

HCM 2010 Roundabout
Intersectia 1:

Centura metropolitana Cluj - Napoca
Anexa 2 - Nod 4 - an 2045

Intersection					
Intersection Delay, s/veh	5.1				
Intersection LOS	A				
Approach	EB	WB	NB	SB	SE
Entry Lanes	0	0	1	1	1
Conflicting Circle Lanes	2	2	2	2	2
Adj Approach Flow, veh/h	0	0	38	208	232
Demand Flow Rate, veh/h	0	0	39	212	236
Vehicles Circulating, veh/h	236	39	236	39	39
Vehicles Exiting, veh/h	39	225	0	0	212
Follow-Up Headway, s	3.186	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	4.2	5.1	5.3
Approach LOS	-	-	A	A	A
Lane	Left	Left	Left	Left	Left
Designated Moves	R	R	LT		L
Assumed Moves	R	R	LT		L
RT Channelized					
Lane Util	1.000	1.000	1.000		1.000
Critical Headway, s	4.113	4.113	4.113		4.113
Entry Flow, veh/h	39	212	236		39
Cap Entry Lane, veh/h	958	1100	1100		965
Entry HV Adj Factor	0.974	0.981	0.982		0.974
Flow Entry, veh/h	38	208	232		38
Cap Entry, veh/h	933	1079	1080		941
V/C Ratio	0.041	0.193	0.215		0.040
Control Delay, s/veh	4.2	5.1	5.3		4.2
LOS	A	A	A		A
95th %tile Queue, veh	0	1	1		0

Intersection

Intersection Delay, s/veh

Intersection LOS

Approach NW

Entry Lanes 1

Conflicting Circle Lanes 2

Adj Approach Flow, veh/h 38

Demand Flow Rate, veh/h 39

Vehicles Circulating, veh/h 225

Vehicles Exiting, veh/h 50

Follow-Up Headway, s 3.186

Ped Vol Crossing Leg, #/h 0

Ped Cap Adj 1.000

Approach Delay, s/veh 4.2

Approach LOS A

Lane

Designated Moves

Assumed Moves

RT Channelized

Lane Util

Critical Headway, s

Entry Flow, veh/h

Cap Entry Lane, veh/h

Entry HV Adj Factor

Flow Entry, veh/h

Cap Entry, veh/h

V/C Ratio

Control Delay, s/veh

LOS

95th %tile Queue, veh