



| ITEM | ARM 1 - PINE KNOLL DRIVE - ALIGNMENT | ARM 2 - MCCONNELL DRIVE - ALIGNMENT | ARM 3 - INTERSTATE 19 - ALIGNMENT |
|--------------------------|--------------------------------------|-------------------------------------|-----------------------------------|
| R1 / V1 | N/A | N/A | N/A |
| R2 / V2 | N/A | N/A | N/A |
| R3 / V3 | N/A | N/A | N/A |
| R4 / V4 | N/A | N/A | N/A |
| R5 / V5 | N/A | N/A | N/A |
| R1 / V1 Max | N/A | N/A | N/A |
| Deflection | 0.00 ft | 0.00 ft | 0.00 ft |
| Entry Width (E) | 18.722 ft | 18.722 ft | 19.870 ft |
| Approach Half Width (V) | 10.827 ft | 10.827 ft | 10.827 ft |
| Minimum Half Width (VM) | 0.000 ft | 0.000 ft | 0.000 ft |
| Entry Radius (R) | 110.000 ft | 110.000 ft | 110.011 ft |
| Inscribed Diameter | 19.282 ft | 20.129 ft | 26.546 ft |
| Effective Flare (L) | 0.000 ft | 0.000 ft | 0.000 ft |
| Effective Flare (LM) | 111.561 ft | 106.202 ft | 94.807 ft |
| Next Arm Distance (Dist) | 0.000 ft | 0.000 ft | 0.000 ft |
| Curbside Distance (K) | 0.000 ft | 0.000 ft | 0.000 ft |
| Approach Grade (G50) | 0.0 % | 0.0 % | 0.0 % |
| Entry Angle (Phi) | 31.799 deg | 30.674 deg | 32.899 deg |
| ARCADY LOS | 0.000 | 0.000 | 0.000 |
| RFC | | | |
| Queue | 0.00 | 0.00 | 0.00 |
| Delay | 0.00 | 0.00 | 0.00 |
| Inscribed Diameter | 110.00 ft | | |
| Center Island Diameter | 37.82 ft | | |
| Apron Diameter | 64.06 ft | | |

HEAD UP DISPLAY

| Roundabout 1 | Arm 1 - PINE KNOLL DRIVE - ALIGNMENT | Arm 1 - MCCONNELL DRIVE - ALIGNMENT | Arm 2 - MCCONNELL DRIVE - ALIGNMENT |
|--------------------------|--------------------------------------|-------------------------------------|-------------------------------------|
| R1 / V1 | N/A | N/A | N/A |
| R2 / V2 | N/A | N/A | N/A |
| R3 / V3 | N/A | N/A | N/A |
| R4 / V4 | N/A | N/A | N/A |
| R5 / V5 | N/A | N/A | N/A |
| R1 / V1 Max | N/A | N/A | N/A |
| Deflection | 0.00 ft | 0.00 ft | 0.00 ft |
| Entry Width (E) | 18.722 ft | 18.722 ft | 19.870 ft |
| Approach Half Width (V) | 10.827 ft | 10.827 ft | 10.827 ft |
| Minimum Half Width (VM) | 0.000 ft | 0.000 ft | 0.000 ft |
| Entry Radius (R) | 110.000 ft | 110.000 ft | 110.011 ft |
| Inscribed Diameter | 19.282 ft | 20.129 ft | 26.546 ft |
| Effective Flare (L) | 0.000 ft | 0.000 ft | 0.000 ft |
| Effective Flare (LM) | 111.561 ft | 106.202 ft | 94.807 ft |
| Next Arm Distance (Dist) | 0.000 ft | 0.000 ft | 0.000 ft |
| Curbside Distance (K) | 0.000 ft | 0.000 ft | 0.000 ft |
| Approach Grade (G50) | 0.0 % | 0.0 % | 0.0 % |
| Entry Angle (Phi) | 31.799 deg | 30.674 deg | 32.899 deg |
| ARCADY LOS | 0.000 | 0.000 | 0.000 |
| RFC | | | |
| Queue | 0.00 | 0.00 | 0.00 |
| Delay | 0.00 | 0.00 | 0.00 |
| Inscribed Diameter | 110.00 ft | | |
| Center Island Diameter | 37.82 ft | | |
| Apron Diameter | 64.06 ft | | |

SHEET
1 OF 1

Northern Arizona University
Department of Civil Engineering, Construction Management and Environmental Engineering

NORTHERN ARIZONA UNIVERSITY

| R. NO. | DATE | COMMENTS |
|--------|------|----------|
| | | |
| | | |
| | | |
| | | |

DRAWN BY: L-5510
CHECKED BY: N/A
DATE: 12/04/2017
SCALE: 1" = 20' @ 11" = 15'

CENE 486C: NA TRAFFIC STUDY
ROUNDABOUT DESIGN