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9 Načrt s področja prometnega inženirstva – Kapacitetna analiza

INVESTITOR:

Občina Brda

Trg 25. maja 2, 5212 Dobrovo

NAZIV GRADNJE:

**OBČINSKI PODROBNI PROSTORSKI
NAČRTZA OBMOČJE POD-22 (nad
domom ostarelih v Podsobotinu)**

KRATEK OPIS GRADNJE:

Za potrebe priprave občinskega podrobnega prostorskega načrta za območje POD-22 in za pripravo smernic s strani Direkcije RS za infrastrukturo se je izdelala kapacitetna analiza za rekonstrukcijo obstoječega cestnega priključka v km 5.285 na desni strani.

VRSTE GRADNJE:

Rekonstrukcija

VRSTA PROJEKTNE DOKUMENTACIJE:

Strokovna podlaga

ŠTEVILKA PROJEKTA:

11-174-036

DATUM PROJEKTA:

maj 2022

PROJEKTANT:

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Partizanska cesta 30,

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ODGOVORNA OSEBA PROJEKTANTA:

Nataša Đukić Vasić univ.dipl.inž.grad.

POOBLAŠČENI INŽENIR:

Almir Čajlaković, dipl.inž.grad.

IDENTIFIKACIJSKA ŠTEVILKA:

P-0090



PRILOGA 1B

9 Načrt s področja prometnega inženirstva - Kapacitetna analiza

OSNOVNI PODATKI O GRADNJI

naziv gradnje	OBČINSKI PODROBNI PROSTORSKI NAČRT ZA OBMOČJE POD-22 (nad domom ostarelih v Podsobotinu)
kratek opis gradnje	Za potrebe priprave občinskega podrobnega prostorskega načrta za območje POD-22 in za pripravo smernic s strani Direkcije RS za infrastrukturo se je izdelala kapacitetna analiza za rekonstrukcijo obstoječega cestnega priključka v km 5.285 na desni strani.

Seznam objektov, ureditev površin in komunalnih naprav z navedbo vrste gradnje.

vrste gradnje	<input type="checkbox"/> novogradnja - novozgrajen objekt
Označiti vse ustrezne vrste gradnje	<input type="checkbox"/> novogradnja - prizidava
	<input checked="" type="checkbox"/> rekonstrukcija
	<input type="checkbox"/> sprememba namembnosti
	<input type="checkbox"/> odstranitev

DOKUMENTACIJA

vrsta dokumentacije (IZP, DGD, PZI, PID)	Strokovna podlaga
številka projekta	11-174-036
	<input type="checkbox"/> sprememba dokumentacije

PODATKI O NAČRTU

strokovno področje načrta	9 Načrt s področja prometnega inženirstva - Kapacitetna analiza
številka načrta	11-174-036-KA
datum izdelave	maj 2022

PODATKI O IZDELOVALCU NAČRTA

ime in priimek pooblaščenega arhitekta, pooblaščenega inženirja	Almir Čajlaković dipl.inž.grad.
identifikacijska številka	P-0090
podpis pooblaščenega arhitekta, pooblaščenega inženirja	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ALMIR ČAJLAKOVIĆ dipl.inž.grad. IZS PI P-0090 </div>

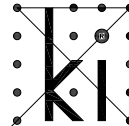
PODATKI O PROJEKTANTU

projektant (naziv družbe)	Krasinvest inženiring, projektiranje in geodetske storitve d.o.o.
naslov	Partizanska cesta 30, 6210 Sežana
vodja projekta	Nina Brataševac Milost, univ.dipl.inž.arh.
identifikacijska številka	PA-1939
podpis vodje projekta	<div style="border: 1px solid cyan; padding: 5px; display: inline-block;"> NINA BRATAŠEVAC MILOST UNIV.DIPL.INŽ.ARH. POOBLAŠČENA ARHITEKTA PA ZAPS 1939 </div>
odgovorna oseba projektanta	Nataša Đukić Vasić univ.dipl.inž.grad.
podpis odgovorne osebe projektanta	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> KRASINVEST d.o.o. SEŽANA Partizanska cesta 30 6210 SEŽANA </div>



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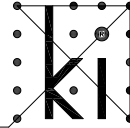
"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

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2.1	Naslovna stran
2.2	Kazalo vsebine načrta
2.3	Tehnično poročilo
2.4	Priloge

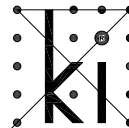
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2.3	TEHNIČNO POROČILO
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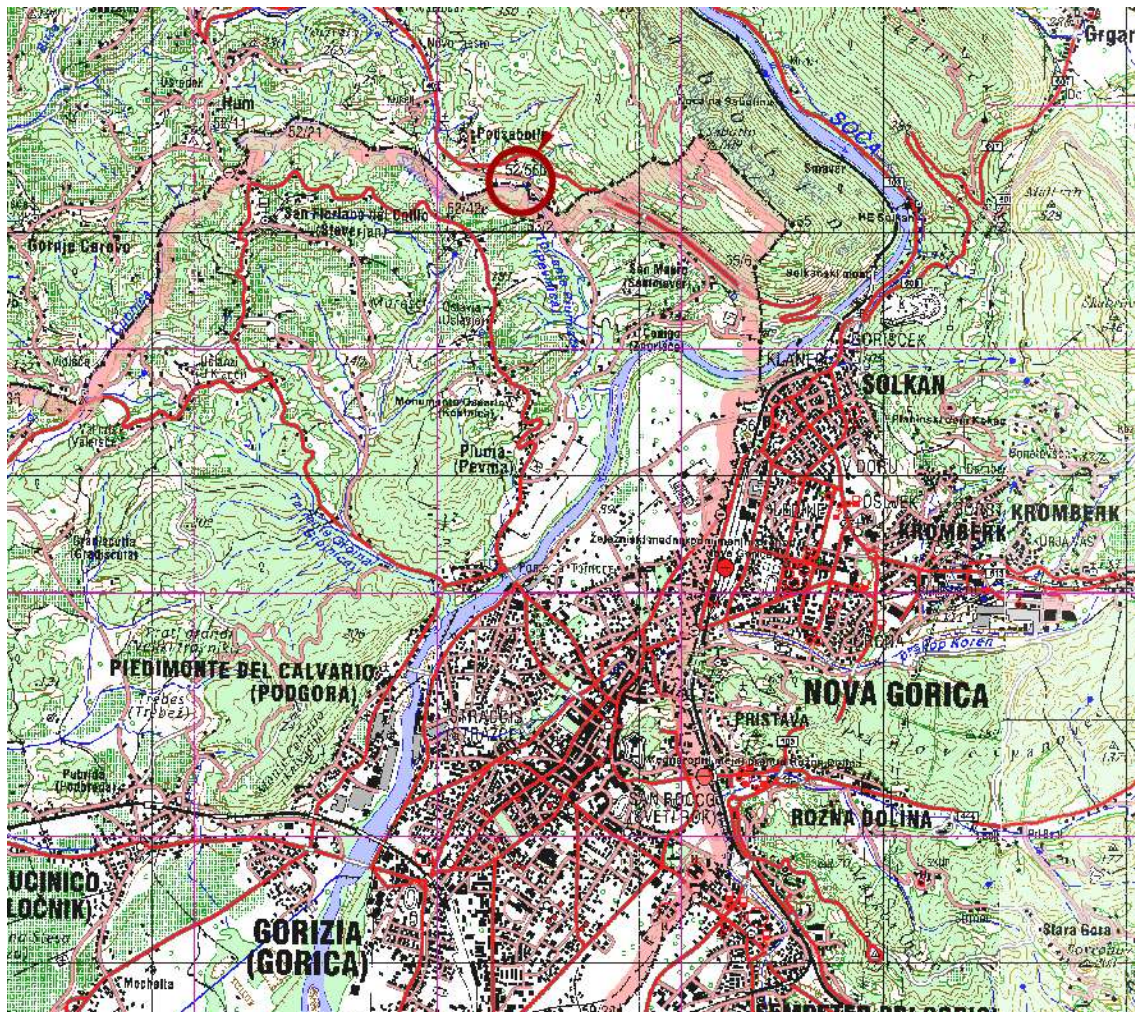
**"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"****Kazalo vsebine**

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1. Splošno

Za potrebe priprave občinskega podrobnega prostorskega načrta za območje POD-22 in za pripravo smernic s strani Direkcije RS za infrastrukturo je potrebno izdelati kapacitetno analizo za rekonstrukcijo obstoječega cestnega priključka v km 5.285 na desni strani.

Načrt je nastal na podlagi geodetskega posnetka, ki ga je izdelalo podjetje Krasinvest d.o.o., in terenskega ogleda.



Slika 1: Makro lokacija cestnega priključka

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Slika 2: Mikro lokacija obvozne ceste

1.1 Podatki o investitorju

Investitor je Občina Brda, Trg 25. maja, 5212 Dobrovo.

1.2 Opis obstoječega stanja

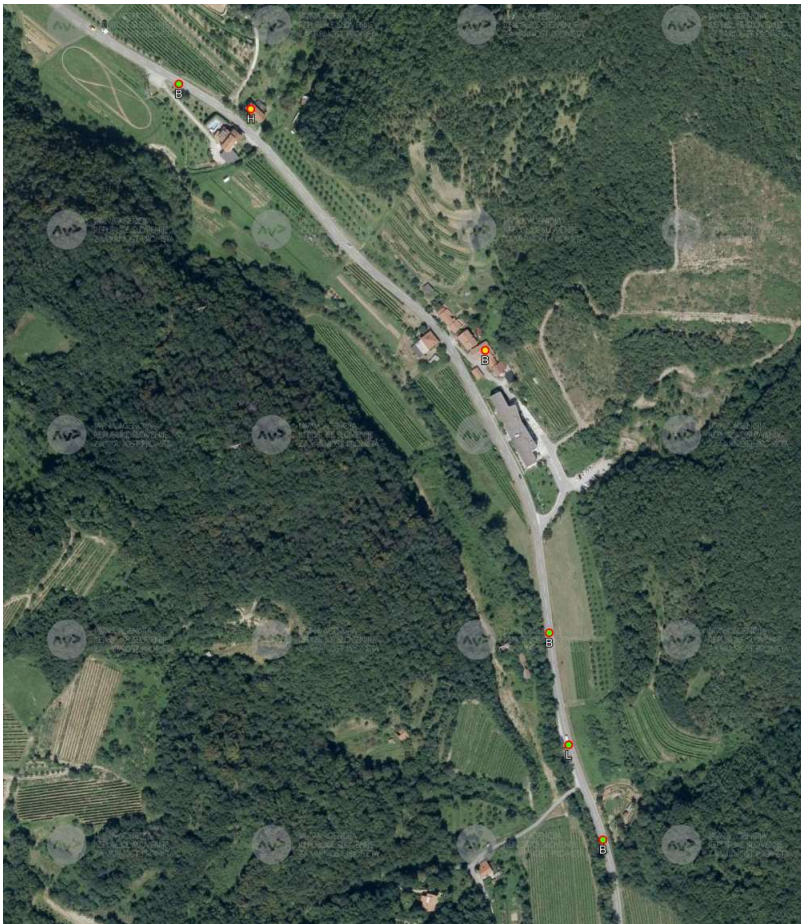
Območje predvidene gradnje stanovanjske soseske predstavlja z grmovljem in mladimi drevesi poraščeno pobočje. Na obravnavanem pobočju ne potekajo nobeni komunalni vodi.

Na obravnavanem območju je obstoječi cestni priključek za potrebe doma ostarelih v Podsabotinu, kateri se priključuje na regionalno cesto R2-402/1426 Solkan (Most čez Sočo) – Gonjača v km 5.285 DE, širine 4.40 m. Regionalna cesta je širine 6.50 m, brez urejenih površin ta pešce.

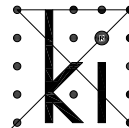
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2. Analiza prometne varnosti

3. Na obravnavanem območju se je zgodilo 6 prometnih nesreč v zadnjih desetih letih. Od tega je bila ena z hujšimi telesnimi poškodbami, ena z lažjimi in 4 brez poškodb.



Slika 3: Prikaz prometnih nesreč v obdobju 10 let



4. Generirane prometne obremenitve

Zaradi predvidene nove stanovanjske pozidave, predvideni je 43 enostanovanjskih objektov je potrebno pri določevanju bodočih prometnih obremenitev upoštevati tudi generiran promet, ki ga bodo predvideni objekti povzročili. Pri določevanju prometnih obremenitev v času jutranje in popoldanske konične ure smo upoštevali v praksi uporabljene empirične tabele¹, ki ocenjuje predviden promet glede na karakteristike objekta.

Generiran promet, ki se pričakuje s strani posameznega objekta je podan v tabeli 1.

Tabela 1: Generirane prometne obremenitve za poslovno cono glede na neto prodajno površino objekta

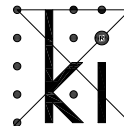
Vrsta objekta	Število predvidenih objektov	Vozil/dan	Jutranja konica		Popoldanska konica	
			Prihod	Odhod	Prihod	Odhod
Enostanovanjski objekti	43	409	8	24	27	16

4. Prometne obremenitve

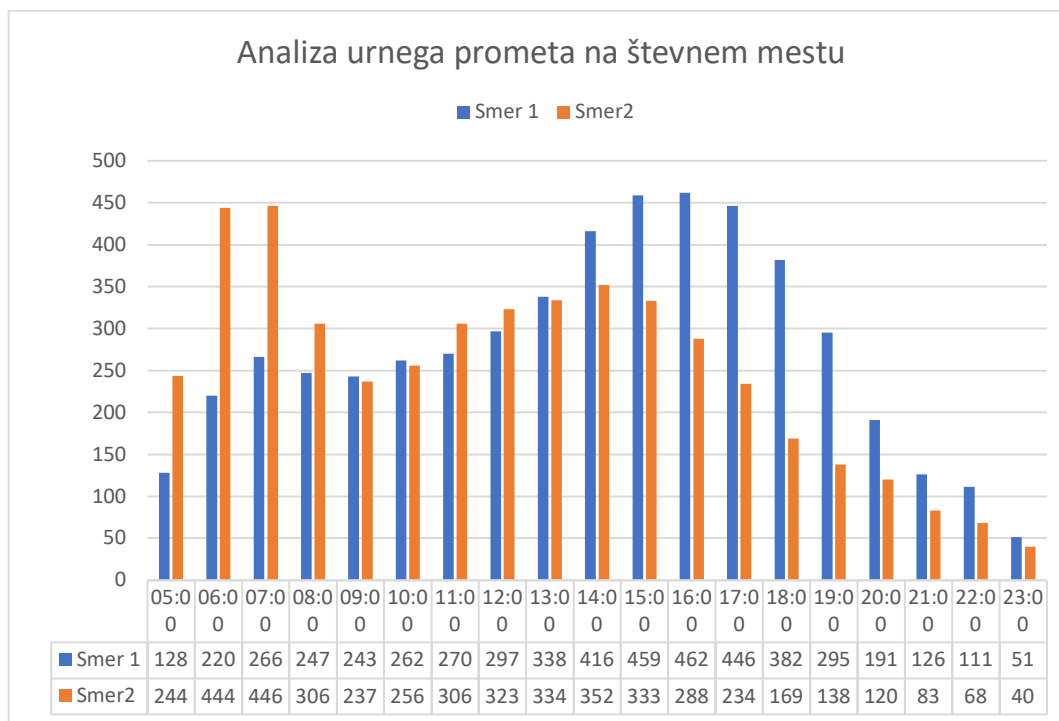
Osnovo za analizo obstoječih prometnih obremenitev smo upoštevali podatke iz avtomatskega števca številka 219, ime Podsabotin.

Jutranja konična ura (JKU) nastopi med 06:30 in 07:30 uro, popoldanska konična ura pa nastopi med 14:30 in 15:30 uro. V sklopu kapacitetne analize bosta analizirani jutranja in popoldanska konica in sicer napoved za 10 in 20 letno plansko dobo.

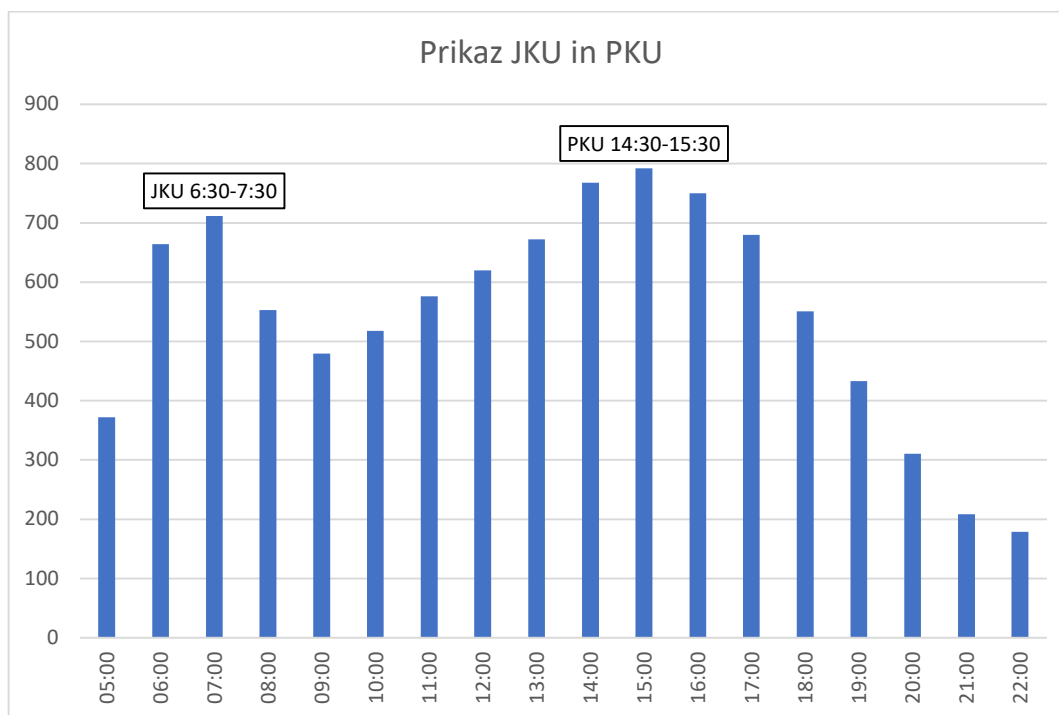
¹ Vir: Trip Generation Analysis, U.S. Department Of Transportation;
Trip Generation Manual, San Diego Municipal Code, Land Development Code
ITE Trip Generation Rates - 8th Edition



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Graf 1: Analiza urnega prometa na števnem mestu, Smer 1 je Solkan – Gonjača, smer 2 je Gonjača - Solkan.

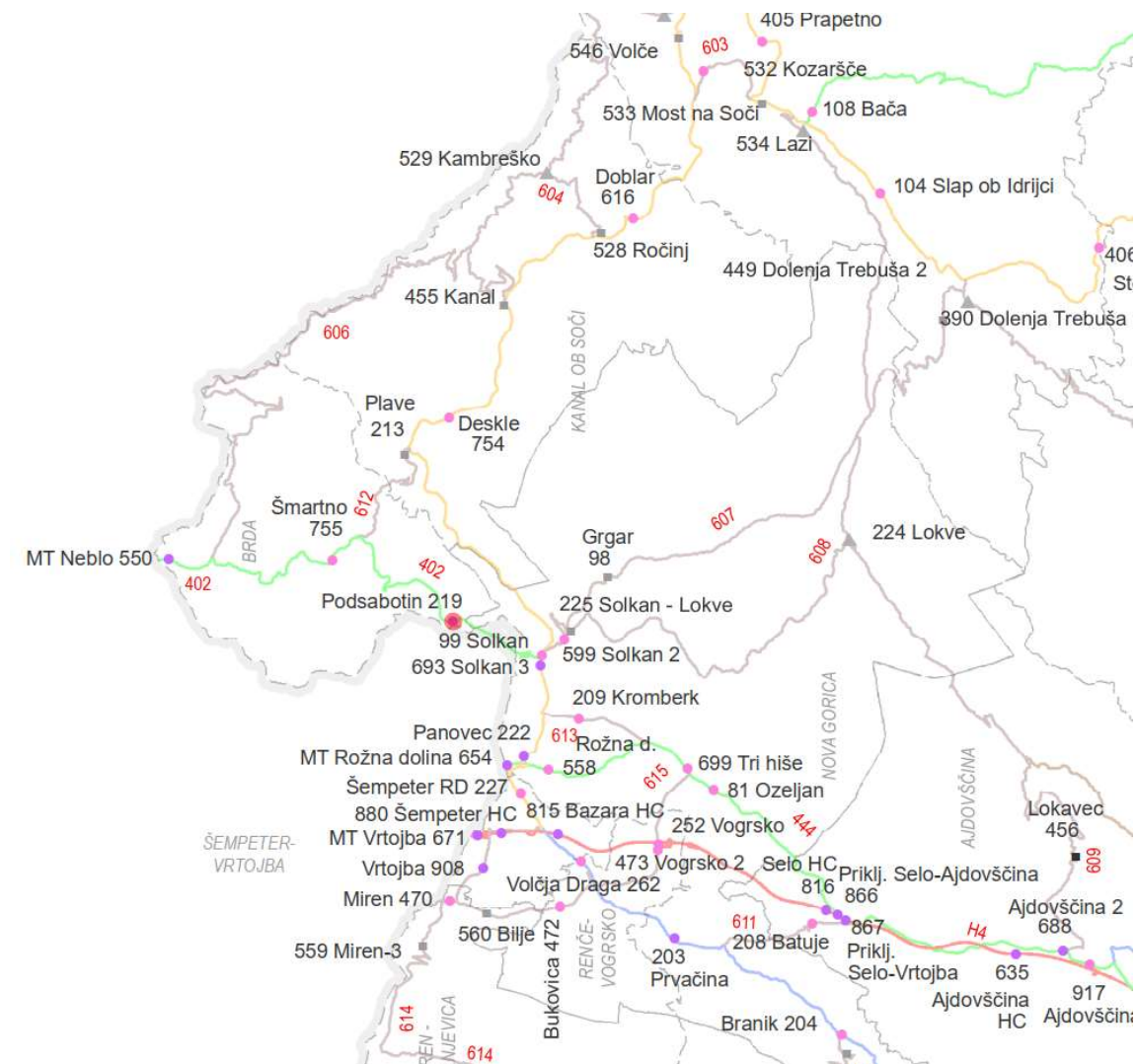


Graf 1: Prikaz JKU in PKU

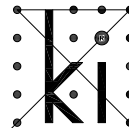
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4.1 Povprečna letna stopnja rasti prometa

Povprečno letno stopnjo rasti prometa smo določili na osnovi podatkov o prometnih obremenitvah publikacij Promet od leta 2015 do vključno leta 2019, izdanih pri Direkciji RS za ceste. Na cesti R2-402/1426 Solkan (Most čez Sočo) - Gonjača se nahaja avtomatski števec 219-Podsabotin.



Slika 4: Prikaz števnege mesta številka 2019-Podsabotin

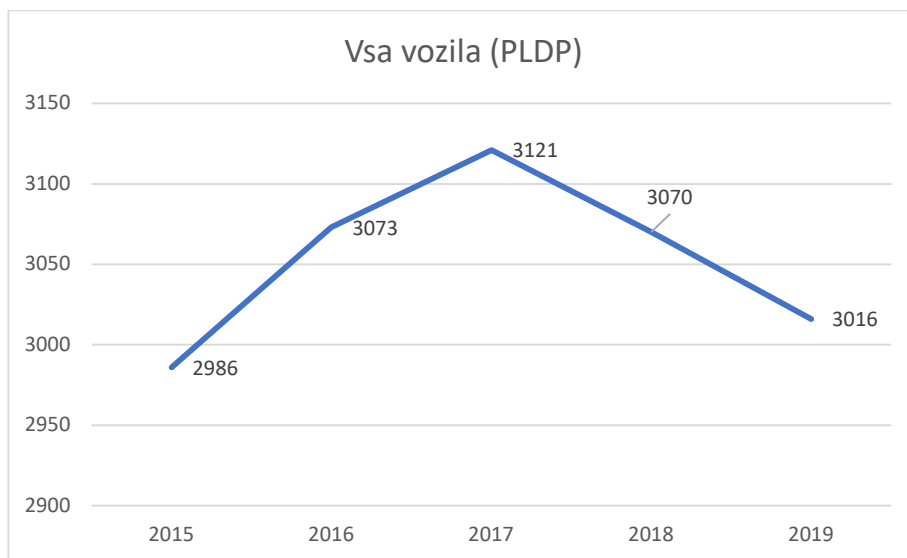


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Tabela 2: Prometne obremenitve po strukturi vozil na R2- 402/1426 od leta 2015 do 2019

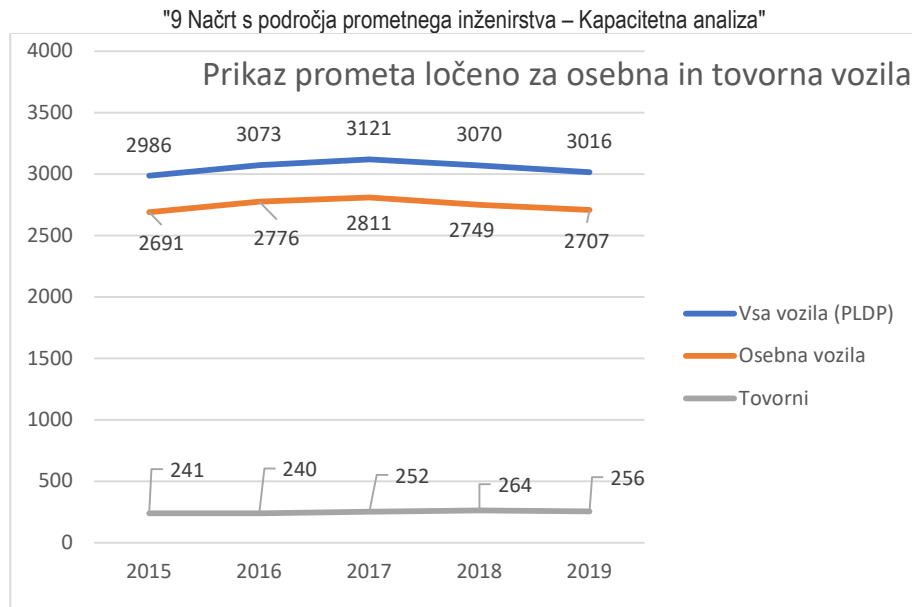
Leto	Vsa vozila (PLDP)	Motorji	Osebna vozila	Avtobusi	Lah. tov. < 3,5t	Sr. tov. 3,5-7t	Tež. tov. nad 7t	Tov. s prik.	Vlačilci
2015	2986	41	2691	13	151	40	40	2	8
2016	3073	43	2776	14	156	38	37	2	7
2017	3121	44	2811	14	158	43	41	2	8
2018	3070	44	2749	13	154	51	48	2	9
2019	3016	41	2707	12	152	48	45	2	9

V letu 2021 je PLDP na regionalni cesti R2-402/1426 znašal 3669 vozil, od tega je 88 % osebnih vozil in 12 % tovornih vozil.



Graf 3: Prikaz naraščanja/upadanja vozi (PLDP) na regionalni cesti R2-402/1426 od leta 2015 do 2019

V zadnjih petih letih je zaznati nihanje prometa. V obdobju 2015/2017 je videti rast prometa, upadanje je videti samo od 2017 do 2019. Povprečna letna stopnja rasti prometa znaša 0.75 %, bomo upoštevali stopnjo rasti prometa 1 %. Podatke za leto 2020, 2021.



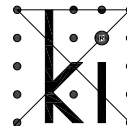
Graf 4: Prikaz prometa ločeno za osebna in tovorna vozila.

5. Metodologija HCM

Izračune križišča smo naredili po metodologiji HCM, ki jo prepisuje in priznava DRSC. Vsi izračuni in pomembnejši parametri (geometrija križišča, nivo uslug NU, zamude, dolžine kolon, bodoče prometne obremenitve) so zaradi lažje preglednosti dokumentirani in prikazani grafično. Vhodni podatki so organizirani po smereh glede na priključke, oziroma glede na položaj križišča v prostoru. Priključki so prikazani na sliki geometrija križišča. Skladno s tem so prikazane prometne obremenitve v prilogi.

Uporabili smo programsko orodje SIDRA Intersection 5.1. Omenjeni programski paket temelji na metodologiji HCM 2010. Za določitev uspešnosti posamezne rešitve bomo v nadaljevanju upoštevali predvsem dva kriterija. Kriterij prometne obremenitve in kriterij čakalnih časov. Poleg navedenih kriterijev pa bomo pri izbiri projektne rešitve upoštevali še dodatne parametre prometnega toka, ki vplivajo na prometno uspešnost posameznega križišča.

Za prepustnosti in dimenzioniranje križišč so pomembni sledeči parametri prometnega toka, oziroma izračuni, ki so v nadaljevanju predstavljeni tudi grafično:



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- FLOWS prometni tok določen za posamezen časovni presek, ki se uporablja za izračun merodajne prometne obremenitve z upoštevanjem strukture prometnega toka in faktorja urne konice (PHF)
- LOS (Level of Service) Nivo usluga (Nu) v odvisnosti od zamud
- QUEUES Število vozil v koloni in s tem zajezitvena dolžina, ki jo omenjena vozila povzročajo,
- DELAY Povprečna zamuda na vozilo v posamezni smeri izražena v sekundah na vozilo,
- DEGREE OF SATURATION Stopna zasičenosti (X) ali razmerje med volumnom (V) in kapaciteo (C)

Na križiščih sta kapaciteta in čakalni časi na voznih pasovih neprednostnih cest priključkov odvisni od tega, koliko zadostnih časovnih razmakov med vozili na prednostnih smereh lahko izkoristijo vozila iz neprednostnih smeri, da izvršijo zeleno prometno operacijo vključevanja ali prečkanja prometnega toka.

Nivo uslug (NU) križišča in posameznih smeri je vezan na zamude oziroma čakalne čase vozil. Ti so odvisni od dejanskih prometnih obremenitev glede na porazdelitev zelenih časov (čakalni časi pri rdečem signalu). NU E kaže na dosežen kriterij čakalnih časov, NU F pa na presežen kriterij.

V skladu z metodologijo HCM je potrebno križišče računati na maksimalni 15 minutni promet v koničnih urah. Na merodajne prometne obremenitve v izračunih bistveno vpliva faktor urne konice ($Q_{mer} = Q_{dej} / PHF$). V primeru velikega nihanja prometa znotraj konične ure so lahko merodajne konične urne obremenitve bistveno večje od povprečnih urnih.

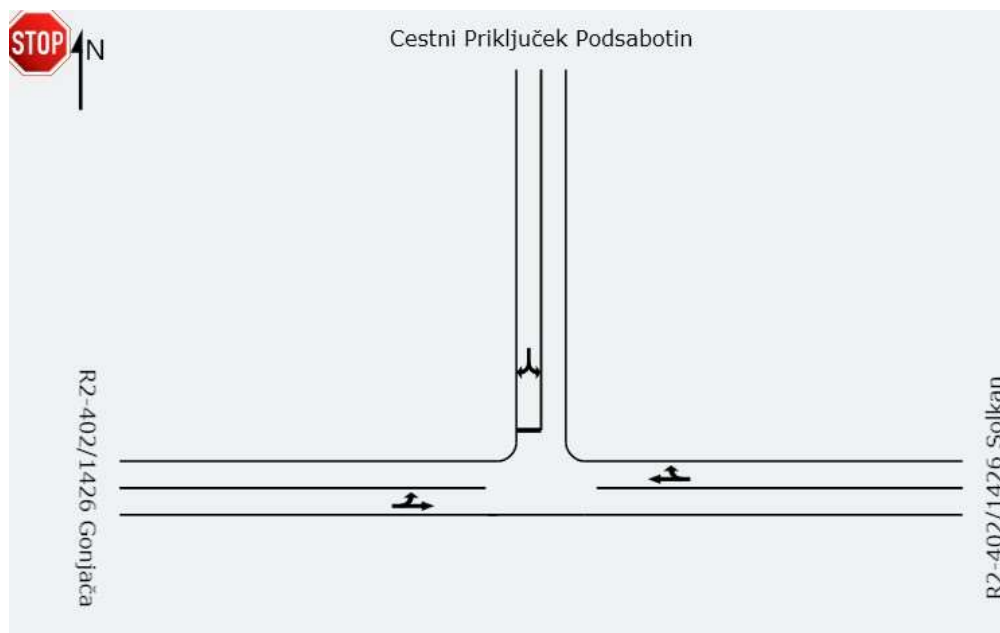
6. Analiza križišč

Pri kapacitetni analizi križišča je analizirana geometrija križišča z levim zavijalnim pasom na regionalni cesti R2-402/1426.

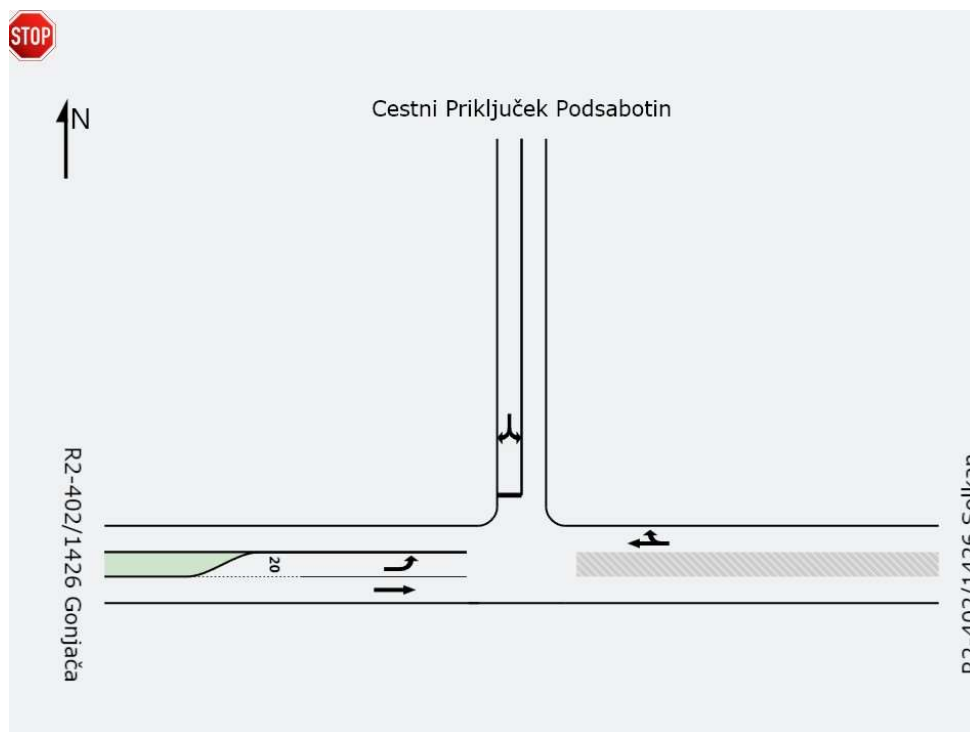
V izračunu smo upoštevali prometne obremenitve dobljene iz avtomatskega števca številka 219-Podsabotin, katerim je dodan generiran promet za novo stanovanjsko pozidavo Podsabotin in generiran promet od stanovanjske pozidave V Malni. Upoštevan je tudi promet za dom starostnikov.

Iz grafa 1 je videti, da je promet v jutranji konici povečan v smeri proti Solkanu, v popoldanski konici pa proti Gonjači. Zaradi tega bomo upoštevali 30 % generiranega prometa iz stanovanjske pozidave v Malni, saj promet poteka v smeri proti Solkanu.

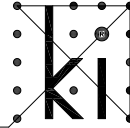
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Slika 5: Prikaz obstoječega stanja

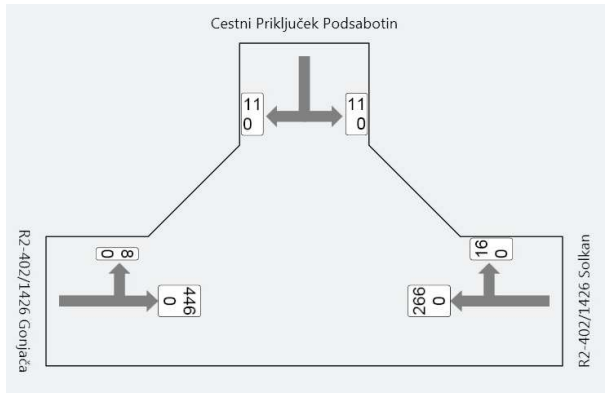


Slika 6: Prikaz križišča z levim zavijalnim pasom

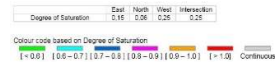
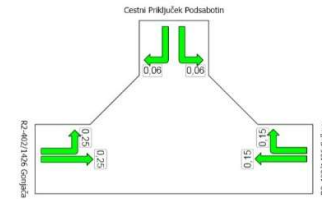


"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

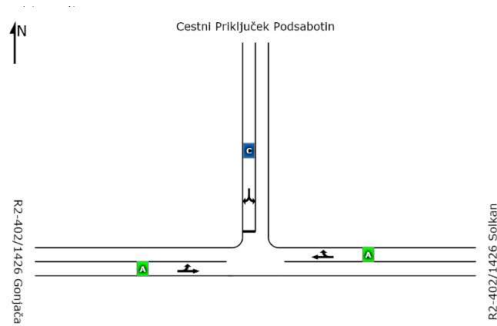
6.1.1 Jutranja konica – obstoječe stanje



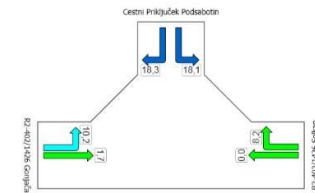
Prikaz prometa JKU 2022



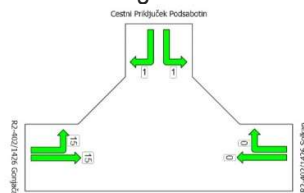
Stopnja zasičenja JKU 2022



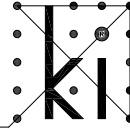
Nivo uslug JKU 2022



Zamude JKU 2022

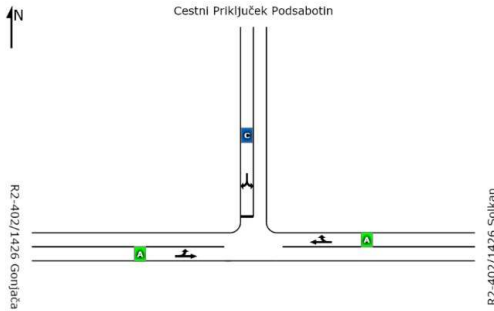


Kolone JKU 2022

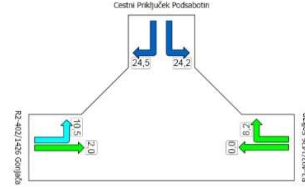


"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

6.1.2 Jutranja konica – obstoječe stanje JKU 2032



	East	North	West	Intersection
Delay (Average)	0,5	24,5	24,5	2,4
LOS	NA	C	C	F

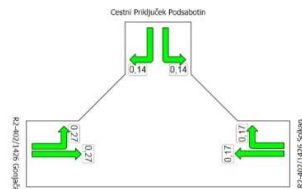


	East	North	West	Intersection
Delay (Average)	0,5	24,5	24,5	2,4
LOS	NA	C	C	F

Colour code based on Level of Service



Nivo uslug JKU 2033

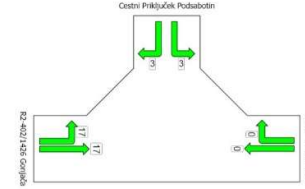


	East	North	West	Intersection
Delay (Average)	0,17	0,14	0,17	0,17
LOS	A	A	A	A

Colour code based on Degree of Saturation



Zamude JKU 2033



	East	North	West	Intersection
Queue Length	0	0	0	0
LOS	A	A	A	A

Colour code based on Queue Length Ratio



Kolone JKU 2033

	East	North	West	Intersection
Queue Length	0	0	0	0
LOS	A	A	A	A

Colour code based on Degree of Saturation



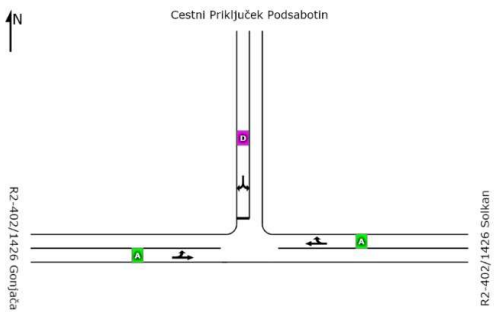
Stopnja zasičenja JKU 2033

	East	North	West	Intersection
Queue Length	0	0	0	0
LOS	A	A	A	A

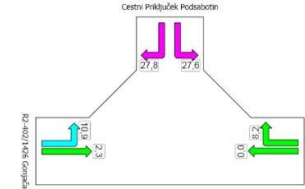
Colour code based on Queue Length Ratio



6.1.3 Jutranja konica – obstoječe stanje JKU 2043



	East	North	West	Intersection
Delay (Average)	0,5	27,8	27,6	2,7
LOS	NA	D	NA	NA



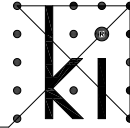
	East	North	West	Intersection
Delay (Average)	0,5	27,8	27,6	2,7
LOS	NA	D	NA	NA

Colour code based on Level of Service

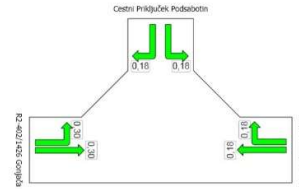
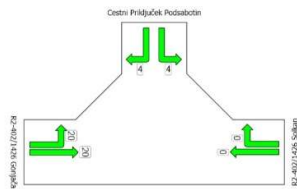


Nivo uslug JKU 2043

Zamude JKU 2043



"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

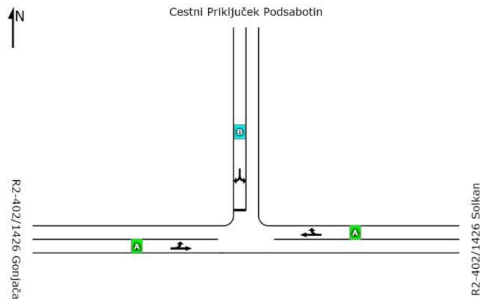


Kolone JKU 2043



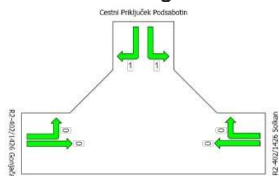
Stopnja zasičenja JKU 2043

6.1.4 Popoldanska konica – obstoječe stanje

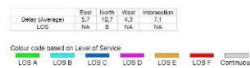
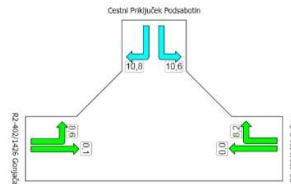


	East	North	West	Intersection
LOS	NA	B	NA	NA

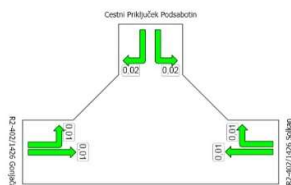
Nivo uslug PKU



Kolone PKU



Zamude PKU

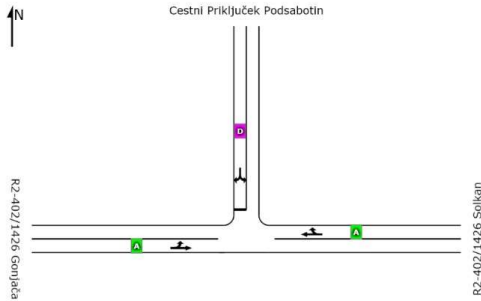


Stopnja zasičenja PKU



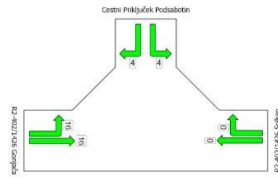
"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

6.1.5 Popoldanska konica – obstoječe stanje PKU 2033



LOS	East	North	West	Intersection
	NA	D	NA	NA

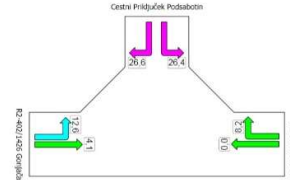
Nivo uslug PKU 2033



Queue Distance	East	North	West	Intersection
	4	4	4	0

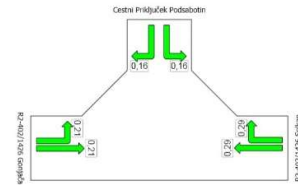
Colour code based on Queue Distance

Kolone PKU 2033



Delay (Average)	East	North	West	Intersection
LOS	0,5	26,5	3,3	2,8
	NA	D	NA	NA

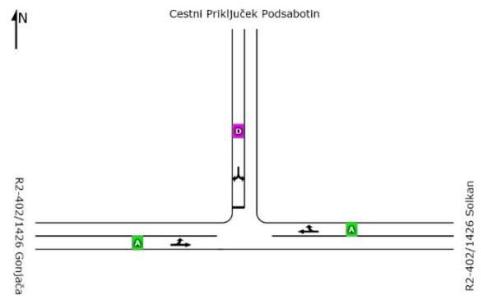
Zamude PKU 2033



Degree of Saturation	East	North	West	Intersection
	0,29	2,18	2,21	0,29

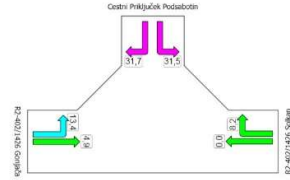
Stopnja zasičenja PKU 2033

6.1.6 Popoldanska konica – obstoječe stanje PKU 2043



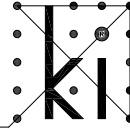
LOS	East	North	West	Intersection
	NA	D	NA	NA

Nivo uslug PKU 2043

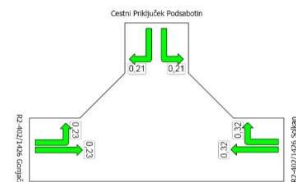
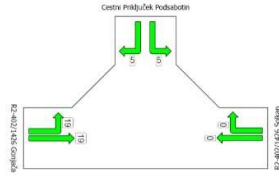


Delay (Average)	East	North	West	Intersection
LOS	0,6	31,8	3,1	2,4
	NA	D	NA	NA

Zamude PKU 2043



"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"



Queue Distance	East	North	West	Intersection
	0	0	0	0

Colour code based on Queue Storage Ratio

[1-0.5] [0.5-0.7] [0.7-0.8] [0.8-0.9] [0.9-1.0] [1-1.0] Continuous

Kolone PKU 2043

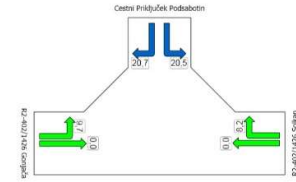
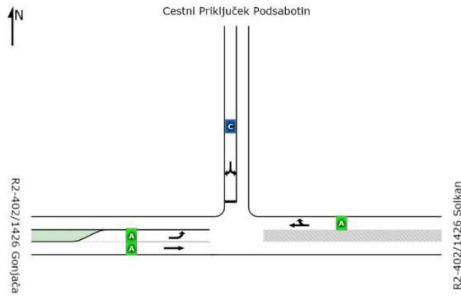
Degree of Saturation	East	North	West	Intersection
	0.10	0.21	0.20	0.20

Colour code based on Degree of Saturation

[1-0.5] [0.5-0.7] [0.7-0.8] [0.8-0.9] [0.9-1.0] [1-1.0] Continuous

Stopnja zasičenja PKU 2043

6.1.7 Jutranja konica – bodoče stanje JKU



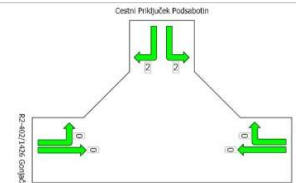
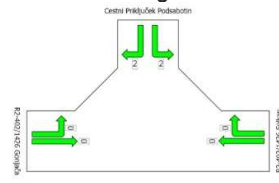
Delay (seconds)	East	North	West	Intersection
LOS	NA	C	NA	NA

Colour code based on Level of Service

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

Zamude JKU

Nivo uslug JKU



Queue Distance	East	North	West	Intersection
	0	2	0	2

Colour code based on Queue Storage Ratio

[1-0.5] [0.5-0.7] [0.7-0.8] [0.8-0.9] [0.9-1.0] [1-1.0] Continuous

Kolone JKU

Queue Distance	East	North	West	Intersection
	0	2	0	2

Colour code based on Queue Storage Ratio

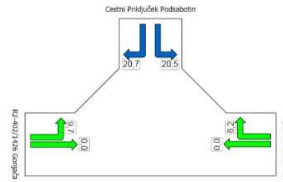
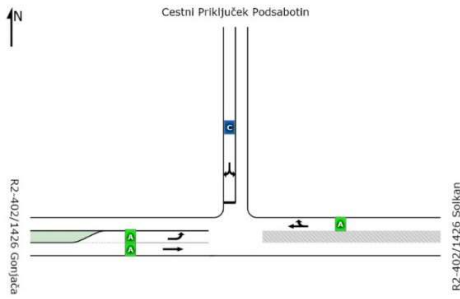
[1-0.5] [0.5-0.7] [0.7-0.8] [0.8-0.9] [0.9-1.0] [1-1.0] Continuous

Stopnja zasičenja JKU



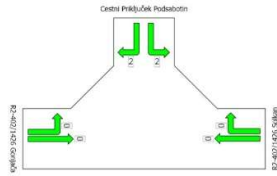
"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

6.1.7 Jutranja konica – bodoče stanje JKU 2023



LOS	East NA	North C	West NA	Intersection NA
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Nivo uslug JKU 2023

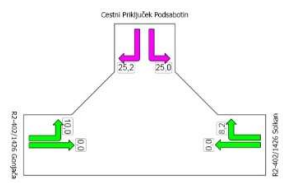
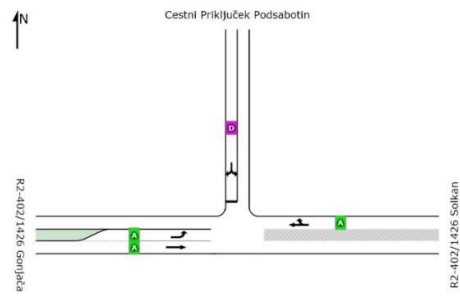


Queue Distance	East	North	West	Intersection
	0	2	0	2

Colour code based on Queue Storage Ratio
 [0-0.5] [0.6-1] [1.1-1.5] [1.6-2] [2.1-3] [3.4-4] [4.5-6] [6.6-9] [9.7-13] [13.8-18] [18.9-24] [25-30] [30.1-36] [36.2-42] [42.3-48] [48.4-54] [54.5-60] [60.6-66] [66.7-72] [72.8-78] [78.9-84] [84.9-90] [91-96] [96.1-102] [102.1-108] [108.1-114] [114.1-120] [120.1-126] [126.1-132] [132.1-138] [138.1-144] [144.1-150] [150.1-156] [156.1-162] [162.1-168] [168.1-174] [174.1-180] [180.1-186] [186.1-192] [192.1-198] [198.1-204] [204.1-210] [210.1-216] [216.1-222] [222.1-228] [228.1-234] [234.1-240] [240.1-246] [246.1-252] [252.1-258] [258.1-264] [264.1-270] [270.1-276] [276.1-282] [282.1-288] [288.1-294] [294.1-300] [300.1-306] [306.1-312] [312.1-318] [318.1-324] [324.1-330] [330.1-336] [336.1-342] [342.1-348] [348.1-354] [354.1-360] [360.1-366] [366.1-372] [372.1-378] [378.1-384] [384.1-390] [390.1-396] [396.1-402] [402.1-408] [408.1-414] [414.1-420] [420.1-426] [426.1-432] [432.1-438] [438.1-444] [444.1-450] [450.1-456] [456.1-462] [462.1-468] [468.1-474] [474.1-480] [480.1-486] [486.1-492] [492.1-498] [498.1-504] [504.1-510] [510.1-516] [516.1-522] [522.1-528] [528.1-534] [534.1-540] [540.1-546] [546.1-552] [552.1-558] [558.1-564] [564.1-570] [570.1-576] [576.1-582] [582.1-588] [588.1-594] [594.1-600] [600.1-606] [606.1-612] [612.1-618] [618.1-624] [624.1-630] [630.1-636] [636.1-642] [642.1-648] [648.1-654] [654.1-660] [660.1-666] [666.1-672] [672.1-678] [678.1-684] [684.1-690] [690.1-696] [696.1-702] [702.1-708] [708.1-714] [714.1-720] [720.1-726] [726.1-732] [732.1-738] [738.1-744] [744.1-750] [750.1-756] [756.1-762] [762.1-768] [768.1-774] [774.1-780] [780.1-786] [786.1-792] [792.1-798] [798.1-804] [804.1-810] [810.1-816] [816.1-822] [822.1-828] [828.1-834] [834.1-840] [840.1-846] [846.1-852] [852.1-858] [858.1-864] [864.1-870] [870.1-876] [876.1-882] [882.1-888] [888.1-894] [894.1-900] [900.1-906] [906.1-912] [912.1-918] [918.1-924] [924.1-930] [930.1-936] [936.1-942] [942.1-948] [948.1-954] [954.1-960] [960.1-966] [966.1-972] [972.1-978] [978.1-984] [984.1-990] [990.1-996] [996.1-1002]

Kolone JKU 2023

6.1.8 Jutranja konica – bodoče stanje JKU 2024



LOS	East NA	North D	West NA	Intersection NA
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Nivo uslug JKU 2024

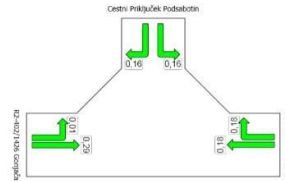
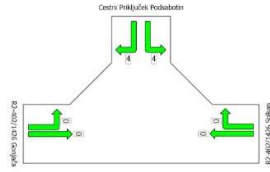
Queue Distance	East	North	West	Intersection
	0	2	0	2

Colour code based on Queue Storage Ratio
 [0-0.5] [0.6-1] [1.1-1.5] [1.6-2] [2.1-3] [3.4-4] [4.5-6] [6.6-9] [9.7-13] [13.8-18] [18.9-24] [25-30] [30.1-36] [36.2-42] [42.3-48] [48.4-54] [54.5-60] [60.6-66] [66.7-72] [72.8-78] [78.9-84] [84.9-90] [91-96] [96.1-102] [102.1-108] [108.1-114] [114.1-120] [120.1-126] [126.1-132] [132.1-138] [138.1-144] [144.1-150] [150.1-156] [156.1-162] [162.1-168] [168.1-174] [174.1-180] [180.1-186] [186.1-192] [192.1-198] [198.1-204] [204.1-210] [210.1-216] [216.1-222] [222.1-228] [228.1-234] [234.1-240] [240.1-246] [246.1-252] [252.1-258] [258.1-264] [264.1-270] [270.1-276] [276.1-282] [282.1-288] [288.1-294] [294.1-300] [300.1-306] [306.1-312] [312.1-318] [318.1-324] [324.1-330] [330.1-336] [336.1-342] [342.1-348] [348.1-354] [354.1-360] [360.1-366] [366.1-372] [372.1-378] [378.1-384] [384.1-390] [390.1-396] [396.1-402] [402.1-408] [408.1-414] [414.1-420] [420.1-426] [426.1-432] [432.1-438] [438.1-444] [444.1-450] [450.1-456] [456.1-462] [462.1-468] [468.1-474] [474.1-480] [480.1-486] [486.1-492] [492.1-498] [498.1-504] [504.1-510] [510.1-516] [516.1-522] [522.1-528] [528.1-534] [534.1-540] [540.1-546] [546.1-552] [552.1-558] [558.1-564] [564.1-570] [570.1-576] [576.1-582] [582.1-588] [588.1-594] [594.1-600] [600.1-606] [606.1-612] [612.1-618] [618.1-624] [624.1-630] [630.1-636] [636.1-642] [642.1-648] [648.1-654] [654.1-660] [660.1-666] [666.1-672] [672.1-678] [678.1-684] [684.1-690] [690.1-696] [696.1-702] [702.1-708] [708.1-714] [714.1-720] [720.1-726] [726.1-732] [732.1-738] [738.1-744] [744.1-750] [750.1-756] [756.1-762] [762.1-768] [768.1-774] [774.1-780] [780.1-786] [786.1-792] [792.1-798] [798.1-804] [804.1-810] [810.1-816] [816.1-822] [822.1-828] [828.1-834] [834.1-840] [840.1-846] [846.1-852] [852.1-858] [858.1-864] [864.1-870] [870.1-876] [876.1-882] [882.1-888] [888.1-894] [894.1-900] [900.1-906] [906.1-912] [912.1-918] [918.1-924] [924.1-930] [930.1-936] [936.1-942] [942.1-948] [948.1-954] [954.1-960] [960.1-966] [966.1-972] [972.1-978] [978.1-984] [984.1-990] [990.1-996] [996.1-1002]

Zamude JKU 2024



"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"



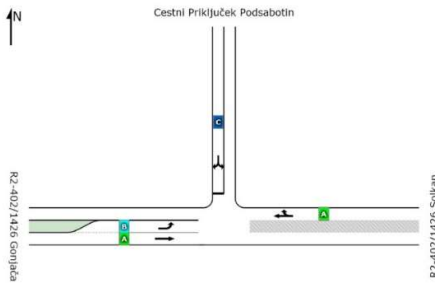
Signal Distance	East	North	West	Intersection
	3	0	0	4

Colour code based on Queue Storage Ratio

1-0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	1-1.8	Continuous
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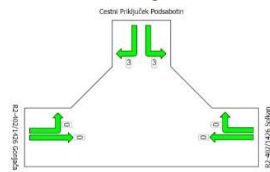
Kolone JKU 2043

6.1.9 Popoldanska konica – bodoče stanje PKU



LOS	East	North	West	Intersection
	NA	C	NA	NA

Nivo uslug PKU



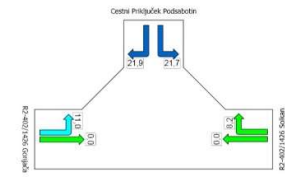
Signal Distance	East	North	West	Intersection
	3	3	3	3

Colour code based on Queue Storage Ratio

1-0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	1-1.8	Continuous
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Kolone PKU

Stopnja zasičenja JKU 2043

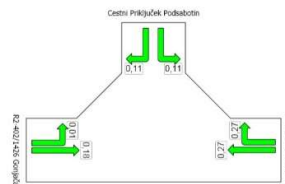


Delay (seconds)	East	North	West	Intersection
LOS	5.5	21.8	6.2	1.2
	5	16	5	1

Colour code based on Level of Service

LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	Continuous
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Zamude PKU

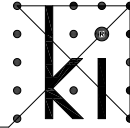


Degree of Saturation	East	North	West	Intersection
	0.27	0.11	0.11	0.27

Colour code based on Degree of Saturation

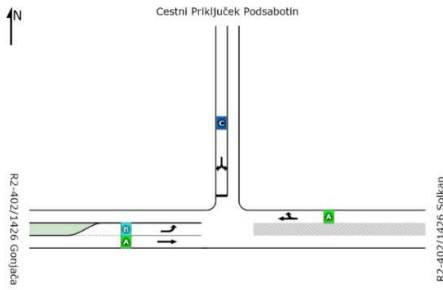
1-0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	1-1.8	Continuous
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Stopnja zasičenja PKU



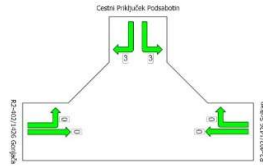
"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

6.1.10 Popoldanska konica – bodoče stanje PKU 2033



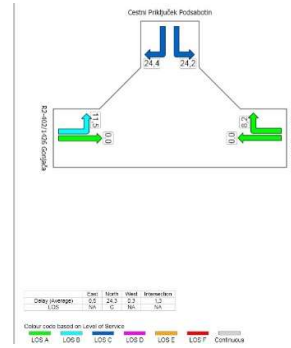
	East	North	West	Intersection
LOS	NA	C	NA	NA

Nivo uslug PKU 2033

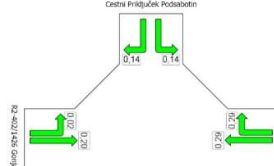


Degree of Saturation	East	North	West	Intersection
	0.14	0.14	0.14	0.14

Kolone PKU 2033



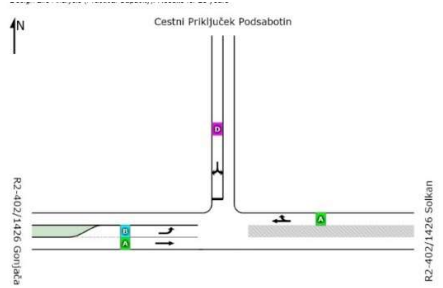
Zamude PKU 2033



Degree of Saturation	East	North	West	Intersection
	0.14	0.14	0.14	0.14

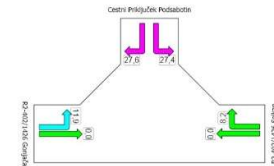
Stopnja zasičenja PKU 2033

6.1.10 Popoldanska konica – bodoče stanje PKU 2043



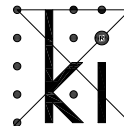
	East	North	West	Intersection
LOS	NA	D	NA	NA

Nivo uslug PKU 2043

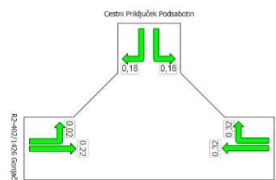
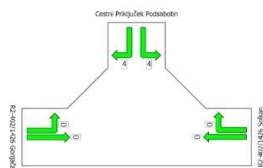


Zamude PKU 2043

Degree of Saturation	East	North	West	Intersection
	0.14	0.14	0.14	0.14



"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"



Kolone PKU 2043



Stopnja zasičenja PKU 2043

7. Primerjava prometnih podatkov

Primerjava variant je izdelana na osnovi najpomembnejših prometnih parametrov, ki so prikazani v tabelah ločeno za obe konični uri. Obstoječe stanje v jutranji in popoldanski konici smo primerjali z bodočim stanjem z levim zavijalnim pasom na regionalni cesti R2-402/1426.

7.1 Primerjava prometnih parametrov za jutranjo konico 2023

7.1.1 Primerjava prometnih parametrov za jutranjo konico 2023

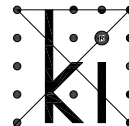
PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		C	C
Povprečna zamuda na celotnem križišču	Sek/vozilo	1,8	1,1
Največja povprečna zamuda v eni smeri	Sek/vozilo	18,2	20,6
Najdaljša kolona, 95 %	(m)	14,9	2,5
Stopnja nasičenosti (največja) v/c		0,249	0,241
Skupna kapaciteta križišča (vsi pasovi)	voz/h	798	806
Skupna zamuda vozil v križišču	voz-h/h	0,40	0,24

7.1.2 Primerjava prometnih parametrov za jutranjo konico 2033

PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		C	C
Povprečna zamuda na celotnem križišču	Sek/vozilo	2,4	1,2
Največja povprečna zamuda v eni smeri	Sek/vozilo	24,3	22,6
Najdaljša kolona, 95 %	(m)	17,3	3,1
Stopnja nasičenosti (največja) v/c		0,274	0,265

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

Skupna kapaciteta križišča (vsi pasovi)	voz/h	887	887
Skupna zamuda vozil v križišču	voz-h/h	0,28	0,29

7.1.3 Primerjava prometnih parametrov za jutranjo konico 2043

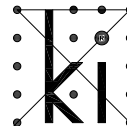
PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		D	D
Povprečna zamuda na celotnem križišču	Sek/vozilo	2,7	1,3
Največja povprečna zamuda v eni smeri	Sek/vozilo	27,6	25,1
Najdaljša kolona, 95 %	(m)	20	3,8
Stopnja nasičenosti (največja) v/c		0,299	0,289
Skupna kapaciteta križišča (vsi pasovi)	voz/h	968	968
Skupna zamuda vozil v križišču	voz-h/h	0,73	0,34

7.1.1 Primerjava prometnih parametrov za popoldansko konico 2023

PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		C	C
Povprečna zamuda na celotnem križišču	Sek/vozilo	2,6	1,2
Največja povprečna zamuda v eni smeri	Sek/vozilo	23,2	21,8
Najdaljša kolona, 95 %	(m)	13,5	2,6
Stopnja nasičenosti (največja) v/c		0,266	0,266
Skupna kapaciteta križišča (vsi pasovi)	voz/h	909	909
Skupna zamuda vozil v križišču	voz-h/h	0,65	0,30

7.1.2 Primerjava prometnih parametrov za popoldansko konico 2033

PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		D	C
Povprečna zamuda na celotnem križišču	Sek/vozilo	2,9	1,3
Največja povprečna zamuda v eni smeri	Sek/vozilo	26,5	24,3
Najdaljša kolona, 95 %	(m)	16,2	3,3
Stopnja nasičenosti (največja) v/c		0,293	0,293
Skupna kapaciteta križišča (vsi pasovi)	voz/h	1000	1000
Skupna zamuda vozil v križišču	voz-h/h	0,82	0,36



7.1.3 Primerjava prometnih parametrov za popoldansko konico 2043

PROMETNI PARAMETRI		Obstoječe stanje	Bodoče stanje z levim zavijalnim pasom
Nivo uslug celotnega križišča		A	A
Najslabši NU v posamezni smeri		D	D
Povprečna zamuda na celotnem križišču	Sek/vozilo	3,4	1,4
Največja povprečna zamuda v eni smeri	Sek/vozilo	31,6	27,5
Najdaljša kolona, 95 %	(m)	19,3	4,2
Stopnja nasičenosti (največja) v/c		0,319	0,319
Skupna kapaciteta križišča (vsi pasovi)	voz/h	1091	1091
Skupna zamuda vozil v križišču	voz-h/h	1,04	0,42

8. Zaključek

Za potrebe izdelave kapacitetne analize so bili uporabljeni prometni podatki iz avtomatskega števca številka 219, ime Podsabotin. Poleg teh podatkov smo še upoštevali generiran promet iz predvidene stanovanjske pozidave Podsabotin.

Jutranja konična ura (JKU) nastopi med 06:30 in 07:30 uro, popoldanska konična ura pa nastopi med 14:30 in 15:30 uro. V sklopu kapacitetne analize bosta analizirani jutranja in popoldanska konica in sicer napoved za 10 in 20 letno plansko dobo.

Izvedena je bila primerjava med obstoječim stanjem in bodočim stanjem z levim zavijalnim pasom na regionalni cesti R2-402/1426. Rezultati so pokazali, da predvidena pozidava Podsabotin ne bo imela negativnih učinkov na obstoječi promet. Najslabši nivo uslug je nivo D na priključku za dom starostnikov in novo pozidavo.

Predlagam izvedbo levega zavijalnega pasu na regionalni cesti R2-402/1426 z dolžino čakalnega dela 20 m.

2.4	PRILOGE
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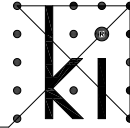


"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9. Priloge

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.1 Obstoječe stanje JKU 2023

LANE SUMMARY

Site: JKU Obstoječe

New Site
Stop (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back	of Queue	Lane	SL	Cap.	Prob.
	L	T	R													
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec			veh	m	m	%	%
East: R2-402/1426 Solkan																
Lane 1	0	280	17	297	0,0	1944	0,153	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	280	17	297	0,0		0,153		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	12	0	12	23	0,0	371	0,062	100	18,2	LOS C	0,2	1,5	500	–	0,0	0,0
Approach	12	0	12	23	0,0		0,062		18,2	LOS C	0,2	1,5				
West: R2-402/1426 Gonjača																
Lane 1	8	469	0	478	0,0	1922	0,249	100	1,9	LOS A	2,1	14,9	500	–	0,0	0,0
Approach	8	469	0	478	0,0		0,249		1,9	NA	2,1	14,9				
Intersection				798	0,0		0,249		1,8	NA	2,1	14,9				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

Processed: 18. november 2022 8:18:20
SIDRA INTERSECTION 5.1.11.2079
Project: E:\podsabotin\Cestni priključek Podsabotin.sip
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INTERSECTION

MOVEMENT SUMMARY

Site: JKU Obstoječe

New Site
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	280	0,0	0,153	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	17	0,0	0,153	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		297	0,0	0,153	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	12	0,0	0,062	18,1	LOS C	0,2	1,5	0,56	1,01	40,8
9	R	12	0,0	0,062	18,3	LOS C	0,2	1,5	0,56	0,82	40,6
Approach		23	0,0	0,062	18,2	LOS C	0,2	1,5	0,56	0,92	40,7
West: R2-402/1426 Gonjača											
10	L	8	0,0	0,249	10,2	LOS B	2,1	14,9	0,51	0,98	49,4
11	T	469	0,0	0,249	1,7	LOS A	2,1	14,9	0,51	0,00	51,2
Approach		478	0,0	0,249	1,9	NA	2,1	14,9	0,51	0,02	51,1
All Vehicles		798	0,0	0,249	1,8	NA	2,1	14,9	0,32	0,06	53,5

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Processed: 18. november 2022 8:18:20
SIDRA INTERSECTION 5.1.11.2079
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INTERSECTION

INTERSECTION SUMMARY

Site: JKU Obstoječe

New Site
Stop (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	798 veh/h	957 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,249	
Practical Spare Capacity	221,7 %	
Effective Intersection Capacity	3209 veh/h	
Control Delay (Total)	0,40 veh-h/h	0,48 pers-h/h
Control Delay (Average)	1,8 sec	1,8 sec
Control Delay (Worst Lane)	18,2 sec	
Control Delay (Worst Movement)	18,3 sec	18,3 sec
Geometric Delay (Average)	0,6 sec	
Stop-Line Delay (Average)	1,3 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2,1 veh	
95% Back of Queue - Distance (Worst Lane)	14,9 m	
Total Effective Stops	47 veh/h	57 pers/h
Effective Stop Rate	0,06 per veh	0,06 per pers
Proportion Queued	0,32	0,32
Performance Index	9,7	9,7
Travel Distance (Total)	483,7 veh-km/h	580,4 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	9,0 veh-h/h	10,9 pers-h/h
Travel Time (Average)	40,8 sec	40,8 sec
Travel Speed	53,5 km/h	53,5 km/h
Cost (Total)	305,83 \$/h	305,83 \$/h
Fuel Consumption (Total)	41,9 L/h	
Carbon Dioxide (Total)	104,9 kg/h	
Hydrocarbons (Total)	0,160 kg/h	
Carbon Monoxide (Total)	5,62 kg/h	
NOx (Total)	0,221 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

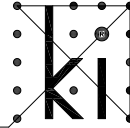
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	382.990 veh/y	459.587 pers/y
Delay	194 veh-h/y	232 pers-h/y
Effective Stops	22.659 veh/y	27.190 pers/y
Travel Distance	232.174 veh-km/y	278.609 pers-km/y
Travel Time	4.343 veh-h/y	5.211 pers-h/y
Cost	146.798 \$/y	146.798 \$/y
Fuel Consumption	20.134 L/y	
Carbon Dioxide	50.335 kg/y	
Hydrocarbons	77 kg/y	
Carbon Monoxide	2.699 kg/y	
NOx	106 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"
9.2 Obstoječe stanje JKU 2033

LANE SUMMARY

Site: JKU Obstoječe_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	308	19	327	0,0	1944	0,168	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	308	19	327	0,0		0,168		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	27	0	8	35	0,0	242	0,143	100	24,3	LOS C	0,5	3,4	500	–	0,0	0,0
Approach	27	0	8	35	0,0		0,143		24,3	LOS C	0,5	3,4				
West: R2-402/1426 Gonjača																
Lane 1	9	516	0	526	0,0	1920	0,274	100	2,2	LOS A	2,5	17,3	500	–	0,0	0,0
Approach	9	516	0	526	0,0		0,274		2,2	NA	2,5	17,3				
Intersection				887	0,0		0,274		2,4	NA	2,5	17,3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

Processed: 18. november 2022 6:54:52

SIDRA INTERSECTION 5.1.11.2079

Project: C:\Almir\Kapacitetne analize\Kapacitetna analiza Podsabotin\Cestni priključek Podsabotin.sip
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INTERSECTION

MOVEMENT SUMMARY

Site: JKU Obstoječe_2033

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	308	0,0	0,168	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	19	0,0	0,168	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		327	0,0	0,168	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	27	0,0	0,143	24,2	LOS C	0,5	3,4	0,73	1,00	36,7
9	R	8	0,0	0,143	24,5	LOS C	0,5	3,4	0,73	0,84	36,6
Approach		35	0,0	0,143	24,3	LOS C	0,5	3,4	0,73	0,97	36,7
West: R2-402/1426 Gonjača											
10	L	9	0,0	0,274	10,5	LOS B	2,5	17,3	0,56	0,99	49,3
11	T	516	0,0	0,274	2,0	LOS A	2,5	17,3	0,56	0,00	50,6
Approach		526	0,0	0,274	2,2	NA	2,5	17,3	0,56	0,02	50,5
All Vehicles		887	0,0	0,274	2,4	NA	2,5	17,3	0,36	0,07	52,6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION

INTERSECTION SUMMARY

Site: JKU Obstoječe_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	887 veh/h	1064 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,274	
Practical Spare Capacity	192,1 %	
Effective Intersection Capacity	3239 veh/h	
Control Delay (Total)	0,59 veh-h/h	0,71 pers-h/h
Control Delay (Average)	2,4 sec	2,4 sec
Control Delay (Worst Lane)	24,3 sec	
Control Delay (Worst Movement)	24,5 sec	24,5 sec
Geometric Delay (Average)	0,7 sec	
Stop-Line Delay (Average)	1,7 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2,5 veh	
95% Back of Queue - Distance (Worst Lane)	17,3 m	
Total Effective Stops	62 veh/h	75 pers/h
Effective Stop Rate	0,07 per veh	0,07 per pers
Proportion Queued	0,36	0,36
Performance Index	11,1	11,1
Travel Distance (Total)	537,6 veh-km/h	645,1 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	10,2 veh-h/h	12,3 pers-h/h
Travel Time (Average)	41,5 sec	41,5 sec
Travel Speed	52,6 km/h	52,6 km/h
Cost (Total)	345,35 \$/h	345,35 \$/h
Fuel Consumption (Total)	47,5 L/h	
Carbon Dioxide (Total)	118,6 kg/h	
Hydrocarbons (Total)	0,183 kg/h	
Carbon Monoxide (Total)	6,56 kg/h	
NOx (Total)	0,252 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

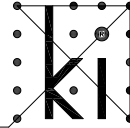
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	425.735 veh/y	510.882 pers/y
Delay	285 veh-h/y	341 pers-h/y
Effective Stops	29.823 veh/y	35.788 pers/y
Travel Distance	258.052 veh-km/y	309.663 pers-km/y
Travel Time	4.905 veh-h/y	5.886 pers-h/y
Cost	165.768 \$/y	165.768 \$/y
Fuel Consumption	22.780 L/y	
Carbon Dioxide	56.949 kg/y	
Hydrocarbons	88 kg/y	
Carbon Monoxide	3.151 kg/y	
NOx	121 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.3 Obstoječe stanje JKU 2043

LANE SUMMARY

Site: JKU Obstoječe_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	336	20	356	0,0	1944	P	100	0,5	LOS A	0,0	0,0	500	-	0,0	0,0
Approach	0	336	20	356	0,0			0,183	0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	29	0	9	38	0,0	205	P	100	27,6	LOS D	0,6	4,3	500	-	0,0	0,0
Approach	29	0	9	38	0,0			0,185	27,6	LOS D	0,6	4,3				
West: R2-402/1426 Gonjača																
Lane 1	10	563	0	573	0,0	1917	P	100	2,5	LOS A	2,9	20,0	500	-	0,0	0,0
Approach	10	563	0	573	0,0			0,299	2,5	NA	2,9	20,0				
Intersection				968	0,0			0,299	2,7	NA	2,9	20,0				

P: You need to Process this Site (F9) for this variable to be computed.

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: JKU Obstoječe_2043

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	336	0,0	0,183	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	20	0,0	0,183	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		356	0,0	0,183	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	29	0,0	0,185	27,6	LOS D	0,6	4,3	0,77	1,01	34,8
9	R	9	0,0	0,185	27,8	LOS D	0,6	4,3	0,77	0,87	34,7
Approach		38	0,0	0,185	27,6	LOS D	0,6	4,3	0,77	0,98	34,8
West: R2-402/1426 Gonjača											
10	L	10	0,0	0,299	10,9	LOS B	2,9	20,0	0,60	0,99	49,1
11	T	563	0,0	0,299	2,3	LOS A	2,9	20,0	0,60	0,00	49,9
Approach		573	0,0	0,299	2,5	NA	2,9	20,0	0,60	0,02	49,9
All Vehicles		968	0,0	0,299	2,7	NA	2,9	20,0	0,39	0,07	52,1

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: JKU Obstoječe_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	968 veh/h	1161 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,299	
Practical Spare Capacity	167,5 %	
Effective Intersection Capacity	3235 veh/h	
Control Delay (Total)	0,73 veh-h/h	0,88 pers-h/h
Control Delay (Average)	2,7 sec	2,7 sec
Control Delay (Worst Lane)	27,6 sec	
Control Delay (Worst Movement)	27,8 sec	27,8 sec
Geometric Delay (Average)	P sec	
Stop-Line Delay (Average)	P sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2,9 veh	
95% Back of Queue - Distance (Worst Lane)	20,0 m	
Total Effective Stops	68 veh/h	82 pers/h
Effective Stop Rate	0,07 per veh	0,07 per pers
Proportion Queued	0,39	0,39
Performance Index	12,3	12,3
Travel Distance (Total)	586,5 veh-km/h	703,8 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	11,3 veh-h/h	13,5 pers-h/h
Travel Time (Average)	41,9 sec	41,9 sec
Travel Speed	52,1 km/h	52,1 km/h
Cost (Total)	380,62 \$/h	380,62 \$/h
Fuel Consumption (Total)	52,5 L/h	
Carbon Dioxide (Total)	131,1 kg/h	
Hydrocarbons (Total)	0,203 kg/h	
Carbon Monoxide (Total)	7,42 kg/h	
NOx (Total)	0,281 kg/h	

P: You need to Process this Site (F9) for this variable to be computed.

Level of Service (LOS) Method: Delay (HCM 2000).

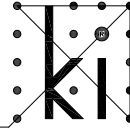
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	464.438 veh/y	557.326 pers/y
Delay	353 veh-h/y	423 pers-h/y
Effective Stops	32.732 veh/y	39.279 pers/y
Travel Distance	281.512 veh-km/y	337.814 pers-km/y
Travel Time	5.408 veh-h/y	6.489 pers-h/y
Cost	182.699 \$/y	182.699 \$/y
Fuel Consumption	25.176 L/y	
Carbon Dioxide	62.941 kg/y	
Hydrocarbons	98 kg/y	
Carbon Monoxide	3.564 kg/y	
NOx	135 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.4 Obstoječe stanje PKU 2023

LANE SUMMARY

Site: PKU Obstoječe

New Site
Stop (Two-Way)

Lane Use and Performance																
	Demand Flows						Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h	Total veh/h	HV %	Cap. veh/h										
East: R2-402/1426 Solkan																
Lane 1	0	483	34	517	0,0	1944	0,266	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	483	34	517	0,0		0,266		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	20	0	12	32	0,0	258	0,122	100	23,2	LOS C	0,4	2,8	500	–	0,0	0,0
Approach	20	0	12	32	0,0		0,122		23,2	LOS C	0,4	2,8				
West: R2-402/1426 Gonjača																
Lane 1	11	351	0	361	0,0	1872	0,193	100	3,7	LOS A	1,9	13,5	500	–	0,0	0,0
Approach	11	351	0	361	0,0		0,193		3,7	NA	1,9	13,5				
Intersection				909	0,0		0,266		2,6	NA	1,9	13,5				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Obstoječe

New Site
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	483	0,0	0,266	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	34	0,0	0,266	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		517	0,0	0,266	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	20	0,0	0,122	23,2	LOS C	0,4	2,8	0,73	1,01	37,4
9	R	12	0,0	0,122	23,4	LOS C	0,4	2,8	0,73	0,95	37,3
Approach		32	0,0	0,122	23,2	LOS C	0,4	2,8	0,73	0,98	37,4
West: R2-402/1426 Gonjača											
10	L	11	0,0	0,193	11,9	LOS B	1,9	13,5	0,65	1,03	48,2
11	T	351	0,0	0,193	3,4	LOS A	1,9	13,5	0,65	0,00	49,2
Approach		361	0,0	0,193	3,7	NA	1,9	13,5	0,65	0,03	49,2
All Vehicles		909	0,0	0,266	2,6	NA	1,9	13,5	0,28	0,08	53,7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: PKU Obstoječe

New Site
Stop (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	909 veh/h	1091 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,266	
Practical Spare Capacity	200,9 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	0,65 veh-h/h	0,78 pers-h/h
Control Delay (Average)	2,6 sec	2,6 sec
Control Delay (Worst Lane)	23,2 sec	
Control Delay (Worst Movement)	23,4 sec	23,4 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	1,8 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1,9 veh	
95% Back of Queue - Distance (Worst Lane)	13,5 m	
Total Effective Stops	77 veh/h	93 pers/h
Effective Stop Rate	0,08 per veh	0,08 per pers
Proportion Queued	0,28	0,28
Performance Index	11,2	11,2
Travel Distance (Total)	551,3 veh-km/h	661,5 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	10,3 veh-h/h	12,3 pers-h/h
Travel Time (Average)	40,6 sec	40,6 sec
Travel Speed	53,7 km/h	53,7 km/h
Cost (Total)	346,78 \$/h	346,78 \$/h
Fuel Consumption (Total)	47,2 L/h	
Carbon Dioxide (Total)	117,9 kg/h	
Hydrocarbons (Total)	0,179 kg/h	
Carbon Monoxide (Total)	6,13 kg/h	
NOx (Total)	0,246 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	436.547 veh/y	523.857 pers/y
Delay	311 veh-h/y	373 pers-h/y
Effective Stops	37.009 veh/y	44.410 pers/y
Travel Distance	264.606 veh-km/y	317.527 pers-km/y
Travel Time	4.925 veh-h/y	5.909 pers-h/y
Cost	166.453 \$/y	166.453 \$/y
Fuel Consumption	22.640 L/y	
Carbon Dioxide	56.601 kg/y	
Hydrocarbons	86 kg/y	
Carbon Monoxide	2.941 kg/y	
NOx	118 kg/y	

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9.5 Obstoječe stanje PKU 2033

LANE SUMMARY

Site: PKU Obstoječe_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	531	37	569	0,0	1944	0,293	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	531	37	569	0,0		0,293		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	22	0	13	35	0,0	215	0,162	100	26,5	LOS D	0,5	3,7	500	–	0,0	0,0
Approach	22	0	13	35	0,0		0,162		26,5	LOS D	0,5	3,7				
West: R2-402/1426 Gonjača																
Lane 1	12	386	0	397	0,0	1862	0,213	100	4,3	LOS A	2,3	16,2	500	–	0,0	0,0
Approach	12	386	0	397	0,0		0,213		4,3	NA	2,3	16,2				
Intersection				1000	0,0		0,293		2,9	NA	2,3	16,2				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Obstoječe_2033

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	531	0,0	0,293	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	37	0,0	0,293	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		569	0,0	0,293	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	22	0,0	0,162	26,4	LOS D	0,5	3,7	0,79	1,00	35,5
9	R	13	0,0	0,162	26,6	LOS D	0,5	3,7	0,79	0,99	35,4
Approach		35	0,0	0,162	26,5	LOS D	0,5	3,7	0,79	1,00	35,5
West: R2-402/1426 Gonjača											
10	L	12	0,0	0,213	12,6	LOS B	2,3	16,2	0,70	1,05	47,7
11	T	386	0,0	0,213	4,1	LOS A	2,3	16,2	0,70	0,00	48,6
Approach		397	0,0	0,213	4,3	NA	2,3	16,2	0,70	0,03	48,6
All Vehicles		1000	0,0	0,293	2,9	NA	2,3	16,2	0,30	0,09	53,3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: PKU Obstoječe_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1000 veh/h	1201 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,293	
Practical Spare Capacity	173,5 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	0,82 veh-h/h	0,98 pers-h/h
Control Delay (Average)	2,9 sec	2,9 sec
Control Delay (Worst Lane)	26,5 sec	
Control Delay (Worst Movement)	26,6 sec	26,6 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	2,2 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2,3 veh	
95% Back of Queue - Distance (Worst Lane)	16,2 m	
Total Effective Stops	86 veh/h	103 pers/h
Effective Stop Rate	0,09 per veh	0,09 per pers
Proportion Queued	0,30	0,30
Performance Index	12,5	12,5
Travel Distance (Total)	606,4 veh-km/h	727,7 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	11,4 veh-h/h	13,7 pers-h/h
Travel Time (Average)	40,9 sec	40,9 sec
Travel Speed	53,3 km/h	53,3 km/h
Cost (Total)	384,42 \$/h	384,42 \$/h
Fuel Consumption (Total)	52,4 L/h	
Carbon Dioxide (Total)	130,9 kg/h	
Hydrocarbons (Total)	0,200 kg/h	
Carbon Monoxide (Total)	6,93 kg/h	
NOx (Total)	0,275 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	480.202 veh/y	576.243 pers/y
Delay	393 veh-h/y	471 pers-h/y
Effective Stops	41.102 veh/y	49.322 pers/y
Travel Distance	291.067 veh-km/y	349.280 pers-km/y
Travel Time	5.461 veh-h/y	6.553 pers-h/y
Cost	184.521 \$/y	184.521 \$/y
Fuel Consumption	25.140 L/y	
Carbon Dioxide	62.850 kg/y	
Hydrocarbons	96 kg/y	
Carbon Monoxide	3.325 kg/y	
NOx	132 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.6 Obstoječe stanje PKU 2043

LANE SUMMARY

Site: PKU Obstoječe_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Vehicles veh	Back of Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	580	40	620	0,0	1944	0,319	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	580	40	620	0,0		0,319		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	24	0	14	38	0,0	177	0,215	100	31,6	LOS D	0,7	5,0	500	–	0,0	0,0
Approach	24	0	14	38	0,0		0,215		31,6	LOS D	0,7	5,0				
West: R2-402/1426 Gonjača																
Lane 1	13	421	0	433	0,0	1851	0,234	100	5,1	LOS A	2,8	19,3	500	–	0,0	0,0
Approach	13	421	0	433	0,0		0,234		5,1	NA	2,8	19,3				
Intersection				1091	0,0		0,319		3,4	NA	2,8	19,3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Obstoječe_2043

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	580	0,0	0,319	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	40	0,0	0,319	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		620	0,0	0,319	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	24	0,0	0,215	31,5	LOS D	0,7	5,0	0,83	1,02	32,8
9	R	14	0,0	0,215	31,7	LOS D	0,7	5,0	0,83	1,01	32,7
Approach		38	0,0	0,215	31,6	LOS D	0,7	5,0	0,83	1,01	32,8
West: R2-402/1426 Gonjača											
10	L	13	0,0	0,234	13,4	LOS B	2,8	19,3	0,74	1,05	47,1
11	T	421	0,0	0,234	4,9	LOS A	2,8	19,3	0,74	0,00	48,0
Approach		433	0,0	0,234	5,1	NA	2,8	19,3	0,74	0,03	48,0
All Vehicles		1091	0,0	0,319	3,4	NA	2,8	19,3	0,32	0,09	52,8

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: PKU Obstoječe_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1091 veh/h	1310 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,319	
Practical Spare Capacity	150,7 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	1,04 veh-h/h	1,25 pers-h/h
Control Delay (Average)	3,4 sec	3,4 sec
Control Delay (Worst Lane)	31,6 sec	
Control Delay (Worst Movement)	31,7 sec	31,7 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	2,7 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2,8 veh	
95% Back of Queue - Distance (Worst Lane)	19,3 m	
Total Effective Stops	94 veh/h	113 pers/h
Effective Stop Rate	0,09 per veh	0,09 per pers
Proportion Queued	0,32	0,32
Performance Index	14,0	14,0
Travel Distance (Total)	661,5 veh-km/h	793,8 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	12,5 veh-h/h	15,0 pers-h/h
Travel Time (Average)	41,3 sec	41,3 sec
Travel Speed	52,8 km/h	52,8 km/h
Cost (Total)	423,13 \$/h	423,13 \$/h
Fuel Consumption (Total)	57,7 L/h	
Carbon Dioxide (Total)	144,2 kg/h	
Hydrocarbons (Total)	0,221 kg/h	
Carbon Monoxide (Total)	7,76 kg/h	
NOx (Total)	0,304 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

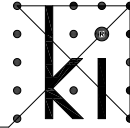
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	523.857 veh/y	628.628 pers/y
Delay	500 veh-h/y	600 pers-h/y
Effective Stops	45.104 veh/y	54.125 pers/y
Travel Distance	317.527 veh-km/y	381.033 pers-km/y
Travel Time	6.014 veh-h/y	7.216 pers-h/y
Cost	203.102 \$/y	203.102 \$/y
Fuel Consumption	27.694 L/y	
Carbon Dioxide	69.234 kg/y	
Hydrocarbons	106 kg/y	
Carbon Monoxide	3.725 kg/y	
NOx	146 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.7 Bodoče stanje JKU 2023

LANE SUMMARY

Site: JKU Zavijalni pas

New Site
Stop (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	280	17	297	0,0	1944	0,153	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	280	17	297	0,0		0,153		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	24	0	7	32	0,0	309	0,102	100	20,6	LOS C	0,4	2,5	500	–	0,0	0,0
Approach	24	0	7	32	0,0		0,102		20,6	LOS C	0,4	2,5				
West: R2-402/1426 Gonjača																
Lane 1	8	0	0	8	0,0	843 ¹	0,010	100	9,7	LOS A	0,0	0,2	20 Turn Bay		0,0	0,0
Lane 2	0	469	0	469	0,0	1950	0,241	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	8	469	0	478	0,0		0,241		0,2	NA	0,0	0,2				
Intersection				806	0,0		0,241		1,1	NA	0,4	2,5				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

¹ Reduced capacity due to a short lane effect

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MOVEMENT SUMMARY

Site: JKU Zavijalni pas

New Site
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	280	0,0	0,153	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	17	0,0	0,153	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		297	0,0	0,153	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	24	0,0	0,102	20,5	LOS C	0,4	2,5	0,65	1,00	39,1
9	R	7	0,0	0,102	20,7	LOS C	0,4	2,5	0,65	0,82	38,9
Approach		32	0,0	0,102	20,6	LOS C	0,4	2,5	0,65	0,96	39,1
West: R2-402/1426 Gonjača											
10	L	8	0,0	0,010	9,7	LOS A	0,0	0,2	0,37	0,65	47,2
11	T	469	0,0	0,241	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		478	0,0	0,241	0,2	NA	0,0	0,2	0,01	0,01	59,7
All Vehicles		806	0,0	0,241	1,1	NA	0,4	2,5	0,03	0,07	58,3

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: JKU Zavijalni pas

New Site
Stop (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	806 veh/h	968 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,241	
Practical Spare Capacity	232,3 %	
Effective Intersection Capacity	3349 veh/h	
Control Delay (Total)	0,24 veh-h/h	0,29 pers-h/h
Control Delay (Average)	1,1 sec	1,1 sec
Control Delay (Worst Lane)	20,6 sec	
Control Delay (Worst Movement)	20,7 sec	20,7 sec
Geometric Delay (Average)	0,7 sec	
Stop-Line Delay (Average)	0,4 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,4 veh	
95% Back of Queue - Distance (Worst Lane)	2,5 m	
Total Effective Stops	53 veh/h	64 pers/h
Effective Stop Rate	0,07 per veh	0,07 per pers
Proportion Queued	0,03	0,03
Performance Index	8,8	8,8
Travel Distance (Total)	488,7 veh-km/h	586,5 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	8,4 veh-h/h	10,1 pers-h/h
Travel Time (Average)	37,4 sec	37,4 sec
Travel Speed	58,3 km/h	58,3 km/h
Cost (Total)	281,96 \$/h	281,96 \$/h
Fuel Consumption (Total)	36,3 L/h	
Carbon Dioxide (Total)	90,9 kg/h	
Hydrocarbons (Total)	0,129 kg/h	
Carbon Monoxide (Total)	3,16 kg/h	
NOx (Total)	0,171 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	387.032 veh/y	464.438 pers/y
Delay	116 veh-h/y	139 pers-h/y
Effective Stops	25.669 veh/y	30.803 pers/y
Travel Distance	234.593 veh-km/y	281.512 pers-km/y
Travel Time	4.021 veh-h/y	4.825 pers-h/y
Cost	135.341 \$/y	135.341 \$/y
Fuel Consumption	17.445 L/y	
Carbon Dioxide	43.613 kg/y	
Hydrocarbons	62 kg/y	
Carbon Monoxide	1.519 kg/y	
NOx	82 kg/y	

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9.8 Bodoče stanje JKU 2033

LANE SUMMARY

Site: JKU Zavijalni pas_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	308	19	327	0,0	1944	0,168	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	308	19	327	0,0		0,168		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	27	0	8	35	0,0	269	0,129	100	22,6	LOS C	0,4	3,1	500	–	0,0	0,0
Approach	27	0	8	35	0,0		0,129		22,6	LOS C	0,4	3,1				
West: R2-402/1426 Gonjača																
Lane 1	9	0	0	9	0,0	832 ¹	0,011	100	9,8	LOS A	0,0	0,2	20 Turn Bay		0,0	0,0
Lane 2	0	516	0	516	0,0	1950	0,265	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	9	516	0	526	0,0		0,265		0,2	NA	0,0	0,2				
Intersection				887	0,0		0,265		1,2	NA	0,4	3,1				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

¹ Reduced capacity due to a short lane effect

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MOVEMENT SUMMARY

Site: JKU Zavijalni pas_2033

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	308	0,0	0,168	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	19	0,0	0,168	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		327	0,0	0,168	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	27	0,0	0,129	22,6	LOS C	0,4	3,1	0,70	1,00	37,7
9	R	8	0,0	0,129	22,8	LOS C	0,4	3,1	0,70	0,84	37,6
Approach		35	0,0	0,129	22,6	LOS C	0,4	3,1	0,70	0,97	37,7
West: R2-402/1426 Gonjača											
10	L	9	0,0	0,011	9,8	LOS A	0,0	0,2	0,39	0,65	47,1
11	T	516	0,0	0,265	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		526	0,0	0,265	0,2	NA	0,0	0,2	0,01	0,01	59,7
All Vehicles		887	0,0	0,265	1,2	NA	0,4	3,1	0,03	0,07	58,2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: JKU Zavijalni pas_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	887 veh/h	1064 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,265	
Practical Spare Capacity	202,1 %	
Effective Intersection Capacity	3349 veh/h	
Control Delay (Total)	0,29 veh-h/h	0,34 pers-h/h
Control Delay (Average)	1,2 sec	1,2 sec
Control Delay (Worst Lane)	22,6 sec	
Control Delay (Worst Movement)	22,8 sec	22,8 sec
Geometric Delay (Average)	0,7 sec	
Stop-Line Delay (Average)	0,5 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,4 veh	
95% Back of Queue - Distance (Worst Lane)	3,1 m	
Total Effective Stops	59 veh/h	71 pers/h
Effective Stop Rate	0,07 per veh	0,07 per pers
Proportion Queued	0,03	0,03
Performance Index	9,8	9,8
Travel Distance (Total)	537,6 veh-km/h	645,1 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	9,2 veh-h/h	11,1 pers-h/h
Travel Time (Average)	37,5 sec	37,5 sec
Travel Speed	58,2 km/h	58,2 km/h
Cost (Total)	310,70 \$/h	310,70 \$/h
Fuel Consumption (Total)	40,0 L/h	
Carbon Dioxide (Total)	100,0 kg/h	
Hydrocarbons (Total)	0,142 kg/h	
Carbon Monoxide (Total)	3,48 kg/h	
NOx (Total)	0,188 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	425.735 veh/y	510.882 pers/y
Delay	137 veh-h/y	165 pers-h/y
Effective Stops	28.349 veh/y	34.019 pers/y
Travel Distance	258.052 veh-km/y	309.663 pers-km/y
Travel Time	4.432 veh-h/y	5.319 pers-h/y
Cost	149.134 \$/y	149.134 \$/y
Fuel Consumption	19.202 L/y	
Carbon Dioxide	48.006 kg/y	
Hydrocarbons	68 kg/y	
Carbon Monoxide	1.671 kg/y	
NOx	90 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.9 Bodoče stanje JKU 2043

LANE SUMMARY

Site: JKU Zavijalni pas_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	336	20	356	0,0	1944	0,183	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	336	20	356	0,0		0,183		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	29	0	9	38	0,0	234	0,162	100	25,1	LOS D	0,5	3,8	500	–	0,0	0,0
Approach	29	0	9	38	0,0		0,162		25,1	LOS D	0,5	3,8				
West: R2-402/1426 Gonjača																
Lane 1	10	0	0	10	0,0	822 ¹	0,012	100	10,0	LOS A	0,0	0,3	20 Turn Bay		0,0	0,0
Lane 2	0	563	0	563	0,0	1950	0,289	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	10	563	0	573	0,0		0,289		0,2	NA	0,0	0,3				
Intersection				968	0,0		0,289		1,3	NA	0,5	3,8				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

¹ Reduced capacity due to a short lane effect

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MOVEMENT SUMMARY

Site: JKU Zavijalni pas_2043

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	336	0,0	0,183	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	20	0,0	0,183	8,2	LOS A	0,0	0,0	0,00	1,05	49,0
Approach		356	0,0	0,183	0,5	NA	0,0	0,0	0,00	0,06	59,2
North: Cestni Priključek Podsabotin											
7	L	29	0,0	0,162	25,0	LOS D	0,5	3,8	0,74	1,00	36,3
9	R	9	0,0	0,162	25,2	LOS D	0,5	3,8	0,74	0,87	36,1
Approach		38	0,0	0,162	25,1	LOS D	0,5	3,8	0,74	0,97	36,2
West: R2-402/1426 Gonjača											
10	L	10	0,0	0,012	10,0	LOS A	0,0	0,3	0,41	0,66	47,0
11	T	563	0,0	0,289	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		573	0,0	0,289	0,2	NA	0,0	0,3	0,01	0,01	59,7
All Vehicles		968	0,0	0,289	1,3	NA	0,5	3,8	0,03	0,07	58,1

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION

INTERSECTION SUMMARY

Site: JKU Zavijalni pas_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	968 veh/h	1161 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,289	
Practical Spare Capacity	176,9 %	
Effective Intersection Capacity	3349 veh/h	
Control Delay (Total)	0,34 veh-h/h	0,41 pers-h/h
Control Delay (Average)	1,3 sec	1,3 sec
Control Delay (Worst Lane)	25,1 sec	
Control Delay (Worst Movement)	25,2 sec	25,2 sec
Geometric Delay (Average)	0,7 sec	
Stop-Line Delay (Average)	0,6 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,5 veh	
95% Back of Queue - Distance (Worst Lane)	3,8 m	
Total Effective Stops	65 veh/h	78 pers/h
Effective Stop Rate	0,07 per veh	0,07 per pers
Proportion Queued	0,03	0,03
Performance Index	10,7	10,7
Travel Distance (Total)	586,5 veh-km/h	703,8 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	10,1 veh-h/h	12,1 pers-h/h
Travel Time (Average)	37,6 sec	37,6 sec
Travel Speed	58,1 km/h	58,1 km/h
Cost (Total)	339,64 \$/h	339,64 \$/h
Fuel Consumption (Total)	43,7 L/h	
Carbon Dioxide (Total)	109,2 kg/h	
Hydrocarbons (Total)	0,155 kg/h	
Carbon Monoxide (Total)	3,80 kg/h	
NOx (Total)	0,205 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	464.438 veh/y	557.326 pers/y
Delay	162 veh-h/y	195 pers-h/y
Effective Stops	31.076 veh/y	37.291 pers/y
Travel Distance	281.512 veh-km/y	337.814 pers-km/y
Travel Time	4.847 veh-h/y	5.816 pers-h/y
Cost	163.027 \$/y	163.027 \$/y
Fuel Consumption	20.965 L/y	
Carbon Dioxide	52.411 kg/y	
Hydrocarbons	75 kg/y	
Carbon Monoxide	1.824 kg/y	
NOx	98 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.10 Bodoče stanje PKU 2023

LANE SUMMARY

Site: PKU Zavijalni pas

New Site
Stop (Two-Way)

Lane Use and Performance																
	Demand Flows			Total	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	483	34	517	0,0	1944	0,266	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	483	34	517	0,0		0,266		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	20	0	12	32	0,0	285	0,111	100	21,8	LOS C	0,4	2,6	500	–	0,0	0,0
Approach	20	0	12	32	0,0		0,111		21,8	LOS C	0,4	2,6				
West: R2-402/1426 Gonjača																
Lane 1	11	0	0	11	0,0	803	0,013	100	11,0	LOS B	0,0	0,3	500	Turn Bay	0,0	0,0
Lane 2	0	351	0	351	0,0	1950	0,180	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	11	351	0	361	0,0		0,180		0,3	NA	0,0	0,3				
Intersection				909	0,0		0,266		1,2	NA	0,4	2,6				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Zavijalni pas

New Site
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	483	0,0	0,266	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	34	0,0	0,266	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		517	0,0	0,266	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	20	0,0	0,111	21,7	LOS C	0,4	2,6	0,71	1,01	38,4
9	R	12	0,0	0,111	21,9	LOS C	0,4	2,6	0,71	0,94	38,2
Approach		32	0,0	0,111	21,8	LOS C	0,4	2,6	0,71	0,98	38,3
West: R2-402/1426 Gonjača											
10	L	11	0,0	0,013	11,0	LOS B	0,0	0,3	0,50	0,71	45,9
11	T	351	0,0	0,180	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		361	0,0	0,180	0,3	NA	0,0	0,3	0,01	0,02	59,5
All Vehicles		909	0,0	0,266	1,2	NA	0,4	2,6	0,03	0,08	58,2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION

INTERSECTION SUMMARY

Site: PKU Zavijalni pas

New Site
Stop (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	909 veh/h	1091 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,266	
Practical Spare Capacity	200,9 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	0,30 veh-h/h	0,36 pers-h/h
Control Delay (Average)	1,2 sec	1,2 sec
Control Delay (Worst Lane)	21,8 sec	
Control Delay (Worst Movement)	21,9 sec	21,9 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	0,4 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,4 veh	
95% Back of Queue - Distance (Worst Lane)	2,6 m	
Total Effective Stops	74 veh/h	88 pers/h
Effective Stop Rate	0,08 per veh	0,08 per pers
Proportion Queued	0,03	0,03
Performance Index	10,1	10,1
Travel Distance (Total)	551,3 veh-km/h	661,5 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	9,5 veh-h/h	11,4 pers-h/h
Travel Time (Average)	37,5 sec	37,5 sec
Travel Speed	58,2 km/h	58,2 km/h
Cost (Total)	319,24 \$/h	319,24 \$/h
Fuel Consumption (Total)	41,3 L/h	
Carbon Dioxide (Total)	103,1 kg/h	
Hydrocarbons (Total)	0,147 kg/h	
Carbon Monoxide (Total)	3,69 kg/h	
NOx (Total)	0,195 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

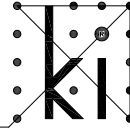
NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	436.547 veh/y	523.857 pers/y
Delay	144 veh-h/y	173 pers-h/y
Effective Stops	35.371 veh/y	42.445 pers/y
Travel Distance	264.606 veh-km/y	317.527 pers-km/y
Travel Time	4.548 veh-h/y	5.458 pers-h/y
Cost	153.237 \$/y	153.237 \$/y
Fuel Consumption	19.805 L/y	
Carbon Dioxide	49.512 kg/y	
Hydrocarbons	71 kg/y	
Carbon Monoxide	1.770 kg/y	
NOx	94 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.11 Bodoče stanje PKU 2033

LANE SUMMARY

Site: PKU Zavijalni pas_2033

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 10 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	531	37	569	0,0	1944	0,293	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	531	37	569	0,0		0,293		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	22	0	13	35	0,0	244	0,142	100	24,3	LOS C	0,5	3,3	500	–	0,0	0,0
Approach	22	0	13	35	0,0		0,142		24,3	LOS C	0,5	3,3				
West: R2-402/1426 Gonjača																
Lane 1	12	0	0	12	0,0	745	0,016	100	11,5	LOS B	0,1	0,4	20 Turn Bay		0,0	0,0
Lane 2	0	386	0	386	0,0	1950	0,198	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	12	386	0	397	0,0		0,198		0,3	NA	0,1	0,4				
Intersection				1000	0,0		0,293		1,3	NA	0,5	3,3				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Zavijalni pas_2033

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 10 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	531	0,0	0,293	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	37	0,0	0,293	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		569	0,0	0,293	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	22	0,0	0,142	24,2	LOS C	0,5	3,3	0,76	1,00	36,8
9	R	13	0,0	0,142	24,4	LOS C	0,5	3,3	0,76	0,98	36,7
Approach		35	0,0	0,142	24,3	LOS C	0,5	3,3	0,76	1,00	36,8
West: R2-402/1426 Gonjača											
10	L	12	0,0	0,016	11,5	LOS B	0,1	0,4	0,52	0,73	45,5
11	T	386	0,0	0,198	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		397	0,0	0,198	0,3	NA	0,1	0,4	0,02	0,02	59,5
All Vehicles		1000	0,0	0,293	1,3	NA	0,5	3,3	0,03	0,08	58,0

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION

INTERSECTION SUMMARY

Site: PKU Zavijalni pas_2033

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 10 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1000 veh/h	1201 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,293	
Practical Spare Capacity	173,5 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	0,36 veh-h/h	0,43 pers-h/h
Control Delay (Average)	1,3 sec	1,3 sec
Control Delay (Worst Lane)	24,3 sec	
Control Delay (Worst Movement)	24,4 sec	24,4 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	0,5 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,5 veh	
95% Back of Queue - Distance (Worst Lane)	3,3 m	
Total Effective Stops	82 veh/h	98 pers/h
Effective Stop Rate	0,08 per veh	0,08 per pers
Proportion Queued	0,03	0,03
Performance Index	11,1	11,1
Travel Distance (Total)	606,4 veh-km/h	727,7 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	10,4 veh-h/h	12,5 pers-h/h
Travel Time (Average)	37,6 sec	37,6 sec
Travel Speed	58,0 km/h	58,0 km/h
Cost (Total)	351,85 \$/h	351,85 \$/h
Fuel Consumption (Total)	45,4 L/h	
Carbon Dioxide (Total)	113,5 kg/h	
Hydrocarbons (Total)	0,162 kg/h	
Carbon Monoxide (Total)	4,06 kg/h	
NOx (Total)	0,214 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	480.202 veh/y	576.243 pers/y
Delay	171 veh-h/y	205 pers-h/y
Effective Stops	39.290 veh/y	47.148 pers/y
Travel Distance	291.067 veh-km/y	349.280 pers-km/y
Travel Time	5.015 veh-h/y	6.018 pers-h/y
Cost	168.890 \$/y	168.890 \$/y
Fuel Consumption	21.801 L/y	
Carbon Dioxide	54.503 kg/y	
Hydrocarbons	78 kg/y	
Carbon Monoxide	1.947 kg/y	
NOx	103 kg/y	

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"9 Načrt s področja prometnega inženirstva – Kapacitetna analiza"

9.12 Bodoče stanje PKU 2043

LANE SUMMARY

Site: PKU Zavijalni pas_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Lane Use and Performance																
	Demand Flows			Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Lane Length m	SL Type	Cap. Adj. %	Prob. Block. %
	L veh/h	T veh/h	R veh/h													
East: R2-402/1426 Solkan																
Lane 1	0	580	40	620	0,0	1944	0,319	100	0,5	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	0	580	40	620	0,0		0,319		0,5	NA	0,0	0,0				
North: Cestni Priključek Podsabotin																
Lane 1	24	0	14	38	0,0	208	0,182	100	27,5	LOS D	0,6	4,2	500	–	0,0	0,0
Approach	24	0	14	38	0,0		0,182		27,5	LOS D	0,6	4,2				
West: R2-402/1426 Gonjača																
Lane 1	13	0	0	13	0,0	688	0,018	100	11,9	LOS B	0,1	0,5	20 Turn Bay		0,0	0,0
Lane 2	0	421	0	421	0,0	1950	0,216	100	0,0	LOS A	0,0	0,0	500	–	0,0	0,0
Approach	13	421	0	433	0,0		0,216		0,3	NA	0,1	0,5				
Intersection				1091	0,0		0,319		1,4	NA	0,6	4,2				

Level of Service (LOS) Method: Delay (HCM 2000).

Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

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

SIDRA Standard Delay Model used.

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MOVEMENT SUMMARY

Site: PKU Zavijalni pas_2043

New Site

Stop (Two-Way)

Design Life Analysis (Practical Capacity): Results for 20 years

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: R2-402/1426 Solkan											
5	T	580	0,0	0,319	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
6	R	40	0,0	0,319	8,2	LOS A	0,0	0,0	0,00	1,04	49,0
Approach		620	0,0	0,319	0,5	NA	0,0	0,0	0,00	0,07	59,1
North: Cestni Priključek Podsabotin											
7	L	24	0,0	0,182	27,4	LOS D	0,6	4,2	0,80	1,01	35,0
9	R	14	0,0	0,182	27,6	LOS D	0,6	4,2	0,80	1,00	34,8
Approach		38	0,0	0,182	27,5	LOS D	0,6	4,2	0,80	1,00	34,9
West: R2-402/1426 Gonjača											
10	L	13	0,0	0,018	11,9	LOS B	0,1	0,5	0,55	0,76	45,1
11	T	421	0,0	0,216	0,0	LOS A	0,0	0,0	0,00	0,00	60,0
Approach		433	0,0	0,216	0,3	NA	0,1	0,5	0,02	0,02	59,4
All Vehicles		1091	0,0	0,319	1,4	NA	0,6	4,2	0,03	0,08	57,9

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

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INTERSECTION SUMMARY

Site: PKU Zavijalni pas_2043

New Site
 Stop (Two-Way)
 Design Life Analysis (Practical Capacity): Results for 20 years

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1091 veh/h	1310 pers/h
Percent Heavy Vehicles	0,0 %	
Degree of Saturation	0,319	
Practical Spare Capacity	150,7 %	
Effective Intersection Capacity	3420 veh/h	
Control Delay (Total)	0,42 veh-h/h	0,51 pers-h/h
Control Delay (Average)	1,4 sec	1,4 sec
Control Delay (Worst Lane)	27,5 sec	
Control Delay (Worst Movement)	27,6 sec	27,6 sec
Geometric Delay (Average)	0,8 sec	
Stop-Line Delay (Average)	0,6 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0,6 veh	
95% Back of Queue - Distance (Worst Lane)	4,2 m	
Total Effective Stops	90 veh/h	108 pers/h
Effective Stop Rate	0,08 per veh	0,08 per pers
Proportion Queued	0,03	0,03
Performance Index	12,2	12,2
Travel Distance (Total)	661,5 veh-km/h	793,8 pers-km/h
Travel Distance (Average)	606 m	606 m
Travel Time (Total)	11,4 veh-h/h	13,7 pers-h/h
Travel Time (Average)	37,7 sec	37,7 sec
Travel Speed	57,9 km/h	57,9 km/h
Cost (Total)	384,80 \$/h	384,80 \$/h
Fuel Consumption (Total)	49,6 L/h	
Carbon Dioxide (Total)	124,0 kg/h	
Hydrocarbons (Total)	0,177 kg/h	
Carbon Monoxide (Total)	4,43 kg/h	
NOx (Total)	0,234 kg/h	

Level of Service (LOS) Method: Delay (HCM 2000).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	523.857 veh/y	628.628 pers/y
Delay	203 veh-h/y	244 pers-h/y
Effective Stops	43.117 veh/y	51.740 pers/y
Travel Distance	317.527 veh-km/y	381.033 pers-km/y
Travel Time	5.487 veh-h/y	6.585 pers-h/y
Cost	184.704 \$/y	184.704 \$/y
Fuel Consumption	23.806 L/y	
Carbon Dioxide	59.515 kg/y	
Hydrocarbons	85 kg/y	
Carbon Monoxide	2.126 kg/y	
NOx	112 kg/y	