

2 (Percentage) 14.7 120.00

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a RV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	420.00	100.000	N/A
2	ONE HOUR	Yes	332.00	100.000	N/A
3	ONE HOUR	Yes	850.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 0.000 100.000 320.000		
	2 56.000 0.000 236.000		
	3 581.000 269.000 0.000		

Turning Proportions (PCU) - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 0.00 0.24 0.76		
	2 0.29 0.00 0.71		
	3 0.68 0.32 0.00		

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 1.000 1.090 1.020		
	2 1.000 1.000 1.030		
	3 1.020 1.010 1.000		

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 0.000 0.000 2.000		
	2 0.000 0.000 3.000		
	3 2.000 1.000 0.000		

14.7 120.00

RESULTS

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
1	0.54	0.16	1.21	A	385.40	578.10	75.59	0.13	0.84	75.59	0.13	0.500	1000.000
2	0.30	0.07	0.44	A	304.65	456.97	30.21	0.07	0.34	30.21	0.07	0.500	1050.000
3	0.89	0.50	7.39	D	779.97	1169.96	315.92	0.27	3.51	315.99	0.27	0.851	907.361

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/hr)
1	2.90	4.10	5.00	2.90	11.50	6.30	0.00		0.500	1000.000
2	3.20	6.50	10.00	3.00	9.50	8.80	0.00		0.500	1050.000
3	3.30	3.40	0.50	3.30	18.00	17.60	0.00		0.651	907.361

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
1	1	316.20	899.67	0.351	0.00	0.00	0.56	8.02	(0.02)	0.108
1	2	249.95	1302.55	0.192	0.00	0.00	0.25	3.62	(0.02)	0.059
1	3	639.92	1075.64	0.595	0.00	0.00	1.46	20.59	(0.02)	0.136
2	1	377.57	879.73	0.429	0.00	0.56	0.77	11.17	(0.02)	0.123
2	2	298.46	1269.08	0.235	0.00	0.25	0.32	4.71	(0.02)	0.065
2	3	764.13	1064.06	0.716	0.00	1.46	2.48	34.64	(0.02)	0.198
3	1	462.43	854.59	0.541	0.00	0.77	1.20	17.14	(0.02)	0.157
3	2	365.54	1224.28	0.299	0.00	0.32	0.44	6.49	(0.02)	0.073
3	3	935.87	1048.33	0.893	0.00	2.48	6.71	83.13	(0.02)	0.424
4	1	462.43	852.34	0.543	0.00	1.20	1.21	18.10	(0.02)	0.159
4	2	365.54	1223.41	0.298	0.00	0.44	0.44	6.64	(0.02)	0.073
4	3	935.87	1048.22	0.893	0.00	6.71	7.39	106.58	(0.02)	0.504
5	1	377.57	876.13	0.431	0.00	1.21	0.80	12.38	(0.02)	0.125
5	2	298.46	1267.74	0.235	0.00	0.44	0.32	4.94	(0.02)	0.065
5	3	764.13	1063.88	0.716	0.00	7.39	2.71	46.60	(0.02)	0.239
6	1	316.20	897.99	0.352	0.00	0.80	0.57	8.78	(0.02)	0.107
6	2	249.95	1300.66	0.192	0.00	0.32	0.25	3.80	(0.02)	0.060
6	3	639.92	1075.34	0.595	0.00	2.71	1.53	24.18	(0.02)	0.143