

HCM 2010 Roundabout
4: Fox Acres & Woodside

4/17/2017

Intersection			
Intersection Delay, s/veh	39.5		
Intersection LOS	E		
Approach	WB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	682	635	567
Demand Flow Rate, veh/h	695	647	578
Vehicles Circulating, veh/h	529	111	483
Vehicles Exiting, veh/h	229	950	741
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	15	7
Ped Cap Adj	1.000	0.998	0.999
Approach Delay, s/veh	72.2	13.1	29.7
Approach LOS	F	B	D
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	695	647	578
Cap Entry Lane, veh/h	666	1011	697
Entry HV Adj Factor	0.981	0.981	0.981
Flow Entry, veh/h	682	635	567
Cap Entry, veh/h	653	990	683
V/C Ratio	1.044	0.641	0.830
Control Delay, s/veh	72.2	13.1	29.7
LOS	F	B	D
95th %tile Queue, veh	18	5	9

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Intersection			
Intersection Delay, s/veh	31.2		
Intersection LOS	D		
Approach	WB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	666	598	510
Demand Flow Rate, veh/h	679	610	520
Vehicles Circulating, veh/h	492	101	483
Vehicles Exiting, veh/h	219	902	688
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	15	7
Ped Cap Adj	1.000	0.998	0.999
Approach Delay, s/veh	55.0	11.8	22.9
Approach LOS	F	B	C
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	679	610	520
Cap Entry Lane, veh/h	691	1021	697
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	666	598	510
Cap Entry, veh/h	678	1000	683
V/C Ratio	0.983	0.598	0.747
Control Delay, s/veh	55.0	11.8	22.9
LOS	F	B	C
95th %tile Queue, veh	15	4	7

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Intersection			
Intersection Delay, s/veh	20.5		
Intersection LOS	C		
Approach	WB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	637	523	396
Demand Flow Rate, veh/h	649	533	404
Vehicles Circulating, veh/h	415	78	483
Vehicles Exiting, veh/h	196	809	581
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	15	7
Ped Cap Adj	1.000	0.998	0.999
Approach Delay, s/veh	32.7	9.7	15.2
Approach LOS	D	A	C
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	649	533	404
Cap Entry Lane, veh/h	746	1045	697
Entry HV Adj Factor	0.982	0.981	0.979
Flow Entry, veh/h	637	523	396
Cap Entry, veh/h	732	1023	682
V/C Ratio	0.870	0.511	0.580
Control Delay, s/veh	32.7	9.7	15.2
LOS	D	A	C
95th %tile Queue, veh	11	3	4

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Intersection			
Intersection Delay, s/veh	14.0		
Intersection LOS	B		
Approach	WB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	274	754	335
Demand Flow Rate, veh/h	280	769	341
Vehicles Circulating, veh/h	343	119	196
Vehicles Exiting, veh/h	545	418	427
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	15	7
Ped Cap Adj	1.000	0.998	0.999
Approach Delay, s/veh	8.8	18.5	8.1
Approach LOS	A	C	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	280	769	341
Cap Entry Lane, veh/h	802	1003	929
Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	274	754	335
Cap Entry, veh/h	785	982	911
V/C Ratio	0.349	0.768	0.367
Control Delay, s/veh	8.8	18.5	8.1
LOS	A	C	A
95th %tile Queue, veh	2	8	2