

HCM 2010 Roundabout
Intersectia 1:

Centura metropolitana Cluj - Napoca

Anexa 1 - nod 10 - an 2025

Intersection							
Intersection Delay, s/veh	14.9						
Intersection LOS	B						
Approach	EB	WB	NB	SB	NE		
Entry Lanes	0	0	3	3	2		
Conflicting Circle Lanes	2	2	2	2	2		
Adj Approach Flow, veh/h	0	0	0	0	374		
Demand Flow Rate, veh/h	0	0	0	0	381		
Vehicles Circulating, veh/h	969	859	359	513	969		
Vehicles Exiting, veh/h	469	485	991	977	0		
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	0.0	0.0	12.6		
Approach LOS	-	-	-	-	B		
Lane					Left	Right	Left
Designated Moves					L	TR	L
Assumed Moves					L	TR	L
RT Channelized							
Lane Util					0.310	0.690	0.380
Critical Headway, s					4.293	4.113	4.293
Entry Flow, veh/h					118	263	240
Cap Entry Lane, veh/h					546	573	593
Entry HV Adj Factor					0.983	0.981	0.979
Flow Entry, veh/h					116	258	235
Cap Entry, veh/h					537	563	581
V/C Ratio					0.216	0.459	0.405
Control Delay, s/veh					9.6	14.0	12.4
LOS					A	B	B
95th %tile Queue, veh					1	2	2

Intersection

Intersection Delay, s/veh

Intersection LOS

Approach	SW
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Entry Lanes	2
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Conflicting Circle Lanes	2
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Adj Approach Flow, veh/h	618
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Demand Flow Rate, veh/h	631
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Vehicles Circulating, veh/h	859
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Vehicles Exiting, veh/h	0
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Follow-Up Headway, s	3.186
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Ped Vol Crossing Leg, #/h	0
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Ped Cap Adj	1.000
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Approach Delay, s/veh	16.3
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Approach LOS	C
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Lane	Right
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Designated Moves	TR
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Assumed Moves	TR
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RT Channelized

Lane Util	0.620
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Critical Headway, s	4.113
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Entry Flow, veh/h	391
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Cap Entry Lane, veh/h	619
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Entry HV Adj Factor	0.980
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Flow Entry, veh/h	383
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Cap Entry, veh/h	607
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V/C Ratio	0.631
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Control Delay, s/veh	18.7
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LOS	C
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95th %tile Queue, veh	4
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