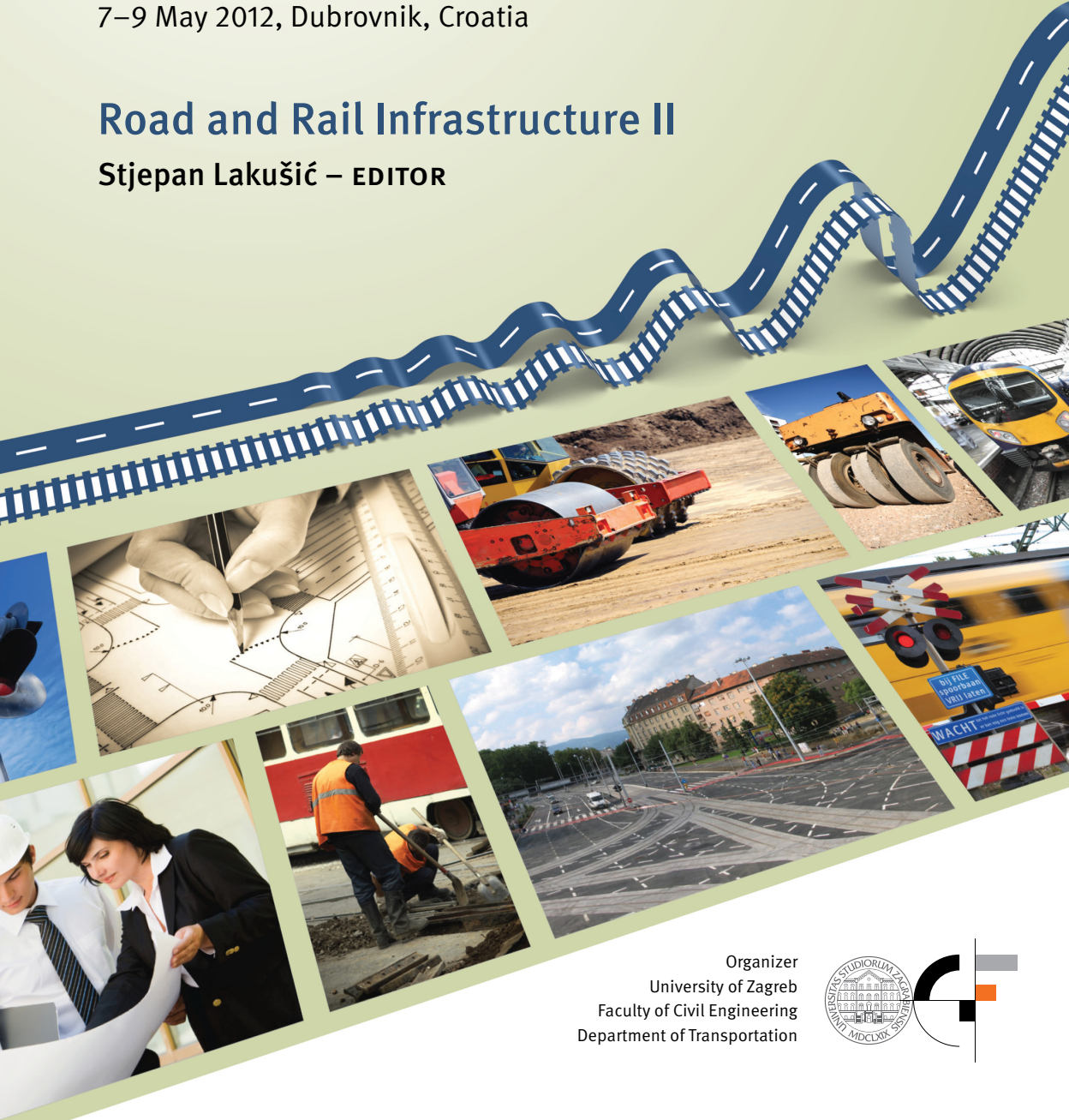


CETRA²⁰¹²

2nd International Conference on Road and Rail Infrastructure
7–9 May 2012, Dubrovnik, Croatia

Road and Rail Infrastructure II

Stjepan Lakušić – EDITOR



Organizer
University of Zagreb
Faculty of Civil Engineering
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Department of Transportation

Faculty of Civil Engineering

University of Zagreb

Zagreb, Croatia

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FOREWORD

The 2nd International Conference on Road and Rail Infrastructure – CETRA 2012 was organized by the University of Zagreb – Faculty of Civil Engineering, Department of Transportation. The Conference is held in Dubrovnik, Croatia. Dubrovnik is the “pearl of the Adriatic coast” and well known phrase related to it states “Those who seek paradise on Earth should come to Dubrovnik and see Dubrovnik”. The First International Conference on Road and Rail Infrastructure – CETRA 2010 is held in Opatija, Croatia. Great interest of participants in topics from the field of road and rail infrastructure during the conference CETRA 2010 in Opatija, where 140 presentations of papers from 29 countries took place, confirmed the soundness of Department for Transportation Engineering's decision on organizing such international event. Positive comments of the participants after the past Conference motivated the Department for Transportation Engineering, Faculty of Civil Engineering at University of Zagreb to continue the organization of such an event in the upcoming years (on a biennial basis).

In the year 2012, 2nd International Conference on Road and Rail Infrastructure – CETRA 2012 has been organized, with the intention of bringing together scientists and experts in the fields of road and railway engineering, giving them another opportunity to present the results of their researches, findings and innovations. Road and railway infrastructure is closely related, but scientific and professional gatherings covering both fields simultaneously are rarely being organized. The growing volume of traffic, both passenger and cargo, demands not only the development of the vehicles themselves (increasing their cargo capacity and speed), but also the timely construction and regular maintenance of infrastructure. It is exactly for this reason that the 2nd International Conference on Road and Rail Infrastructure – CETRA 2012 covers many areas: traffic planning & modelling, infrastructure projects, design of road and rail substructure and superstructure, construction and maintenance process, structural monitoring, urban transport infrastructures, application of recycled materials, innovation and new technology, environmental protection – noise and vibrations and, above all, education, which today has an increasingly important role.

This second Conference CETRA 2012 attracted a large number of papers from 39 countries and 52 Universities. More than 142 papers were presented at the Conference and are contained in these proceedings Road and Rail Infrastructure II. The papers are divided into the following sections: Education, Traffic planning and modelling, Infrastructure projects, Infrastructure management, Road infrastructure planning, Road pavement, Road maintenance, Structures and structural monitoring, Innovation and new technologies, Design of road and railways, Rail track structure, Environmental, Geotechnics, Integrated timetables, Urban transport planning and modelling, Urban transport infrastructure, Vehicles, Traffic safety.

The organizers of the Conference express their thanks to all Businesses and Institutions who helped in organization of this Conference. The Editor is grateful to all the authors for the excellent papers contributed to this book and wishes to thank the members of the International Academic Scientific Committee who participated in the review process. Our gratitude also goes to all the participants for their willingness to come to Dubrovnik and take part in CETRA 2012.

THE EDITOR

Prof. dr. Stjepan Lakušić
May, 2012.

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CONTENTS

FOREWORD	5
KEYNOTE LECTURES	
INNOVATION WITHOUT IMPLEMENTATION EQUALS ZERO	
Klaus Riessberger	19
LIFETIME ENGINEERING FOR ROADS	
Laszlo Gaspar	25
ENERGY AND ENVIRONMENTAL ASPECTS OF HIGH-SPEED RAIL	
Roderick A. Smith, Robert Watson, Jing Zhou	35
NECESSITY TO SUPPORT THE FINANCING OF THE ROAD INFRASTRUCTURE	
Christophe Nicodème	45
1 EDUCATION	
RESEARCH ON COMPETENCES OF STUDENTS OF CIVIL ENGINEERING STUDIES IN THE FIELD OF ROAD CONSTRUCTION	
Zlata Dolaček–Alduk, Sanja Dimter	59
NEARLY 10 YEARS OF TEACHING RAILWAY SIMULATION AT THE VIENNA UNIVERSITY OF TECHNOLOGY	
Katalin Jurecka	67
2 TRAFFIC PLANNING AND MODELLING	
THE ROLE OF A POLICY MADE ROAD CATEGORISATION FOR SUSTAINABLE ROUTE NAVIGATION UNDER NORMAL AND CONGESTED TRAFFIC CONDITIONS	
Koen De Baets	75
BEHAVIORAL ANALYSIS OF DEPARTURE TIME DECISION CONSIDERING REDUNDANCY OF RAILROAD NETWORK	
Kazuyuki Takada, Makoto Fujju, Shigeki Sugiyama	81
TRUCK TRIP GENERATION RATES FOR DIFFERENT TYPES OF FACILITIES IN POLAND	
Tomasz Kulpa	89
CAPACITY VS. RELIABILITY IN RAILWAYS: A STOCHASTIC MICRO-SIMULATION APPROACH	
Giovanni Longo, Giorgio Medeossi	97
USING SIMULATION TO ASSESS INFRASTRUCTURE PERFORMANCE IN MULTICRITERIA EVALUATION OF RAILWAY PROJECTS	
Giovanni Longo, Giorgio Medeossi, Elio Padoano	105
3 INFRASTRUCTURE PROJECTS	
SPECIFICITIES OF PROJECT FOR RAILWAY LINE ON CORRIDOR VIII	
Zoran Krakutovski, Darko Moslavac, Zlatko Zafirovski	115
MODERNIZATION OF RAIL ROUTE 10 – KOSOVO RAILWAYS	
Fitim Shala	123

4 INFRASTRUCTURE MANAGEMENT

EFFICIENT AND CUSTOMER FRIENDLY LUGGAGE LOCKING Bernhard Rüger, Hans-Christian Graf, Burkhard Stadlmann	133
PUBLIC BUSES ON EMERGENCY LANES – A VERY SPECIAL USE OF A MOTORWAY IN AUSTRIA Wolfgang Josef Berger.....	141
THE POLISH SCIENTIFIC RESEARCHES ON ELECTRONIC TOLL COLLECTION AREA Gabriel Nowacki.....	149
THE FIRST EXPERIENCE OF ETC USAGE IN THE SILESIA REGION Aleksander Stadkowski, Grzegorz Twardoch	155
TRACK ACCESS CHARGE ALGORITHMS IN EU RAILWAYS: A DYNAMIC BENCHMARKING Francesca Ciuffini, Stefano Ricci, Giulio Rocco Sitongia	161
A NEW METHODOLOGY FOR ASSESSING THE PERFORMANCE OF ROAD SURFACE MARKINGS Francesco Asdrubali, Cinzia Buratti, Elisa Moretti, Francesco D'Alessandro, Samuele Schiavoni.....	169
A TENTATIVE TOLL MOTORWAY SOLUTION ON DURRES–TIRANA–ELBASAN ROAD CORRIDOR Faruk Jusuf Kaba	177
UNDERSTANDABLE, VISIBLE AND CLEAR INFORMATION TO THE DRIVER – DO WE KNOW HOW TO PROVIDE IT? Uroš Brumec, Aleš Merkun, Nina Verzolac Hrabar	185

5 ROAD INFRASTRUCTURE PLANNING

APPLICATION OF MULTICRITERIA ANALYSIS FOR SELECTION OF ALTERNATIVE IN THE ROAD PROJECTS Aleksandar Glavinov, Zoran Krakutovski, Slobodan Ognjenovic, Katerina Mitkovska–Trendova	195
STRATEGIC TRANSPORT INFRASTRUCTURE IN SOUTH EAST EUROPE: PLANNING EXPERIENCE AND PERSPECTIVES IN THE CONTEXT OF THE EUROPEAN TRANSPORT POLICY Marios Miltiadou, Socrates Basbas, George Mintsis, Christos Taxiltaris, Anthi Tsakiropoulou	203
HIGHWAY A8, SECTION ROGOVIČI–MATULJI, INFLUENCE OF GENERAL PUBLIC ON DESIGN SOLUTIONS Nebojša Opačić, Tomislav Kraljić.....	213
DECISION MAKING PROCESS ON THE ANTWERP OOSTERWHEEL LINK: LESSONS LEARNT Dirk Lauwers.....	221

6 ROAD PAVEMENT

PAVEMENT WIDENING ON ROAD CURVES Željko Korlaet, Tomislav Dobrica, Ivica Stančerić	229
VERTICAL DYNAMIC LOAD IMPACT ON THE PAVEMENT OF AN URBAN FRONT ENGINE BUS Pablo Yugo Yoshiura Kubo, Cassio Eduardo Lima De Paiva.....	237
PAVEMENT DESIGN OPTIMISATION CONSIDERING COSTS AND PREVENTIVE INTERVENTIONS Adelino Ferreira, João Santos	243
DEPENDENCY BETWEEN ROAD SURFACE GEOMETRY AND SKID RESISTANCE Markus Weise, Wolfram Ressel.....	251
RESISTANCE OF ASPHALT COURSES TO PERMANENT DEFORMATIONS IN THE FORM OF RUTS Miroslav Šimun, Andrea Strineka, Tatjana Rukavina.....	259
APPLICATION OF INFRARED CAMERA FOR QUALITY CONTROL DURING PAVING Bojan Milovanovic, Josipa Domitrović, Tatjana Rukavina	267
PAVEMENT SURFACES IN URBAN AREAS Marijana Cuculić, Sergije Babić, Aleksandra Deluka–Tibljaš, Sanja Šurdonja	273
PERMANENT DEFORMATIONS OF ASPHALT MIXTURES FROM PAVEMENT WEARING COURSES Adrian Burlacu, Carmen Răcănel	281
LABORATORY TESTS CONCERNING FATIGUE BEHAVIOR OF ASPHALT MIXTURES Carmen Răcănel, Adrian Burlacu	287

AIRPORT ASPHALT MIXTURES BEHAVIOUR TO FATIGUE AND PERMANENT DEFORMATION Claudia Petcu, Carmen Răcănel	295
THE INFLUENCE OF COMPACTION METHODS ON PROPERTIES OF ASPHALT MIXTURES: IMPACT COMPACTION VS. SLAB COMPACTION Mizan Moges, Carsten Karcher	301
BINDER MOBILIZATION IN RAP AND ITS CONTRIBUTION TO MIX PERFORMANCE X. Carbonneau, F. Lubineau, B. Yvinec, Jean Paul Michaut	309
PERMANENT DEFORMATION OF POLYMER MODIFIED BITUMEN Vesna Oceljić Bulatović, Vesna Rek, Kristina Jurkaš Marković	317
THE COMPARISON BETWEEN WHEEL TRACKING AND TRIAXIAL CYCLIC COMPRESSION TEST ON DIFFERENT ASPHALT MIXTURES Nataša Zavrtnik, Roman Bašelj, Mitja Kozamernik, Goran Turk, Marjan Tušar	327
CREEP RECOVERY BEHAVIOUR OF BITUMINOUS BINDERS—RELEVANCE TO PERMANENT DEFORMATION OF ASPHALT PAVEMENTS Georges A. J. Mturi, Matsopole Nkgapele, Johan O'Connell	335
EVALUATION OF THE EFFECT OF AGGREGATES ANGULARITY ON THE SURFACE PROPERTIES OF HOT MIX ASPHALT Amir Onşori, Burak Sengoz, Ali Topal, Cagri Gorkem	343
COMPARISON OF LOW-TEMPERATURE BITUMINOUS MIXTURES SELECTED PROPERTIES Josef Zak, Jiri Vavricka, Silvia Stefunkova	351
RESEARCH OF ASPHALT LAYERS BONDING IN LITHUANIAN PAVEMENT Audrius Vaitkus, Donatas Čygas, Alfredas Laurinavičius, Viktoras Vorobjovas, Rita Kleizienė	357
ANALYSIS OF THE FLEXIBLE PAVEMENTS TRANSITIONS USING FINITE ELEMENT METHOD Cassio Eduardo Lima De Paiva, Leandro Cardoso Trentin	365
COMPARISON OF THE LABORATORY AND FIELD TESTS USED FOR PAVEMENT DESIGN Lenka Sevelova, Jaroslav Hauser, Alice Kozumplikova	373
7 ROAD MAINTENANCE	
WORLD-CLASS PERFORMANCE BASED MAINTENANCE CONTRACTS – RECENT TRENDS Pekka Pakkala, Antti Talvitie	383
PREDICTION MODEL FOR THE COST OF ROAD REHABILITATION AND RECONSTRUCTION WORKS Jelena Ćirilović, Nevena Vajdić, Goran Mladenović, Cesar Queiroz	389
PRINCIPLES OF ROAD MAINTENANCE BASED ON PERFORMANCE CRITERIA Mihai Dicu, Carmen Răcănel, Adrian Burlacu, Ştefan Marian Lazăr, Claudia Petcu	397
EFFECTIVE ROAD MAINTENANCE WORKS PLANNING Ján Mikolaj, Ľubomír Pepucha, Peter Časnocha, Ľuboš Remek	405
MICRO-SURFACING ON FRENCH HIGHWAYS: RECENT SUCCESSFUL EXPERIENCES Jean-Etienne Urbain, Mario Medved, Eric Layerle, Ivan Kolarić	413
ON A NOVEL OPTIMISATION MODEL AND SOLUTION METHOD FOR TACTICAL RAILWAY MAINTENANCE PLANNING Franziska Heinicke, Axel Simroth, Roberto Tadei	421
SMART MAINTENANCE AND ANALYSIS OF RAILWAY TRANSPORT INFRASTRUCTURE (SMART RAIL) Kenneth Gavin, Irina Stipanović Oslaković, Marko Vajdić, Goran Puž, Velimir Sporčić	429
8 STRUCTURES AND STRUCTURAL MONITORING	
EXTENDING LIFE OF CONCRETE BRIDGE DECKS THROUGH EARLY DETERIORATION DETECTION BY NDE METHODS Nenad Gucunski, Ali Maher, Hamid Ghasemi	439
VIADUCT DESIGNS ON THE SECTION OF THE PAN-EUROPEAN CORRIDOR X IN SOUTH SERBIA Slavica Vucetić-Abinun	447

FINAL DESIGN FOR WIDENING OF BRIDGE OVER NISAVA RIVER, ON THE RIGHT CARRIAGEWAY OF THE MOTORWAY E80: NIŠ–DIMITROVGRAD Jasmina Damnjanović, Igor Stefanović	455
SPECIFIC FEATURES OF A5 HIGHWAY–BRIDGE OVER RIVER DRAVA Vladimir Moser, Sanja Dimter, Ivana Barišić	461
ÖBB RAILWAY BRIDGE CONSTRUCTION – CHALLENGES IN USING THE EUROCODES Thomas Petraschek	469
SOME EXPERIENCES IN PRODUCTION OF CONCRETE MIXES DESIGNS FOR CONSTRUCTION OF CORRIDOR X IN SERBIA Zoran Grdić, Gordana Topličić–Ćurčić, Nenad Ristić, Iva Despotović	477
DEMAND FOR WAYSIDE TRAIN MONITORING SYSTEMS IN THE NETWORK OF SLOVENIAN RAILWAYS Andreas Schöbel, Danilo Vek	485
THERMIC INTERACTION BETWEEN CONTINUOUS WELDED RAIL AND THE BRIDGE Otto Plasek, Vlastislav Salajka, Michal Mrozek, Milos Bratka	491
EXPERIENCES FROM BRIDGE SCOUR INSPECTIONS BY USING TWO ASSESSMENT METHODS ON 100 RAILWAY BRIDGES Damir Bekić, Eamon McKeogh, Igor Kerin, Stephen Hand, Gillian Bruton	499
9 RAIL INFRASTRUCTURE PLANNING	
THE IMPORTANCE OF INDUSTRIAL TRACK IN RAILWAY INFRASTRUCTURE Waldemar Alduk, Sanja Dimter, Zlata Dolaček–Alduk	509
TOURIST POTENTIAL OF THE INDUSTRIAL RAILWAY NETWORK IN BARANYA Sanja Lončar–Vicković, Dina Stober, Zlata Dolaček–Alduk	517
OVERVIEW OF THE RAILWAY LINE ZAGREB–RIJEKA AS PART OF THE SPATIAL–TRAFFIC STUDY OF THE PRIMORJE–GORSKI KOTAR COUNTY AND THE CITY OF RIJEKA Stjepan Kralj	523
ONE MODEL FOR RAIL INFRASTRUCTURE PROJECTS SELECTION Dragana Macura, Rešad Nuhodžić, Nebojša Bojović, Nikola Knežević	533
APPLICATION OF MULTICRITERIA OPTIMIZATION IN THE RAILWAY LINE DESIGNING AT THE GENERAL PROJECT LEVEL Ljubo Marković, Ljiljana Milić Marković, Goran Čirović	539
BENEFITS OF A MANAGED ENVIRONMENT ON A LARGE INFRASTRUCTURE PROJECT Silvano Paolo Gritti, Andrea Amante, Armando Manes	547
APPLICATION OF MULTICRITERIA ANALYSIS FOR SELECTION OF ALTERNATIVE IN THE ROAD PROJECTS Aleksandar Glavinov, Zoran Krakutovski, Slobodan Ognjenovic, Katerina Mitkovska–Trendova	557
STRATEGIC TRANSPORT INFRASTRUCTURE IN SOUTH EAST EUROPE: PLANNING EXPERIENCE AND PERSPECTIVES IN THE CONTEXT OF THE EUROPEAN TRANSPORT POLICY Marios Miltiadou, Socrates Basbas, George Mintsis, Christos Taxiltaris, Anthi Tsakiropoulou	565
INFRASTRUCTURAL PRIORITIES OF MODERNIZATION IN RUSSIA Stanislav Alexandrovich Stepanov	575
USING RAILWAY SIMULATION AS A BASIS FOR INFRASTRUCTURE PLANNING – FOCUSING ON STRUCTURAL CHANGES AT TRAIN STATION EXITS Katalin Jurecka	579
COMPARATIVE ANALYSIS OF ALTERNATIVE FIXED TRACK TECHNOLOGIES FOR THESSALONIKI AIR–LINK CONNECTION Panagiotis Papaioannou, Alexandros Deloukas, Ioannis Politis, Manos Vougioukas	587
AIRPORT ACCESS INFRASTRUCTURE CRITICAL ISSUE OF THE INTERMODAL CHAIN Antonín Kazda	595
RAILWAY AS THE SOLUTION FOR ROAD CONGESTIONS Darja Šemrov, Aleš Pavšek, Franc Zemljič	601

10 RAIL TRACK STRUCTURE

LIGHT RAIL TRACK STRUCTURE COMPARATIVE ANALYSIS Mirjana Tomičić–Torklavić, Vladan Branković.....	609
TECHNICAL PARAMETERS FOR SELECTION OF ELASTIC RAIL FASTENINGS Tatjana Simić.....	617
FWD APPLICATION TO RAILWAY TRACK–BED LAYERS CHARACTERIZATION Simona Fontul, Govind Kamlesh, Francesca De Chiara, Eduardo Fortunato.....	625
TRANSITION ZONES ON THE RAILWAY TRACK – OVERVIEW Marko Vajdić, Irina Stipanović Oslaković, Stjepan Kralj.....	633
INFLUENCE OF USPS ON THE QUALITY OF TRACK GEOMETRY IN TURNOUT Miroslava Hruzikova, Otto Plasek, Jaroslav Smutny, Richard Svoboda.....	641
CONTINUOUSLY WELDED RAIL (CWR) TRACK BUCKLING AND SAFETY CONCEPTS Sanjin Albinović, Mirna Hebib–Albinović.....	649
EFFECTS OF TRAM TRACK DESIGN AND EXPLOITATION PARAMETERS ON GAUGE DIVERGENCE Stjepan Lakušić, Maja Ahac, Ivo Haladin.....	657
ARC WELDING OF GROOVED RAILS – MANUAL METAL ARC WELDING VERSUS FLUX CORED ARC WELDING Stjepan Lakušić, Tamara Džambas, Maja Ahac, Ivo Haladin, Ivan Duvnjak.....	665

11 INNOVATION AND NEW TECHNOLOGY

INNOVATIVE MATERIALS FOR SUSTAINABLE RAILWAY TRACKS – ECOTRACK Stjepan Lakušić, Dubravka Bjegović, Ana Baričević, Ivo Haladin.....	675
GREEN TRACK – ENVIRONMENTAL PERFORMANCE EVALUATION FOR 'GREEN' TRAMWAY SUPERSTRUCTURE Paul Steckler, Brigitte Klug, Florian Gasser, Werner Wehr.....	683
ENERGY CONSUMPTION INDUCED BY OPERATION PHASE OF RAILWAYS AND ROAD INFRASTRUCTURES Alex Coiret, Pierre–Olivier Vandanjon, Romain Bosquet, Agnès Jullien.....	693
RUCONBAR – GREENING THE MARKET OF NOISE PROTECTION SOLUTIONS Stjepan Lakušić, Dubravka Bjegović, Ivo Haladin, Ana Baričević, Marijana Serdar.....	701
FEM DRIVEN DESIGN PROCESS OF INNOVATIVE INTERMODAL TRUCK–RAIL SOLUTION Wieslaw Krason, Tadeusz Niezgodą, Krzysztof Damaziak.....	709

12 ENVIRONMENTAL PROTECTION

DYNAMIC EFFECT OF MOVING LOAD ON ASPHALT PAVEMENT Jozef Melcer, Gabriela Lajčaková.....	719
THE FEASIBILITY OF PIEZOELECTRIC ENERGY HARVESTING FOR CIVIL APPLICATIONS Simon C. Bos.....	727
RAIL ROUGHNESS MEASUREMENT AND ANALYSIS IN FRAME OF RAIL VEHICLE PASS-BY NOISE MEASUREMENTS Stjepan Lakušić, Ivo Haladin, Ante Jukić, Nikola Andrašić, Petar Piplica.....	733
LOW NOISE PAVEMENTS: AVAILABLE SOLUTIONS Jean Paul Michaut.....	739
INTEGRATED NOISE PROTECTION BARRIERS AND SOLAR POWER PLANT ON RIJEKA BYPASS Boris Huzjan, Sanjin–Velebit Pešut.....	745
ROAD TRAFFIC NOISE MODELING AT ROUNDABOUTS Saša Ahac, Vesna Dragčević.....	751
MODELLING THE IMPACT OF TRAFFIC ON QUALITY OF LIFE: SCENARIO EVALUATION FOR THE CITY OF GHENT Dominique Gillis, Dirk Lauwers, Luc Dekoninck, Dick Botteldooren.....	757

13 GEOTECHNICS

AN ALTERNATIVE ANALYSIS FOR DEVELOPING THE SWELLING MODEL FOR EXPANSIVE CLAYS Moshe Livneh	765
EXPRESSWAY CONSTRUCTION ON YOUNG KARST IN BRECCIA (VIPAVA VALLEY, SLOVENIA) Martin Knez, Tadej Slabe	773
LARGE EMBANKMENT NEAR SUHAREKĚ ON THE KOSOVO MOTORWAY Verica Gjetvaj, Ljerka Bušelić	781
THE STUPICA TUNNEL – ROCKFALL PROTECTION Meho Saša Kovačević, Antonia Mirčeta, Lovorka Librić	789
A COMPARISON OF 2D AND 3D NUMERICAL SIMULATION FOR TUNNEL EXCAVATION ACCOMPANIED BY MEASUREMENT RESULTS Mario Bačić, Danijela Marčić, Meho Saša Kovačević	797
PROTECTION MEASURES AGAINST DEBRIS FLOWS, USING FLEXIBLE RING NET BARRIERS IN THE TEUFELSKADRICH, GERMANY Roland Bucher, Corinna Wendeler, Vjekoslav Budimir	805

14 INTEGRATED TIMETABLES

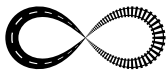
PERIODIC TIMETABLE CONCEPT FOR THE BOSNIA AND HERZEGOVINA RAILWAY NETWORK Dženet Ljevo, Andreas Schöbel	815
ON THE DELIVERY ROBUSTNESS OF TRAIN TIMETABLES WITH RESPECT TO PRODUCTION REPLANNING POSSIBILITIES Sara Gestrelus, Martin Aronsson, Malin Forsgren, Hans Dahlberg	823
INTEGRATED PERIODIC TIMETABLE IN HUNGARY – EXPERIENCES, HELP FOR VISION Viktor Borza, János Földiák	831
TECHNICAL AND TECHNOLOGICAL PRECONDITIONS FOR IMPLEMENTATION OF INTEGRATED TIMETABLE IN REGIONAL PASSENGER TRANSPORT WITH THE REPUBLIC OF SLOVENIA Tomislav Josip Mlinarić, Tihomir Pleša, Ivica Ljubaj	841
TECHNICAL AND TECHNOLOGICAL PRECONDITIONS FOR IMPLEMENTATION OF THE INTEGRATED TIMETABLE IN REGIONAL PASSENGER TRANSPORT IN THE REPUBLIC OF HUNGARY Tomislav Josip Mlinarić, Denis Lauš, Melkior Vilić	847
INTEGRATED PERIODIC TIMETABLE SCHEDULING – TOWARDS AN INTEGRATED TIMETABLE ACROSS CENTRAL EUROPE Stefan Walter	855
THE DEVELOPMENT OF THE INTEGRATED PERIODIC TIMETABLE IN AUSTRIA Helmut Uttenthaler	863
DEVELOPMENT OF PERIODIC TIMETABLE IN THE CZECH REPUBLIC Vít Janoš, Karel Baudyš	869
IMPLEMENTATION OF PERIODIC TIMETABLE IN REGIONAL PASSENGER TRANSPORT OF REPUBLIC OF CROATIA Tomislav Josip Mlinarić, Tihomir Pleša, Inda Balagić	875

15 URBAN TRANSPORT PLANNING AND MODELLING

INFRASTRUCTURE INVESTMENTS AND ITS IMPACT ON REGIONAL ECONOMY – EVIDENCE FROM TWO CASE STUDIES AS STARTING POINT FOR A PLANNING TOOL Roman Klementschtiz	883
THE IMPACT OF THE IMPLEMENTATION OF GREEN WAVE IN THE TRAFFIC LIGHT SYSTEM OF A TRAMWAY LINE – THE CASE OF ATHENS TRAMWAY Christos Pyrgidis, Martha Chatziparaskeva	891
PROGRAM FOR DEVELOPMENT OF BICYCLE TRAFFIC IN THE CITY OF ZAGREB Marijan Ključarić, Krunoslav Tepeš, Hrvoje Pilko	899

MODEL FOR A SHORT – TERM FORECAST OF VEHICLES IN BITOLA TOWN Vaska Atanasova, Lidija Markovik	907
E–MOBILITY IN URBAN AREAS AND THE IMPACT OF PARKING ORGANISATION Harald Frey, Anna Mayerthaler, Paul Pfaffenbichler, Tadej Brezina	915
DEMOGRAPHIC MODEL 'AGE–COHORT' FOR MODELLING OF URBAN MOBILITY IN LONG TERM Zoran Krakutovski	923
APPROACH TO DEALING WITH THE TRANSPORT DEMAND MANAGEMENT IN CITIES WITH THE REVIEW ON CITY OF ZAGREB Marko Slavulj, Davor Brčić, Ljupko Šimunović	929
NEW TRANSPORTATION SYSTEM OF THE CITY OF DUBROVNIK Damir Pološki, Željko Stepan, Igor Majstorović	937
TRAFFIC LIGHTS ON CONSECUTIVE INTERSECTIONS AND PEDESTRIAN CROSSINGS ALONG LINEAR SETTLEMENTS LOCATED ON NATIONAL ROADS Alina Burlacu, Mihai Dicu, Valentin Anton	945
REQUIREMENTS FOR HIGH QUALITY CYCLING INFRASTRUCTURE DESIGN Tadej Brezina, Nikolaus Ibesich, Martin Niegl, Helmut Lemmerer	953
CRITICAL PLANNING AND DESIGN PARAMETERS FOR GARAGES Rudolf Eger	961
FUTURE TRANSPORT NETWORK OF THE CITY OF DUBROVNIK Igor Majstorović, Mario Njegovec, Ana Rigo	969
16 URBAN TRANSPORT INFRASTRUCTURE	
SPEED AS AN ELEMENT FOR DESIGNING ROUNDABOUTS Hrvoje Pilko, Davor Brčić, Nikola Šubić	981
DEVELOPMENT OF METRO ZAGREB PROJECT Davorin Kolić	989
MINI–ROUNDABOUTS IN URBAN AREAS Sanja Šurdonja, Sergije Babić, Aleksandra Deluka–Tibljaš, Marijana Cuculić	997
DESIGN ELEMENTS OF MODERN ROUNDABOUTS Mario Njegovec, Željko Stepan, Ana Rigo	1005
RENAISSANCE OF THE RAILWAY CONNECTION TRSTENA–NOWY TARG Juraj Muzik, Zuzana Gocálová, Andrej Villim, Janka Šestáková, Lubomír Pepucha	1013
17 VEHICLES	
BOARDING ACCESSIBILITY TO TRAIN VEHICLES FOR EVERYONE Bernhard Rüger, Goran Simic	1019
RAILWAY INTERIORS IN ORDER TO REDUCE DWELL TIME Bernhard Rüger	1027
VIRTUAL ROAD MODELS FROM DYNAMIC MEASUREMENTS Kai Tejkl, Wolfram Ressel	1033
IDEA AND TESTS OF THE RAILWAY WAGON WITH A ROTATABLE PLATFORM FOR INTERMODAL TRANSPORT Tadeusz Niezgodza, Wieslaw Krason, Wieslaw Barnat	1041
18 TRAFFIC SAFETY	
SAFETY MEASURES ON RAIL AND ROAD ENGINEERING STRUCTURES – A COMPARATIVE ASSESSMENT Christos Pyrgidis, Fotini Kehagia	1051
CONTROL SYSTEM FOR TRAINS IN MOVEMENT Dobrinka Atmadzhova, Emil Dimitrov, Nencho Nenov	1059

ENSURING SAFETY OF OPERATION BY AUTOMATIC MEASUREMENT OF ROLLING STOCK WHEELS GEOMETRY Janusz Madejski.....	1067
THE ANALYSIS OF TRAFFIC ACCIDENTS ON LITHUANIAN STATE ROADS Stanislav Mamčič, Henrikas Sivilevičius.....	1077
ANALYSIS OF ROAD TRAFFIC SAFETY AFTER THE CONSTRUCTION OF THE FULL PROFILE OF THE RIJEKA–ZAGREB MOTORWAY Željko Denona, Boris Huzjan, Tatjana Matković.....	1085
INTEGRATING HUMAN FACTOR IN THE ANALYSIS OF THE INTERACTION 'TRAM – CAR DRIVERS' Fatiha Moutchou, Abdelghani Cherkaoui, El Miloudi El Koursi.....	1093
METHODOLOGY FOR SAFETY PERFORMANCE ASSESSMENT OF HIGHWAY INFRASTRUCTURE – ISSUES, RECENT APPLICATIONS AND FUTURE DIRECTIONS Bhagwant Persaud.....	1101
DRIVER'S DISTRACTION AND INATTENTION PROFILE IN TYPICAL URBAN HIGH SPEED ARTERIALS Eleni Misokefalou, Nikolaos Eliou.....	1109
SIGHT DISTANCE TESTS AT ROAD INTERSECTIONS WITH UNFAVOURABLE ANGLES Ivica Stančerić, Željko Korlaet, Vesna Dragčević.....	1117
THE BEHAVIOUR OF PASSIVELY SAFE ROADSIDE COLUMNS IN IMPACT WITH VEHICLES Višnja Tkalčević Lakušić, Stjepan Lakušić.....	1129
ACCIDENTS AT THE LEVEL CROSSINGS IN LITHUANIAN RAILWAYS Inesa Gailienė, Vaidas Ramūnas, Kęstutis Skerys.....	1139
ANTI–SLIP RUBBER BASE FOR PEDESTRIAN CROSSINGS Marko Hoič, Igor Keser.....	1147
A MODEL FOR ASSESSING COLLISION RISK ON AUTOMATIC LEVEL CROSSINGS Mohamed Ghazel.....	1151
SAFETY OF TRAFFIC ON RAIL-ROAD CROSSINGS WITH SPECIAL REVIEW OF EU DIRECTIVES ON TRAFFIC SAFETY- PROPOSALS FOR IMPROVEMENTS Georg–Davor Lisicin, Igor Novačić.....	1159
AUTHOR INDEX.....	1169



SPEED AS AN ELEMENT FOR DESIGNING ROUNDABOUTS

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Abstract

The increasing construction and implementation of roundabouts in the last 20 years is a result of a need for capacity increment, as well as the safety level increment on road intersections at-grade. Designing and shaping roundabouts, especially in urban areas, represents a complicated problem with a number of different conditioned elements that need to be satisfied. Geometrical elements such as the dimension of the outer roundabout diameter and number and width of the lanes considerably affect the trajectory of the vehicle's path through the intersection, respectively the vehicle speed that has an immediate effect on the safety and the capacity of the roundabout. Through a depiction of four existing roundabouts in the City of Zagreb, this paper will analyze the speed as an important roundabout designing factor. The research results will provide guidelines for roundabout designers, considering that the design speed is in correlation with the measured actual vehicle speed on a roundabout.

Keywords: roundabouts in urban areas, modelling and designing, vehicle movement trajectory vehicle speed

1 Introduction

Modelling and designing roundabouts with small diameters ($D_v \leq 35\text{m}$) in urban areas, presents a complicated task where a series of conditioned elements must be satisfied. Geometrical elements such as the inscribed circle radius and the number and width of the approaching lanes considerably affect the shape of vehicle movement trajectory through the intersection, i.e. the speed of the vehicles that has direct impact on the roundabout safety and capacity. A well-designed roundabout reduces the relative speeds between conflicting traffic streams by requiring vehicles to negotiate the roundabout along a curved path. Therefore, the ability to predict the vehicular speeds through the roundabout in the preliminary design is an important element while designing and modelling roundabouts. This paper will show an analysis of four roundabouts in the City of Zagreb, as well as the predicted speed on the roundabout entrance, circulatory roadway and exit in relation with the actual measured speeds of the analyzed intersections.

2 The speed on the vehicle path through roundabout

2.1 Design speed

Achieving the adequate speed throughout the roundabout results in accident possibility decrement, and also in intersection capacity increment. With the increment of the trajectory curve, the speed between the vehicles entering the circulatory roadway decreases as well as the speed of the vehicles already in the roundabout. Thus, the number of traffic accidents that happen while entering or exiting the circulatory roadway considerably decrease. However, on

roundabouts with multilane roundabouts (on circular roadways and approach legs) increasing vehicle path curvature creates greater side friction between adjacent traffic. This could result in traffic accident increment caused by the interlacing of vehicles or their overrunning the roadway [6]. Therefore, with the goal of decreasing traffic accidents for every roundabout type an optimum design speed is suggested (Figure 1) [6].

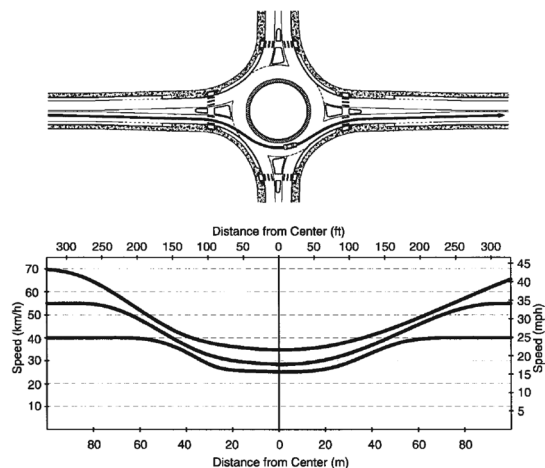


Figure 1 Depiction of the design speed values for a single-lane roundabout [6]

Table 1 shows maximum recommended values of the design speed for a vehicle entering a roundabout.

Table 1 Maximum recommended design speed for a vehicle entering a roundabout [2, 6]

Roundabout type	Maximum recommended design speed at the roundabout entrance [km/h]
Mini roundabout (RKT _m)	25 [km/h]
Small, single-lane ⁽¹⁾ roundabout (RKT _M)	35 [km/h]
Small, double-lane ⁽²⁾ roundabout (RKT _M)	40 [km/h]
Medium, single-lane (RKTSV)	40 [km/h]
Medium, double-lane (RKTSV.2)	50 [km/h]

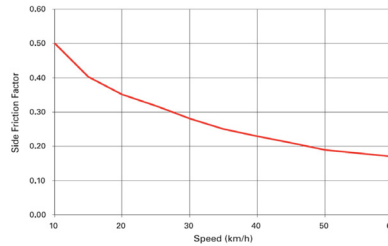
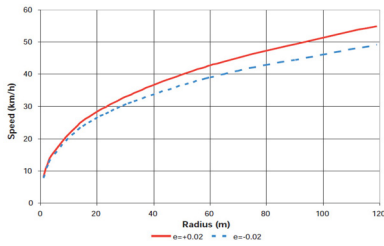
Calculating the design speed is based on the radii of the vehicle path as shown:

$$V = \sqrt{127R(e + f)} \quad (1)$$

where: V = design speed [km/h], R = radius [m], e = superelevation rate [m/m], f = side friction factor [6].

Adherence between the pneumatic and the roadway is important for the stability and the safety of the vehicle movement through the roundabout, i.e. for the safer negotiation of the vehicle path. Superelevation values are usually assumed to be +0.02 for entry and exit curves and -0.02 for curves around the central island. Values of the side friction factor depend on the vehicle speed, the roadway type and the condition of the roadway (Figure 2.).

The design speed shouldn't differ considerably from the actual roundabout speed, and should be in correlation with other design parameters, respectively with the presumed traffic environment [4, 6].



a) vehicle speed and diameter relation b) side friction factor and vehicle speed relation

Figure 2 Relation depiction; a) diameter of the vehicle path and vehicle speed b) vehicle speed and side friction factor [6]

2.2 Vehicle path through the roundabout

For determining the speed on the roundabout, it is necessary to determine the fastest vehicle path allowed by the geometry (the trajectory that allows the maximum vehicle speed through the roundabout). While determining the vehicle path it is assumed that there is no other traffic or marked traffic lanes. Therefore, the vehicle can move freely through the approach leg, the approach entrance, around the central island, and towards the exit. It can be noticed that every vehicle path is characterized by three radii: the entry path radius, circulating path radius and the exit path radius. It is assumed that the vehicle is 2 m wide, and that it will maintain a minimum clearance of 0.5 m from a roadway centerline or concrete curb and the drawn edge of the splitter island. Therefore, the centerline of the vehicle path is 1.5 m away from a roadway centerline, 1.5 m away from the concrete curb and 1.0 m away from the drawn line of the splitter island (Figure 3.) [4, 6].

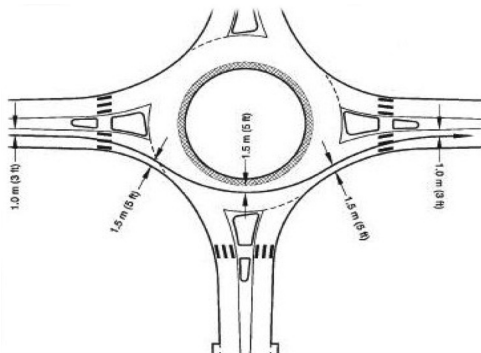


Figure 3 Layout of the fastest vehicle path through a roundabout [6].

The fastest vehicle path for the drive through manoeuvre is a series of reverse curves (to the trajectory on the right a trajectory on the left continues, and then a right trajectory again takes place). In cases with no central island the vehicle path will be straight. Therefore, the radius of reverse curve depends on the smallest radius that usually appears while the vehicle turns around the central island. For all the approaches it is necessary to sketch the fastest vehicle paths, which can be done by using the AutoCAD tool [1, 4, 5, 6].

2.3 Vehicle path radii on roundabouts

With the goal of achieving an adequate design speed for the fastest vehicle path it is necessary to check the consistency/permanence for all movements. Speed consistency results in a higher level of traffic safety by decreasing the speed difference among conflicting traffic flows. Also, it simplifies the task of merging into the conflicting traffic stream, minimizing critical gaps, thus optimizing entry capacity. Therefore, for each approach it is necessary to check five critical radii: R_1 – entry path radius; R_2 – circulating path radius; R_3 – exit path radius; R_4 – left-turn path radius; R_5 – right-turn path radius (Figure 4.). It is necessary to note that the values of these radii are not equal to the presumed curb radii [4, 6].

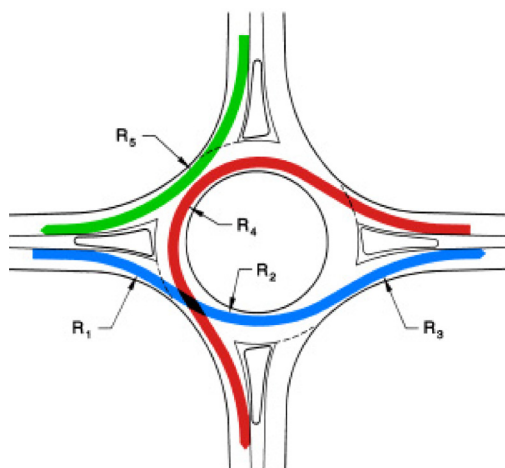


Figure 4 Vehicle path radii [6]

It is desirable that on the fastest vehicle path, R_1 is smaller than R_2 , which on the other hand needs to be smaller than R_3 . This ensures that speeds will be reduced to their lowest level at the roundabout entry and will thereby reduce the likelihood of loss-of-control crashes. In cases where the $R_1 < R_2$ condition is not possible to satisfy, then it is necessary that R_1 is greater than R_2 provided the relative difference in speeds is less than 20 km/h. At mini and small roundabouts with higher intensity of pedestrian traffic, and with the goal of maximizing exit speeds, it is desirable that the exiting radii are equal or inconsiderably greater than R_2 . By checking the values of the radius R_4 the condition that maximum speed difference between the entrance flow and the circulatory roadway flow is smaller than 20km/h is assured. The design speed for the R_5 radius should be the same as the maximum design speed of the whole roundabout and not higher than 20km/h from the design speed of the R_4 radius, which has a conflict point with the R_2 [4, 6].

3 Analysis of the research results

The analysis of the speed on the vehicle movement trajectory in the conditions of a normal flow has been conducted on four single-lane roundabouts with four single-lane approaches, situated in central and periphery part of Zagreb. Design parameters of the observed roundabouts are shown in Table 2. Because of the design characteristics of the chosen roundabouts and analyzed traffic flow movements, speed on the vehicle path through a roundabout from every leg approach has been analyzed. The vehicle speed at the entrance (V_1), in the roundabout (V_2) and at the roundabout exit (V_3) was measured, as well as the corresponding radii (R_1 ,

R_2 and R_3). Speed on right turns (V_4) and left turns (V_5) through the roundabout, respectively the radii (R_4 and R_5) because of previously mentioned reasons are not the research topic. Measurements of the approaching vehicle speed were done in cooperation with The Ministry of the Interior on the 07.07.2008., Tuesday, in morning peak-hours, in intervals of 5, 10 and 15 minutes. Meteorological conditions were appropriate, it was mostly sunny with slight clouds which allowed good visibility on all intersections, and the roadway was dry. In accordance with the specifics of analyzed intersections, and needed information on the traffic flow speed and technical characteristics of the instrument a MULTANOVA 6F instrument was chosen and used. During measurements a police automobile without police markings was used along with an officer in a civil uniform, in order to reduce the possibility of spotting the police, which could affect the driver reactions [1, 5]. Measurements of the approaching speed, the speed in the circulatory roadway, and the speed at the roundabout exit were done on the 15.09.2011., Thursday, in the morning peak-hours, in intervals of 15 minutes with a GPS installed in a personal vehicle. Also, meteorological conditions were appropriate, sunny weather enabled good visibility on all intersections, and the roadway was dry.

Table 2 Design elements of chosen roundabouts [1, 5]

Red. br.	Oznaka	Naziv raskrižja/prometnice	Kružni kolnik				Privozi			Napomena
			D_v [m]	D_u [m]	tk [m]	q [±%]	n [-]	b_p [m]	uvoz/izvoz [m]	
01.	a) m -	Mini RKT ($D_v \leq 26$ m)	20,0	6,0	7,0	-1,5	3	7,1	3,5/3,6	1/1
	RKTm	Sveti Duh - Kunišćak								
02.	b) M -	Mala RKT (22 m $\leq D_v \leq 35$ m)	25,0	12,0	6,5	-1,5	4	8,0	3,5/4,5	1/1
	RKTM	Petrova - Jordanovac								
03.	RKTM	Vočarska - Bijenička	22,0	13,0	4,5	-3,0	4	8,0	4,0/4,0	1/1
04.	RKTM	Radnička cesta - Petruševac 1.	40,0	28,0	6,0	-0,5	4	6,5	3,0/3,5	1/1

Depiction: D_v – outer roundabout diameter [m], D_u – inner roundabout diameter [m], tk – circular roadway width [m], q – superelevation rate on circular roadway gradient [±%], b_p – approach leg width [m].

Table 3 shows data acquired with speed measurements for vehicle movement trajectories through the roundabout. The design speed of the roundabout was calculated in accordance with the formula (1) with the help of measured radii in the layouts [4, 5, 6], while on the specimen of 50 measurements the average measured vehicle speed was depicted, as well as the deviating values.

Table 3 Design speed and average measured vehicle speed on chosen intersections

Naziv raskrižja / Oznaka privoza	Poluprijer trajektorija			Projektna brzina			Broj mjerenja N	Izmjerena prosječna brzina			Odstupanje od projektne brzine		
	R_1 [m]	R_2 [m]	R_3 [m]	V_1 [km/h]	V_2 [km/h]	V_3 [km/h]		V_1 [km/h]	V_2 [km/h]	V_3 [km/h]	V_1 [%]	V_2 [%]	V_3 [%]
Sveti Duh - Kunišćak													
Privoz 1-3	10	20	28	19,02	26,91	31,83	50	17,52	24,04	29,34	-7,91	-10,65	-7,84
Privoz 3-1	10	20	28	19,02	26,91	31,83	50	16,20	24,60	26,90	-14,85	-8,57	-15,50
Petrova - Jordanovac													
Privoz 1-3	10	20	29	19,02	26,91	32,40	50	16,96	23,40	28,02	-10,85	-13,03	-13,51
Privoz 3-1	10	20	29	19,02	26,91	32,40	50	16,52	23,31	25,56	-13,37	-13,36	-21,11
Privoz 4-2	12	20	25	20,84	26,91	30,08	50	20,42	25,34	28,78	-2,02	-5,82	-4,33
Privoz 2-4	15	20	25	23,30	26,91	30,08	50	24,34	26,56	29,78	+4,46	-1,26	-1,00
Vočarska - Bijenička													
Privoz 1-3	15	20	25	22,68	26,19	29,28	50	20,36	24,90	30,24	-10,23	-4,92	+3,28
Privoz 3-1	15	20	25	22,68	26,19	29,28	50	21,15	24,34	28,76	-6,74	-7,06	-1,77
Privoz 4-2	10	20	28	18,52	26,19	30,99	50	21,66	24,48	30,40	+16,97	-6,52	-1,89
Privoz 2-4	10	20	28	18,52	26,19	30,99	50	21,38	25,96	29,78	+15,46	-0,87	-3,89
Radnička cesta - Petruševac 1.													
Privoz 1-3	15	25	30	23,71	30,60	33,53	50	20,86	27,22	34,64	-12,01	-11,06	+3,32
Privoz 3-1	15	25	30	23,71	30,60	33,53	50	19,76	26,30	32,40	-16,65	-14,06	-3,36
Privoz 4-2	15	25	25	23,71	30,60	30,60	50	22,74	29,74	34,34	-4,07	-2,82	+12,21
Privoz 2-4	15	25	25	23,71	30,60	30,60	50	23,12	28,38	32,88	-2,47	-7,27	+7,44

For comparison of acquired results, speed on the vehicle path through the roundabout is shown in the following graphs.

Odnos projektne i izmjerene brzine kružnog raskrižja Sv. Duh - Kuniščak

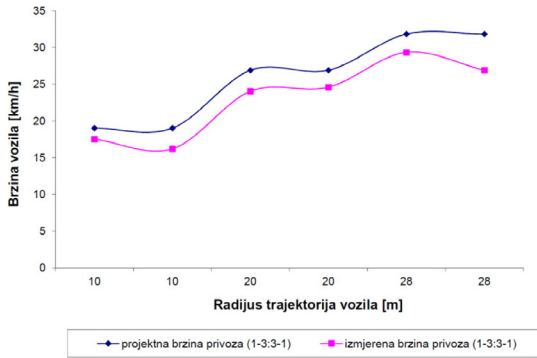


Figure 5 The relationship of the design speed and the measured speed in the roundabout Sv. Duh–Kuniščak

Odnos projektne i izmjerene brzine kružnog raskrižja Petrova - Jordanovac

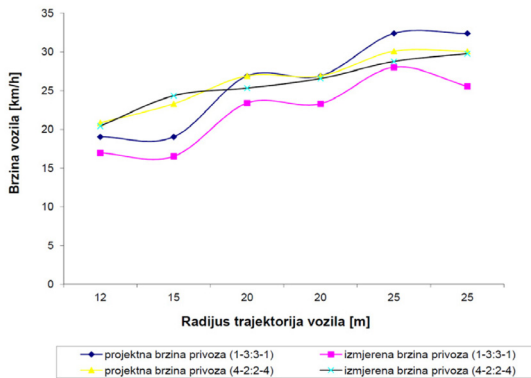


Figure 6 The relationship of the design speed and the measured speed in the roundabout Petrova–Jordanovac

Odnos projektne i izmjerene brzine kružnog raskrižja Voćarska - Bijenička

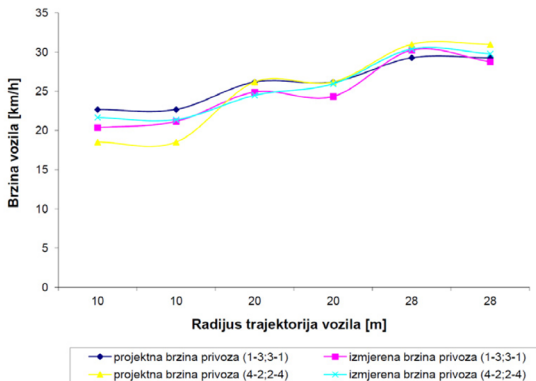


Figure 7 The relationship of the design speed and the measured speed in the roundabout Voćarska–Bijenička

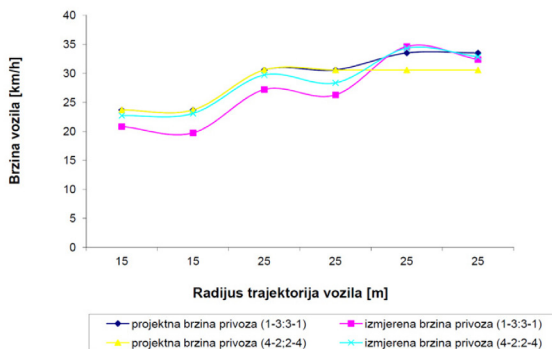


Figure 8 The relationship of the design speed and the measured speed in the roundabout Radnička–Petruševac

On the Figures 5, 6, 7 and 8 the relationship between the measured vehicle speeds is shown, respectively from every approach. The diagrams show that the conditions $R_1, R_2 < R_3$ have been satisfied while designing the roundabout. Respectively, the lowest measured speed is the one on the vehicle path around the central island, while the highest speeds are measured at the roundabout exit.

Research results also show that average values of measured speed at the entrance are smaller than 35 km/h, and are in accordance with the recommendations from Table 2. However, on certain intersections deviations of measured individual speeds from the design speed were noted (Table 3.). On the Sv. Duh–Kuniščak intersection the average measured speed from the approach leg 3 to the approach leg 1 was 15.50% smaller than the design speed. On the Petrova–Jordanovac intersection the average measured speed from the approach 3 to the approach 1 had a 21.11% smaller value than the design speed, while the actual speed from the approach 2 to the approach 4 was 4.46% higher than the design speed. On the Voćarska–Bijenička intersection the measured speed from the approach 1 to the approach 3 was lower than the design speed for 10.23%, while the same speed was 16.97% higher than the design speed for the movement from the approach 4 to the approach leg 2. On the Radnička–Petruševac intersection the average measured speed from the approach 3 to the approach 1 was 16.65% smaller than the design speed, while for the movement from the approach 4 to the approach 2 the speed difference was 12.21% (actual speed was higher than the design speed). These deviations are a result of specific spatial locations of mentioned roundabouts, their design elements and characteristics of traffic flow during the measurements.

4 Conclusion

Designing and dimensioning of roundabouts with small diameters in urban areas ($D_v \leq 35$ m) presents a complex problem where it is necessary to determine a series of elements out of which the size of the inner and outer diameter of the roundabout, the number and width of approaching legs are of most importance. The mentioned elements considerably affect the vehicle path through the roundabout, i.e. the speed of the vehicles that has direct impact on the roundabout safety and capacity [1, 4, 5, 6].

The research on the vehicle path speed in normal conditions was conducted on four single-lane roundabouts with four single-lane approaches in the City of Zagreb. The research results showed that the basic design condition $R_1, R_2 < R_3$ was satisfied. Looking at traffic intersections, deviations between the design and actual speed are spanning from -21.11% to +16.69%, and are the result of the location and function of the intersection in the road network, design elements and characteristics of traffic flow as well as driver conduct during the measurements.

It should be pointed out, that in the Republic of Croatia there is no existing legislative regulative for roundabout design. In the existing guidelines 'Smjernice za projektiranje raskrižja u naseljima sa stajališta sigurnosti prometa' [7] conditions/rules for determining the design speed are not defined. Therefore, guidelines 'Roundabouts; An Informational Guide, 2000, Federal Highway Administration'[6] can serve the designers while designing the roundabout speed, which the conducted research confirms.

The conducted research on the vehicle path speed should serve as a basis for future thorough and systematic research of the causality of speed and vehicle path on roundabouts. The research should comprise a larger number of roundabouts with a bigger number of test samples, and the speed for left and right turns through the roundabout. Furthermore, it would be necessary to bring into connection the effect of the design speed with the level of safety on the existing roundabouts, analyzing traffic accident by types and samples.

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