Integrated Implementation of Innovative Intersection Designs [supporting datasets]

Dataset available at: http://doi.org/10.5281/zenodo.3887540

(This dataset supports research report: **Integrated Implementation of Innovative Intersection Designs.**)

This U.S. Department of Transportation-funded dataset is preserved by Southeastern Transportation Research, Innovation, Development and Education Center (STRIDE) in Zenodo, and is available at: http://doi.org/10.5281/zenodo.3887540

The related final report **Integrated Implementation of Innovative Intersection Designs,** will be available from the National Transportation Library's digital repository, the Repository & Open Science Access Portal (ROSA P https://doi.org/10.21949/1398953).

Metadata from the repository record:

Description: These files belong to a research project on evaluating different bicycle and pedestrian crossing options at Continuous Flow Intersections (CFI). These are the simulation models for different CFI crossing alternatives for pedestrians and bicycles. Three parameters were varied to create the scenario: a) number of displaced left turn legs (4 vs. 2) b) right turn signalization (signalized vs. unsignalized) c) crossing types (traditional vs. midblock vs. offset). In addition to the CFI models, equivalent standard intersection models are also included here. The models were created using VISSIM 10 (64 bit) software. Users may need to show the VISSIM file to the corresponding .rbc files for each signal controller.

If the user is not familiar with how to point to an .rbc file for a signal controller in a vissim, it is recommended that the user learns that first from VISSIM user manual. The .rbc files in each scenario folder are named as the signal controller name.

The names of the folders were shortened. Their names and what scenario they represent are listed below.

- Standard_4leg_Unsignalized: Standard intersection equivalent to the CFI volume that has displaced left-turn lanes (DLTs) at all legs and the right-turn lanes signalized
- Standard_4leg_Signalized: Standard intersection equivalent to the CFI volume that has DLTs at all legs and the right-turn lanes signalized
- Standard_2leg_Unsignalized: Standard intersection equivalent to the CFI volume that has DLTs at two legs and the right-turn lanes unsignalized
- Standard_2leg_Signalized: Standard intersection equivalent to the CFI volume that has DLTs at two legs and the right-turn lanes signalized
- CFI_4leg_Traditional_Unsignalized: CFI with displaced left-turn lanes on all approaches, traditional ped-bicycle crossing, and the right-turn lanes unsignalized

- CFI_4leg_Traditional_Signalized: CFI with displaced left-turn lanes on all approaches, traditional ped-bicycle crossing, and the right-turn lanes signalized
- CFI_2leg_Traditional_Unsignalized: CFI with displaced left-turn lanes on two approaches, traditional ped-bicycle crossing, and the right-turn lanes unsignalized
- CFI_2leg_Traditional_Signalized: CFI with displaced left-turn lanes on two approaches, traditional ped-bicycle crossing, and the right-turn lanes signalized
- CFI_4leg_Offset_Unsignalized: CFI with displaced left-turn lanes on all approaches, offset ped-bicycle crossing, and the right-turn lanes unsignalized
- CFI_4leg_Offset_Signalized: CFI with displaced left-turn lanes on all approaches, offset ped-bicycle crossing, and the right-turn lanes signalized
- CFI_2leg_Offset_Unsignalized: CFI with displaced left-turn lanes on two approaches, offset ped-bicycle crossing, and the right-turn lanes unsignalized
- CFI_2leg_Offset_Signalized: CFI with displaced left-turn lanes on two approaches, offset ped-bicycle crossing, and the right-turn lanes signalized
- CFI_4leg_Midblock_Unsignalized: CFI with displaced left-turn lanes on all approaches, midblock ped-bicycle crossing, and the right-turn lanes unsignalized
- CFI_4leg_Midblock_Signalized: CFI with displaced left-turn lanes on all approaches, midblock ped-bicycle crossing, and the right-turn lanes signalized
- CFI_2leg_Midblock_Unsignalized: CFI with displaced left-turn lanes on two approaches, midblock ped-bicycle crossing, and the right-turn lanes unsignalized
- CFI_2leg_Midblock_Signalized: CFI with displaced left-turn lanes on two approaches, midblock ped-bicycle crossing, and the right-turn lanes signalized

Note: Please use VISSIM 10.0 to open the files.

Data files: There are 16 Zip files.

Download file size: 6.6 MB

File names: Listed above in Description

Recommended citation: Rouphail, Nagui, Cunningham, Chris, Warchol, Shannon, & Ahmed, Ishtiak. (2020, June 10). INTEGRATED IMPLEMENTATION OF INNOVATIVE INTERSECTION DESIGNS (PROJECT F) (Version 0.1). Zenodo. http://doi.org/10.5281/zenodo.3887540

Other notes:

File type note: The authors include this note on file types and handling: Please use VISSIM 10.0 to open the files

Data documentation: The ZIP files contain NO README.txt, data dictionary, or other contextualizing data documentation located as of 2021-01-19.