

1: Performance by approach

| Approach | NB | SB | SE | NW | All |
|--------------------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 1.8 | 0.9 | 1.0 |
| Total Del/Veh (s) | 2.4 | 1.5 | 3.5 | 3.9 | 3.2 |
| Stop Del/Veh (s) | 0.4 | 0.0 | 0.1 | 0.2 | 0.2 |
| Stop/Veh | 0.39 | 0.00 | 0.36 | 0.19 | 0.27 |
| Avg Speed (kph) | 23 | 23 | 34 | 34 | 32 |
| HC Emissions (g) | 0 | 0 | 1 | 0 | 2 |
| CO Emissions (g) | 6 | 10 | 40 | 22 | 79 |
| NOx Emissions (g) | 1 | 1 | 4 | 2 | 9 |

2: Performance by approach

| Approach | SB | NE | SW | All |
|--------------------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s) | 4.4 | 1.1 | 1.8 | 1.6 |
| Stop Del/Veh (s) | 4.3 | 0.0 | 0.0 | 0.2 |
| Stop/Veh | 0.35 | 0.00 | 0.00 | 0.02 |
| Avg Speed (kph) | 11 | 46 | 46 | 45 |
| HC Emissions (g) | 0 | 11 | 12 | 23 |
| CO Emissions (g) | 3 | 275 | 191 | 469 |
| NOx Emissions (g) | 0 | 33 | 31 | 65 |

3: Performance by approach

| Approach | NB | NE | SW | All |
|--------------------|------|------|------|------|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 9.4 | 1.3 | 1.2 | 1.6 |
| Stop Del/Veh (s) | 9.5 | 0.0 | 0.0 | 0.5 |
| Stop/Veh | 0.86 | 0.00 | 0.00 | 0.04 |
| Avg Speed (kph) | 7 | 47 | 46 | 45 |
| HC Emissions (g) | 0 | 8 | 14 | 21 |
| CO Emissions (g) | 1 | 133 | 296 | 431 |
| NOx Emissions (g) | 0 | 23 | 38 | 61 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.4 |
| Total Del/Veh (s) | 5.6 |
| Stop Del/Veh (s) | 0.6 |
| Stop/Veh | 0.10 |
| Avg Speed (kph) | 45 |
| HC Emissions (g) | 129 |
| CO Emissions (g) | 2909 |
| NOx Emissions (g) | 368 |

Queuing and Blocking Report Baseline

Centura metropolitana Cluj - Napoca
Anexa 1 - Nod 14 - an 2025

Intersection: 1:

| Movement | NB | NB | SE | SE | NW | NW |
|-----------------------|------|-----|-------|------|-------|-----|
| Directions Served | L | > | LT | > | LT | > |
| Maximum Queue (m) | 9.0 | 6.9 | 9.0 | 12.1 | 8.2 | 6.6 |
| Average Queue (m) | 3.5 | 4.1 | 3.5 | 6.4 | 1.6 | 3.9 |
| 95th Queue (m) | 10.6 | 9.7 | 10.7 | 12.7 | 7.1 | 9.2 |
| Link Distance (m) | 22.3 | | 126.4 | | 120.4 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (m) | | 1.0 | | 1.0 | | 1.0 |
| Storage Blk Time (%) | 0 | | 0 | | 0 | |
| Queuing Penalty (veh) | 0 | | 0 | | 0 | |

Intersection: 2:

| Movement | SB |
|-----------------------|------|
| Directions Served | R |
| Maximum Queue (m) | 17.0 |
| Average Queue (m) | 10.3 |
| 95th Queue (m) | 20.2 |
| Link Distance (m) | 15.5 |
| Upstream Blk Time (%) | 3 |
| Queuing Penalty (veh) | 4 |
| Storage Bay Dist (m) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Queuing and Blocking Report Baseline

Centura metropolitana Cluj - Napoca
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Intersection: 3:

| | |
|-----------------------|------|
| Movement | NB |
| Directions Served | R |
| Maximum Queue (m) | 13.7 |
| Average Queue (m) | 10.6 |
| 95th Queue (m) | 16.0 |
| Link Distance (m) | 4.8 |
| Upstream Blk Time (%) | 26 |
| Queuing Penalty (veh) | 27 |
| Storage Bay Dist (m) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Network Summary

Network wide Queuing Penalty: 32