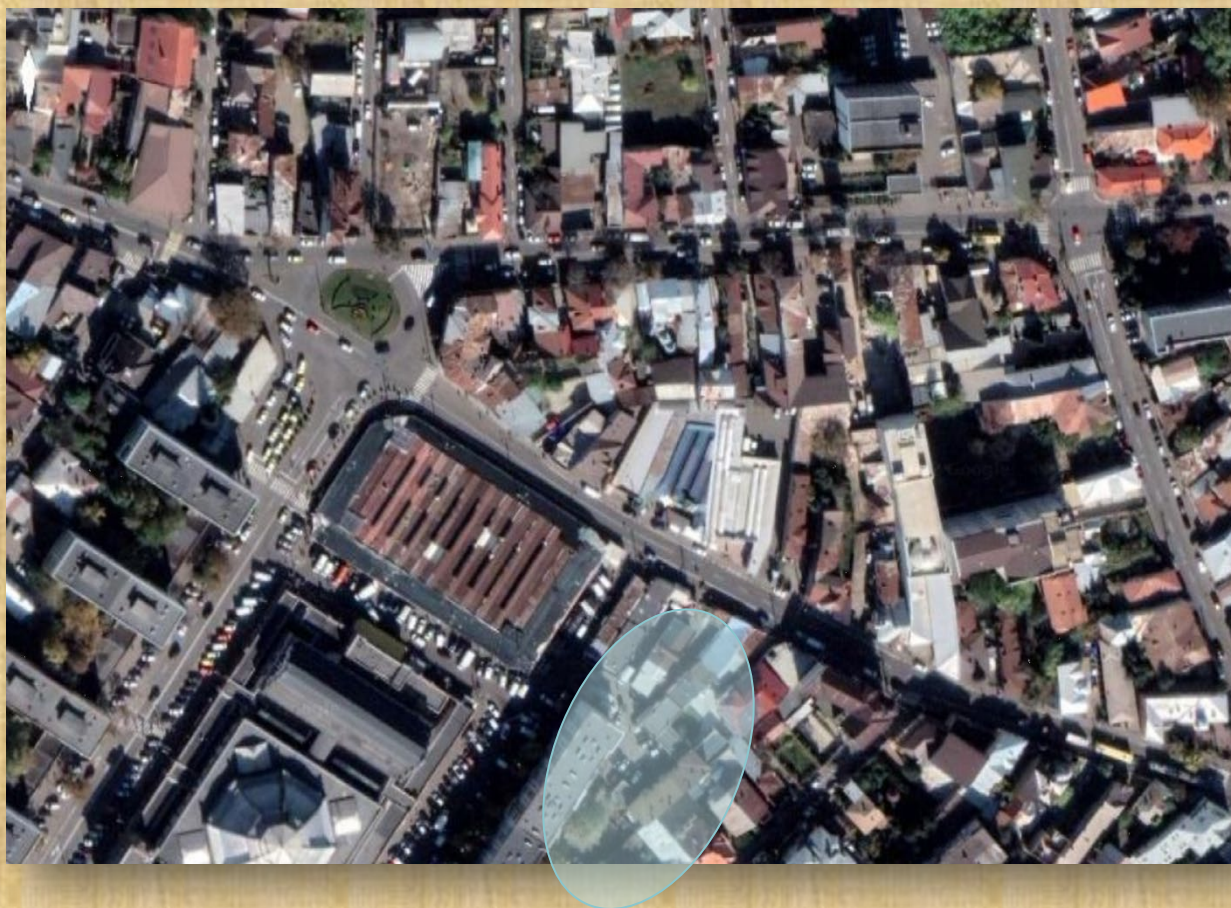


Beneficiar: PRIMARIA MUNICIPIULUI PLOIESTI
Proiectant General: S.C. POINT ZERO S.R.L.

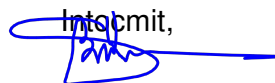


STUDIU TRAFIC – FAZA S.F.
Parcare supraterana zona centrală
str. Grivitei – Municipiul Ploiesti

PROIECTANT SPECIALITE: SC VIA PROIECT SRL

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Intocmit,


Ing. Silviu Brateanu

STUDIU TRAFIC

❖ Generalități

Denumire :

PARCARE SUPRATERANA ZONA CENTRALA STR. GRIVITEI

Amplasament:

Str. Grivitei Municipiul Ploiesti

Beneficiar :

Primaria Municipiului Ploiesti

Proiectant general:

S.C. POINT ZERO S.R.L.

Proiectant specialitate drumuri:

VIA PROIECT S.R.L.

Faza de proiectare:

Studiu de Fezabilitate

❖ Situatia existentă

Obiectul prezentului studiu, este acela de a determina care ste impactul realizării investitiei propuse asupra conditiilor de desfășurare a traficului în zona adiacentă acesteia.

Obiectivul ce se doreste a fi realizat este o parcare supraterrana amplasata în zona centrala a Municipiului Ploiesti , parcare ce va avea un numar total de 160 locuri destinate autoturismelor si 25 paracaje motocicletelor/bicicletelor.

Parcajul va fi amplasat în imediata vecinătate a Halelor Centrale. Parcarea va fi o constructie cu regim de înăltime P+ 3E.



➤ Situatia retelei de strazi

In vecinătatea amplasamentulu există mai multe artere publice:

- **Str. Grivitei** – o str. de categoria a IV de deservire locala ce face legătura între str. Emil Zola si str. Cosbuc. str. are o lungime de circa 215 m, iar la 70 m distantă fata de str. George Cosbuc str. Grivitei are o ramură ce face legătura cu str. General Vasile Milea prin spatele Halelor Centrale
- **Str. George Cosbuc** – o arteră ce face parte din trama majoră a Municipiului Ploiesti pe care-si are traseul linia de tramvai 101 si linia de autobuz 28. Strada functionează cu circulatie în sens unic, pe sectorul cuprins între str. Vasile Milea si str. Erou Călin Cătălin, cu exceptia tramvaiului care circuală în dublu sens.



- **Str. Vasile Milea** – arteră de categoria a II a cu un carosabil de 14.00 m lățime (inclusiv paracajele) ce face legătura între str. George Cosbuc si b-dul Republicii

➤ **Trafic**

Zona în care se va realize investiția este o zonă aglomerată în orele de vârf, datorită punctelor de interes din zonă, puncte ce atrag trafic și a faptului că zona este străbătută de artere de circulație ce fac parte din trama majoră a orașului.

Trafic - ziua curentă a săptămânii

Dimineată

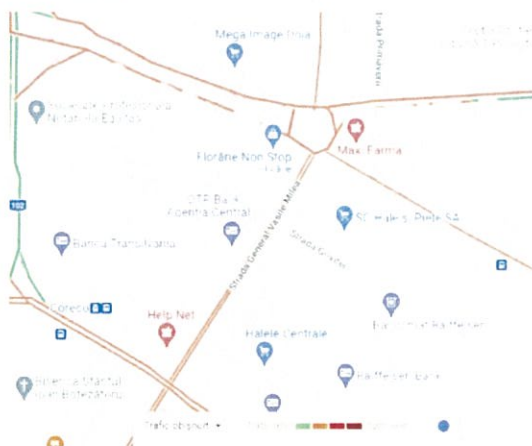


Seara



Trafic - ziua de vineri

Dimineată



Seara



Valorile pentru traficul existent pe drumurile publice, adiacente investitiei au fost determinate prin sondaje de trafic efectuate în orele de vârf în principalele intersectii din vecinatatea obiectivului.

Valorile recenzate pe curenti de trafic au fost echivalate în vehicule etalon turisme utilizând coeficientii de echivalare prevăzuti în normativele siliteratura de specialitate.

Aceste valori se regăsesc pe plansele cuprinse în anexele la prezentul studiu.

❖ Date referitoare la traficul generat de investitie si impactul asupra traficului curent

Investitia ce face obiectul proiectului este o parcare publica cu 160 locuri de parcare amplasată în zona central (Halele Centrale).

Pornind de la caracteristicile constructie, de la functiunea sa si de la amplasament, a fost destimat traficul generat de investitie pe sensuri (intrare/iesire) pentru orele de vârf.

Tabel centralizator – trafic generat (exprimat în vet/ora)

Nr. crt	Funcțiuni	Capacități	Locuri parcare	TRAFIC GENERAT VET/ORA conf TRIP GENERATION			
				AM		PM	
				in	out	in	out
				veh/ora	veh/ora	veh/ora	veh/ora
1	COMERT		160	24	24	48	48

Daca vom compara valorile traficului generat de investitie cu cel recenzat vom constata că

Traficul generat reprezintă <5% din traficul curent recenzat pe drumurile publice adiacente.

Pe baza datelor mentionate mai sus a fost efectuată o analiza computerizată a rețelei de străzi adiacentă investitiei. Scopul acestei analize este acela de a determina care este impactul produs de realizarea acestei investitii asupra traficului curent din zona adiacenta.

Analiza computerizată a fost realizată cu ajutorul soft-urilor specializate SYNCHRO si SIM TRAFFIC, produse de Trafficware din Statele Unite ale Americii.

Cu ajutorul acestor două soft-uri s-au efectuat simulări pe două ipoteze. A fost analizată situația existentă si situația după realizarea investitiei.

Pe baza acestor simulări au fost obtinuti o serie de indicatori ce dau o imagine asupra modului în care se desfășoară circulatia pe rețeaua de străzi adiacentă viitoarei investitii.

Parametrii care au fost luati în calcul la analiză si care dau o imagine asupra calității desfășurării traficului sunt :

➤ **Indicele de Utilizare a Capacitatii**

Capacitatea de circulatie a intersectiei este estimata prin intermediul indicelui de utilizare a capacitatii de circulatie a intersectiei (I.C.U.). Acesta se calculeaza pe baza raportului dintre suma timpului total necesar pentru a se asigura relatiile de miscare in intersectie a tuturor participantilor la trafic, raportat la lungimea ciclului de semaforizare calculat.

$$I.C.U. = \text{sum}[\max(t_{\min}, Q / Q_{\max})C + t_{Lj}] / C$$

t_{\min} = durata minima a fazei de verde

Q = debitul de vehicule

Q_{\max} = debitul maxim (volum de saturatie)

t_{Lj} = durata timp pierdut pentru relatia critica din cadrul ciclului

de semaforizare

C = durata ciclului de semaforizare

Coeficientul I.C.U. poate indica rezerva de capacitate disponibila a intersectiei sau cu cat s-a depasit aceasta rezerva. Coeficientul nu poate estima intarzierile, dar poate fi folosit pentru a indica cand o intersectie va fi congestionata. Coeficientul I.C.U. poate fi de asemenea folosit pentru o intersectie nesemnalizata pentru a evalua conditiile de circulatie si capacitatea de circulatie.

➤ **Nivelul de serviciu al intersectiei.**

Nivelul de serviciu pentru intersectii se exprima ca o masura a discomfortului, frustrarii soferului, consumului de carburant si timpului crescut de calatorie. Intarzierea unui conducator auto este compusa dintr-un numar de factori legati de semaforizarea intersectiilor, traficul de vehicule, obstacole sau incidente. Intarzierea totala este data de diferenta dintre timpul total de calatorie si timpul de referinta al calatoriei. Aceasta rezulta in conditii ideale de circulatie: absenta semaforului electric in intersectie, absenta altor vehicule in intersectie.

Nivelul de servicii reprezinta masuri / limite rezonabile in aprecierea calitatii calatoriei in intersectii (intarzierea controlata):

Nivelul A (LOS A) descrie un nivel scazut al intarzierilor calculate, (maxim 10s/veh). Acest nivel de servicii este adoptat in caracterizarea circulatiei intr-o intersectie atunci cand deplasarea vehiculelor se face fara intarzieri si majoritatea vehiculelor care sosesc pot traversa intersectia. Majoritatea vehicule nu opresc deloc. Lungimi scurte ale ciclului de semaforizare pot contribui la valori scazute ale intarzierilor.

Nivelul B (LOS B) exprima faptul ca intersectia functioneaza cu intarzieri minore. Deplasarea vehiculelor in intersectie se face fara intarzieri apreciabile. Valoarea estimata a intarzierilor se plaseaza intre 10 s/veh si 20 s/veh.

Nivelul C (LOS C) descrie deplasari ale vehiculelor in intersectie cu intarziere limitata, cuprinse in marja de 20 s/veh pana la 35 s/veh. Aceste intarzieri pot rezulta din deplasarea vehiculelor cu o viteza moderata. In aceste conditii poate sa apara fenomenul de supraincarcare a benzilor de circulatie. Numarul vehiculelor ce opresc la intersectie in cadrul unei functionari de nivel "C" sa fie insemnat, desi multe vehicule pot trece fara sa opreasca.

Nivelul D (LOS D) descrie deplasari ale vehiculelor in intersectie cu intarziere controlata mai mare de 35 s/veh pana la limita a 55 s/veh. In cadrul acestui nivel de servicii, influenta congestiei in trafic devine usor de remarcat. Intarzierile mai lungi pot rezulta din deplasari ingreunate ale vehiculelor si valori ale indicatorului volum/capacitate (v/c) ridicate.

Nivelul E (LOS E) descrie conditii de circulatie ale vehiculelor in intersectie cu o intarziere controlata cuprinsa in marja 55s/veh - 80s/veh. Valorile ridicate ale intarzierilor indica viteza de deplasare redusa in intersectie si rate ridicate ale indicatorului volum/capacitate (v/c). Numarul ciclurilor de semaforizare care nu pot asigura trecerea tuturor vehiculelor (acumulate in sirul de asteptare) pe faza de verde, este ridicat.

Nivelul F (LOS F) indica un nivel al intarzierilor mai mari de 80 s/veh. Acest nivel, considerat inacceptabil de catre majoritatea soferilor, apare adesea in situatia blocarilor in trafic. Din punct de vedere al debitelor care determina

acest nivel ridicat al intarzierilor se poate remarca faptul ca aceasta situatie are loc atunci cand rata fluxului de sosire depaseste capacitatea grupurilor de benzi de circulatie. In cadrul acestui nivel de servicii viteza de deplasare a vehiculelor este redusa si adesea se observa opriri in flux.

Nivelul G (LOS G), $1.00 < ICU = 1.09$: Intersectia este cu 10% - 20% peste capacitatea sa si este probabil sa se inregistreze congestionari de 60 to 120 min pe zi. Cozile de asteptare sunt lungi si pot apare blocaje frecvente.

Nivelul H (LOS H), $1.09 < ICU$: Intersectia este cu 20% peste capacitatea de circulatie si pot apare congestii de peste 120 min pe zi. Cozile de asteptare sunt lungi si pot apare blocaje frecvente.

➤ Intarzieri

Acest parametru definit prin formula lui Webster (H.C.M.2010) indica nivelul intarzierilor cumulant in calcul urmatoarele nivele de intarzieri inregistrate in intersectii: intarzierea uniforma (D1), intarzierea incrementală (D2), Intarzierea reziduala (D3).

$$D = D1 + D2 + D3$$

Pentru a analiza impactul pe care-l genereaza investitia asupra traficului curent în cadrul studiului au fost luate in calcul un numar de 7 intersectii adiacente investitiei din care am retinut pentru concluziile analizei 3:

- ✓ Intersectie str. George Cosbuc – str. Vasile Milea – intersectie nr. 1
- ✓ Intersectie str. George Cosbuc – str. Grivitei intersectie nr.3
- ✓ Intersectia str. Grivitei –ramura str. Grivitei prin spatele Halelor Centrale intersectie nr. 4

Au fost analizate trei scenarii :

- ✓ Situatia existentă – inainte de realizarea investitiei

- ✓ Situatia propusă – după realizarea investitie dar si a lucrărilor de perspectivă
- ✓ Situatia propusă – după realizarea investitie dar si introducerea circulatiei în dublu sens pe str. George Cosbuc între str. Grivitei si str. Vasile Milea

Din analiza efectuată cu softurile de specialitate principalii indicatori se regăsesc în tabelul de mai jos.

Nr. crt.	Număr nod conf schemei din cadrul anexei	ICU (gradul de utilizare a intersecției)		LOS (nivelul de serviciu)	
		Dimineat a	Seara	Dimineata	Seara
Situatia Existentă					
1	Nod 1	19.8 %	21.1 %	A	A
2	Nod 3	24 %	21.3 %	A	A
3	Nod 4	13.8%	1.3	A	A
Situatia propusă					
1	Nod 1	20.3 %	21.6 %	A	A
2	Nod 3	25.0%	22.8 %	A	A
3	Nod 4	13.8 %	14.3 %	A	A
Situatia propusă + dublu sens Cosbuc					
1	Nod 1	20.2 %	21.6 %	A	A
2	Nod 3	24.7%	22.8 %	A	A
3	Nod 4	13.8 %	14.3 %	A	A

Această analiză pune în evidență că indiferent de solutia propusă impactul realizării investitiei asupa circulatiei curente pe drumurile publice adiacente este nesemnificativ.

Totusi desi nu a fost luată în calcul în prezenta analiză exista în zona investitiei o intersectie – str. George Cosbuc / str. Erou Călin Cătălin care nu functioneaza în cele mai bune conditii. In această intersectie în orele de vârf se formează cozi cu lungimi considerabile care uneori ajung chia până în vecinătatea amplasamentului viitoareii investitii. De asemenea se constată că apar probeleme în ceea ce priveste fluenta circulatiei în zona intersectie George Cosbuc/Vasile Milea/Ghe. Doja.

Aceste perturbări sunt generate de traficul pietonal care este foarte intens si necontrolat în această zonă comercială din Municipiul Ploiesti.

In cele mai multe cazuri este necesară interventia agentilor Brigazii de Politie Rutieră pentru a fluidiza circulatia.

❖ Concluzii

In urma analizei efectuate si se poate constata că realizarea investitiei ce face obiectul proiectului de față nu conduce la modificarea conditiilor de desfășurare a traficului în zonă. Asa cum am mentionam mai în cadrul prezentului studiu am analizat două solutii de functionare a parcării :

- 1.Situatia propusă – varianta 1-după realizarea investitie dar si a lucrărilor de perspectivă cu mentinerea circulatiei cu sens unic pe strada George Cosbuc
- 2.Situatia propusă – varianta 2-după realizarea investitie dar si introducerea circulatiei în dublu sens pe str. George Cosbuc între str. Grivitei si str. Vasile Milea

Asa cum am mentionat mai sus **impactul generat de investitie**, în ambele solutii / variante , este identic. Adoptarea solutiei optime de reglementare a circulatiei în zona viitoarei investitii va fi rezultatul unei analize complexe realizată în cadrul studiului de fezabilitate.


Totusi pentru îmbunătățirea fluentei circualtiei, indiferent de solutia ce va fi adoptată, propunem o serie de măsuri privind reglementarea circualtiei în această zonă :

- ✓ Verificarea si optimizarea timpilor de semaforizare pentru intersectia str. George Cosbuc / str. Erou Călin Cătălin
- ✓ Introducerea semafoarelor cu buton pentru trecerile pentru pietoni din zona adiacentă investitiei :
 - intersectia str. George Cosbuc / str. Vasile Milea / str. Ghe. Doja
 - Trecerea pentru pietoni din zona pietei situata pe str. Vasile Milea

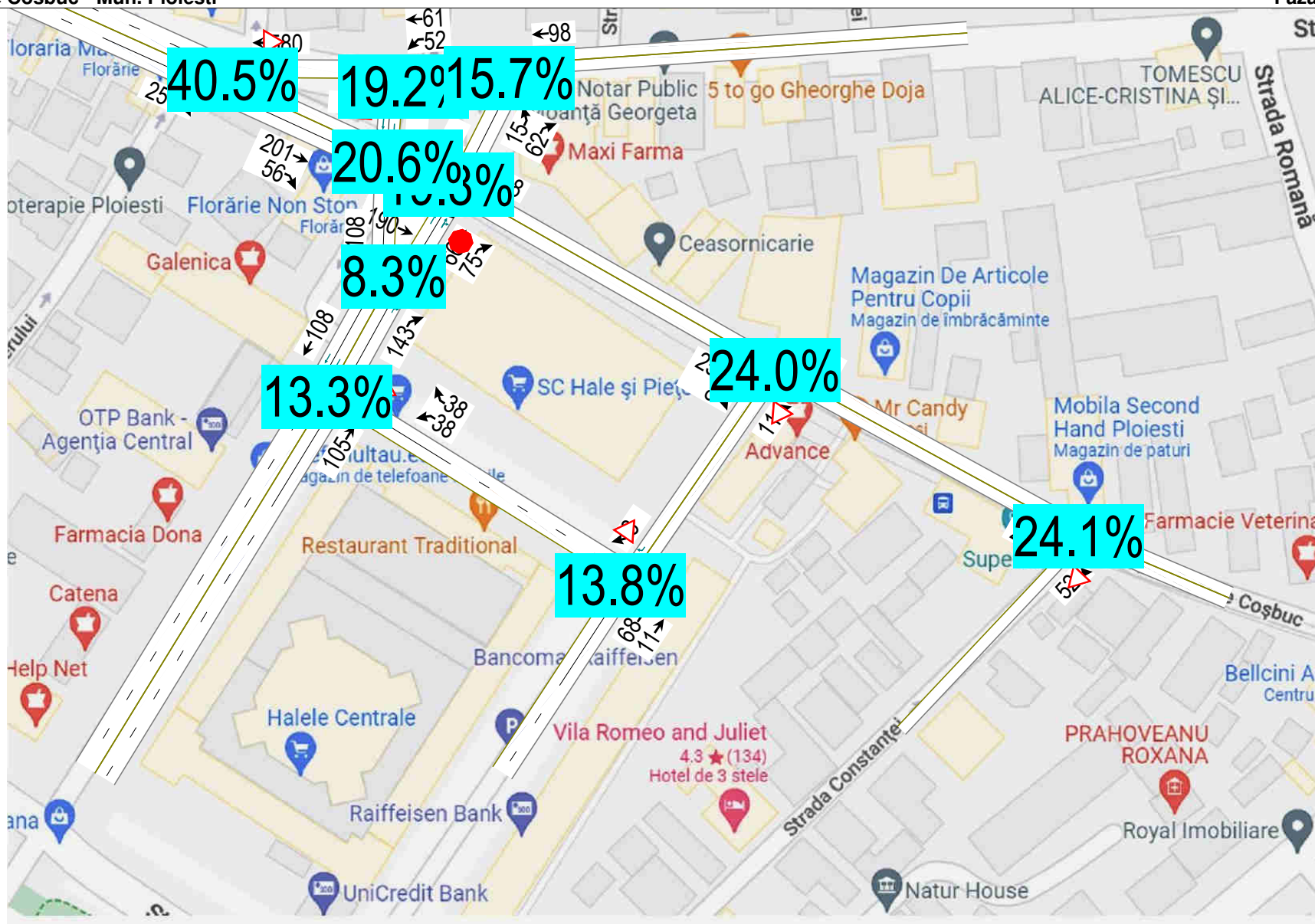
Beneficiar: PRIMĂRIA MUNICIPIULUI PLOIESTI
Proiectant General: S.C. POINT ZERO S.R.L.
Proiectant Specialitate: Via Proiect SRI

Aceste semaforizări vor trebui coordonate și cu semaforizarea de la intersecția str
George Cosbuc / str. Erou Călin Cătălin

Efectul acestor măsuri se va observa în fluidizarea traficului din zonă

















Intocmit.

Ing. Silviu Brateanu























Amenajare parcare
str. Grivita - str. George Cosbuc - Municipiul Ploiesti

Nr. nod:1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	190	0	0	28	0	0	66	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt	0.920											
Flt Protected	0.997											
Satd. Flow (prot)	0	3293	0	0	1739	0	0	3039	0	0	0	0
Flt Permitted	0.997											
Satd. Flow (perm)	0	3293	0	0	1739	0	0	3039	0	0	0	0
Link Speed (k/h)	48			48			48			48		
Link Distance (m)	14.9			99.7			28.3			32.6		
Travel Time (s)	1.1			7.5			2.1			2.4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	207	0	0	30	0	0	72	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	0	0	30	0	0	154	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0			0.0			0.0			0.0		
Link Offset(m)	0.0			0.0			0.0			0.0		
Crosswalk Width(m)	1.6			1.6			1.6			1.6		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control	Free			Free			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.8%				ICU Level of Service A							
Analysis Period (min)	15											

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	268	0	0	28	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	291	0	0	30	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	0	0	30	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.1%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	257	8	0	28	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996					0.865
Flt Protected						
Satd. Flow (prot)	1835	0	0	1842	0	1504
Flt Permitted						
Satd. Flow (perm)	1835	0	0	1842	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	9	0	30	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	288	0	0	30	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.0%	ICU Level of Service A					
Analysis Period (min) 15						

Amenajare parcare
str. Grivita - str. George Cosbuc - Municipiul Ploiesti

Nr. nod:4:



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	0	68	11	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	1504
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	74	12	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	74	12	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Yield	

Intersection Summary

Area Type: Other

Control Type: Unsignalized


















Intersection Capacity Utilization 13.8%

ICU Level of Service A

Analysis Period (min) 15

Amenajare parcare
str. Grivita - str. George Cosbuc - Municipiul Ploiesti

Nr. nod:5:











												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (vph)	0	201	56	0	28	0	0	0	0	0	52	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	218	61	0	30	0	0	0	0	0	57	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	61	0	30	0	0	0	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 20.6%	ICU Level of Service A											
Analysis Period (min) 15												

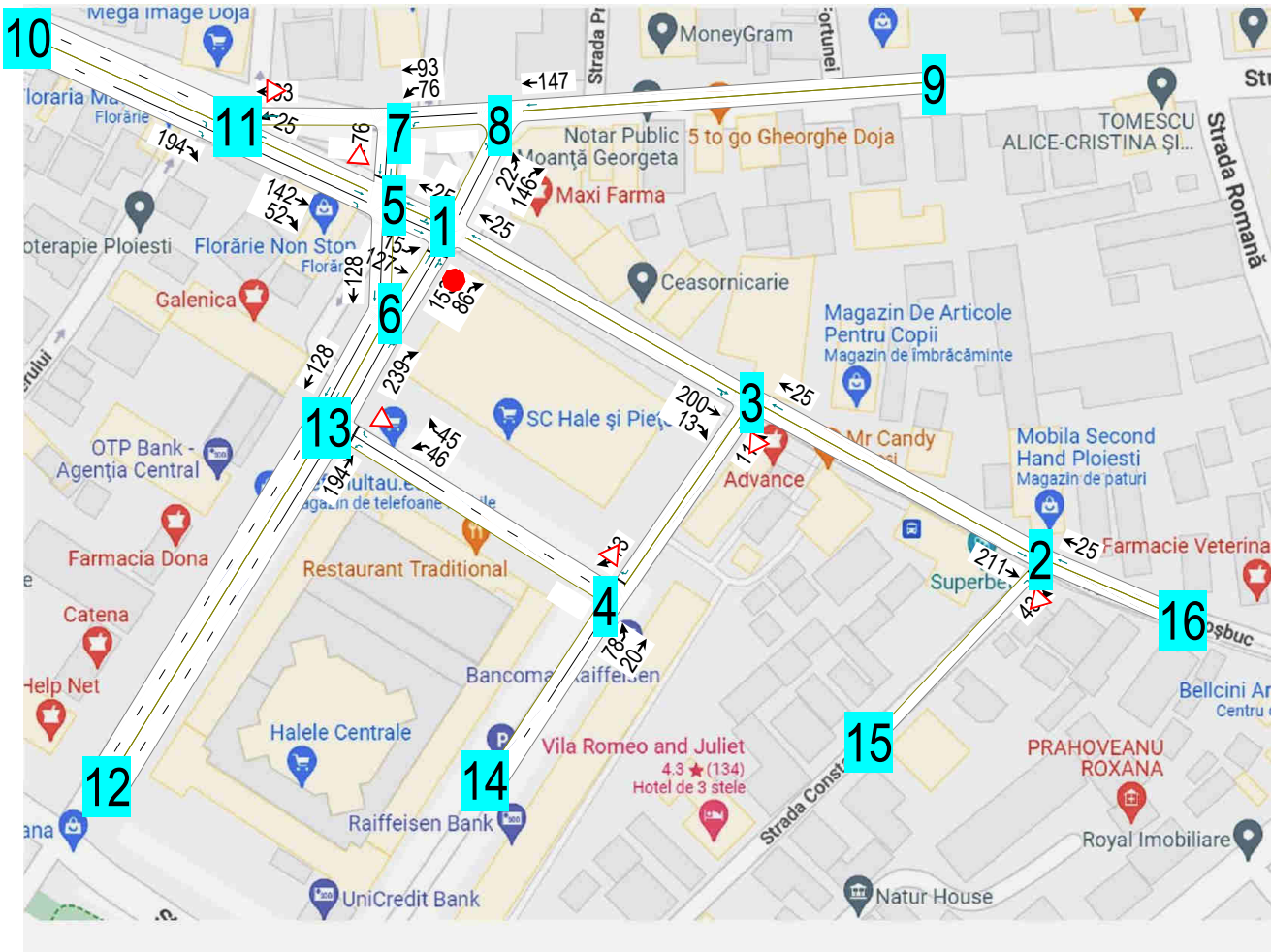
	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↗↗		↖↖		
Volume (vph)	0	143	0	108	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	155	0	117	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	0	117	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 8.3%	ICU Level of Service A					
Analysis Period (min) 15						

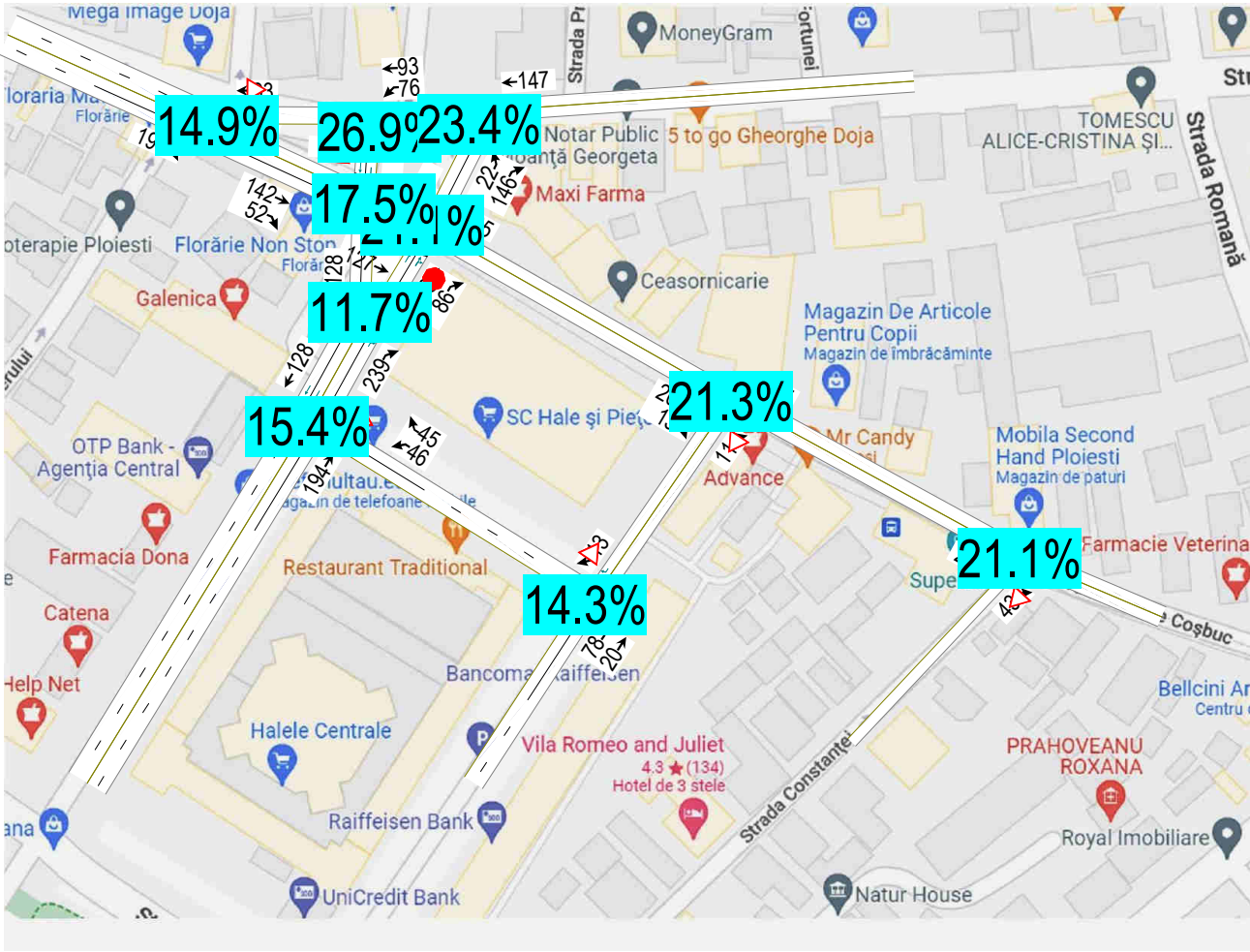
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↗	↖		
Volume (vph)	0	0	52	61	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	57	66	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	57	66	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.2%			ICU Level of Service A		
Analysis Period (min)	15					

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	↗
Volume (vph)	0	0	0	98	15	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	107	16	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	107	16	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.7%	ICU Level of Service A					
Analysis Period (min) 15						

	→	↗	↖	←	↙	↘
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations		↗↗		↖	↙	
Volume (vph)	0	257	0	580	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	279	0	630	30	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	279	0	630	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 40.5%	ICU Level of Service A					
Analysis Period (min) 15						
















						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	38	38	105	0	0	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1652	1478	3303	0	0	3303
Flt Permitted	0.950					
Satd. Flow (perm)	1652	1478	3303	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	41	114	0	0	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	41	114	0	0	117
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 13.3%	ICU Level of Service A					
Analysis Period (min) 15						























Amenajare Parcare
str. Grivita-str. George Cosbuc-Mun. Ploiesti

Nod nr. :1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	127	0	0	25	0	0	153	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.946				
Flt Protected		0.995										
Satd. Flow (prot)	0	3287	0	0	1739	0	0	3125	0	0	0	0
Flt Permitted		0.995										
Satd. Flow (perm)	0	3287	0	0	1739	0	0	3125	0	0	0	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		14.9			99.7			28.3			32.6	
Travel Time (s)		1.1			7.5			2.1			2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	138	0	0	27	0	0	166	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	0	0	27	0	0	259	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 21.1%	ICU Level of Service A											
Analysis Period (min) 15												

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	211	0	0	25	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	0	0	27	0	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	27	0	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.1%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	200	13	0	25	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	1827	0	0	1842	0	1504
Flt Permitted						
Satd. Flow (perm)	1827	0	0	1842	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	14	0	27	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	231	0	0	27	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 21.3%	ICU Level of Service A					
Analysis Period (min) 15						



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	0	0	78	20	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	1504
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	85	22	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	85	22	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Yield	

Intersection Summary

Area Type: Other

Control Type: Unsignalized


















Intersection Capacity Utilization 14.3%









ICU Level of Service A

Analysis Period (min) 15

Amenajare Parcare
str. Grivita-str. George Cosbuc-Mun. Ploiesti










Nod nr. :5:











												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	142	52	0	25	0	0	0	0	0	76	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	154	57	0	27	0	0	0	0	0	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	57	0	27	0	0	0	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 17.5%	ICU Level of Service A											
Analysis Period (min) 15												

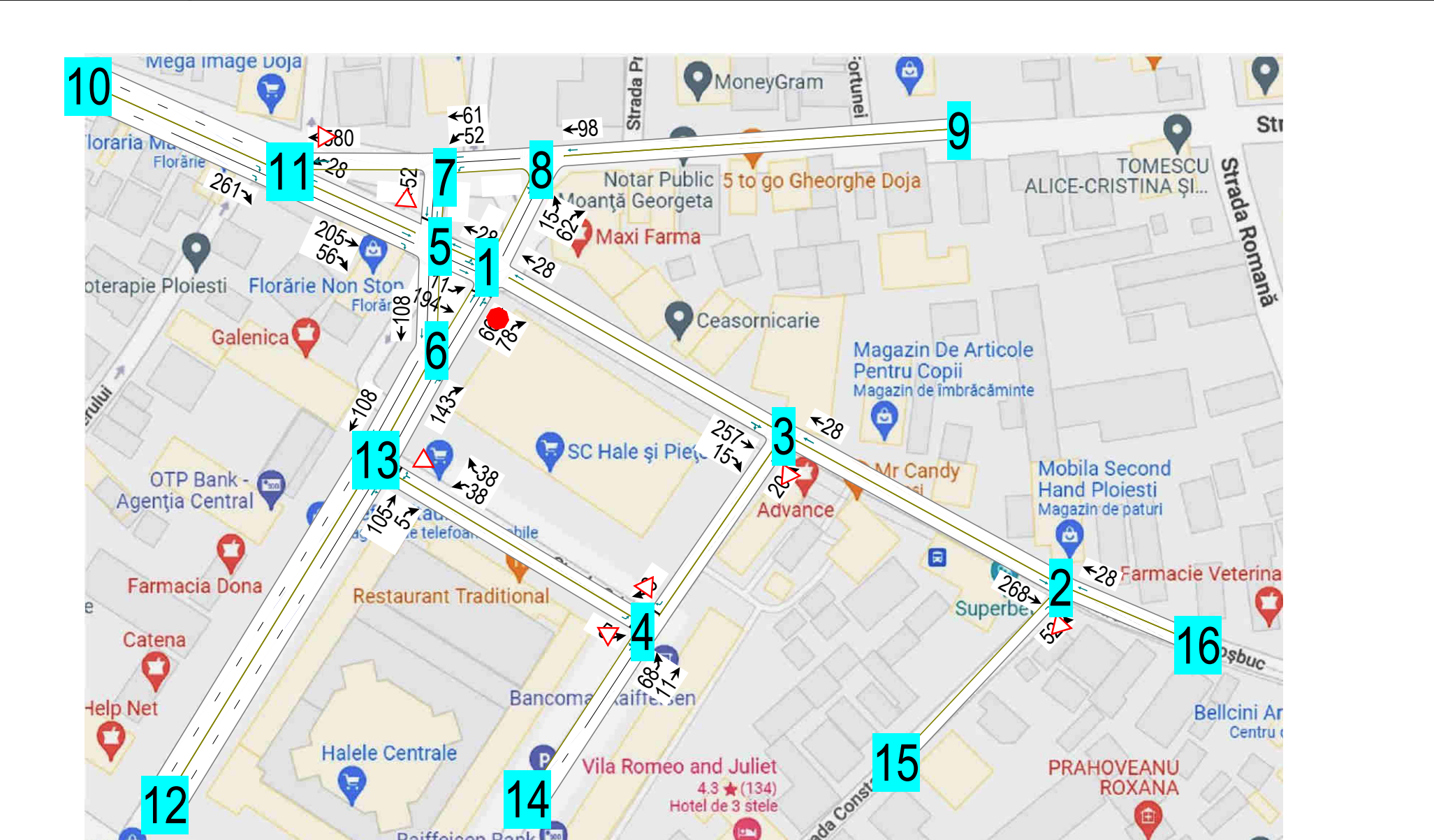
						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	0	239	0	128	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt	0.850					
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	260	0	139	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	260	0	139	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.7%			ICU Level of Service A		
Analysis Period (min)	15					

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			↗	↖		
Volume (vph)	0	0	76	93	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	83	101	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	83	101	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 26.9%	ICU Level of Service A					
Analysis Period (min) 15						

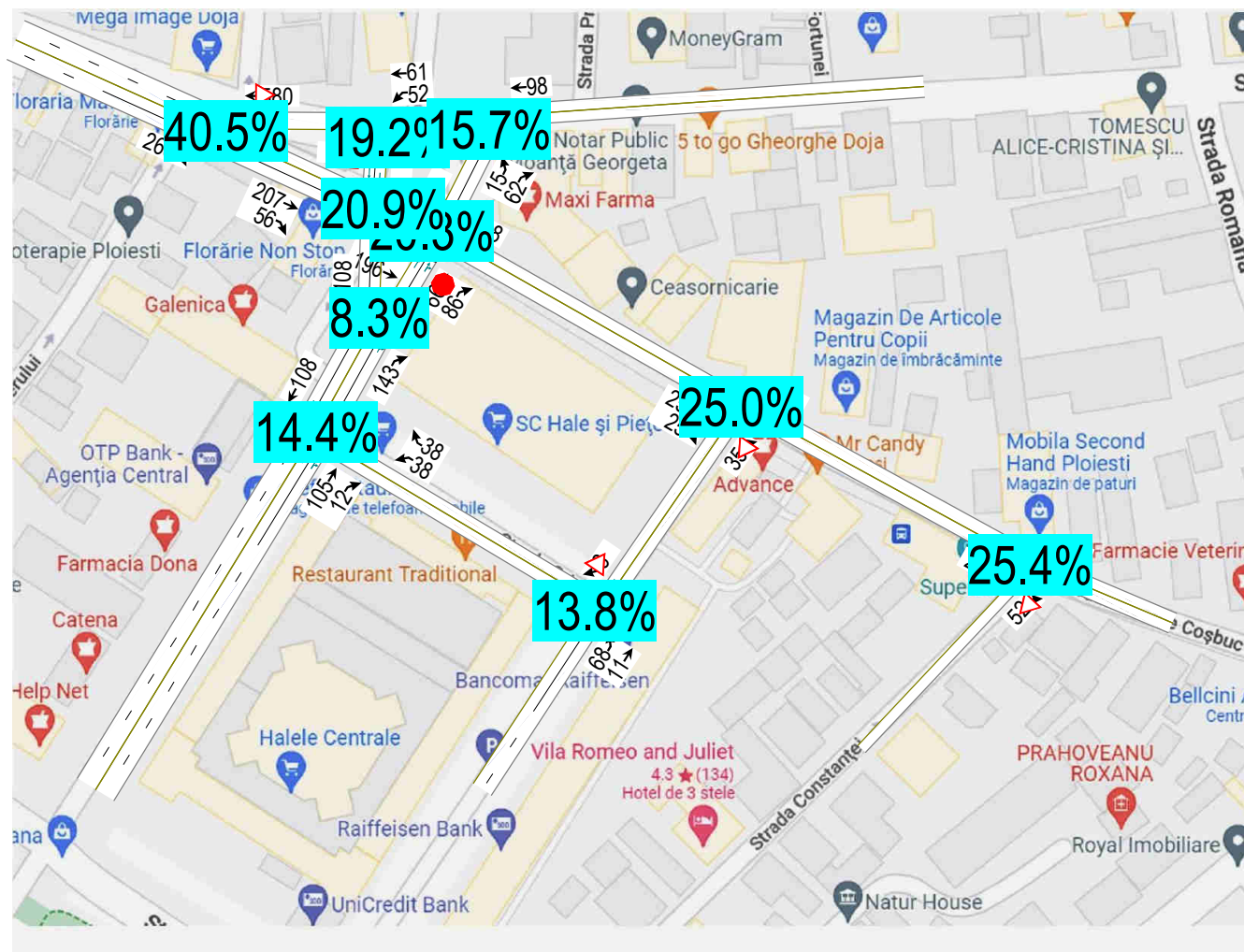
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	↗
Volume (vph)	0	0	0	147	22	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	160	24	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	160	24	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 23.4%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	194	0	93	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	211	0	101	27	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	211	0	101	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 14.9%	ICU Level of Service A					
Analysis Period (min) 15						

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	45	194	0	0	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1652	1478	3303	0	0	3303
Flt Permitted	0.950					
Satd. Flow (perm)	1652	1478	3303	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	49	211	0	0	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	49	211	0	0	139
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 15.4%	ICU Level of Service A					
Analysis Period (min) 15						





























Schema Curentilor de trafic
Codificarea Intersectiilor






















Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti

Nod nr.:1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Volume (vph)	11	196	0	0	28	0	0	66	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt								0.915				
Flt Protected		0.997										
Satd. Flow (prot)	0	3293	0	0	1739	0	0	3022	0	0	0	0
Flt Permitted		0.997										
Satd. Flow (perm)	0	3293	0	0	1739	0	0	3022	0	0	0	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		14.9			99.7			28.3			32.6	
Travel Time (s)		1.1			7.5			2.1			2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	213	0	0	30	0	0	72	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	30	0	0	165	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.3%				ICU Level of Service A							
Analysis Period (min)	15											


















						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	292	0	0	28	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	317	0	0	30	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	317	0	0	30	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.4%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	257	25	0	28	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988					0.865
Flt Protected						
Satd. Flow (prot)	1820	0	0	1842	0	1504
Flt Permitted						
Satd. Flow (perm)	1820	0	0	1842	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	27	0	30	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	0	0	30	0	38
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.0%			ICU Level of Service A		
Analysis Period (min)	15					









						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	0	68	11	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1652	0	1652	1739	0	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1652	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	0	74	12	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	74	12	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Yield			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					










Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti












Nod nr.:5:












												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (vph)	0	207	56	0	28	0	0	0	0	0	52	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850										
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	225	61	0	30	0	0	0	0	0	57	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	61	0	30	0	0	0	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.9%				ICU Level of Service A							
Analysis Period (min)	15											

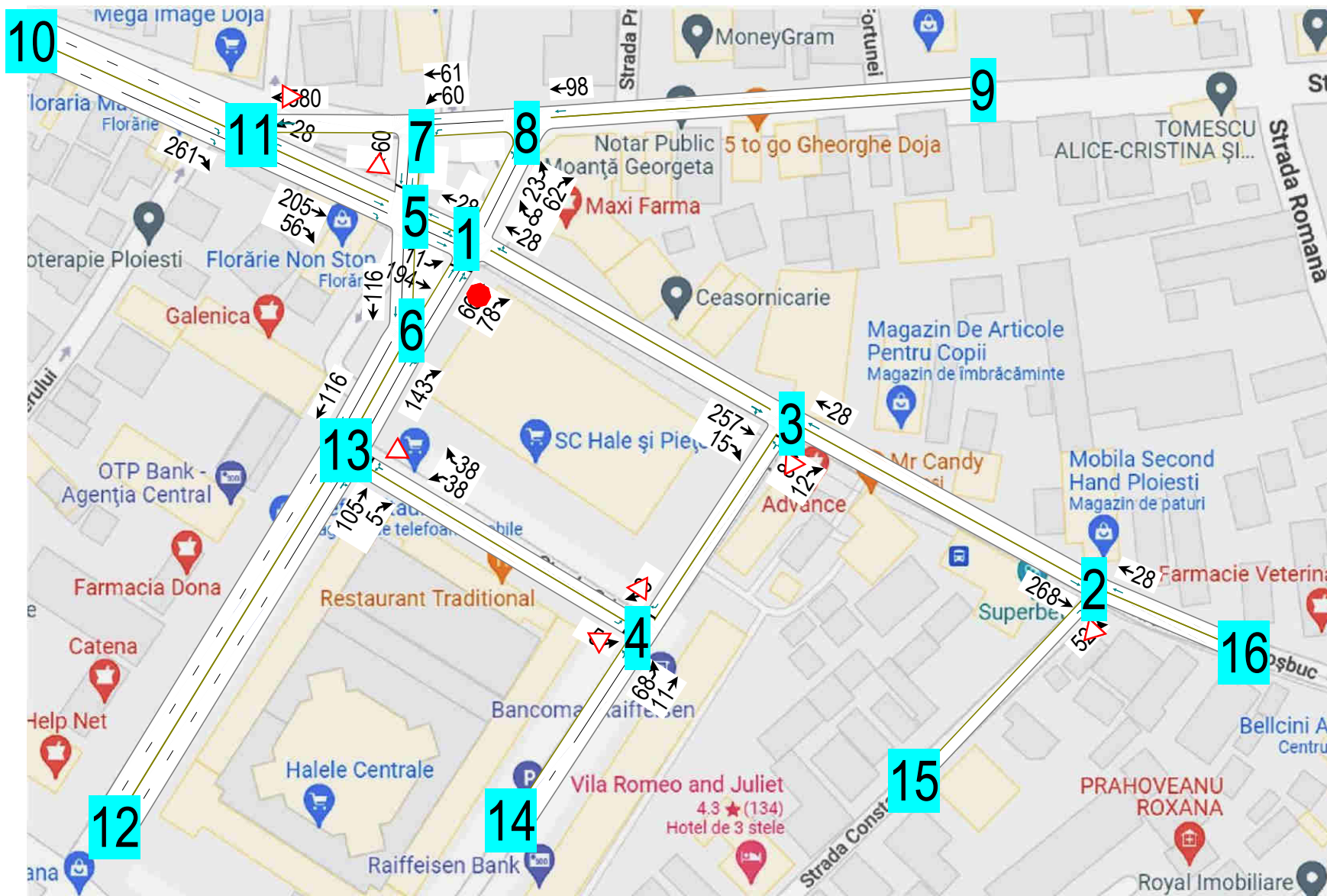
	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↗↗		↖↖		
Volume (vph)	0	143	0	108	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	155	0	117	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	0	117	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	8.3%			ICU Level of Service A		
Analysis Period (min)	15					

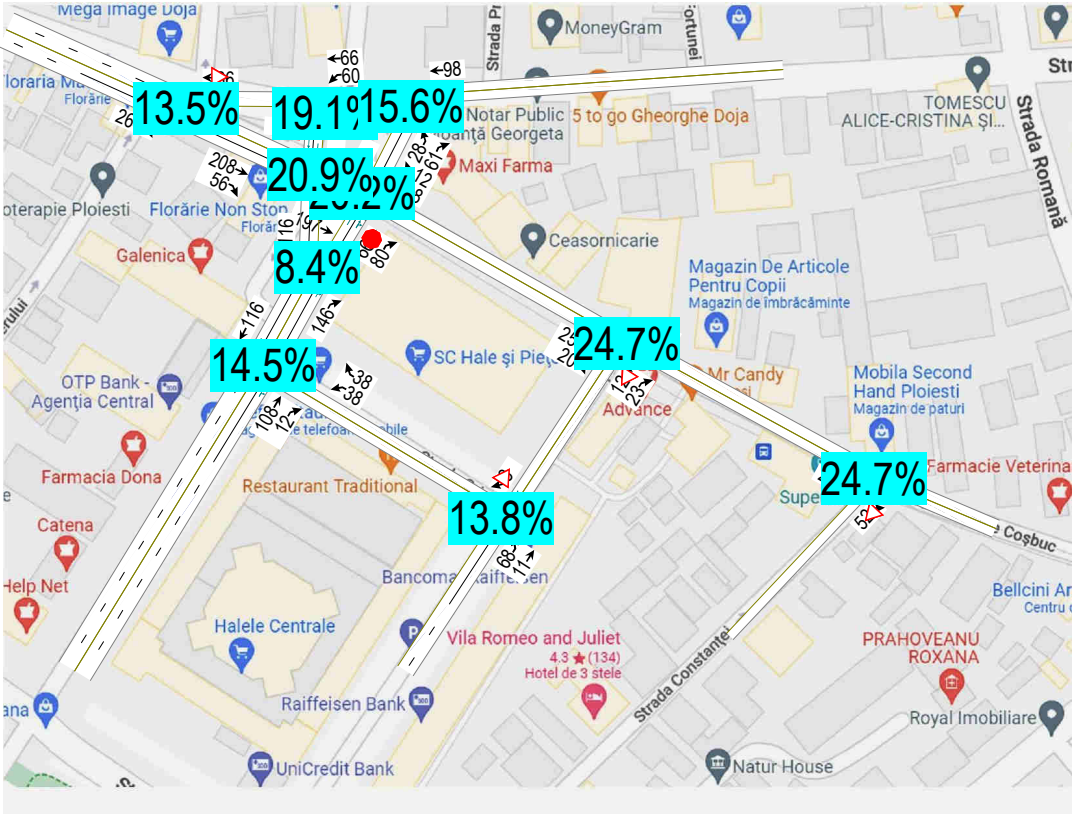
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	52	61	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	57	66	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	57	66	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.2%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	98	15	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	107	16	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	107	16	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations		 			 	
Volume (vph)	0	263	0	580	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	286	0	630	30	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	286	0	630	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 40.5%	ICU Level of Service A					
Analysis Period (min) 15						
















						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (vph)	38	38	105	12	0	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932		0.985			
Flt Protected	0.976					
Satd. Flow (prot)	1581	0	3254	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1581	0	3254	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	41	114	13	0	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	127	0	0	117
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.4%			ICU Level of Service A		
Analysis Period (min)	15					

































Amenaja Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti

Nod nr.:1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	197	0	0	28	12	0	66	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.959			0.918				
Flt Protected		0.997										
Satd. Flow (prot)	0	3293	0	0	1667	0	0	3032	0	0	0	0
Flt Permitted		0.997										
Satd. Flow (perm)	0	3293	0	0	1667	0	0	3032	0	0	0	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		14.9			99.7			28.3			32.6	
Travel Time (s)		1.1			7.5			2.1			2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	214	0	0	30	13	0	72	87	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	43	0	0	159	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	20.2%											
Analysis Period (min)	15											
	ICU Level of Service A											


















						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	280	0	0	28	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	0	0	30	0	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	0	0	30	0	57
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	24.7%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	257	20	0	28	12	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.911	
Flt Protected					0.983	
Satd. Flow (prot)	1824	0	0	1842	1557	0
Flt Permitted					0.983	
Satd. Flow (perm)	1824	0	0	1842	1557	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	22	0	30	13	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	0	0	30	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 24.7%	ICU Level of Service A					
Analysis Period (min) 15						









						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	12	0	68	11	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1652	0	1652	1739	0	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1652	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	0	74	12	0	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	74	12	0	9
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Yield			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.8%			ICU Level of Service A		
Analysis Period (min)	15					

Amenaja Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti










Nod nr.:5:












												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (vph)	0	208	56	0	28	0	0	0	0	0	60	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	226	61	0	30	0	0	0	0	0	65	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	61	0	30	0	0	0	0	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 20.9%	ICU Level of Service A											
Analysis Period (min) 15												

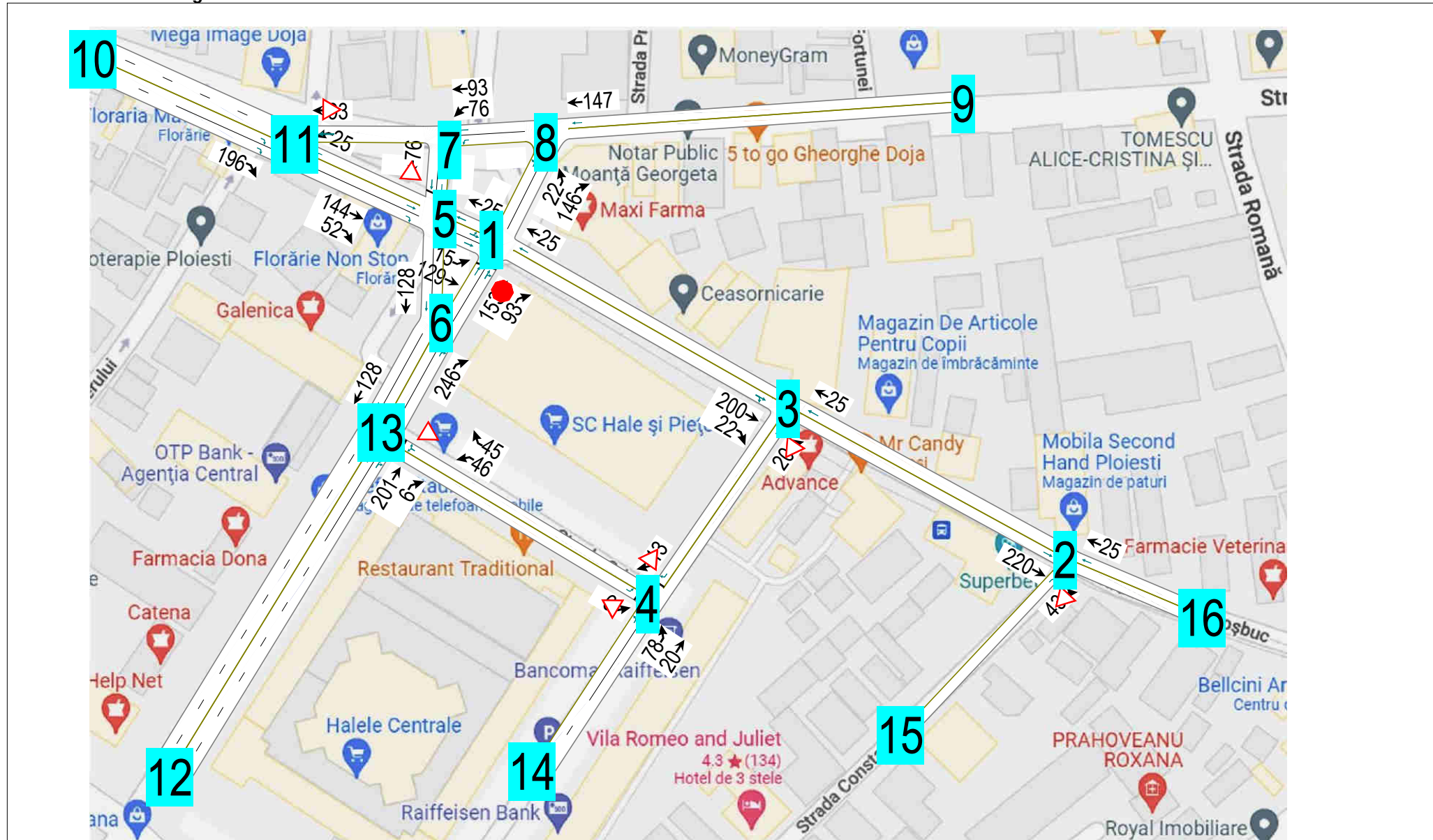
	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↗↗		↖↖		
Volume (vph)	0	146	0	116	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	159	0	126	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	159	0	126	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	8.4%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	60	66	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	65	72	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	65	72	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	19.1%			ICU Level of Service A		
Analysis Period (min)	15					

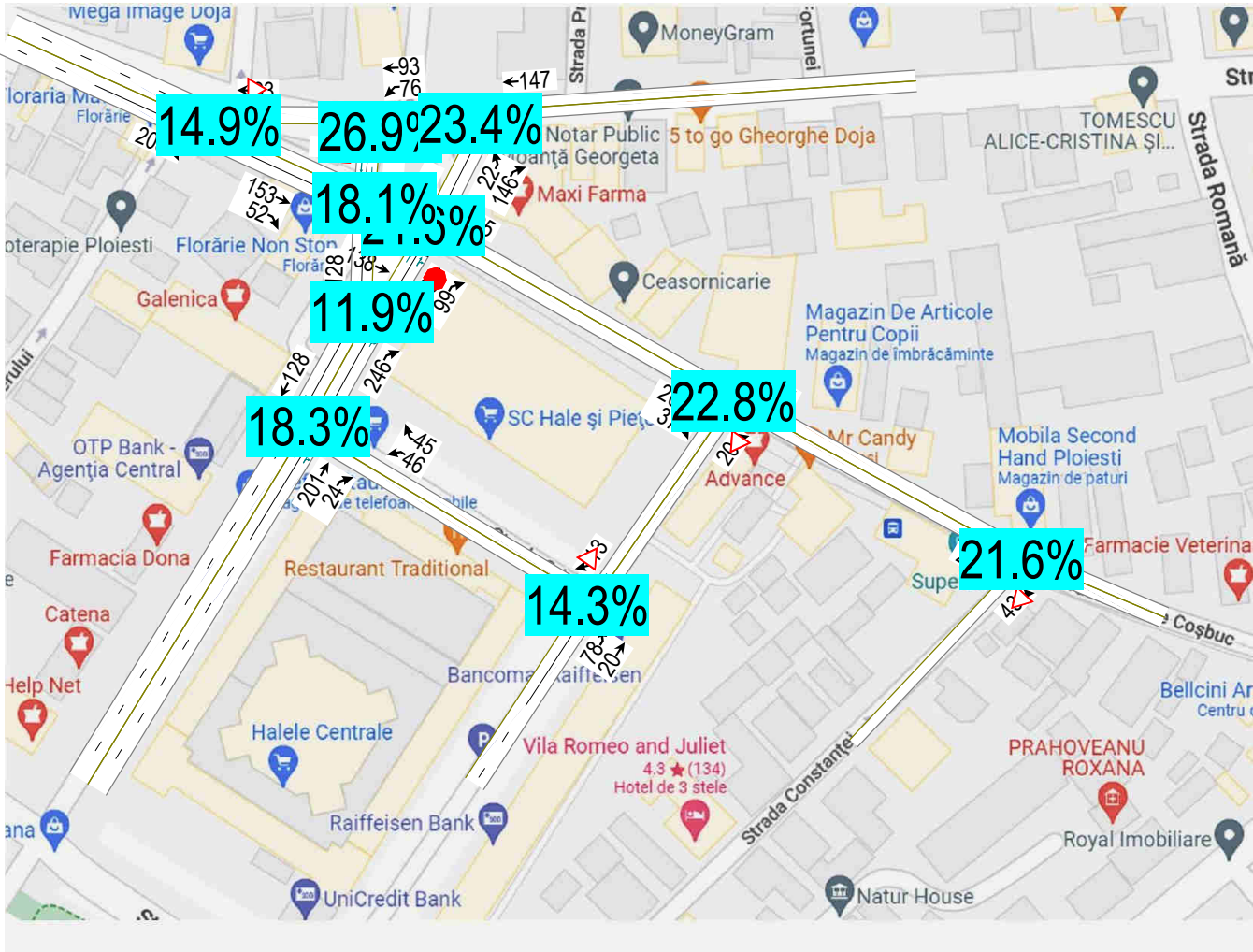
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	↗
Volume (vph)	0	0	0	98	28	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	107	30	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	107	30	66
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	264	0	66	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	287	0	72	30	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	287	0	72	30	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.5%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (vph)	38	38	108	12	0	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.932		0.985			
Flt Protected	0.976					
Satd. Flow (prot)	1581	0	3254	0	0	3303
Flt Permitted	0.976					
Satd. Flow (perm)	1581	0	3254	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	41	117	13	0	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	130	0	0	126
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.5%			ICU Level of Service A		
Analysis Period (min)	15					





























Schema Curentilor de trafic
Codificarea Intersectiilor






















Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun Ploiesti

Nod. Nr.1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Volume (vph)	15	138	0	0	25	0	0	153	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt	0.941											
Flt Protected	0.995											
Satd. Flow (prot)	0	3287	0	0	1739	0	0	3108	0	0	0	0
Flt Permitted	0.995											
Satd. Flow (perm)	0	3287	0	0	1739	0	0	3108	0	0	0	0
Link Speed (k/h)	48											
Link Distance (m)	14.9											
Travel Time (s)	1.1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	150	0	0	27	0	0	166	108	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	0	27	0	0	274	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0											
Link Offset(m)	0.0											
Crosswalk Width(m)	1.6											
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	21.6%											
Analysis Period (min)	15											
ICU Level of Service A												


















						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	220	0	0	25	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	0	27	0	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	0	27	0	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	200	37	0	25	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979					0.865
Flt Protected						
Satd. Flow (prot)	1803	0	0	1842	0	1504
Flt Permitted						
Satd. Flow (perm)	1803	0	0	1842	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	40	0	27	0	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	0	27	0	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.8%			ICU Level of Service A		
Analysis Period (min)	15					









						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	24	0	78	20	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1652	0	1652	1739	0	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1652	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	85	22	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	85	22	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Yield			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.3%			ICU Level of Service A		
Analysis Period (min)	15					

Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun Ploiesti










Nod. Nr.5:










												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (vph)	0	153	52	0	25	0	0	0	0	0	76	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	166	57	0	27	0	0	0	0	0	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	57	0	27	0	0	0	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.1%				ICU Level of Service A							
Analysis Period (min)	15											

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↗↗		↖↖		
Volume (vph)	0	246	0	128	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	267	0	139	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	267	0	139	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.9%			ICU Level of Service A		
Analysis Period (min)	15					

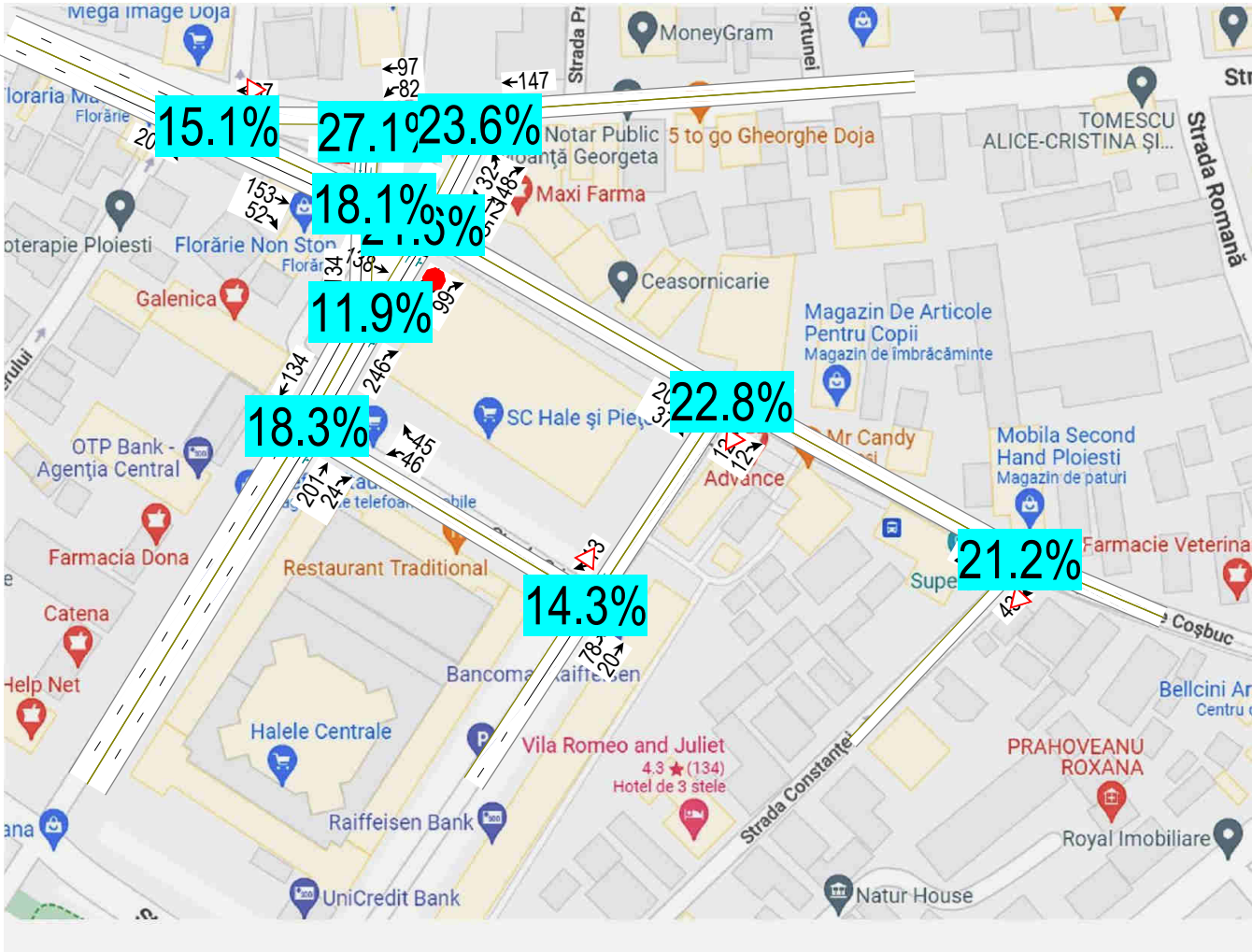
						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	76	93	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	83	101	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	83	101	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.9%			ICU Level of Service A		
Analysis Period (min)	15					

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	↗
Volume (vph)	0	0	0	147	22	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	160	24	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	160	24	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.4%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	205	0	93	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	223	0	101	27	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	223	0	101	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.9%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	46	45	201	24	0	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.933		0.984			
Flt Protected	0.975					
Satd. Flow (prot)	1582	0	3250	0	0	3303
Flt Permitted	0.975					
Satd. Flow (perm)	1582	0	3250	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	49	218	26	0	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	244	0	0	139
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.3%			ICU Level of Service A		
Analysis Period (min)	15					









































Schema Curentilor de trafic
ICU











Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti

Nod. nr:1:

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Volume (vph)	15	138	0	0	25	12	0	153	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.956			0.941				
Flt Protected		0.995										
Satd. Flow (prot)	0	3287	0	0	1662	0	0	3108	0	0	0	0
Flt Permitted		0.995										
Satd. Flow (perm)	0	3287	0	0	1662	0	0	3108	0	0	0	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		14.9			99.7			28.3			32.6	
Travel Time (s)		1.1			7.5			2.1			2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	150	0	0	27	13	0	166	108	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	0	0	40	0	0	274	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 21.6%	ICU Level of Service A											
Analysis Period (min) 15												


















						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	212	0	0	25	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1739	0	0	1739	0	1504
Flt Permitted						
Satd. Flow (perm)	1739	0	0	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.1			43.3	70.2	
Travel Time (s)	6.9			3.2	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	230	0	0	27	0	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	0	0	27	0	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.2%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	200	37	0	25	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1803	0	0	1842	1581	0
Flt Permitted					0.976	
Satd. Flow (perm)	1803	0	0	1842	1581	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	99.7			92.1	70.4	
Travel Time (s)	7.5			6.9	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	40	0	27	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	257	0	0	27	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.8%			ICU Level of Service A		
Analysis Period (min)	15					









						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	24	0	78	20	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1652	0	1652	1739	0	1504
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1652	0	1652	1739	0	1504
Link Speed (k/h)	48			48	48	
Link Distance (m)	92.6			59.4	70.4	
Travel Time (s)	6.9			4.5	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	0	85	22	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	85	22	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			0.0	-1.5	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14	24			14
Sign Control	Yield			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.3%			ICU Level of Service A		
Analysis Period (min)	15					

Amenajare Parcare
str. Grivita - str. George Cosbuc - Mun. Ploiesti










Nod. nr:5:












												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (vph)	0	153	52	0	25	0	0	0	0	0	82	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt		0.850										
Flt Protected												
Satd. Flow (prot)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Flt Permitted												
Satd. Flow (perm)	0	1739	1478	0	1739	0	0	0	0	0	3303	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		49.0			14.9			30.4			20.2	
Travel Time (s)		3.7			1.1			2.3			1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	166	57	0	27	0	0	0	0	0	89	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	57	0	27	0	0	0	0	0	89	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Yield	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.1%				ICU Level of Service A							
Analysis Period (min)	15											

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↗↗		↖↖		
Volume (vph)	0	246	0	134	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2601	0	3303	0	0
Flt Permitted						
Satd. Flow (perm)	0	2601	0	3303	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	36.6			30.4	28.3	
Travel Time (s)	2.7			2.3	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	267	0	146	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	267	0	146	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.9%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	82	97	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	0	0	1652	1739	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1652	1739	0	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.4			28.2	20.2	
Travel Time (s)	3.4			2.1	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	89	105	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	89	105	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	0.0	
Link Offset(m)	0.0			2.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	27.1%			ICU Level of Service A		
Analysis Period (min)	15					

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑	↘	↗
Volume (vph)	0	0	0	147	32	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	1739	1652	1478
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	1739	1652	1478
Link Speed (k/h)	48			48	48	
Link Distance (m)	28.2			122.3	32.6	
Travel Time (s)	2.1			9.2	2.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	160	35	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	160	35	161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	0.0			3.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.6%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	205	0	97	25	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	4.8	3.0	2.4
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	1.00
Frt	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	0	2601	0	2111	1652	0
Flt Permitted	0.950					
Satd. Flow (perm)	0	2601	0	2111	1652	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	63.9			45.4	49.0	
Travel Time (s)	4.8			3.4	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	223	0	105	27	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	223	0	105	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.0	
Link Offset(m)	1.5			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	0.85	1.09	1.20
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Yield	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.1%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Volume (vph)	46	45	201	24	0	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.933		0.984			
Flt Protected	0.975					
Satd. Flow (prot)	1582	0	3250	0	0	3303
Flt Permitted	0.975					
Satd. Flow (perm)	1582	0	3250	0	0	3303
Link Speed (k/h)	48		48			48
Link Distance (m)	92.6		118.1			36.6
Travel Time (s)	6.9		8.9			2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	49	218	26	0	146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	244	0	0	146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Yield		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.3%			ICU Level of Service A		
Analysis Period (min)	15					