

Lanes, Volumes, Timings  
5: PSJE. VILLEGAS

19/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕↕						↔			↕	
Volume (vph)	107	923	106	0	0	0	0	167	36	94	111	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.986						0.976				
Flt Protected		0.995									0.978	
Satd. Flow (prot)	0	4120	0	0	0	0	0	1836	0	0	1823	0
Flt Permitted		0.995									0.785	
Satd. Flow (perm)	0	4120	0	0	0	0	0	1836	0	0	1463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		51						32				
Link Speed (k/h)		50			50			50				50
Link Distance (m)		50.8			56.7			78.4				19.3
Travel Time (s)		3.7			4.1			5.6				1.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	28%	5%	2%	2%	2%	2%	1%	1%	3%	1%	2%
Adj. Flow (vph)	116	1003	115	0	0	0	0	182	39	102	121	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1234	0	0	0	0	0	221	0	0	223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Minimum Split (s)	20.0	20.0						20.0		20.0	20.0	
Total Split (s)	20.0	20.0						20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%						50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0						16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5						0.5		0.5	0.5	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		4.0						4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0						5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0						11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0						0		0	0	
Act Effct Green (s)		16.0						16.0			16.0	
Actuated g/C Ratio		0.40						0.40			0.40	
v/c Ratio		0.73						0.29			0.38	
Control Delay		13.0						8.2			3.8	
Queue Delay		0.2						0.0			0.0	
Total Delay		13.2						8.3			3.8	

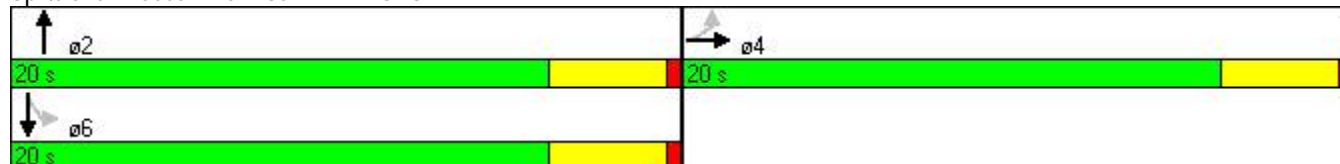


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B						A			A	
Approach Delay		13.2						8.3			3.8	
Approach LOS		B						A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	11.3
Intersection LOS:	B
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

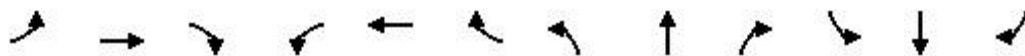
Splits and Phases: 5: PSJE. VILLEGAS



Lanes, Volumes, Timings

6: ARGENTINA

19/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔↔			↔			↔	
Volume (vph)	0	0	0	17	951	100	46	121	0	0	205	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986							0.946
Flt Protected					0.999			0.986				
Satd. Flow (prot)	0	0	0	0	3821	0	0	1845	0	0	1731	0
Flt Permitted					0.999			0.847				
Satd. Flow (perm)	0	0	0	0	3821	0	0	1585	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					52							33
Link Speed (k/h)		50			50			50				50
Link Distance (m)		53.8			58.0			19.3				46.0
Travel Time (s)		3.9			4.2			1.4				3.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	37%	8%	3%	1%	2%	2%	1%	8%
Adj. Flow (vph)	0	0	0	18	1034	109	50	132	0	0	223	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1161	0	0	182	0	0	373	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0				0.0
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					
Minimum Split (s)				20.0	20.0		20.0	20.0				20.0
Total Split (s)				20.0	20.0		20.0	20.0				20.0
Total Split (%)				50.0%	50.0%		50.0%	50.0%				50.0%
Maximum Green (s)				16.0	16.0		16.0	16.0				16.0
Yellow Time (s)				3.5	3.5		3.5	3.5				3.5
All-Red Time (s)				0.5	0.5		0.5	0.5				0.5
Lost Time Adjust (s)					0.0			0.0				0.0
Total Lost Time (s)					4.0			4.0				4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0				5.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)				0	0		0	0				0
Act Effct Green (s)					16.0			16.0				16.0
Actuated g/C Ratio					0.40			0.40				0.40
v/c Ratio					0.74			0.29				0.52
Control Delay					13.5			7.4				11.5
Queue Delay					0.0			0.0				0.0
Total Delay					13.5			7.4				11.5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B			A			B	
Approach Delay					13.5			7.4			11.5	
Approach LOS					B			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization	59.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: ARGENTINA

