.6	72.6	72.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	21.8	73.8	91.3	87.2	110.9	109.7	116.7	73.6	87.2	64.9
Average Queue (m)	16.6	66.0	77.8	81.6	82.0	94.5	96.2	38.7	53.1	46.9
95th Queue (m)	24.9	77.6	92.1	90.7	125.8	116.6	121.8	75.7	83.9	68.4
Link Distance (m)		97.1	97.1	97.1	106.3	106.3	106.3	83.2	83.2	60.3
Upstream Blk Time (%)			0		1	2	4		0	9
Queuing Penalty (veh)			0		0	0	0		0	0
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)		4								
Queuing Penalty (veh)		5								

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	26.5	161.0	105.4	161.0	77.3	158.0	153.2	118.6	73.2
Average Queue (m)	19.7	98.7	88.1	104.9	77.2	106.8	101.5	94.8	57.5
95th Queue (m)	26.8	155.1	111.1	159.5	77.4	165.1	159.9	122.8	82.4
Link Distance (m)		156.4	156.4	156.4		275.8	275.8	275.8	96.8
Upstream Blk Time (%)		1		0					
Queuing Penalty (veh)		0		0					
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		8			31	1			
Queuing Penalty (veh)		13			210	5			

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Intersection: 21: PR-199 & PR-1 NB Off

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	TR	T	T	T	L	R
Maximum Queue (m)	105.2	99.6	93.3	49.1	52.7	48.4	29.3	42.4
Average Queue (m)	65.6	65.6	73.3	36.5	35.4	41.3	20.5	21.7
95th Queue (m)	113.1	104.9	109.1	51.4	50.2	51.7	31.2	40.4
Link Distance (m)	275.8	275.8	275.8	84.3	84.3	84.3	49.9	49.9
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 434

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	45.0	13.0	40.0	45.0	19.0	34.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	None	C-Max	None	None
Avg. Green (s)	45.0	13.0	40.0	45.0	19.0	34.0
g/C Ratio	0.41	0.12	0.36	0.41	0.17	0.31
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	7.0	36.0	55.0	47.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	7.0	36.0	55.0	47.0
g/C Ratio	0.06	0.33	0.50	0.43
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	100	100	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 AM Condiciones Futuras Año 2022

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	46.0	56.0	46.0	13.0	39.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	C-Max	None	None
Avg. Green (s)	46.0	56.0	46.0	13.0	39.0
g/C Ratio	0.42	0.51	0.42	0.12	0.35
Cycles Skipped (%)	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	19.0	22.0	57.0	19.0	18.0	61.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	19.0	21.2	53.7	19.0	12.4	61.5
g/C Ratio	0.18	0.20	0.51	0.18	0.12	0.58
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	83	60	100	17	60
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 105.9
 Number of Complete Cycles : 4

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
AM Condiciones Futuras Año 2022

Intersection: 21: PR-199 & PR-1 NB Off

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBT
Maximum Green (s)	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0
Recall	C-Min	None	None
Avg. Green (s)	11.1	21.1	21.1
g/C Ratio	0.28	0.53	0.53
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	7	0	0
Cycles Maxed Out (%)	100	93	93
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
Number of Complete Cycles : 14

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	2349
Vehs Exited	2355
Starting Vehs	246
Ending Vehs	240
Denied Entry Before	72
Denied Entry After	395
Travel Distance (km)	1032
Travel Time (hr)	78.6
Total Delay (hr)	55.0
Total Stops	1211
Fuel Used (l)	1536.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	2349
Vehs Exited	2355
Starting Vehs	246
Ending Vehs	240
Denied Entry Before	72
Denied Entry After	395
Travel Distance (km)	1032
Travel Time (hr)	78.6
Total Delay (hr)	55.0
Total Stops	1211
Fuel Used (l)	1536.1

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2022

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBL	EBT	WBL	WBR	NBL	NBT	NBR	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8
Delay / Veh (s)	14.7	23.5	26.9	2.3	20.4	15.5	14.3	1.6	13.5
Total Stops	1	4	3	0	2	131	1	7	149
Travel Dist (km)	0.4	0.7	0.8	3.8	0.2	86.1	1.4	13.0	106.4
Travel Time (hr)	0.0	0.1	0.0	0.1	0.0	3.6	0.1	0.3	4.2
Avg Speed (kph)	16	12	19	38	18	24	22	41	25
Fuel Used (l)	0.5	1.2	0.8	3.5	0.3	98.4	1.9	15.7	122.2
HC Emissions (g)	0	0	0	0	0	3	0	0	3
CO Emissions (g)	7	11	8	48	1	798	15	186	1075
NOx Emissions (g)	0	0	0	0	0	11	0	1	13
Vehicles Entered	3	6	3	16	1	376	7	59	471
Vehicles Exited	3	6	3	17	1	379	7	58	474
Hourly Exit Rate	18	36	18	102	6	2274	42	348	2844
Input Volume	5	36	23	63	6	2404	67	384	2993
% of Volume	360	100	78	162	100	95	63	91	95
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBR	SBT	SBR	All
Total Delay (hr)	0.0	1.8	0.0	0.1	0.1	0.5	4.3	0.8	0.0	7.5
Delay / Veh (s)	50.6	33.6	8.7	8.2	5.9	105.6	82.1	48.1	15.2	49.3
Total Stops	1	134	1	8	18	11	14	23	0	210
Travel Dist (km)	0.2	46.0	3.0	4.8	11.4	1.6	15.2	2.7	0.1	85.1
Travel Time (hr)	0.0	2.9	0.1	0.2	0.4	0.5	4.7	0.9	0.0	9.6
Avg Speed (kph)	12	16	35	32	32	5	11	4	21	14
Fuel Used (l)	0.4	64.7	3.8	4.2	8.7	5.9	48.0	11.0	0.2	146.9
HC Emissions (g)	0	3	0	0	0	0	0	0	0	4
CO Emissions (g)	3	822	52	27	60	29	135	49	1	1178
NOx Emissions (g)	0	8	0	0	1	0	1	1	0	11
Vehicles Entered	1	200	15	22	51	14	189	57	2	551
Vehicles Exited	1	195	14	22	53	18	185	57	2	547
Hourly Exit Rate	6	1170	84	132	318	108	1110	342	12	3282
Input Volume	5	1232	49	175	285	112	1233	300	5	3396
% of Volume	120	95	171	75	112	96	90	114	240	97
Denied Entry Before	0	0	0	0	0	0	0	4	0	4
Denied Entry After	0	0	0	0	0	1	30	4	0	35

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2022

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.0	11.8	0.4	0.0	0.2	12.6
Delay / Veh (s)	31.0	10.8	122.1	137.8	43.5	4.7	84.2
Total Stops	11	11	135	4	4	38	203
Travel Dist (km)	1.7	2.0	34.0	1.1	0.3	9.6	48.8
Travel Time (hr)	0.2	0.1	12.6	0.5	0.0	0.5	13.9
Avg Speed (kph)	11	19	12	14	6	20	13
Fuel Used (l)	3.0	2.7	143.4	4.9	0.6	19.7	174.3
HC Emissions (g)	0	0	1	0	0	1	2
CO Emissions (g)	24	30	415	9	3	298	780
NOx Emissions (g)	0	0	5	0	0	3	8
Vehicles Entered	14	16	339	10	4	148	531
Vehicles Exited	11	13	355	12	3	149	543
Hourly Exit Rate	66	78	2130	72	18	894	3258
Input Volume	66	99	2622	139	43	899	3868
% of Volume	100	79	81	52	42	99	84
Denied Entry Before	0	0	8	0	0	0	8
Denied Entry After	0	0	121	6	0	0	127

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	1.3	0.1	0.0	0.0	1.0	0.0	2.5
Delay / Veh (s)	399.5	5.1	0.8	1.8	26.3	17.0	31.5
Total Stops	21	59	0	7	17	0	104
Travel Dist (km)	11.7	35.1	0.6	2.1	18.2	1.2	69.0
Travel Time (hr)	1.6	0.9	0.0	0.1	1.5	0.1	4.2
Avg Speed (kph)	7	40	27	19	28	39	21
Fuel Used (l)	20.4	28.4	1.3	3.1	29.5	2.5	85.2
HC Emissions (g)	0	1	0	0	1	0	2
CO Emissions (g)	78	256	16	15	263	77	705
NOx Emissions (g)	1	3	0	0	3	1	7
Vehicles Entered	21	57	12	56	135	10	291
Vehicles Exited	3	58	12	56	137	9	275
Hourly Exit Rate	18	348	72	336	822	54	1650
Input Volume	107	333	87	374	816	41	1758
% of Volume	17	105	83	90	101	132	94
Denied Entry Before	0	0	0	0	2	0	2
Denied Entry After	0	0	0	0	12	0	12

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2022

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.4	1.8	0.0	2.2	21.6	0.4	0.9	0.1	0.0	0.7	0.0	0.8
Delay / Veh (s)	76.5	20.2	10.8	263.2	190.7	225.9	63.1	65.8	13.1	82.0	54.1	48.2
Total Stops	19	148	4	37	221	1	51	3	9	22	1	24
Travel Dist (km)	3.6	63.8	2.6	6.9	91.4	1.5	10.9	0.8	2.2	1.2	0.1	2.4
Travel Time (hr)	0.5	3.3	0.1	2.4	23.7	0.5	1.2	0.1	0.1	0.7	0.0	0.9
Avg Speed (kph)	8	21	33	8	19	33	9	9	21	2	3	4
Fuel Used (l)	7.7	89.2	3.0	26.3	281.6	5.4	20.4	1.6	2.6	7.5	0.4	9.2
HC Emissions (g)	0	3	0	0	4	0	0	0	0	0	0	0
CO Emissions (g)	46	886	31	91	1185	21	181	54	37	14	1	32
NOx Emissions (g)	0	11	0	1	13	0	1	1	0	0	0	0
Vehicles Entered	17	316	13	32	402	7	54	4	11	29	2	59
Vehicles Exited	22	319	13	29	411	7	54	4	12	29	2	58
Hourly Exit Rate	132	1914	78	174	2466	42	324	24	72	174	12	348
Input Volume	102	1836	77	298	3402	38	278	32	50	194	14	316
% of Volume	129	104	101	58	72	111	117	75	144	90	86	110
Denied Entry Before	0	6	0	5	40	0	0	0	0	1	1	5
Denied Entry After	0	0	0	13	198	4	0	0	0	4	0	2

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	29.0
Delay / Veh (s)	109.4
Total Stops	540
Travel Dist (km)	187.5
Travel Time (hr)	33.5
Avg Speed (kph)	16
Fuel Used (l)	454.9
HC Emissions (g)	8
CO Emissions (g)	2579
NOx Emissions (g)	27
Vehicles Entered	946
Vehicles Exited	960
Hourly Exit Rate	5760
Input Volume	6637
% of Volume	87
Denied Entry Before	58
Denied Entry After	221

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2022

Total Network Performance

Total Delay (hr)	55.0
Delay / Veh (s)	84.1
Total Stops	1211
Travel Dist (km)	1032.0
Travel Time (hr)	78.6
Avg Speed (kph)	24
Fuel Used (l)	1536.1
HC Emissions (g)	37
CO Emissions (g)	12476
NOx Emissions (g)	130
Vehicles Entered	2349
Vehicles Exited	2355
Hourly Exit Rate	14130
Input Volume	34431
% of Volume	41
Denied Entry Before	72
Denied Entry After	395

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
AM Condiciones Futuras Año 2022

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	399.5	476.0	0.6	5
Total		399.5	476.0	0.6	5

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2022

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	T	T	T
Maximum Queue (m)	12.4	7.9	6.0	47.8	232.4	6.8	14.8
Average Queue (m)	7.9	4.6	1.2	34.8	225.0	2.6	7.3
95th Queue (m)	14.8	10.8	5.2	58.3	233.4	7.8	15.2
Link Distance (m)	115.6	253.5		206.1	206.1	220.4	220.4
Upstream Blk Time (%)					14		
Queuing Penalty (veh)					112		
Storage Bay Dist (m)			22.0				
Storage Blk Time (%)				6			
Queuing Penalty (veh)				0			

Intersection: 6: PR-834 &

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB
Directions Served	LT	T	T	T	TR	L	LT	R	LTR
Maximum Queue (m)	84.9	85.1	74.9	14.0	33.2	14.8	20.9	117.9	51.0
Average Queue (m)	69.0	70.8	49.4	7.1	20.4	4.3	16.0	89.9	49.5
95th Queue (m)	90.3	91.3	87.0	17.4	35.8	13.9	22.0	164.3	52.7
Link Distance (m)	228.8	228.8	228.8	206.1	206.1	106.0	106.0	106.0	46.4
Upstream Blk Time (%)								32	41
Queuing Penalty (veh)								0	0
Storage Bay Dist (m)									
Storage Blk Time (%)			1						
Queuing Penalty (veh)			0						

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	39.5	117.1	102.8	9.1	34.4	39.7
Average Queue (m)	17.3	105.4	102.8	1.8	24.2	24.5
95th Queue (m)	37.3	115.1	102.8	7.8	38.2	42.4
Link Distance (m)	125.4	98.2	98.2		64.4	64.4
Upstream Blk Time (%)		33	35			
Queuing Penalty (veh)		0	0			
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			31			
Queuing Penalty (veh)			43			

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2022

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	L
Maximum Queue (m)	116.0	16.2	16.9	21.0
Average Queue (m)	65.2	14.9	3.4	15.9
95th Queue (m)	127.5	16.3	14.5	22.8
Link Distance (m)	601.1	601.1	49.7	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				20.0
Storage Blk Time (%)				1
Queuing Penalty (veh)				0

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (m)	18.7	104.8	201.2	200.6	90.5	9.0	27.4	27.8	228.8	228.8	129.9	104.8
Average Queue (m)	10.0	37.1	159.3	130.4	83.1	5.2	22.0	25.9	228.8	184.0	124.4	21.0
95th Queue (m)	23.9	93.5	245.0	225.0	96.7	12.3	26.5	30.1	228.8	273.7	133.4	90.1
Link Distance (m)			196.6	196.6					224.2	224.2		
Upstream Blk Time (%)			1	1					7	1		
Queuing Penalty (veh)			0	0					0	0		
Storage Bay Dist (m)	55.0	55.0			75.0	75.0	50.0	50.0			80.0	80.0
Storage Blk Time (%)			14	5	8				21	14	14	
Queuing Penalty (veh)			14	33	46				61	162	164	

Intersection: 19: PR-1 & PR-8834

Movement	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	TR	LT	T	R
Maximum Queue (m)	48.8	50.8	5.0	16.4	45.5	8.9	52.8
Average Queue (m)	36.7	39.8	2.3	11.2	41.5	3.2	47.0
95th Queue (m)	49.3	55.5	5.9	19.1	48.4	9.7	51.8
Link Distance (m)	195.8	195.8	195.8	195.8	40.9	40.9	40.9
Upstream Blk Time (%)					17		43
Queuing Penalty (veh)					0		0
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 638

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 AM Condiciones Futuras Año 2022

Intersection: 3: Camino Laberinto & PR-834

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBT	WBTL
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	80.8	7.0	80.8	7.0
g/C Ratio	0.78	0.07	0.78	0.07
Cycles Skipped (%)	62	57	62	57
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	38	0	38	0
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Intersection: 6: PR-834 &

Phase	1	2	4	6	8
Movement(s) Served	SBL	NBTL	EBTL	SBT	WBT
Maximum Green (s)	4.0	91.0	43.0	99.0	43.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	C-Min	None
Avg. Green (s)	0.0	47.3	95.8	47.3	95.8
g/C Ratio	0.00	0.32	0.64	0.32	0.64
Cycles Skipped (%)	100	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	0	100	100	100	100
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 150.0
 Number of Complete Cycles : 3

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
PM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1441
Vehs Exited	1351
Starting Vehs	264
Ending Vehs	354
Denied Entry Before	49
Denied Entry After	248
Travel Distance (mi)	781
Travel Time (hr)	80.2
Total Delay (hr)	53.8
Total Stops	1940
Fuel Used (gal)	408.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1441
Vehs Exited	1351
Starting Vehs	264
Ending Vehs	354
Denied Entry Before	49
Denied Entry After	248
Travel Distance (mi)	781
Travel Time (hr)	80.2
Total Delay (hr)	53.8
Total Stops	1940
Fuel Used (gal)	408.8

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Futuras Año 2022

1: Carretera PR-169 & Performance by movement

Movement	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.2	0.6	0.5	0.2	0.0	0.2	0.6	2.4
Delay / Veh (s)	38.1	40.5	39.0	3.7	1.1	55.5	14.7	15.3
Total Stops	18	37	42	25	69	14	46	251
Travel Dist (mi)	1.4	3.4	3.2	7.1	3.3	0.8	6.7	26.0
Travel Time (hr)	0.3	0.7	0.7	0.5	0.2	0.3	0.9	3.6
Avg Speed (mph)	5	5	5	15	16	3	8	7
Fuel Used (gal)	1.1	2.4	2.3	2.7	0.7	0.9	5.0	15.2
HC Emissions (g)	0	0	0	0	0	0	0	1
CO Emissions (g)	21	43	43	107	16	14	150	394
NOx Emissions (g)	0	1	0	1	0	0	2	4
Vehicles Entered	21	57	50	225	68	15	140	576
Vehicles Exited	22	50	50	220	67	15	138	562
Hourly Exit Rate	132	300	300	1320	402	90	828	3372
Input Volume	130	278	323	1542	463	50	862	3648
% of Volume	102	108	93	86	87	180	96	92
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

3: Carretera PR-834 & Carretera PR-169 Performance by movement

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SET	SER	NWL	NWT	All
Total Delay (hr)	0.9	0.1	0.5	0.7	0.5	0.1	4.9	1.9	6.2	13.6	29.4
Delay / Veh (s)	51.9	1.5	15.2	47.2	72.6	11.1	129.0	102.0	231.8	262.8	114.0
Total Stops	59	0	64	44	28	49	141	74	62	110	631
Travel Dist (mi)	22.6	26.8	38.4	1.8	0.8	1.3	11.5	5.4	4.3	7.6	120.6
Travel Time (hr)	1.4	0.7	1.5	0.8	0.5	0.2	5.3	2.1	6.4	13.9	32.8
Avg Speed (mph)	16	40	26	2	2	6	5	7	4	3	10
Fuel Used (gal)	7.8	9.9	10.3	2.2	1.3	0.9	15.1	6.2	15.5	33.8	103.0
HC Emissions (g)	1	1	1	0	0	0	1	1	0	1	5
CO Emissions (g)	303	546	349	33	31	17	202	148	127	251	2007
NOx Emissions (g)	3	5	3	0	0	0	2	2	1	1	17
Vehicles Entered	67	147	110	50	23	47	144	71	99	187	945
Vehicles Exited	55	146	110	52	23	47	131	66	96	187	913
Hourly Exit Rate	330	876	660	312	138	282	786	396	576	1122	5478
Input Volume	534	875	673	237	113	318	1095	536	774	1436	6591
% of Volume	62	100	98	132	122	89	72	74	74	78	83
Denied Entry Before	0	0	0	0	0	0	0	0	10	34	44
Denied Entry After	0	0	0	0	0	0	28	9	40	92	169

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2022

11: Desvío PR-835 & Entrada a Centro Comercial (LAIF) Performance by movement

Movement	EBR	NWL	NWR	SWL	All
Total Delay (hr)	0.0	0.1	0.2	0.3	0.7
Delay / Veh (s)	0.5	15.2	11.0	12.1	10.9
Total Stops	0	24	1	103	128
Travel Dist (mi)	2.5	3.3	8.0	5.8	19.6
Travel Time (hr)	0.1	0.3	0.6	0.6	1.5
Avg Speed (mph)	23	13	14	10	13
Fuel Used (gal)	0.7	1.7	4.0	2.4	8.8
HC Emissions (g)	0	0	0	0	1
CO Emissions (g)	13	56	158	60	287
NOx Emissions (g)	0	0	1	1	3
Vehicles Entered	20	25	69	99	213
Vehicles Exited	21	24	68	103	216
Hourly Exit Rate	126	144	408	618	1296
Input Volume	108	155	559	652	1482
% of Volume	117	93	73	95	87
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

12: Carretera PR-834 & Performance by movement

Movement	NBT	SBL	SBR	NET	SWT	SWR	All
Total Delay (hr)	0.0	1.2	0.0	0.3	1.0	0.1	2.6
Delay / Veh (s)	24.0	36.1	40.2	9.2	18.3	5.7	18.3
Total Stops	2	97	5	43	106	6	259
Travel Dist (mi)	0.2	15.6	0.6	9.8	13.2	4.3	43.7
Travel Time (hr)	0.0	1.8	0.1	0.6	1.4	0.3	4.3
Avg Speed (mph)	8	9	8	16	9	14	10
Fuel Used (gal)	0.1	9.8	0.4	3.1	6.6	1.2	21.2
HC Emissions (g)	0	1	0	0	1	0	2
CO Emissions (g)	3	319	58	26	138	24	567
NOx Emissions (g)	0	3	1	0	2	0	6
Vehicles Entered	3	120	5	113	190	88	519
Vehicles Exited	3	113	4	113	192	91	516
Hourly Exit Rate	18	678	24	678	1152	546	3096
Input Volume	24	730	36	655	1651	694	3790
% of Volume	75	93	67	104	70	79	82
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2022

13: Desvío PR-835 & Entrada a Residencias (LAIF) Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.0	1.0	2.0	3.8	0.6
Total Stops	0	0	0	4	4
Travel Dist (mi)	2.2	1.9	0.8	0.3	5.2
Travel Time (hr)	0.1	0.1	0.0	0.0	0.2
Avg Speed (mph)	29	25	21	18	25
Fuel Used (gal)	0.7	1.0	0.4	0.1	2.1
HC Emissions (g)	0	0	0	0	0
CO Emissions (g)	15	44	16	0	75
NOx Emissions (g)	0	0	0	0	1
Vehicles Entered	49	17	7	4	77
Vehicles Exited	48	16	7	4	75
Hourly Exit Rate	288	96	42	24	450
Input Volume	242	97	59	37	435
% of Volume	119	99	71	65	103
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

14: Entrada a LAIF & Carretera PR-834 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Total Delay (hr)	3.1	0.0	0.0	0.8	5.3	1.4	10.6
Delay / Veh (s)	125.0	14.5		12.4	62.9	63.3	53.8
Total Stops	150	0	1	53	95	2	301
Travel Dist (mi)	10.1	0.1	0.4	103.0	14.3	2.7	130.5
Travel Time (hr)	3.6	0.0	0.0	3.2	5.6	1.5	14.0
Avg Speed (mph)	3	25	17	32	9	14	16
Fuel Used (gal)	10.7	0.0	0.2	34.8	16.1	3.8	65.6
HC Emissions (g)	0	0	0	3	1	0	4
CO Emissions (g)	84	0	9	1524	227	57	1901
NOx Emissions (g)	1	0	0	14	2	0	17
Vehicles Entered	100	1	1	231	297	80	710
Vehicles Exited	80	1	0	247	305	80	713
Hourly Exit Rate	480	6	0	1482	1830	480	4278
Input Volume	650	5	5	1432	2340	575	5007
% of Volume	74	120	0	103	78	83	85
Denied Entry Before	0	0	0	0	1	0	1
Denied Entry After	0	0	0	0	60	15	75

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvío PR-835
 PM Condiciones Futuras Año 2022

22: Carretera PR-8834 & Performance by movement

Movement	NBL	SEL	SET	NWT	NWR	All
Total Delay (hr)	2.2	1.5	0.3	0.4	0.1	4.5
Delay / Veh (s)	64.6	47.6	52.1	45.0	34.7	54.5
Total Stops	131	60	12	26	4	233
Travel Dist (mi)	13.1	4.2	0.9	3.4	0.5	22.2
Travel Time (hr)	2.7	1.7	0.4	0.5	0.1	5.4
Avg Speed (mph)	5	3	3	6	6	5
Fuel Used (gal)	9.5	5.1	1.1	2.2	0.3	18.2
HC Emissions (g)	0	0	0	0	0	1
CO Emissions (g)	104	79	8	68	10	269
NOx Emissions (g)	1	1	0	0	0	3
Vehicles Entered	123	115	24	34	5	301
Vehicles Exited	121	109	24	34	6	294
Hourly Exit Rate	726	654	144	204	36	1764
Input Volume	738	606	139	174	32	1689
% of Volume	98	108	104	117	112	104
Denied Entry Before	0	4	0	0	0	4
Denied Entry After	0	3	0	0	0	3

25: Desvío PR-835 & Carretera PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	5.8	2.4	0.1	3.1	1.5	0.9	3.5
Total Stops	26	0	0	0	0	0	26
Travel Dist (mi)	2.6	0.6	0.4	8.8	1.0	0.5	14.0
Travel Time (hr)	0.1	0.0	0.0	0.3	0.0	0.0	0.6
Avg Speed (mph)	18	23	28	26	23	27	24
Fuel Used (gal)	0.7	0.1	0.1	2.4	0.3	0.1	3.6
HC Emissions (g)	0	0	0	0	0	0	0
CO Emissions (g)	9	1	2	54	3	2	70
NOx Emissions (g)	0	0	0	1	0	0	1
Vehicles Entered	26	8	2	43	8	4	91
Vehicles Exited	26	8	2	42	9	4	91
Hourly Exit Rate	156	48	12	252	54	24	546
Input Volume	115	43	10	192	50	31	441
% of Volume	136	112	120	131	108	77	124
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
PM Condiciones Futuras Año 2022

Total Network Performance

Total Delay (hr)	53.8
Delay / Veh (s)	138.7
Total Stops	1940
Travel Dist (mi)	780.8
Travel Time (hr)	80.2
Avg Speed (mph)	15
Fuel Used (gal)	408.8
HC Emissions (g)	34
CO Emissions (g)	11921
NOx Emissions (g)	123
Vehicles Entered	1441
Vehicles Exited	1351
Hourly Exit Rate	8106
Input Volume	43407
% of Volume	19
Denied Entry Before	49
Denied Entry After	248

Micro-Simulación Red #1 PR-1, PR-169, PR-834 y Desvio PR-835
 PM Condiciones Futuras Año 2022

Arterial Level of Service: NW Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	1	2.6	8.0	0.0	22
	19	3.9	9.6	0.0	18
Salida PR-20	3	262.8	267.2	0.1	5
Total		269.2	284.8	0.2	10

Arterial Level of Service: SE Carretera PR-169

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Carretera PR-834	3	129.0	138.6	0.1	5
	19	3.5	12.2	0.1	19
	1	3.7	7.5	0.0	23
	22	57.8	62.2	0.0	4
Total		193.9	220.6	0.3	7

Arterial Level of Service: NB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	12	9.2	19.8	0.1	16
	18	1.3	10.3	0.1	27
Entrada a LAIF	14	12.4	48.7	0.4	32
	15	2.6	8.1	0.1	31
Carretera PR-169	3	51.9	85.5	0.4	15
Total		77.4	172.4	1.0	22

Arterial Level of Service: SB Carretera PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	15	6.7	50.3	0.4	26
Entrada a LAIF	14	62.9	67.4	0.1	13
	18	13.3	65.6	0.4	24
	12	18.3	26.7	0.1	10
	10	2.3	13.4	0.1	23
Total		103.5	223.4	1.0	21

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
PM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	2400
Vehs Exited	2353
Starting Vehs	324
Ending Vehs	371
Denied Entry Before	30
Denied Entry After	171
Travel Distance (km)	1028
Travel Time (hr)	73.3
Total Delay (hr)	48.9
Total Stops	2543
Fuel Used (l)	1531.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	2400
Vehs Exited	2353
Starting Vehs	324
Ending Vehs	371
Denied Entry Before	30
Denied Entry After	171
Travel Distance (km)	1028
Travel Time (hr)	73.3
Total Delay (hr)	48.9
Total Stops	2543
Fuel Used (l)	1531.0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

5: PR-199 & PR-169 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	2.1	0.2	0.5	3.1	0.2	1.3	0.4	0.1	0.4	0.4	0.2
Delay / Veh (s)	127.3	42.9	17.6	59.2	41.8	20.9	120.3	24.8	7.5	49.7	30.9	18.8
Total Stops	32	149	38	39	209	27	55	42	2	27	42	29
Travel Dist (km)	4.4	34.1	7.6	7.5	60.0	7.3	5.5	7.6	5.7	2.1	3.6	3.1
Travel Time (hr)	0.9	2.9	0.4	0.7	4.6	0.4	1.4	0.6	0.3	0.5	0.5	0.4
Avg Speed (kph)	5	12	22	10	13	18	4	14	29	4	7	9
Fuel Used (l)	12.0	57.2	9.6	11.9	86.4	7.3	16.7	12.8	8.5	6.1	7.7	5.7
HC Emissions (g)	0	1	0	0	1	0	0	0	0	0	0	0
CO Emissions (g)	72	470	97	68	424	68	59	137	89	34	40	38
NOx Emissions (g)	0	4	1	1	5	1	1	1	1	0	0	1
Vehicles Entered	23	179	41	34	279	34	42	56	44	30	47	44
Vehicles Exited	22	181	40	32	258	36	34	54	42	32	53	46
Hourly Exit Rate	132	1086	240	192	1548	216	204	324	252	192	318	276
Input Volume	139	1168	233	286	2139	346	268	348	241	188	272	280
% of Volume	95	93	103	67	72	62	76	93	105	102	117	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0	0	0	0	0	0

5: PR-199 & PR-169 Performance by movement

Movement	All
Total Delay (hr)	9.8
Delay / Veh (s)	42.0
Total Stops	691
Travel Dist (km)	148.6
Travel Time (hr)	13.7
Avg Speed (kph)	11
Fuel Used (l)	241.9
HC Emissions (g)	4
CO Emissions (g)	1596
NOx Emissions (g)	17
Vehicles Entered	853
Vehicles Exited	830
Hourly Exit Rate	4980
Input Volume	5908
% of Volume	84
Denied Entry Before	0
Denied Entry After	1

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

8: PR-199 & PR-20 SB Off Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Total Delay (hr)	2.5	0.2	2.5	10.0	5.2	0.1	2.7	23.1
Delay / Veh (s)	44.6	19.7	289.2	208.4	70.0	75.3	57.7	94.5
Total Stops	150	19	40	81	203	3	64	560
Travel Dist (km)	44.3	6.4	2.5	14.9	42.9	0.5	17.3	128.8
Travel Time (hr)	3.5	0.3	2.6	10.3	6.4	0.1	3.1	26.2
Avg Speed (kph)	13	19	2	10	11	8	11	11
Fuel Used (l)	65.3	6.5	23.5	98.7	87.6	1.0	37.1	319.7
HC Emissions (g)	1	0	1	0	2	0	0	4
CO Emissions (g)	493	47	99	216	420	2	96	1373
NOx Emissions (g)	5	0	1	1	5	0	1	14
Vehicles Entered	217	38	32	173	264	3	164	891
Vehicles Exited	187	35	31	172	274	3	167	869
Hourly Exit Rate	1122	210	186	1032	1644	18	1002	5214
Input Volume	1344	253	314	1589	1628	5	1084	6217
% of Volume	83	83	59	65	101	360	92	84
Denied Entry Before	0	0	1	9	10	0	7	27
Denied Entry After	0	0	16	110	16	0	15	157

11: PR-199 & PR-20 NB On Performance by movement

Movement	EBT	WBT	WBR	All
Total Delay (hr)	0.2	0.4	0.0	0.6
Delay / Veh (s)	1.6	3.3	4.4	2.5
Total Stops	9	11	3	23
Travel Dist (km)	40.7	35.7	4.4	80.8
Travel Time (hr)	1.3	1.1	0.2	2.6
Avg Speed (kph)	33	31	26	32
Fuel Used (l)	59.8	50.3	4.5	114.7
HC Emissions (g)	2	2	0	4
CO Emissions (g)	900	601	25	1527
NOx Emissions (g)	9	6	0	15
Vehicles Entered	460	417	38	915
Vehicles Exited	460	404	38	902
Hourly Exit Rate	2760	2424	228	5412
Input Volume	2969	2409	276	5654
% of Volume	93	101	83	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

14: PR-199 & Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Delay (hr)	0.3	0.8	4.3	0.1	0.3	0.0	0.1	0.1	0.2	6.3
Delay / Veh (s)	53.9	7.3	39.1	36.8	44.9	31.4	23.1	43.1	31.5	25.6
Total Stops	25	86	212	6	19	1	12	10	20	391
Travel Dist (km)	2.5	40.3	42.4	1.2	2.0	0.2	1.3	0.7	1.3	92.1
Travel Time (hr)	0.4	1.6	5.4	0.2	0.4	0.0	0.1	0.2	0.2	8.5
Avg Speed (kph)	6	28	9	9	6	8	9	5	5	12
Fuel Used (l)	4.4	41.1	85.4	2.3	5.0	0.4	2.5	1.9	3.3	146.3
HC Emissions (g)	0	1	1	0	0	0	0	0	0	3
CO Emissions (g)	26	277	384	5	24	5	34	7	11	773
NOx Emissions (g)	0	4	5	0	0	0	0	0	0	11
Vehicles Entered	23	376	387	10	24	2	16	12	22	872
Vehicles Exited	21	375	411	13	22	2	15	11	22	892
Hourly Exit Rate	126	2250	2466	78	132	12	90	66	132	5352
Input Volume	150	2335	2375	120	144	10	91	111	166	5502
% of Volume	84	96	104	65	92	120	99	59	80	97
Denied Entry Before	0	0	2	0	0	0	0	0	0	2
Denied Entry After	0	4	3	1	0	0	0	0	0	8

17: PR-199 & Angel Quiñones Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	All
Total Delay (hr)	0.2	2.1	0.3	0.8	1.4	0.1	0.1	0.1	0.1	5.1
Delay / Veh (s)	39.2	28.7	10.7	44.6	16.6	20.3	28.3	36.9	19.1	23.1
Total Stops	12	202	29	62	152	9	6	8	7	487
Travel Dist (km)	2.1	43.2	9.9	18.1	85.3	2.9	0.8	0.9	1.0	164.1
Travel Time (hr)	0.2	3.2	0.6	1.2	3.2	0.1	0.1	0.1	0.1	8.8
Avg Speed (kph)	11	14	17	15	28	23	9	8	11	19
Fuel Used (l)	3.7	69.9	11.7	22.4	84.7	2.8	1.5	1.9	1.6	200.2
HC Emissions (g)	0	2	0	0	2	0	0	0	0	5
CO Emissions (g)	29	532	94	130	703	12	9	11	12	1532
NOx Emissions (g)	0	6	1	2	8	0	0	0	0	19
Vehicles Entered	13	272	112	69	303	9	8	9	10	805
Vehicles Exited	14	267	113	66	289	10	8	9	10	786
Hourly Exit Rate	84	1602	678	396	1734	60	48	54	60	4716
Input Volume	88	1807	601	404	1851	67	34	29	44	4925
% of Volume	95	89	113	98	94	90	141	186	136	96
Denied Entry Before	0	0	1	0	0	0	0	0	0	1
Denied Entry After	1	1	0	1	0	0	0	0	0	3

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

21: PR-199 & PR-1 NB Off Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Total Delay (hr)	1.6	0.6	0.1	0.1	2.4
Delay / Veh (s)	17.9	6.5	10.5	10.0	12.2
Total Stops	209	119	27	28	383
Travel Dist (km)	88.8	25.8	2.0	2.1	118.7
Travel Time (hr)	3.5	1.3	0.2	0.2	5.2
Avg Speed (kph)	27	21	11	11	24
Fuel Used (l)	91.5	42.2	3.8	3.7	141.2
HC Emissions (g)	2	1	0	0	3
CO Emissions (g)	577	400	51	61	1089
NOx Emissions (g)	8	4	1	1	14
Vehicles Entered	328	304	40	41	713
Vehicles Exited	331	305	38	43	717
Hourly Exit Rate	1986	1830	228	258	4302
Input Volume	2163	1885	202	235	4485
% of Volume	92	97	113	110	96
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	2	0	0	2

Total Network Performance

Total Delay (hr)	48.9
Delay / Veh (s)	74.1
Total Stops	2543
Travel Dist (km)	1028.0
Travel Time (hr)	73.3
Avg Speed (kph)	18
Fuel Used (l)	1531.0
HC Emissions (g)	34
CO Emissions (g)	12231
NOx Emissions (g)	131
Vehicles Entered	2400
Vehicles Exited	2353
Hourly Exit Rate	14118
Input Volume	46149
% of Volume	31
Denied Entry Before	30
Denied Entry After	171

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Arterial Level of Service: EB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 SB On	17	28.7	43.0	0.2	14
PR-1 NB Off	21	17.8	37.7	0.3	29
Total		46.5	80.7	0.5	21

Arterial Level of Service: WB PR-199

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-1 NB Off	21	6.5	15.1	0.1	23
Angel Quiñones	17	17.6	38.7	0.3	28
Total		24.1	53.8	0.4	27

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Intersection: 5: PR-199 & PR-169

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	LT	T
Maximum Queue (m)	52.9	75.1	77.6	101.8	57.3	61.4	81.3	84.6	95.7	47.4	105.6	96.9
Average Queue (m)	45.0	54.8	61.3	79.8	20.9	39.6	65.6	68.5	75.7	39.7	83.2	60.8
95th Queue (m)	54.6	75.0	81.6	106.3	51.2	62.8	84.6	89.6	95.5	59.8	130.8	119.9
Link Distance (m)		187.9	187.9	187.9			188.2	188.2	188.2		137.0	137.0
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	100.0				50.0	70.0				40.0		
Storage Blk Time (%)				29	0		1		45	0		
Queuing Penalty (veh)				67	0		4		154	2		

Intersection: 5: PR-199 & PR-169

Movement	NB	SB	SB
Directions Served	T	LT	TR
Maximum Queue (m)	34.0	60.8	71.2
Average Queue (m)	22.9	54.5	57.6
95th Queue (m)	33.1	62.2	71.7
Link Distance (m)		66.6	66.6
Upstream Blk Time (%)		0	6
Queuing Penalty (veh)		0	0
Storage Bay Dist (m)	45.0		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: PR-199 & PR-20 SB Off

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	TR	L	T	T	T	L	L	TR
Maximum Queue (m)	72.4	58.3	78.7	116.8	77.4	72.6	72.6	61.4	162.7	162.7	162.7
Average Queue (m)	51.4	48.0	52.0	74.9	64.3	47.0	49.2	29.7	157.6	159.4	162.6
95th Queue (m)	77.2	62.2	81.2	113.0	78.9	75.1	74.8	62.1	174.1	169.0	163.0
Link Distance (m)	188.2	188.2	188.2	188.2	72.6	72.6	72.6	72.6	158.1	158.1	158.1
Upstream Blk Time (%)					8	0	0		8	9	23
Queuing Penalty (veh)					21	1	1		0	0	0
Storage Bay Dist (m)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Intersection: 11: PR-199 & PR-20 NB On

Movement	EB	EB	WB	WB
Directions Served	T	T	T	T
Maximum Queue (m)	27.0	28.7	15.5	8.5
Average Queue (m)	10.0	5.7	4.8	1.7
95th Queue (m)	30.4	24.7	15.1	7.3
Link Distance (m)	72.6	72.6	97.1	97.1
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: PR-199 &

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	T	T	TR	LT	R	LR
Maximum Queue (m)	52.2	34.2	52.5	53.1	110.9	110.9	115.9	34.9	25.4	46.6
Average Queue (m)	32.9	27.7	40.4	46.6	110.9	110.8	111.8	25.5	15.4	33.0
95th Queue (m)	58.7	33.9	58.7	59.5	110.9	111.3	115.2	41.4	24.9	52.5
Link Distance (m)		97.1	97.1	97.1	106.3	106.3	106.3	83.2	83.2	60.3
Upstream Blk Time (%)					24	25	28			
Queuing Penalty (veh)					0	0	0			
Storage Bay Dist (m)	70.0									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 17: PR-199 & Angel Quiñones

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LTR
Maximum Queue (m)	20.0	116.1	152.4	154.2	77.4	100.1	60.3	82.5	41.0
Average Queue (m)	15.0	77.6	90.5	103.7	67.3	51.2	51.0	65.8	22.3
95th Queue (m)	22.7	127.2	149.8	169.2	84.3	92.3	66.8	90.3	38.3
Link Distance (m)		156.4	156.4	156.4		275.8	275.8	275.8	96.8
Upstream Blk Time (%)			0	0					
Queuing Penalty (veh)			0	0					
Storage Bay Dist (m)	70.0				70.0				
Storage Blk Time (%)		10			9				
Queuing Penalty (veh)		9			58				

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Intersection: 21: PR-199 & PR-1 NB Off

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	TR	T	T	T	L	R
Maximum Queue (m)	81.8	84.7	102.0	33.8	41.4	36.7	52.6	54.5
Average Queue (m)	66.7	59.3	63.5	25.9	27.3	29.0	28.8	32.6
95th Queue (m)	86.5	87.3	101.5	33.9	41.3	43.3	50.3	59.4
Link Distance (m)	275.8	275.8	275.8	84.3	84.3	84.3	49.9	49.9
Upstream Blk Time (%)							1	1
Queuing Penalty (veh)							0	0
Storage Bay Dist (m)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 318

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Intersection: 5: PR-199 & PR-169

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	44.0	22.0	32.0	44.0	8.0	46.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	None	C-Max	None	None
Avg. Green (s)	44.0	23.4	30.6	44.0	8.0	46.0
g/C Ratio	0.40	0.21	0.28	0.40	0.07	0.42
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	80	100	100	100
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 8: PR-199 & PR-20 SB Off

Phase	3	4	6	8
Movement(s) Served	WBL	EBT	SBTL	WBT
Maximum Green (s)	14.0	23.0	61.0	41.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Max	Max	None
Avg. Green (s)	13.3	23.0	61.7	40.3
g/C Ratio	0.12	0.21	0.56	0.37
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	60	100	100	60
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
 PM Condiciones Futuras Año 2022

Intersection: 14: PR-199 &

Phase	2	4	6	7	8
Movement(s) Served	NBTL	EBT	SBTL	EBL	WBT
Maximum Green (s)	26.5	75.5	26.5	13.0	58.5
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	C-Max	None	C-Max	None	None
Avg. Green (s)	27.8	74.2	27.8	11.7	58.5
g/C Ratio	0.25	0.67	0.25	0.11	0.53
Cycles Skipped (%)	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0
Cycles Maxed Out (%)	100	60	100	60	100
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 110.0
 Number of Complete Cycles : 4

Intersection: 17: PR-199 & Angel Quiñones

Phase	2	3	4	6	7	8
Movement(s) Served	NBR	WBL	EBT	SBTL	EBL	WBT
Maximum Green (s)	17.0	25.0	56.0	17.0	16.0	65.0
Minimum Green (s)	4.0	1.0	4.0	4.0	4.0	4.0
Recall	Max	None	None	Max	None	None
Avg. Green (s)	17.0	23.1	44.2	17.0	7.8	59.7
g/C Ratio	0.18	0.25	0.47	0.18	0.08	0.63
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	67	17	100	0	33
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 94.1
 Number of Complete Cycles : 5

Micro-Simulación Red #2 PR-199, PR-1, PR-169 y PR-20
PM Condiciones Futuras Año 2022

Intersection: 21: PR-199 & PR-1 NB Off

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBT
Maximum Green (s)	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0
Recall	Min	C-Max	None
Avg. Green (s)	10.8	20.9	20.9
g/C Ratio	0.27	0.52	0.52
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	21	100	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
Number of Complete Cycles : 14

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2022

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	2484
Vehs Exited	2486
Starting Vehs	230
Ending Vehs	228
Denied Entry Before	176
Denied Entry After	687
Travel Distance (km)	981
Travel Time (hr)	110.8
Total Delay (hr)	88.4
Total Stops	1281
Fuel Used (l)	1800.2

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	2484
Vehs Exited	2486
Starting Vehs	230
Ending Vehs	228
Denied Entry Before	176
Denied Entry After	687
Travel Distance (km)	981
Travel Time (hr)	110.8
Total Delay (hr)	88.4
Total Stops	1281
Fuel Used (l)	1800.2

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

3: Camino Laberinto & PR-834 Performance by movement

Movement	EBT	WBL	WBR	NBL	NBT	NBR	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.0	0.5	0.8
Delay / Veh (s)	17.1	17.9	2.1	21.3	6.7	6.7	6.7	7.2
Total Stops	11	3	0	4	22	1	71	112
Travel Dist (km)	1.4	0.8	1.1	0.7	27.0	0.8	59.2	91.0
Travel Time (hr)	0.1	0.0	0.0	0.0	0.9	0.0	1.9	3.0
Avg Speed (kph)	15	21	39	20	31	27	32	31
Fuel Used (l)	2.0	1.0	1.3	0.7	31.2	0.8	67.7	104.9
HC Emissions (g)	0	0	0	0	1	0	2	3
CO Emissions (g)	24	37	16	9	345	6	776	1213
NOx Emissions (g)	0	1	0	0	3	0	8	12
Vehicles Entered	12	3	5	3	121	4	265	413
Vehicles Exited	12	3	5	3	120	5	267	415
Hourly Exit Rate	72	18	30	18	720	30	1602	2490
Input Volume	59	30	14	6	734	19	1613	2485
% of Volume	122	60	214	300	98	158	99	100
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

6: PR-834 & Performance by movement

Movement	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.1	0.0	0.7	0.1	0.0	0.1	0.0	1.3	0.0	2.3
Delay / Veh (s)	8.1	3.3	9.3	39.2	1.7	3.4		36.1	22.9	15.0
Total Stops	24	3	90	9	0	0	0	58	0	184
Travel Dist (km)	11.7	3.8	50.6	1.0	0.1	6.3	0.0	6.3	0.1	80.0
Travel Time (hr)	0.4	0.1	1.7	0.1	0.0	0.3	0.0	1.5	0.0	4.1
Avg Speed (kph)	31	34	29	8	32	25	1	7	7	23
Fuel Used (l)	12.8	4.2	47.4	2.1	0.1	7.3	0.1	19.5	0.3	93.8
HC Emissions (g)	1	0	1	0	0	0	0	0	0	2
CO Emissions (g)	210	45	373	17	6	63	0	72	1	786
NOx Emissions (g)	2	0	5	0	0	1	0	1	0	9
Vehicles Entered	52	19	270	9	1	77	1	132	3	564
Vehicles Exited	50	19	268	9	2	78	0	130	3	559
Hourly Exit Rate	300	114	1608	54	12	468	0	780	18	3354
Input Volume	290	109	1643	58	4	449	20	750	15	3338
% of Volume	103	105	98	93	300	104	0	104	120	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	8	0	8

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

11: Camino Parcelas Canejas & PR-1 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.3	0.1	2.6	0.1	0.3	2.2	5.5
Delay / Veh (s)	61.0	23.2	28.1	28.7	99.8	29.9	30.7
Total Stops	18	14	134	10	13	72	261
Travel Dist (km)	1.8	2.1	32.3	1.6	0.8	16.9	55.4
Travel Time (hr)	0.3	0.2	3.4	0.2	0.3	2.7	7.0
Avg Speed (kph)	6	12	13	17	3	10	11
Fuel Used (l)	4.4	3.5	63.4	2.9	3.5	42.7	120.4
HC Emissions (g)	0	0	1	0	0	1	3
CO Emissions (g)	25	29	353	11	30	259	706
NOx Emissions (g)	0	0	5	0	0	4	10
Vehicles Entered	14	16	316	16	12	266	640
Vehicles Exited	15	18	340	16	11	258	658
Hourly Exit Rate	90	108	2040	96	66	1548	3948
Input Volume	126	77	1868	116	96	1665	3948
% of Volume	71	140	109	83	69	93	100
Denied Entry Before	0	0	11	1	0	0	12
Denied Entry After	0	0	0	0	0	1	1

14: PR-834 & PR-835 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	All
Total Delay (hr)	0.9	0.5	0.0	0.0	0.1	1.6
Delay / Veh (s)	82.7	17.1	0.5	0.9	9.8	19.0
Total Stops	40	116	0	0	27	183
Travel Dist (km)	25.0	70.1	4.3	0.8	6.5	106.7
Travel Time (hr)	1.5	2.1	0.2	0.0	0.3	4.1
Avg Speed (kph)	17	33	29	21	27	26
Fuel Used (l)	28.2	59.5	9.7	1.1	9.0	107.5
HC Emissions (g)	0	1	0	0	0	2
CO Emissions (g)	170	485	130	7	95	886
NOx Emissions (g)	1	5	1	0	1	8
Vehicles Entered	42	116	87	20	49	314
Vehicles Exited	40	114	85	20	47	306
Hourly Exit Rate	240	684	510	120	282	1836
Input Volume	369	562	489	115	268	1808
% of Volume	65	122	104	104	105	102
Denied Entry Before	0	1	0	0	0	1
Denied Entry After	0	0	0	0	1	1

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

19: PR-1 & PR-8834 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	5.1	35.4	3.5	5.1	23.1	0.8	0.8	0.2	0.4	0.8	0.2	1.2
Delay / Veh (s)	462.9	408.3	386.1	355.1	251.3	246.5	58.5	53.1	42.8	138.9	95.5	90.9
Total Stops	39	144	8	61	147	0	50	11	29	17	7	22
Travel Dist (km)	7.8	61.8	6.5	11.4	75.2	2.4	9.5	2.8	6.5	0.9	0.3	2.0
Travel Time (hr)	5.3	36.9	3.7	5.4	24.8	0.8	1.0	0.3	0.5	0.8	0.3	1.3
Avg Speed (kph)	9	20	31	7	23	34	9	10	12	2	2	4
Fuel Used (l)	53.1	375.8	37.3	56.5	281.1	9.0	17.4	4.8	9.9	8.2	2.4	12.4
HC Emissions (g)	0	4	0	1	4	0	0	0	0	0	0	0
CO Emissions (g)	157	1269	113	250	1249	38	179	47	134	14	31	28
NOx Emissions (g)	1	9	1	2	12	0	1	0	1	0	0	0
Vehicles Entered	39	316	33	51	329	12	47	14	33	22	7	48
Vehicles Exited	41	308	33	53	333	11	51	14	27	20	10	47
Hourly Exit Rate	246	1848	198	318	1998	66	306	84	162	120	60	282
Input Volume	472	3333	371	481	2834	67	258	111	133	203	63	369
% of Volume	52	55	53	66	71	99	119	76	122	59	95	76
Denied Entry Before	7	88	6	7	49	3	0	0	0	1	0	2
Denied Entry After	45	346	33	37	185	8	0	0	0	9	1	13

19: PR-1 & PR-8834 Performance by movement

Movement	All
Total Delay (hr)	76.7
Delay / Veh (s)	290.8
Total Stops	535
Travel Dist (km)	187.2
Travel Time (hr)	81.2
Avg Speed (kph)	15
Fuel Used (l)	868.0
HC Emissions (g)	10
CO Emissions (g)	3511
NOx Emissions (g)	28
Vehicles Entered	951
Vehicles Exited	948
Hourly Exit Rate	5688
Input Volume	8695
% of Volume	65
Denied Entry Before	163
Denied Entry After	677

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2022

Total Network Performance

Total Delay (hr)	88.4
Delay / Veh (s)	128.0
Total Stops	1281
Travel Dist (km)	980.8
Travel Time (hr)	110.8
Avg Speed (kph)	25
Fuel Used (l)	1800.2
HC Emissions (g)	35
CO Emissions (g)	12566
NOx Emissions (g)	120
Vehicles Entered	2484
Vehicles Exited	2486
Hourly Exit Rate	14916
Input Volume	37342
% of Volume	40
Denied Entry Before	176
Denied Entry After	687

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
PM Condiciones Futuras Año 2022

Arterial Level of Service: WB PR-834

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (km)	Arterial Speed
PR-835	14	82.7	130.7	0.6	17
Total		82.7	130.7	0.6	17

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

Intersection: 3: Camino Laberinto & PR-834

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	T	T	T
Maximum Queue (m)	12.4	22.4	6.0	13.6	21.5	32.3	46.2
Average Queue (m)	8.4	7.4	2.6	4.2	10.0	25.7	36.7
95th Queue (m)	13.4	20.9	6.9	13.2	26.0	32.5	49.9
Link Distance (m)	115.6	253.5		206.1	206.1	220.4	220.4
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			22.0				
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: PR-834 &

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	T	T	T	T	L	LT	LTR
Maximum Queue (m)	14.0	21.0	58.8	56.9	8.9	15.1	56.5
Average Queue (m)	9.3	13.8	30.8	33.4	3.6	10.0	52.1
95th Queue (m)	13.1	21.4	54.3	55.4	10.8	14.3	55.8
Link Distance (m)	229.0	229.0	206.1	206.1	109.8	109.8	46.4
Upstream Blk Time (%)							54
Queuing Penalty (veh)							0
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 11: Camino Parcelas Canejas & PR-1

Movement	WB	NB	NB	NB	SB	SB
Directions Served	LR	T	T	R	LT	T
Maximum Queue (m)	51.8	110.1	102.8	27.3	74.8	75.5
Average Queue (m)	32.6	93.1	95.5	12.5	70.1	70.3
95th Queue (m)	60.5	131.3	119.7	32.4	73.9	74.6
Link Distance (m)	125.4	98.2	98.2		64.4	64.4
Upstream Blk Time (%)		23	24		50	26
Queuing Penalty (veh)		0	0		0	0
Storage Bay Dist (m)				20.0		
Storage Blk Time (%)			30	0		
Queuing Penalty (veh)			34	1		

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

Intersection: 14: PR-834 & PR-835

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (m)	78.2	85.6	15.8
Average Queue (m)	54.8	53.7	14.3
95th Queue (m)	80.3	95.8	18.5
Link Distance (m)	601.1	601.1	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			20.0
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 19: PR-1 & PR-8834

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	L
Maximum Queue (m)	37.4	104.4	201.2	117.8	105.0	14.9	53.4	99.6	228.8	228.8	91.8	47.3
Average Queue (m)	28.9	46.9	132.6	73.3	71.8	9.6	49.4	58.4	194.9	170.7	74.6	31.8
95th Queue (m)	40.3	94.7	233.4	120.6	112.5	14.0	54.3	93.3	307.0	290.2	100.2	52.6
Link Distance (m)			196.6	196.6					224.2	224.2		195.8
Upstream Blk Time (%)			1						4	2		
Queuing Penalty (veh)			0						0	0		
Storage Bay Dist (m)	55.0	55.0			75.0	75.0	50.0	50.0				80.0
Storage Blk Time (%)			10	5	6		10	12	11	3		4
Queuing Penalty (veh)			46	80	68		97	109	53	26		41

Intersection: 19: PR-1 & PR-8834

Movement	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	LT	T	R
Maximum Queue (m)	51.4	24.0	48.2	45.5	20.4	45.5
Average Queue (m)	41.0	14.1	37.4	33.8	15.5	42.5
95th Queue (m)	55.6	24.5	51.5	50.0	21.8	49.0
Link Distance (m)	195.8	195.8	195.8	40.9	40.9	40.9
Upstream Blk Time (%)				22		29
Queuing Penalty (veh)				0		0
Storage Bay Dist (m)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 557

Micro-Simulación Red #3 PR-834, PR-835, PR-1 y PR-173
 PM Condiciones Futuras Año 2022

Intersection: 3: Camino Laberinto & PR-834

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBT	WBTL
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	47.8	7.8	47.8	7.8
g/C Ratio	0.74	0.13	0.74	0.13
Cycles Skipped (%)	38	36	38	36
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	62	7	62	7
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14

Intersection: 6: PR-834 &

Phase	2	4	6	8
Movement(s) Served	NBTL	EBTL	SBTL	WBT
Maximum Green (s)	16.0	16.0	16.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	C-Min	None
Avg. Green (s)	19.1	16.0	19.1	16.0
g/C Ratio	0.44	0.37	0.44	0.37
Cycles Skipped (%)	7	7	7	7
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	93	93	93	93
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.0
 Number of Complete Cycles : 14