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ANEXO 1: CONTEO PEATONAL EN LA PUERTA SUR DE LA PUCP EL 28 DE AGOSTO DEL 2014

INTERVALO	CALLE URUBAMBA / INGRESO PEATONAL PUCP		
	MOVIMIENTO 1	MOVIMIENTO 2	TOTAL PEATONES
07:00-07:15	2	0	2
07:15-07:30	6	0	6
07:30-07:45	10	0	10
07:45-08:00	27	4	31
08:00-08:15	41	1	42
08:15-08:30	13	0	13
08:30-08:45	14	1	15
08:45-09:00	23	2	25
09:00-09:15	19	6	25
09:15-09:30	19	1	20
09:30-09:45	28	6	34
09:45-10:00	24	1	25
10:00-10:15	24	17	41
10:15-10:30	13	10	23
10:30-10:45	15	25	40
10:45-11:00	12	6	18
11:00-11:15	21	24	45
11:15-11:30	9	17	26
11:30-11:45	14	21	35
11:45-12:00	16	16	32
12:00-12:15	16	45	61
12:15-12:30	7	59	66
12:30-12:45	22	64	86
12:45-13:00	20	56	76
13:00-13:15	35	50	85
13:15-13:30	35	61	96
13:30-13:45	44	31	75
13:45-14:00	47	18	65
14:00-14:15	65	15	80
14:15-14:30	60	16	76
14:30-14:45	40	20	60
14:45-15:00	54	12	66
15:00-15:15	42	20	62
15:15-15:30	21	20	41
15:30-15:45	18	9	27
15:45-16:00	20	15	35
16:00-16:15	8	11	19
16:15-16:30	9	17	26
16:30-16:45	18	12	30

16:45-17:00	16	9	25
17:00-17:15	17	53	70
17:15-17:30	20	46	66
17:30-17:45	23	30	53
17:45-18:00	19	26	45
18:00-18:15	28	33	61
18:15-18:30	23	23	46
18:30-18:45	23	39	62
18:45-19:00	23	26	49
19:00-19:15	24	25	49
19:15-19:30	9	34	43
19:30-19:45	11	23	34
19:45-20:00	8	15	23
20:00-20:15	10	29	39
20:15-20:30	8	15	23
20:30-20:45	9	8	17
20:45-21:00	9	8	17



ANEXO 2: CONTEO PEATONAL EN LA PUERTA SUR DE LA PUCP EL 15 DE OCTUBRE DEL 2015

CALLE URUBAMBA / INGRESO PEATONAL PUCP			
INTERVALO	MOVIMIENTO 1	MOVIMIENTO 2	TOTAL PEATONES
07:00-07:15	6	1	7
07:15-07:30	13	0	13
07:30-07:45	26	0	26
07:45-08:00	44	2	46
08:00-08:15	29	0	29
08:15-08:30	26	0	26
08:30-08:45	30	2	32
08:45-09:00	37	0	37
09:00-09:15	33	2	35
09:15-09:30	26	9	35
09:30-09:45	24	3	27
09:45-10:00	17	9	26
10:00-10:15	31	7	38
10:15-10:30	24	12	36
10:30-10:45	15	12	27
10:45-11:00	19	21	40
11:00-11:15	21	37	58
11:15-11:30	37	31	68
11:30-11:45	25	18	43
11:45-12:00	25	31	56
12:00-12:15	20	50	70
12:15-12:30	21	95	116
12:30-12:45	18	69	87
12:45-13:00	35	79	114
13:00-13:15	56	76	132
13:15-13:30	65	66	131
13:30-13:45	71	47	118
13:45-14:00	65	48	113
14:00-14:15	67	52	119
14:15-14:30	52	25	77
14:30-14:45	80	32	112
14:45-15:00	65	26	91
15:00-15:15	52	42	94
15:15-15:30	46	30	76
15:30-15:45	26	24	50
15:45-16:00	28	18	46
16:00-16:15	21	39	60
16:15-16:30	17	23	40
16:30-16:45	22	26	48
16:45-17:00	18	19	37

17:00-17:15	20	50	70
17:15-17:30	20	45	65
17:30-17:45	28	41	69
17:45-18:00	31	46	77
18:00-18:15	22	70	92
18:15-18:30	21	52	73
18:30-18:45	23	50	73
18:45-19:00	38	41	79
19:00-19:15	37	39	76
19:15-19:30	24	57	81



ANEXO 3: CONTEO PEATONAL EN LA PUERTA SUR DE LA PUCP EL 1 DE SETIEMBRE DEL 2016

CALLE URUBAMBA / INGRESO PEATONAL PUCP			
INTERVALO	MOVIMIENTO 1	MOVIMIENTO 2	TOTAL PEATONES
07:00-07:15	12	0	12
07:15-07:30	26	1	27
07:30-07:45	29	0	29
07:45-08:00	81	2	83
08:00-08:15	86	3	89
08:15-08:30	42	2	44
08:30-08:45	4	2	6
08:45-09:00	35	5	40
09:00-09:15	27	5	32
09:15-09:30	35	5	40
09:30-09:45	40	11	51
09:45-10:00	67	7	74
10:00-10:15	40	45	85
10:15-10:30	29	45	74
10:30-10:45	36	18	54
10:45-11:00	31	23	54
11:00-11:15	28	20	48
11:15-11:30	25	39	64
11:30-11:45	45	18	63
11:45-12:00	56	36	92
12:00-12:15	27	117	144
12:15-12:30	38	235	273
12:30-12:45	42	173	215
12:45-13:00	52	166	218
13:00-13:15	106	188	294
13:15-13:30	113	129	242
13:30-13:45	103	75	178
13:45-14:00	139	60	199
14:00-14:15	137	75	212
14:15-14:30	121	66	187
14:30-14:45	121	49	170
14:45-15:00	95	79	174
15:00-15:15	67	111	178
15:15-15:30	59	133	192
15:30-15:45	30	50	80
15:45-16:00	60	47	107
16:00-16:15	70	35	105
16:15-16:30	40	43	83
16:30-16:45	28	35	63
16:45-17:00	104	28	132

17:00-17:15	95	113	208
17:15-17:30	35	114	149
17:30-17:45	41	63	104
17:45-18:00	106	128	234
18:00-18:15	35	89	124
18:15-18:30	40	70	110
18:30-18:45	68	90	158
18:45-19:00	48	42	90
19:00-19:15	45	82	127
19:15-19:30	34	125	159
19:30-19:45	23	41	64
19:45-20:00	40	51	91
20:00-20:15	29	80	109
20:15-20:30	14	88	102
20:30-20:45	21	53	74
20:45-21:00	12	43	55

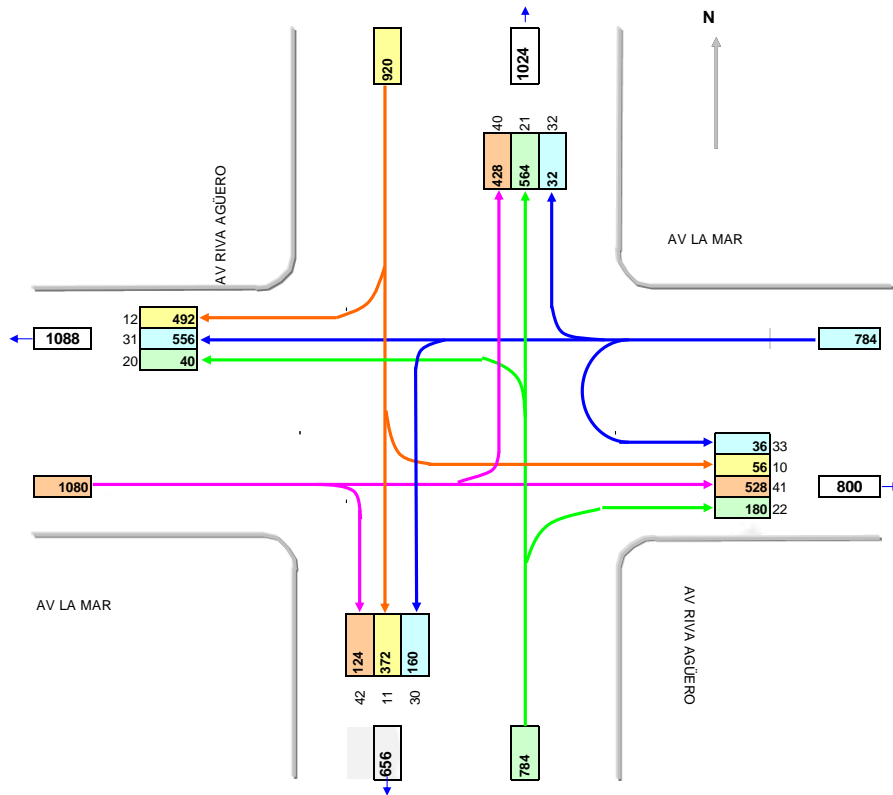


INTERSECCION:		AV RIVA AGÜERO - AV LA MAR		DIA :		JUEVES		APROXIMACION E.O:		AV RIVA AGÜERO		FECHA:		6/04/2017		DISTRITO:		SAN MIGUEL		SUMA		T. PERSONAL		3.5 TOTAL		X 1/4 HORA		Suma horaria										
																														HOJA RESUMEN								
HORAS DE CONTROL		AUTOS		TAXIS		T. INTERPROVINCIAL		BUS		MICROS		C. RURAL		1.25		CAMION		2.5		MOTO		0.5		MOTAXI		T. PERSONAL		3.5 TOTAL		Suma horaria								
30	31	32	33	30	31	32	33	30	31	32	33	30	31	32	33	30	31	32	33	30	31	32	33	30	31	32	33	30	31	32	33							
10:00-10:15																																						
10:15-10:30																																						
10:30-10:45																																						
10:45-11:00																																						
11:00-11:15																																						
11:15-11:30																																						
11:30-11:45																																						
11:45-12:00																																						
12:00-12:15																																						
12:15-12:30																																						
12:30-12:45	22	113	8	5																																		
12:45-13:00	37	122	6	9																																		
13:00-13:15	35	143	5	8																																		
13:15-13:30	30	120	8	4																																		
13:30-13:45	36	137	10	7																																		
13:45-14:00	28	126	4	6																																		
14:00-14:14	21	131	10	8																																		
14:14-14:30	26	125	10	7																																		
14:30-14:45																																						
14:45-15:00																																						
15:00-15:15																																						
15:15-15:30																																						
15:30-15:45																																						
15:45-16:00																																						
16:00-16:15																																						
16:15-16:30																																						
16:30-16:45																																						
16:45-17:00																																						
17:00-17:15																																						
17:15-17:30																																						
17:30-17:45																																						
17:45-18:00																																						
18:00-18:15																																						
18:15-18:30																																						
18:30-18:45																																						
18:45-19:00																																						
H.P.A.M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H.P.P.M	148	488	24	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

FLUJOGRAMA FLUJOS VEHICULARES DIRECCIONALES (HORA PUNTA)

INTERSECCION: AV RIVA AGÜERO - AV LA MAR
 FECHA: Abril 6, 2017
 HORA : 12:45 - 13:45 PM
 TURNO: TARDE

DISTRITO: SAN MIGUEL
 DÍA: JUEVES



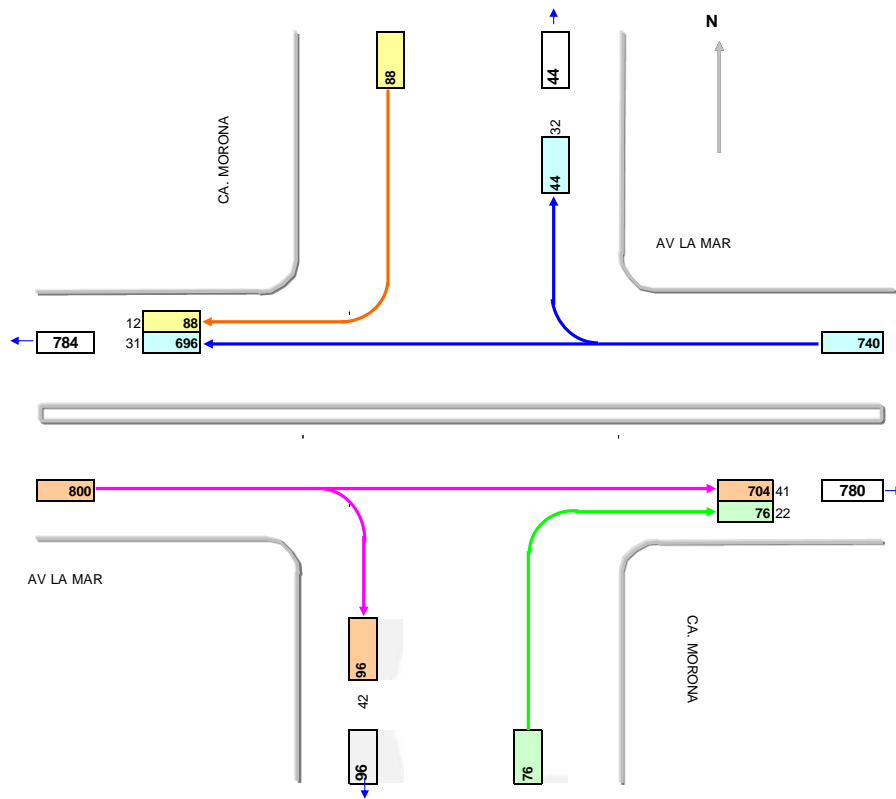
	10	11	12	13	20	21	22	23	30	31	32	33	40	41	42	43	Total
Autos	52	360	448	0	32	480	136	0	148	488	24	36	388	476	88	0	3156
Taxis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Interprovincial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	20	0	0	4	20	0	0	44
Micro	0	4	8	0	0	0	28	0	12	20	0	0	0	16	4	0	92
C.Rural	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20
Camion	0	4	16	0	4	40	8	0	8	0	0	0	12	8	4	0	104
Motaxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T. Personal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motos	4	4	20	0	4	44	8	0	20	8	0	0	24	8	8	0	152
TOTAL	56	372	492	0	40	564	180	0	160	556	32	36	428	528	124	0	3568



FLUJOGRAMA
FLUJOS VEHICULARES DIRECCIONALES (HORA PUNTA)

INTERSECCION: AV LA MAR - CA. MORONA
 FECHA: Abril 6, 2017
 HORA: 12:45 - 13:45 PM
 TURNO: TARDE

DISTRITO: SAN MIGUEL
 DÍA: JUEVES



	10	11	12	13	20	21	22	23	30	31	32	33	40	41	42	43	Total
Autos	0	0	84	0	0	0	72	0	0	604	36	0	0	596	92	0	1484
Bus Interprovincial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T. Personal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0	0	48
Micro	0	0	0	0	0	0	0	0	0	36	0	0	0	44	0	0	80
C.Rural	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Camion	0	0	0	0	0	0	0	0	0	8	0	0	0	16	0	0	24
Camion > 2E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motos	0	0	4	0	0	0	4	0	0	24	8	0	0	20	4	0	64
TOTAL	0	0	88	0	0	0	76	0	0	696	44	0	0	704	96	0	1704



HOJA RESUMEN

INTERSECCION: AV LA MAR - CA CHAMAYA

FECHA: 6/04/2017

APROXIMACION O-E: CA CHAMAYA

DISTRITO: SAN MIGUEL

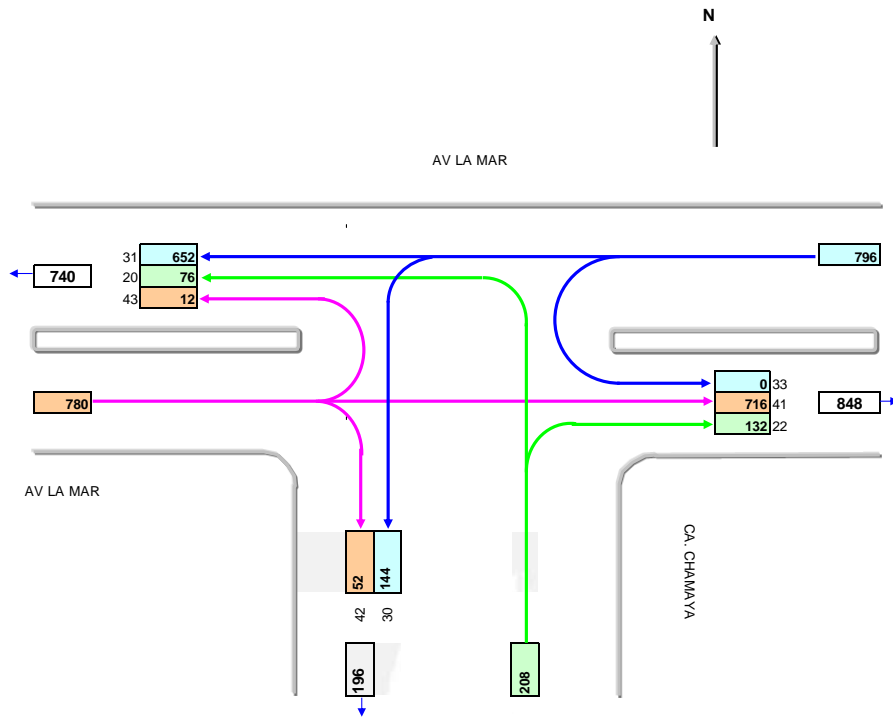
DIA: JUEVES

HORAS DE CONTROL	AUTOS			1 T. INTERPROVINCIAL			T. PERSONAL			BUS			3 MICROS			2 C. RURAL			1,25 CAMION			2,5 MOTO			0,33 CAMION>2E			3,5 TOTAL			suma
	40	41	42	43	40	41	42	43	40	41	42	43	40	41	42	43	40	41	42	43	40	41	42	43	40	41	42	43	X 1/4 HOR.	horaria	
10:00-10:15																															0
10:15-10:30																															0
10:30-10:45																															0
10:45-11:00																															0
11:00-11:15																															0
11:15-11:30																															0
11:30-11:45																															0
11:45-12:00																															0
12:00-12:15																															0
12:15-12:30																															0
12:30-12:45																															0
12:45-13:00																															145
13:00-13:15																															195
13:15-13:30																															340
13:30-13:45																															186
13:45-14:00																															526
14:00-14:15																															685
14:15-14:30																															734
14:30-14:45																															194
14:45-15:00																															703
15:00-15:15																															188
15:15-15:30																															740
15:30-15:45																															546
15:45-16:00																															382
16:00-16:15																															194
16:15-16:30																															0
16:30-16:45																															0
16:45-17:00																															0
17:00-17:15																															0
17:15-17:30																															0
17:30-17:45																															0
17:45-18:00																															0
18:00-18:15																															0
18:15-18:30																															0
18:30-18:45																															0
18:45-19:00																															0
H.P.A.M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H.P.P.M	0	612	48	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
																															1425

FLUJOGRAMA
FLUJOS VEHICULARES DIRECCIONALES (HORA PUNTA)

INTERSECCION: AV LA MAR - CA. CHAMAYA
 FECHA: Abril 6, 2017
 HORA: 12:45 - 13:45 PM
 TURNO: TARDE

DISTRITO: SAN MIGUEL
 DÍA: JUEVES



	10	11	12	13	20	21	22	23	30	31	32	33	40	41	42	43	Total
Autos	0	0	0	0	68	0	128	0	132	568	0	0	0	612	48	12	1568
Bus Interprovincial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T. Personal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	16	0	0	0	20	0	0	36
Micro	0	0	0	0	0	0	0	0	0	36	0	0	0	40	0	0	76
C.Rural	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Camion	0	0	0	0	0	0	4	0	8	4	0	0	0	16	0	0	32
Camion > 2E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motos	0	0	0	0	8	0	0	0	4	28	0	0	0	24	4	0	68
TOTAL	0	0	0	0	76	0	132	0	144	652	0	0	0	716	52	12	1784



ANEXO 6: RESULTADOS DE SIMULACIÓN DE RED VIAL EN SITUACIÓN ACTUAL

Lanes, Volumes, Timings
3: La Mar & Riva Agüero

22/10/2017

	↖	→	↗	↖	↗	←	↖	↗	↑	↖	↗	↓
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Volume (vph)	428	528	124	36	160	556	32	40	564	180	56	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%				0%			0%			0%
Storage Length (m)	0.0		0.0		0.0		0.0	0.0		0.0	0.0	
Storage Lanes	0		0		0		0	0		0	0	
Taper Length (m)	7.5				7.5			7.5			7.5	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.983				0.994			0.966			0.920
Flt Protected		0.981				0.988			0.997			0.997
Satd. Flow (prot)	0	3396	0	0	0	3520	0	0	3266	0	0	3246
Flt Permitted		0.587				0.551			0.641			0.657
Satd. Flow (perm)	0	2032	0	0	0	1963	0	0	2100	0	0	2139
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (k/h)		50				50			50			50
Link Distance (m)		82.6				157.7			169.0			167.2
Travel Time (s)		5.9				11.4			12.2			12.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour 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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	3%	0%	0%	1%	0%	10%	7%	4%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Adj. Flow (vph)	428	528	124	36	160	556	32	40	564	180	56	372
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1080	0	0	0	784	0	0	784	0	0	920
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
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	15	25		15	25		15	25	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (m)	2.0	10.0		2.0	2.0	10.0		2.0	10.0		2.0	10.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Perm	NA		Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		3				2			1			1
Permitted Phases	3			2	2			1			1	
Detector Phase	3	3		2	2	2		1	1		1	1
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)	8.0	8.0		20.0	20.0	20.0		8.0	8.0		8.0	8.0
Total Split (s)	38.0	38.0	0.0	38.0	38.0	38.0	0.0	36.0	36.0	0.0	36.0	36.0
Total Split (%)	33.9%	33.9%	0.0%	33.9%	33.9%	33.9%	0.0%	32.1%	32.1%	0.0%	32.1%	32.1%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0

Actual 27/04/2017 Baseline

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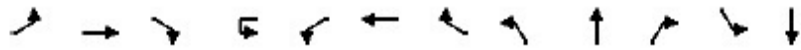
Lane Group	SBR
Lane Configurations	
Volume (vph)	492
Ideal Flow (vphpl)	1900
Lane Width (m)	3.6
Grade (%)	
Storage Length (m)	0.0
Storage Lanes	0
Taper Length (m)	
Lane Util. Factor	0.95
Ped Bike Factor	
Fr	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	1.00
Growth Factor	100%
Heavy Vehicles (%)	3%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	492
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (k/h)	15
Number of Detectors	
Detector Template	
Leading Detector (m)	
Trailing Detector (m)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	0.0
Total Split (%)	0.0%
Yellow Time (s)	

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Lanes, Volumes, Timings
3: La Mar & Riva Agüero

22/10/2017



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max		Max	Max		Max	Max
Act Effct Green (s)		34.0				34.0			32.0			32.0
Actuated g/C Ratio		0.30				0.30			0.29			0.29
v/c Ratio		2.15dl				2.88dl			1.31			1.51
Control Delay		371.8				187.1			184.0			267.0
Queue Delay		0.0				0.0			0.0			0.0
Total Delay		371.8				187.1			184.0			267.0
LOS		F				F			F			F
Approach Delay		371.8				187.1			184.0			267.0
Approach LOS		F				F			F			F
Queue Length 50th (m)		~195.0				~122.8			~122.3			~155.3
Queue Length 95th (m)		#237.2				#162.5			#162.0			#196.4
Internal Link Dist (m)		58.6				133.7			145.0			143.2
Turn Bay Length (m)												
Base Capacity (vph)		617				596			600			611
Starvation Cap Reductn		0				0			0			0
Spillback Cap Reductn		0				0			0			0
Storage Cap Reductn		0				0			0			0
Reduced v/c Ratio		1.75				1.32			1.31			1.51

Intersection Summary

Area Type: Other
 Cycle Length: 112
 Actuated Cycle Length: 112
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6., Start of Green
 Natural Cycle: 140
 Control Type: Pretimed
 Maximum v/c Ratio: 1.75
 Intersection Signal Delay: 262.9
 Intersection Capacity Utilization 116.6%
 Intersection LOS: F
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 3: La Mar & Riva Agüero



Actual 27/04/2017 Baseline

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Lane Group	SBR
All-Red Time (s)	
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Act Effct Green (s)	
Actuated g/C Ratio	
w/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (m)	
Queue Length 95th (m)	
Internal Link Dist (m)	
Turn Bay Length (m)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced w/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
7: La Mar & Morona

22/10/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	704	96	0	696	44	0	0	76	0	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.991				0.865			0.865
Fit Protected												
Satd. Flow (prot)	0	3484	0	0	3544	0	0	0	1644	0	0	1644
Fit Permitted												
Satd. Flow (perm)	0	3484	0	0	3544	0	0	0	1644	0	0	1644
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		157.7			149.8			142.0			179.5	
Travel Time (s)		11.4			10.8			10.2			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour 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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	704	96	0	696	44	0	0	76	0	0	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	800	0	0	740	0	0	0	76	0	0	88
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	
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.9%											
Analysis Period (min)	15											
ICU Level of Service	A											

Actual 27/04/2017 Baseline

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Lanes, Volumes, Timings
9: Chamaya & La Mar

22/10/2017



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↑↑			↑↑	↑↑	
Volume (vph)	12	716	52	144	652	76	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%			0%	0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0
Storage Lanes	0		0	0		1	0
Taper Length (m)	7.5			7.5		7.5	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor							
Frt		0.990				0.914	
Flt Protected		0.999			0.991	0.982	
Satd. Flow (prot)	0	3492	0	0	3548	1673	0
Flt Permitted		0.941			0.588	0.982	
Satd. Flow (perm)	0	3289	0	0	2105	1673	0
Right Turn on Red			No				No
Satd. Flow (RTOR)							
Link Speed (k/h)		50			50	50	
Link Distance (m)		149.8			101.8	129.1	
Travel Time (s)		10.8			7.3	9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	12	716	52	144	652	76	132
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	780	0	0	796	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(m)		0.0			0.0	3.6	
Link Offset(m)		0.0			0.0	0.0	
Crosswalk Width(m)		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
Turning Speed (k/h)	15		15	25		25	15
Number of Detectors	1	2		1	2	1	
Detector Template	Left	Thru		Left	Thru	Left	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA		custom	NA	NA	
Protected Phases		2			12	3	
Permitted Phases	2			1	2		
Detector Phase	2	2		1	12	3	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0		4.0	
Minimum Split (s)	20.0	20.0		8.0		20.0	
Total Split (s)	49.0	49.0	0.0	18.0	67.0	21.0	0.0
Total Split (%)	55.7%	55.7%	0.0%	20.5%	76.1%	23.9%	0.0%
Yellow Time (s)	3.0	3.0		3.0		3.0	

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Lanes, Volumes, Timings
9: Chamaya & La Mar

22/10/2017



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
All-Red Time (s)	1.0	1.0		1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max		Max		Max	
Act Effect Green (s)		45.0			63.0	17.0	
Actuated g/C Ratio		0.51			0.72	0.19	
w/c Ratio		0.46			0.53	0.64	
Control Delay		14.9			7.3	43.0	
Queue Delay		0.0			0.0	0.0	
Total Delay		14.9			7.3	43.0	
LOS		B			A	D	
Approach Delay		14.9			7.3	43.0	
Approach LOS		B			A	D	
Queue Length 50th (m)		44.3			28.5	34.3	
Queue Length 95th (m)		59.3			41.1	#58.3	
Internal Link Dist (m)		125.8			77.8	105.1	
Turn Bay Length (m)							
Base Capacity (vph)		1682			1507	323	
Starvation Cap Reductn		0			0	0	
Spillback Cap Reductn		0			0	0	
Storage Cap Reductn		0			0	0	
Reduced w/c Ratio		0.46			0.53	0.64	

Intersection Summary

Area Type:	Other
Cycle Length:	88
Actuated Cycle Length:	88
Offset:	0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green
Natural Cycle:	55
Control Type:	Pretimed
Maximum w/c Ratio:	0.64
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	66.3%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 9: Chamaya & La Mar

a1	a2	a3
18 s	49 s	21 s

Actual 27/04/2017 Baseline

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ANEXO 6: RESULTADOS DE SIMULACIÓN DE RED VIAL EN SITUACIÓN MEJORADA

Lanes, Volumes, Timings

3: Av. La Mar & Av. Riva Agüero

22/10/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	428	528	124	160	556	76	40	564	180	56	372	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	45.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.983			0.986			0.966			0.920	
Fit Protected		0.981			0.990			0.997			0.997	
Satd. Flow (prot)	0	3396	0	0	5028	0	0	3266	0	0	3246	0
Fit Permitted		0.981			0.990			0.775			0.768	
Satd. Flow (perm)	0	3396	0	0	5028	0	0	2539	0	0	2500	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.6			157.7			169.0			167.2	
Travel Time (s)		5.9			11.4			12.2			12.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour 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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	3%	0%	1%	0%	10%	7%	4%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	428	528	124	160	556	76	40	564	180	56	372	492
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1080	0	0	792	0	0	784	0	0	920	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
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases	3			2			1			1		
Detector Phase	3	3		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	8.0		20.0	20.0		8.0	8.0		8.0	8.0	
Total Split (s)	41.0	41.0	0.0	23.0	23.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	36.6%	36.6%	0.0%	20.5%	20.5%	0.0%	42.9%	42.9%	0.0%	42.9%	42.9%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Semaforizado 27/04/2017 Baseline

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Lanes, Volumes, Timings
3: Av. La Mar & Av. Riva Agüero

22/10/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)		37.0			19.0			44.0			44.0	
Actuated g/C Ratio		0.33			0.17			0.39			0.39	
w/c Ratio		0.96			0.93			0.79			0.94	
Control Delay		56.6			55.5			36.7			50.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		56.6			55.5			36.7			50.4	
LOS		E			E			D			D	
Approach Delay		56.6			55.5			36.7			50.4	
Approach LOS		E			E			D			D	
Queue Length 50th (m)		127.7			64.3			82.2			105.5	
Queue Length 95th (m)		#173.4			#89.9			108.4			#149.6	
Internal Link Dist (m)		58.6			133.7			145.0			143.2	
Turn Bay Length (m)												
Base Capacity (vph)		1122			853			997			982	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced w/c Ratio		0.96			0.93			0.79			0.94	

Intersection Summary

Area Type: Other
 Cycle Length: 112
 Actuated Cycle Length: 112
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum w/c Ratio: 0.96
 Intersection Signal Delay: 50.4 Intersection LOS: D
 Intersection Capacity Utilization 110.2% ICU Level of Service H
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Av. La Mar & Av. Riva Agüero

Phase	Split	Phase	Split	Phase	Split
a1	40 s	a2	23 s	a3	41 s

Lanes, Volumes, Timings
7: Av. La Mar & Calle Morona

22/10/2017

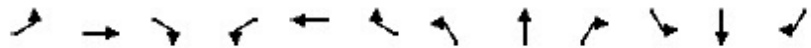
	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑↑
Volume (vph)	0	704	96	0	740	0	0	0	76	0	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		1	0		2
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor												
Frt		0.982							0.865			0.850
Flt Protected												
Satd. Flow (prot)	0	3484	0	0	3574	0	0	0	1644	0	0	2842
Flt Permitted												
Satd. Flow (perm)	0	3484	0	0	3574	0	0	0	1644	0	0	2842
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (k/h)		50			50			50				50
Link Distance (m)		157.7			149.8			142.0				179.5
Travel Time (s)		11.4			10.8			10.2				12.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour 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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	704	96	0	740	0	0	0	76	0	0	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	800	0	0	740	0	0	0	76	0	0	88
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)		3.6			3.6			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
Number of Detectors		2			2				1			1
Detector Template		Thru			Thru				Right			Right
Leading Detector (m)		10.0			10.0				2.0			2.0
Trailing Detector (m)		0.0			0.0				0.0			0.0
Turn Type		NA			NA				custom			custom
Protected Phases		4			8				2			6
Permitted Phases												
Detector Phase		4			8				2			6
Switch Phase												
Minimum Initial (s)		4.0			4.0				4.0			4.0
Minimum Split (s)		20.0			20.0				20.0			20.0
Total Split (s)	0.0	34.0	0.0	0.0	34.0	0.0	0.0	0.0	22.0	0.0	0.0	22.0
Total Split (%)	0.0%	60.7%	0.0%	0.0%	60.7%	0.0%	0.0%	0.0%	39.3%	0.0%	0.0%	39.3%
Yellow Time (s)		3.0			3.0				3.0			3.0

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Lanes, Volumes, Timings
7: Av. La Mar & Calle Morona

22/10/2017

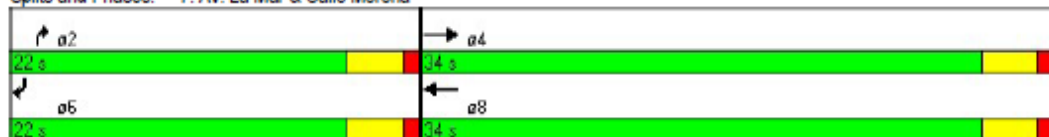


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)		1.0			1.0				1.0			1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max			Max			Max			Max		
Act Effect Green (s)	30.0			30.0			18.0			18.0		
Actuated g/C Ratio	0.54			0.54			0.32			0.32		
w/c Ratio	0.43			0.39			0.14			0.10		
Control Delay	4.3			6.5			14.5			13.7		
Queue Delay	0.0			0.0			0.0			0.0		
Total Delay	4.3			6.5			14.5			13.7		
LOS	A			A			B			B		
Approach Delay	4.3			6.5								
Approach LOS	A			A								
Queue Length 50th (m)	22.6			17.0			5.7			3.6		
Queue Length 95th (m)	m25.0			18.8			13.7			8.2		
Internal Link Dist (m)	133.7			125.8			118.0			155.5		
Turn Bay Length (m)												
Base Capacity (vph)	1866			1915			528			914		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced w/c Ratio	0.43			0.39			0.14			0.10		

Intersection Summary

Area Type: Other
 Cycle Length: 56
 Actuated Cycle Length: 56
 Offset: 14 (25%), Referenced to phase 2:NBR and 6:SBR, Start of Green
 Natural Cycle: 40
 Control Type: Pretimed
 Maximum w/c Ratio: 0.43
 Intersection Signal Delay: 6.2 Intersection LOS: A
 Intersection Capacity Utilization 33.9% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Av. La Mar & Calle Morona



Lanes, Volumes, Timings
9: Calle Chamaya & Av. La Mar

22/10/2017



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↕↕			↕↕	↕↕	
Volume (vph)	12	716	52	144	652	76	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		0%			0%	0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0
Storage Lanes	0		0	0		1	0
Taper Length (m)	7.5			7.5		7.5	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor							
Frt		0.990				0.914	
Flt Protected		0.999			0.991	0.982	
Satd. Flow (prot)	0	3492	0	0	3548	1673	0
Flt Permitted		0.942			0.733	0.982	
Satd. Flow (perm)	0	3293	0	0	2625	1673	0
Right Turn on Red			No				No
Satd. Flow (RTOR)							
Link Speed (k/h)		50			50	50	
Link Distance (m)		149.8			101.8	129.1	
Travel Time (s)		10.8			7.3	9.3	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	1%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	12	716	52	144	652	76	132
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	780	0	0	796	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(m)		2.0			2.0	3.6	
Link Offset(m)		0.0			0.0	0.0	
Crosswalk Width(m)		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
Turning Speed (k/h)	15		15	25		25	15
Number of Detectors	1	2		1	2	1	
Detector Template	Left	Thru		Left	Thru	Left	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	
Turn Type	Perm	NA		D.P+P	NA	NA	
Protected Phases		2		1	12	3	
Permitted Phases		2		2			
Detector Phase	2	2		1	12	3	
Switch Phase							
Minimum Initial (s)	4.0	4.0		4.0		4.0	
Minimum Split (s)	20.0	20.0		8.0		20.0	
Total Split (s)	28.0	28.0	0.0	8.0	36.0	20.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	14.3%	64.3%	35.7%	0.0%
Yellow Time (s)	3.0	3.0		2.0		3.0	

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Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
All-Red Time (s)	1.0	1.0		0.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	2.0	2.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max		Max		Max	
Act Effect Green (s)		24.0			32.0	16.0	
Actuated g/C Ratio		0.43			0.57	0.29	
w/c Ratio		0.55			0.50	0.44	
Control Delay		7.8			7.1	19.8	
Queue Delay		0.0			0.0	0.0	
Total Delay		7.8			7.1	19.8	
LOS		A			A	B	
Approach Delay		7.8			7.1	19.8	
Approach LOS		A			A	B	
Queue Length 50th (m)		16.8			19.2	18.0	
Queue Length 95th (m)		19.7			28.1	34.4	
Internal Link Dist (m)		125.8			77.8	105.1	
Turn Bay Length (m)							
Base Capacity (vph)		1411			1599	478	
Starvation Cap Reductn		0			0	0	
Spillback Cap Reductn		0			0	0	
Storage Cap Reductn		0			0	0	
Reduced w/c Ratio		0.55			0.50	0.44	

Intersection Summary

Area Type:	Other
Cycle Length:	56
Actuated Cycle Length:	56
Offset:	46 (82%), Referenced to phase 2:EBWB and 6:, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum w/c Ratio:	0.55
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	66.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 9: Calle Chamaya & Av. La Mar



ANEXO 7: PROPUESTA DE MEJORA EN CALLE MORONA

