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Á fundi borgarráðs, dags. 21. ágúst 2025, var lögð fram svohljóðandi fyrirspurn fulltrúa Sjálfstæðisflokksins:

Á fundi umhverfis- og skipulagsráðs Reykjavíkurborgar þann 26. mars 2025 var afgreidd tillaga meirihluta borgarstjórnar um að fjarlægja hægribeygju framhjáhlaup á gatnamótum Höfðabakka og Bæjarháls. Í bókun sjálfstæðismanna var lýst verulegum áhyggjum af þessari framkvæmd enda myndi hún draga úr umferðarflæði og valda töfum á umferð. Fulltrúar Sjálfstæðisflokks óska upplýsinga um afkastagetu gatnamótanna (Höfðabakki og Bæjarháls), annars vegar eftir að hægribeygju framhjáhlaup hafa verið fjarlægð og hins vegar áður en framhjáhlaupin voru fjarlægð.

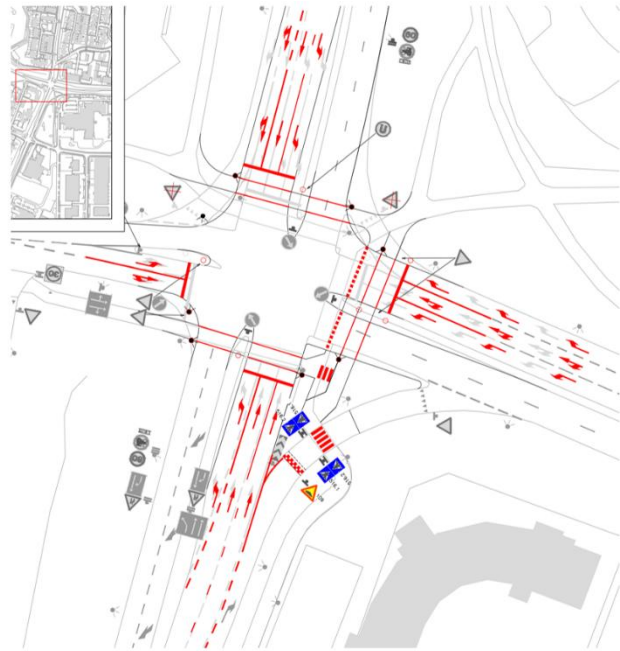
Fyrirspurninni var vísað til meðferðar, umhverfis- og skipulagsráðs, dags. 21. ágúst 2025. Skrifstofa samgangna og borgarhönnunar svara fyrirspurninni.



Reykjavík

Svar:

Á Höfðabakka norðan gatnamótanna eru í dag fjórar akreinar til suðurs, þ.e. tvær vinstribeygjureinar, ein beint áfram og ein hægribeygjurein á framhjáhlaupi. Bílstjórar á leið suður Höfðabakka með fyrirhugaða akstursstefnu vestur Streng, þ.e. í hægri beygju, eru á leið af götu með hámarkshraða 50 km/klst inn á götu með hámarkshraða 30 km/klst. Þar sem slíkt er útfært með hægribeygjuframhjáhlaupi er umferðaröryggi skert fyrir bæði gangandi á gatnamótum, sem og á götu sem ekið er inn á. Umferðartalningar gefa til kynna að tiltölulega lítil eftirspurn er eftir hægribeygju af Höfðabakka úr norðri til vesturs á Streng og því ekki talin þörf á sérstakri frárein af Höfðabakka. Við breytingarnar mun því fækka þeim stöðum á gatnamótunum þar sem straumar gangandi/hjólandi og akandi skerast, sem hefur jákvæð áhrif á umferðaröryggi.



Mynd 1 Gatnamót Höfðabakka og Bæjarháls. Hönnun gatnamótanna eins og hún var kynnt og samþykkt á fundi umhverfis- og skipulagsráðs 26. mars 2025. Rauðar línur eru áætlaðar yfirborðsmerkingar eftir breytingar. Útlínur gatnamótanna fyrir breytingar sjást með daufri grárrí línú.

Umferðartalningar leiða einnig í ljós að eftirspurn eftir því að komast úr norðri á Höfðabakka til suðurs yfir gatnamótin, er tvöfalt meiri en eftirspurn eftir vinstri beygju úr norðri til austurs inn á Bæjarháls. Þar af leiðandi var lagt til að breyta fyrirkomulagi akreina inn í gatnamótin úr norðri þannig að tvær akreinar verði fyrir akstur beint áfram til suðurs og ein vinstribeygjurein fyrir akstur til austurs á Bæjarhálsi. Eftir breytingar verða því samtals þrjár akreinar inn í umrædd gatnamót af Höfðabakka úr norðri, þ.e. ein vinstribeygjurein og tvær beint áfram, þar af heimilt að taka hægri beygju af annarri þeirra. Ekki er unnt að gera eina sameiginlega akrein áfram og til vinstri, því hagstæðasta útfærsla ljósastýringar m.v. umferðarmagn er þannig að ekki logar alltaf samtímis grænt fyrir þessar akstursstefnur.

Á þverun yfir Bæjarháls sýna umferðartalningar að um 100 einstaklingar fari hjólandi á dag og yfir Höfðabakka þvera um 150 á hjóli. Ekki eru upplýsingar um fjölda gangandi á gatnamótunum. Samkvæmt hjóleiðaáætlun Reykjavíkurborgar, 2021-2025, mun hjólastígur liggja meðfram Höfðabakka í gegnum gatnamótin, og annar að og frá austri, um Dragháls og Krókháls. Sá stígur verður megintenging Grafarholts og Úlfarsárdals við stíganetið sunnan Vesturlandsvegar. Þegar þessir nýju hjólastígar verða gerðir er ljóst að aðstæður hjólandi verði töluvert betri, og þar með muni fjölga þeim sem kjósa að hjóla um gatnamótin. Þar sem að um er að ræða aðskilda gangstéttir og hjólastíga er ekki unnt að koma þeim fyrir í núverandi þríhyrningseyju við hægribeygjuframhlaup af Bæjarhálsi úr austri til norðurs á Höfðabakka, vegna plássleysis. Umfram það má sjá á slysavefsja Samgöngustofu að töluvert er um aftanákeyrslur í framhjáhlaupinu, það samræmist fræðunum þar sem hægribeygjuhlaup er inn á veg með umtalsverðri bílaumferð og hraða.



Reykjavík



Af þessum sökum var talið öruggast að fækka þeim stöðum þar sem leiðir gangandi/hjólandi og akandi skerast, og fjarlægja það sem hefur skapað aftanákeyrslur með því að gera hægri beygjuna ljósastýrða af Bæjarhálsi, úr austri til norðurs inn á Höfðabakka. Gert er ráð fyrir óbreyttum fjölda akreina á Bæjarhálsi við gatnamótin í báðar akstursstefnur og fyrirkomulag akreina á öðrum örmum gatnamótanna er óbreytt frá því fyrir breytingar.

Í forvinnu að endurskoðun ljósastýringar við gatnamótin var verkfræðistofan COWI fengin til að greina áhrif af mismunandi útfærslum gatnamótanna, sú greining er í viðhengi við þessa umsögn. Greining COWI bendir til þess að raðir vinstri beygju af Höfðabakka úr norðri til austurs inn á Bæjarháls muni aukast en heildartafir í gatnamótunum muni minnka. Áhrifanna mun gæta sérstaklega síðdegis, en samhliða munu tafir þeirra sem eiga erindi beint yfir gatnamótin eða í hægri beygju til vesturs inn á Streng minnka. Sú lausn sem var valin og verið er að framkvæma er sambland af Senario F og G.

Framkvæmdir standa enn yfir. Af þeim sökum hefur ekki verið tekin í notkun ný ljósastýring sem hönnuð hefur verið fyrir breytta útfærslu gatnamóta, og er því enn í notkun hin eldri. Eldri umferðarljósastýring tekur hvorki mið af núverandi umferðastraumum, útfærslu gatnamótanna og hefur hún ekki möguleika á að veita viðbragðsaðilum eða almenningssamgöngum forgang, en það mun breytast með nýrri ljósastýringu. Þær tafir sem ökumenn upplifa má því bæði rekja til þess að ný umferðarljósastýring er ekki komin í notkun sem og að framkvæmdir standa enn yfir og má því rekja hluta mögulegra tafa til þeirra, enda er vinna í gangi mjög nærri akbrautum og þar af leiðandi ákveðnar akreinar þrengdar á og við gatnamótin.

Virðingarfyllt,
Bjarni Rúnar Ingvarsson
Deildarstjóri samgangna
Skrifstofa samgangna og borgarhönnunar

Hjálagt: Greining COWI á gatnamótum Höfðabakka. Sú lausn sem var valin og verið er að framkvæma er sambland af Senario F og G. Á töflu 4 á bls. 14 má sjá áætlaða tafartíma mismunandi útfærslna. Áætlaður tafatími á Bæjarhálsi („East approach“) er í samræmi við Scenario G, en fyrir aðra strauma er áætlaður tafatími í samræmi við Scenario F.



Reykjavík

REYKJAVÍKURBORG MUNICIPALITY

CAPACITY ANALYSIS OF HÖFÐABAKKI

TECHNICAL NOTE

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APPENDICES

Appendix A: Capacity calculation details

1 Background

This technical note compares the performance of two junctions by looking at two scenarios, with and without a right turn slip lane in the southeast corner of each junction. The southern junction has some extra scenarios to test the capabilities within the solution with or without the slip lane. The junctions that are considered are the junction of Höfðabakki and Bíldshöfði (the northern junction) and the junction of Höfðabakki and Bæjarháls (the southern junction). The software SIDRA Intersection is used for this analysis. In this analysis, the level of service (LOS) of the junction, the queue lengths and the delay are compared for the two different scenarios for both morning and afternoon peak hours.

The background information used in this analysis is from the municipality Reykjavíkurborg. This is the geometry of the junctions, the traffic input and the signal documentation. Today, at both junctions there are slip lanes for more than one approach, but there are plans to change the geometry of the junctions and remove the slip lanes to make the junctions safer and give higher importance to pedestrians and cyclists. It is, however, uncertain how much effect removing or keeping the slip lanes in the southeast corner of the junctions will have on the traffic. This analysis investigates this effect and compares the two scenarios of having a slip lane and having no slip lane.

2 Scenarios

Capacity calculations have been carried out for the following scenarios:

- Scenario A: Northern junction, without slip lane:
 - A.1: AM peak hour
 - A.2: PM peak hour
- Scenario B: Northern junction, with slip lane:
 - B.1: AM peak hour
 - B.2: PM peak hour
- Scenario C: Southern junction, without slip lane:
 - C.1: AM peak hour
 - C.2: PM peak hour
- Scenario D: Southern junction, without slip lane, with updated signals:
 - D.1: AM peak hour
 - D.2: PM peak hour
- Scenario E: Southern junction, without slip lane, with updated geometry:

- > E.1: AM peak hour
- > E.2: PM peak hour
- > Scenario F: Southern junction, with slip lane:
 - > F.1: AM peak hour
 - > F.2: PM peak hour
- > Scenario G: Southern junction, with slip lane, updated geometry:
 - > G.1: AM peak hour
 - > G.2: PM peak hour

3 Study basis and assumptions

3.1 Traffic volumes

The traffic in all scenarios is from 2021 provided by Reykjavíkurborg Municipality. The percentage of heavy traffic is assumed to be 5 %. Pedestrian and cyclist traffic was also included.

Figure 1 and Figure 2 show the traffic in the northern junction and the southern junction respectively.

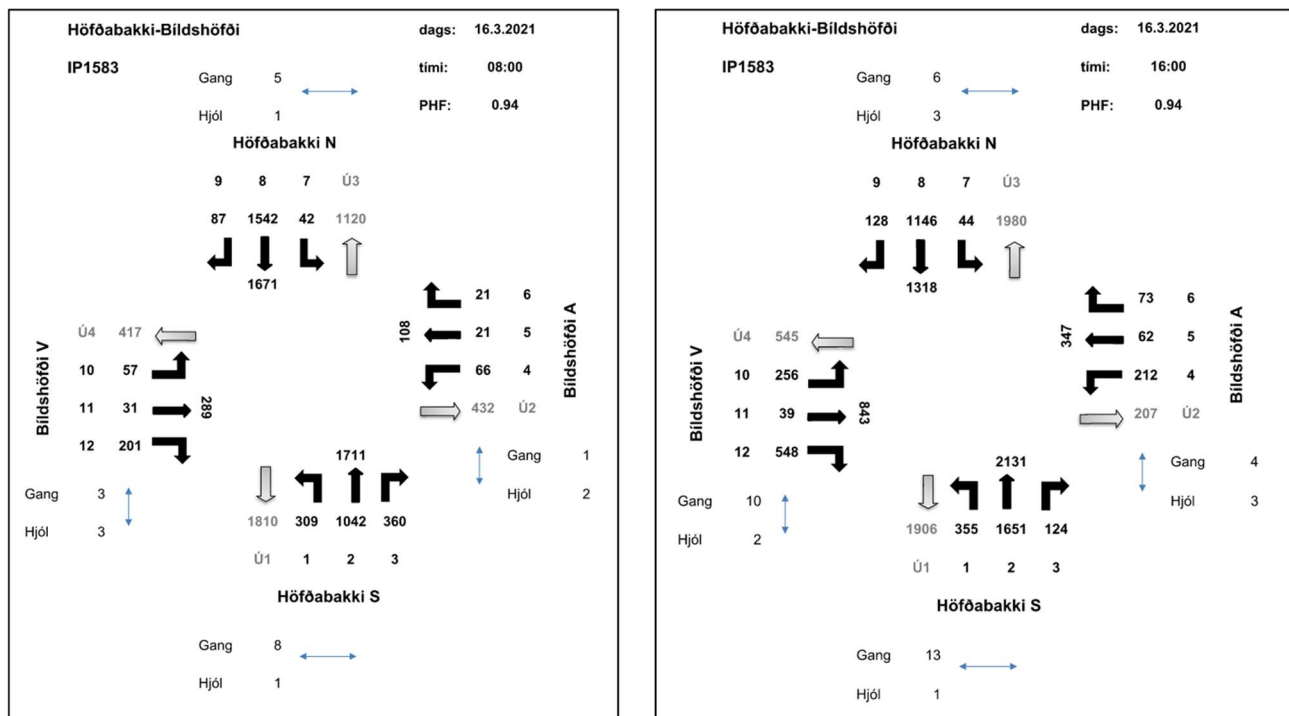


Figure 1: Traffic volumes in the northern junction, Höfðabakki/Bíldshöfði

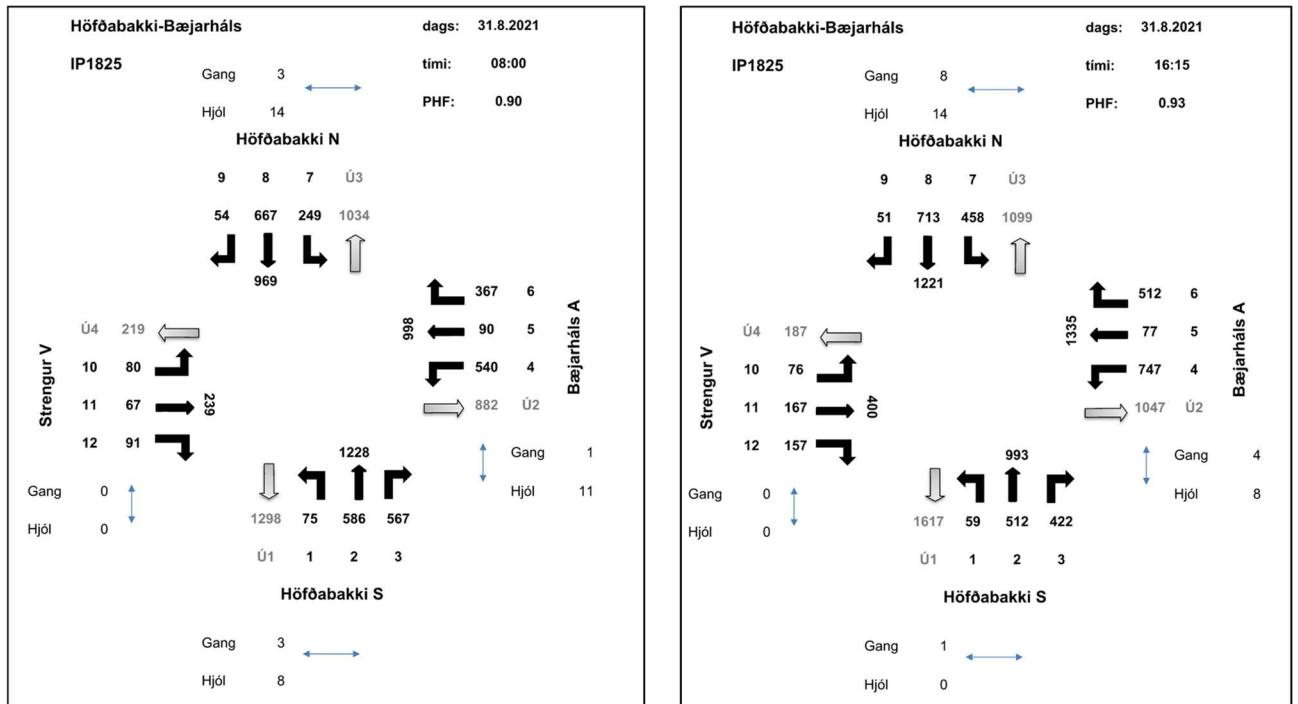


Figure 2: Traffic volumes in the southern junction, Höðabakki/Bæjarháls

3.2 Geometry

The geometry of the junction is based on drawings provided by Reykjavíkurborg Municipality.

Figures below show the layouts of the junctions as modelled in SIDRA.

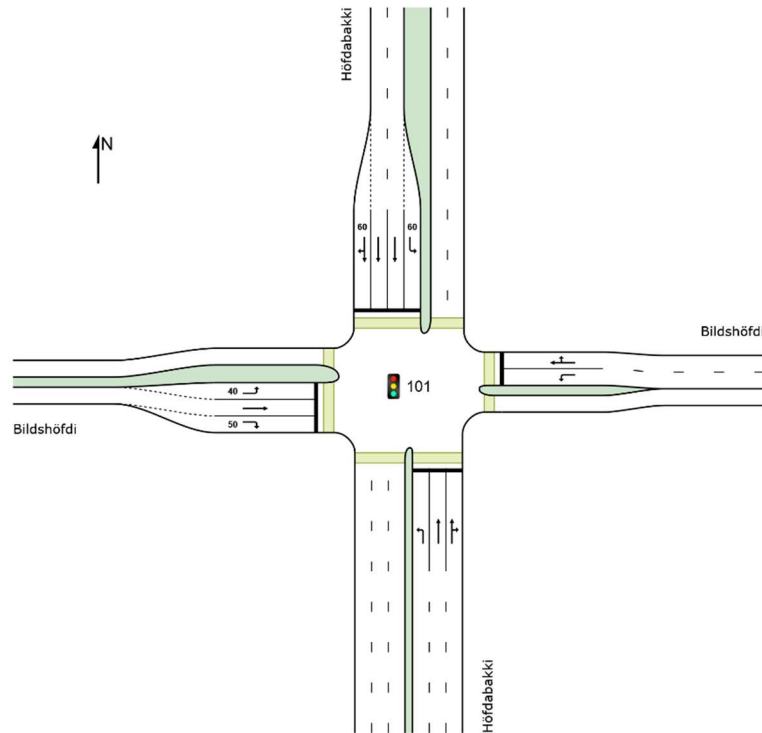


Figure 3: Northern junction Höfðabakki/Bíldshöfði – without slip lane (Scenario A)

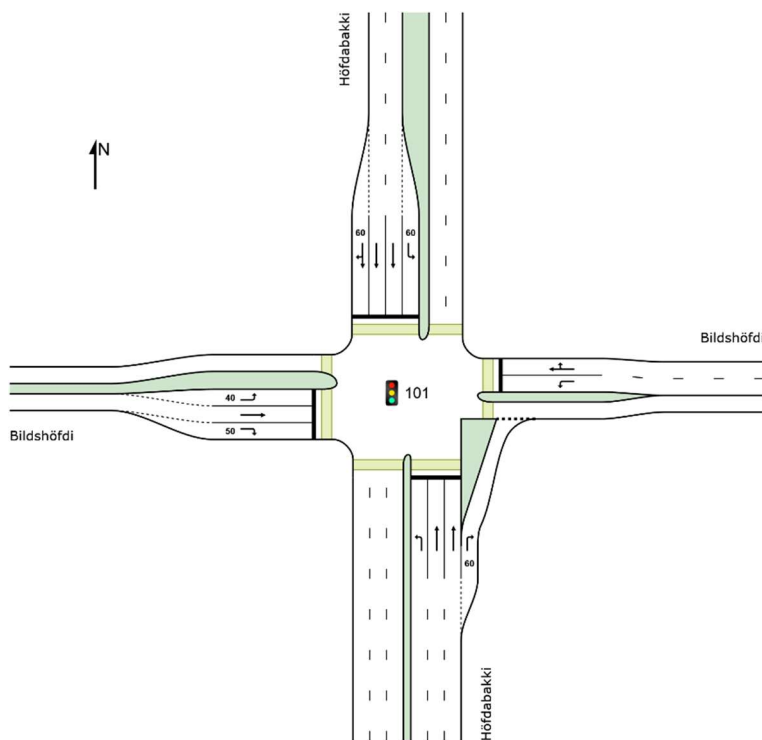


Figure 4: Northern junction Höfðabakki/Bíldshöfði – with slip lane (Scenario B)

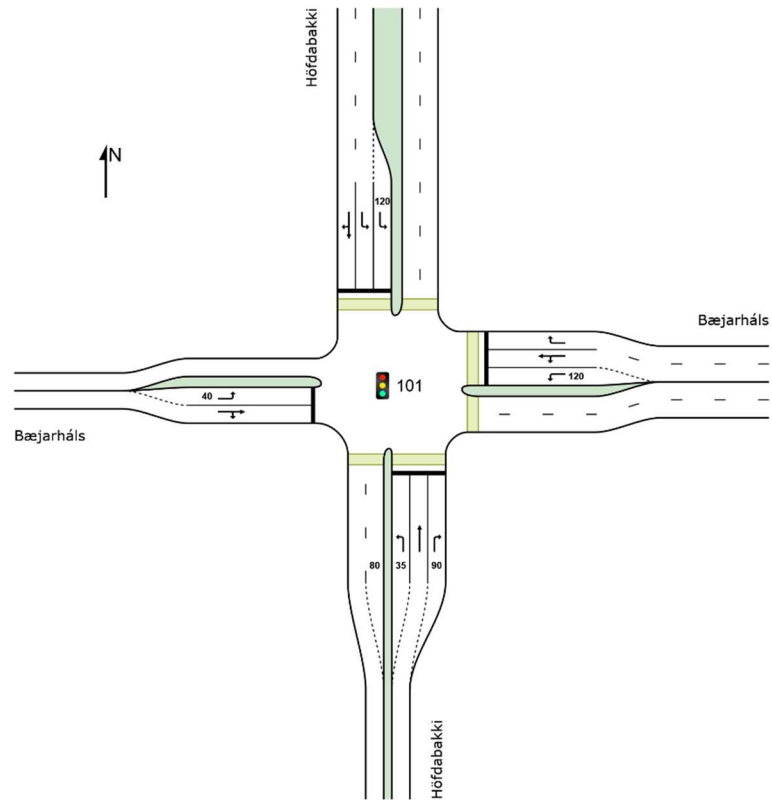


Figure 5: Southern junction Höfðabakki/Bæjarháls – without slip lane (Scenario C + D)

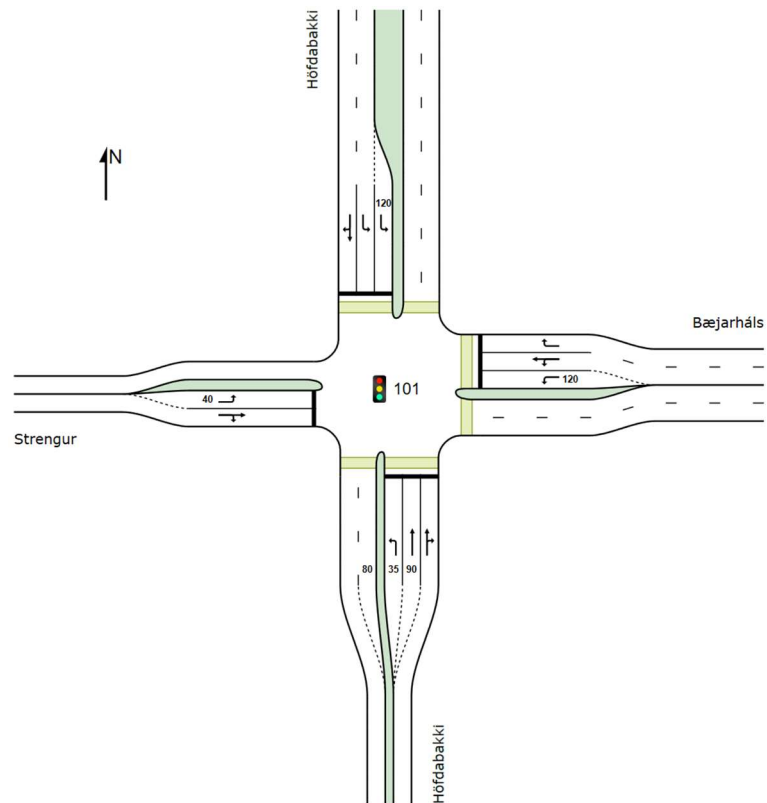


Figure 6: Southern junction Höfðabakki/Bæjarháls – without slip lane, with updated geometry (Scenario E)

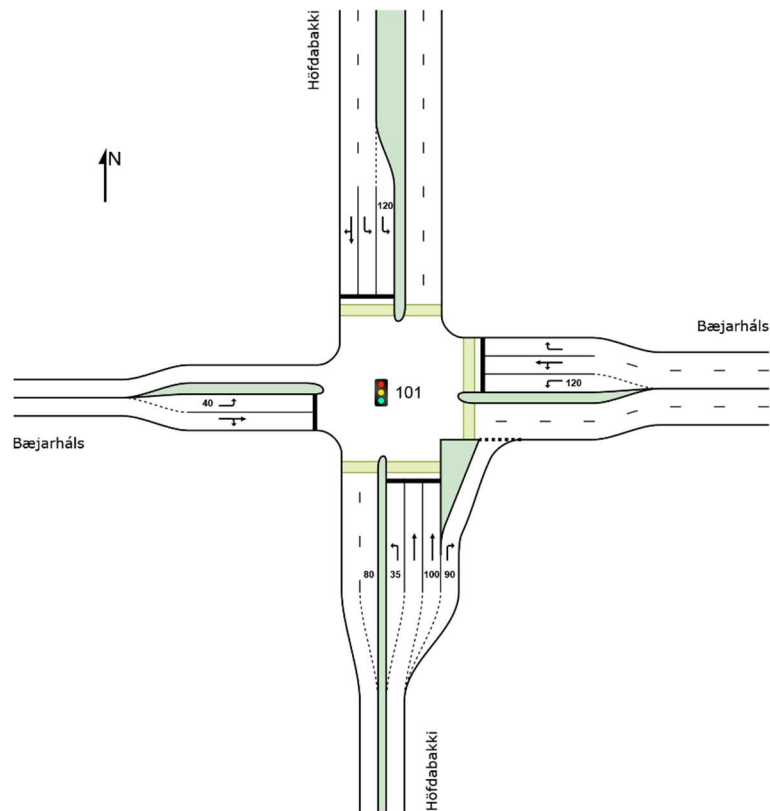


Figure 7: Southern junction Höfðabakki/Bæjarháls – with slip lane (Scenario F)

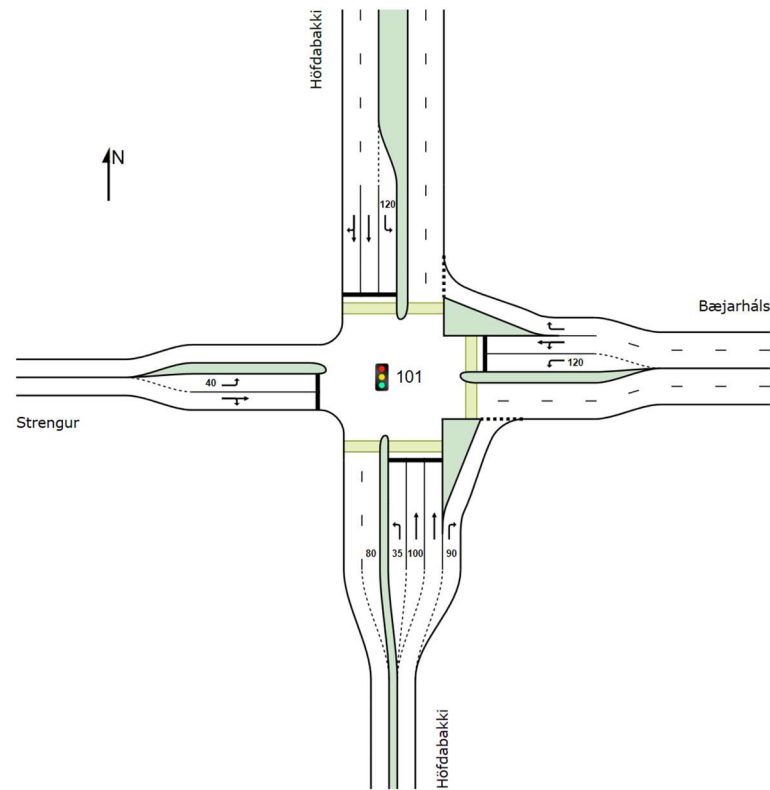


Figure 8: Southern junction Höfðabakki/Bæjarháls – with slip lane, with updated geometry (Scenario G)

3.3 Signal setting

The traffic signals in both junctions operate with a fixed cycle time of 90 sec. in the AM and PM peak programs.

The green time in each phase is however traffic actuated within a certain minimum and maximum range.

In the northern junction the traffic signal operates with three different signal phases, where phase 3 has three different variants. Here the variant 3A is modelled in SIDRA as this variant is assumed to be the most common one in rush hours.

In the southern junction the traffic signal operates with four different signal phases, where phase 4 has three different variants. Here the variant 4A is modelled in SIDRA as this variant is assumed to be the most common one in rush hours.

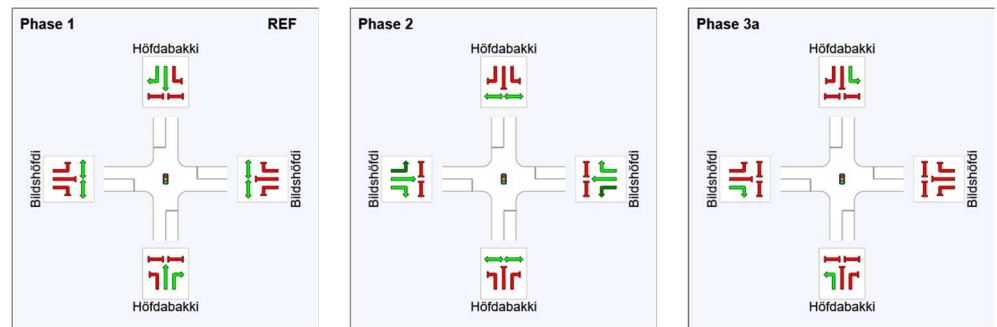


Figure 9: Traffic signal phases in northern junction

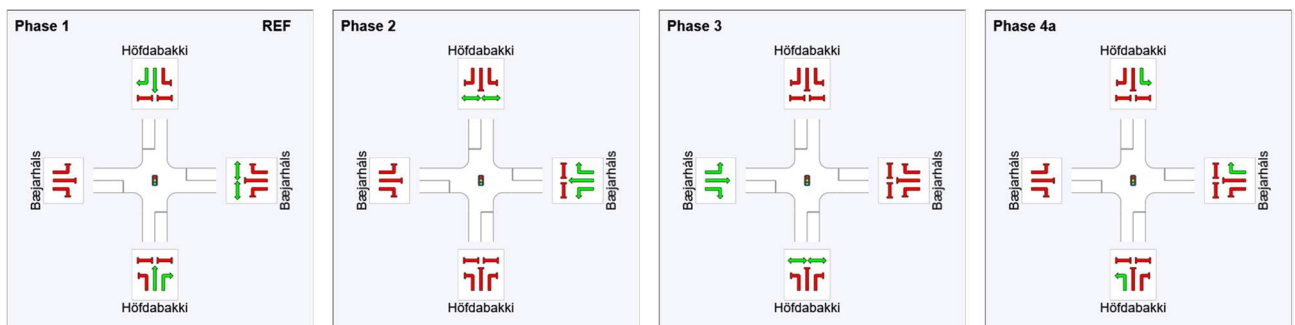


Figure 10: Traffic signal phases in southern junction (basis)

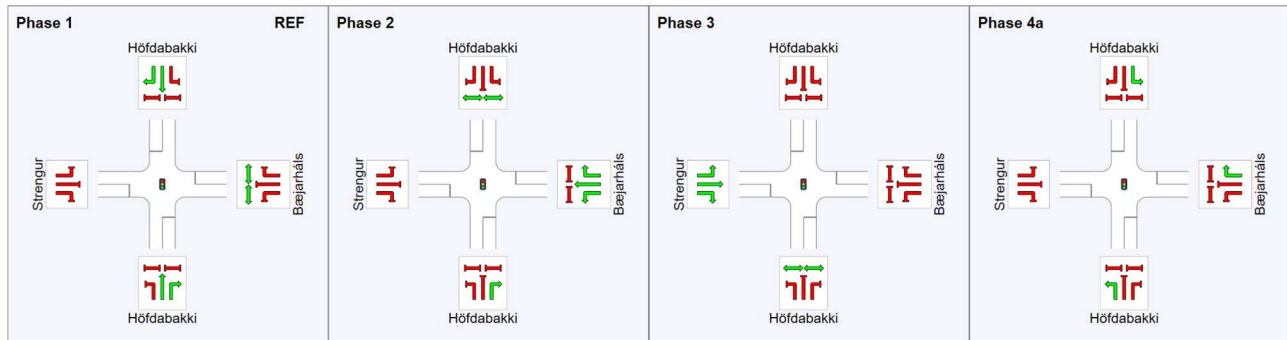


Figure 11: Traffic signal phases in southern junction (updated with right turning movement from south allowed in phase 2)

4 Study methodology

Operational analysis

SIDRA Intersection version 9.1 has been applied for the junction analysis. The software follows Highway Capacity Manual (2010) guidelines. Thus, the definition of LOS is similar as in HCM 2010.

SIDRA Intersection requires input for geometry, traffic volumes, signal settings if applicable, speed limits, priorities, gap acceptance and other factors. The output from SIDRA Intersection can be user defined, but will typically be delay, degree of saturation, queue lengths, number of stops, etc. shown, per lane, per approach, per junction or per entire network.

Performance Measurement

The Level of Service (LOS) is the term which broadly denotes the combination of operating conditions that occur on a given road or lane when it is accommodating various traffic volumes and is used to measure the quality of service. LOS takes account of many factors including:

- > Speed;
- > Travel Time;
- > Traffic Interruption;
- > Freedom to manoeuvre, that is to change lanes, accelerate or decelerate;
- > Safety;
- > Driving comfort, which is subjective, and depends on the perception of each individual driver;
- > Convenience - an estimate of how well the road serves the function for which it is designed.

For this study two main parameters are used for the evaluation of the performance of key junctions and the access points to the road network within the study area. Those parameters are:

- > Delay (d) seconds/vehicle.
- > Maximum queue length (given in meters as 95-percentile).

Level of Service (LOS) for junctions is assessed using the average delay for the key junctions, as it is defined in The Highway Capacity Manual 2010 (HCM, 2010).

LOS is graded A, B, C, D, E and F, where Level A is the highest (best) and Level F is the lowest (worst). The lower the LOS, the greater is the traffic density and the higher is the likelihood of delays occurring through the interaction of vehicles within the traffic stream.

Following Table 1 shows the definition of Level of Service (LOS). Table 2 shows different LOS criteria/grades for signalized and non-signalized intersections respectively.

Table 1: LOS definition (Source: HCM 2010)

Level of Service [LOS]	Performance Description
A	Free-flow conditions with unimpeded manoeuvrability. Stopped delay at Signalised intersection is minimal.
B	Reasonably unimpeded operations with slightly restricted manoeuvrability. Stopped delays are not bothersome.
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.
D	Approaching stable operations where small increases in volume produce substantial increases in delay and decreases in speed.
E	Operations with significant intersection approach delays and low average speeds.
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.

Table 2: LOS intervals for signalized and non-signalized junctions
(Source: HCM 2010)

Signalized Intersections		Non-signalized Intersections	
Delay (s/veh)	LOS	Delay (s/veh)	LOS
$d \leq 10$	A	$d \leq 10$	A
$10 < d \leq 20$	B	$10 < d \leq 15$	B
$20 < d \leq 35$	C	$15 < d \leq 25$	C
$35 < d \leq 55$	D	$25 < d \leq 35$	D
$55 < d \leq 80$	E	$35 < d \leq 50$	E
> 80	F	> 50	F

Generally, LOS D is considered as accepted for junctions in urban areas. However, while overall LOS is D or better, single movements can have a LOS E or F. In case more than one traffic movements in a junction in the same peak hour has LOS F, the problem should be addressed, and if possible, a workable solution should be proposed.

5 Results

In the tables below, AM stands for morning peak hour and PM for afternoon peak hour. When the junction is oversaturated, the calculation of queues and delays will get theoretical, because the queue build-up in an oversaturated junction is not predictable and cannot be shown precisely in any model calculation. Therefore, we have decided to show the average delay per vehicle above 200 sec. as >200 sec. and max. queue above 1000 m as >999 m.

5.1 The Northern Junction – Höfðabakki/Bíldshöfði

The maximum queue lengths and the average delays for the northern junction are given in Table 3. Further capacity calculation details can be found in Appendix A.

Table 3: Maximum queue length [m] and average delay [sec] in the northern junction Höfðabakki/Bíldshöfði in the different scenarios. Red marking at queue length indicates critical queue. The colours for the delay refer to Table 1 and 2.

Northern Junction	Queue Length [m]				Delay [sec.]			
	Scen. A		Scen. B		Scen. A		Scen. B	
	AM	PM	AM	PM	AM	PM	AM	PM
South approach: Höfðabakki								
Left	140	290	140	290	71	>200	71	>200
Straight	200	740	130	650	20	>200	17	178
Right	200	730	20	10	26	>200	8	22
East approach: Höfðabakki								
Left	30	440	30	440	54	>200	54	>200
Straight	20	40	20	40	39	31	39	31
Right	20	40	20	40	43	36	43	36
North approach: Höfðabakki								
Left	20	20	20	20	44	41	44	41
Straight	150	120	150	120	21	22	21	22
Right	130	110	130	110	25	29	25	29
West approach: Bíldshöfði								
Left	20	180	20	180	45	171	45	171
Straight	10	10	10	10	38	37	38	37
Right	50	150	50	150	26	34	26	34
Total Average Delay [sec.]					27	183	24	170
LOS for junction					C	F	C	F

The distances from the northern junction to surrounding junctions are:

- > Towards south about 150 meters to the highway junction.
- > Towards north about 160 meters to the junction at Dvergshöfði.
- > Towards east about 60 meters to the road splits for the parking area.
- > Towards west about 550 meters to the junction with Breiðhöfði.

The junction performs at an acceptable level of service (LOS) in the morning peak hours in both scenarios, where LOS is E for one traffic movement, while all the remaining movements has LOS D or better. The overall LOS is C in both scenarios. The queue on southern approach is however longer in Scenario A (without a slip lane) compared to Scenario B (with slip lane). The queue magazine is around 150 m on the southern approach, and therefore the max queue length is marked with red for straight and right turning movements.

In the afternoon peak hours, the junction capacity is insufficient in both scenarios. Several traffic movements perform at LOS F and the overall LOS is also F. Queues are critical mainly on southern and eastern approaches.

As several traffic movements has shortage of capacity, the recommendation will be a geometric extension of the junction to achieve a better LOS in the afternoon peak periods.

Slip lane on the southern approach does have an effect on the capacity, but this effect is not significant. Especially in the afternoon the effect is limited, as the volumes of right turning traffic is lower compared to the morning peak periods.

5.2 The Southern Junction – Höfðabakki/Bæjarhóls

The maximum queue lengths and the average delays for the southern junction are given in Table 4. Further capacity calculation details can be found in Appendix A.

Table 4: Maximum queue length [m] and average delay [sec] in the southern junction Höfðabakki/Bæjarhóls in the different scenarios. Red marking at queue length indicates critical queue. The colours for the delay refer to Table 1 and 2.

Southern Junction	Queue Length [m]										Delay [sec.]									
	Scen. C		Scen. D		Scen. E		Scen. F		Scen. G		Scen. C		Scen. D		Scen. E		Scen. F		Scen. G	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
South approach: Höfðabakki																				
Left	30	20	30	20	30	20	30	20	30	20	83	76	83	76	83	74	67	58	58	56
Straight	720	480	720	481	710	370	100	80	100	90	>200	>200	>200	>200	>200	>200	39	36	39	45
Right	690	260	140	100	690	360	50	50	70	50	>200	129	34	26	>200	197	8	9	10	11
East approach: Bæjarhóls																				
Left	400	800	400	800	400	800	390	790	390	790	186	>200	186	>200	186	>200	178	>200	178	>200
Straight	400	800	400	800	400	800	390	790	390	790	>200	>200	>200	>200	>200	>200	>200	>200	>200	>200
Right	80	240	80	240	80	240	80	240	40	70	25	92	25	92	25	92	25	92	9	9
North approach: Höfðabakki																				
Left	50	250	50	250	50	250	50	250	170	810	56	>200	56	>200	56	>200	56	>200	153	>200
Straight	790	920	790	920	790	920	790	920	200	420	>200	>200	>200	>200	>200	>200	>200	>200	42	150
Right	790	920	790	920	790	920	790	920	200	420	>200	>200	>200	>200	>200	>200	>200	>200	52	>200
West approach: Bæjarhóls																				
Left	30	30	30	30	30	30	30	30	30	20	43	60	43	60	43	60	43	60	48	56
Straight	50	390	50	390	50	390	50	390	70	310	41	>200	41	>200	41	>200	41	>200	66	>200
Right	50	390	50	390	50	390	50	390	70	310	47	>200	47	>200	47	>200	47	>200	72	>200
Total Average Delay [sec.]											>200	>200	>200	>200	>200	>200	128	>200	70	>200
LOS for junction											F	F	F	F	F	F	F	F	E	F

The distances from the southern junction to surrounding junctions are:

- > Towards south about 970 meters to the junction with Stekkjarbakki.
- > Towards north about 300 meters to the highway junction.
- > Towards east about 210 meters to the junction with Bitruhóls.
- > Towards west more than 900 meters to the nearest junction.

The junction does not have sufficient capacity in any of the scenarios and will be highly congested. Several conflicting traffic movements have LOS F, and the overall LOS is F with very high average delays, beside scenario G AM which performs at an overall LOS E. Only the western approach performs at an acceptable LOS in the morning peak periods in almost all scenarios.

The southern approach performs at an acceptable LOS in scenarios F and G, where a slip lane from south is provided. The slip lane has thus a high impact on traffic management in the southern junction, as the volume of right turning traffic is high in both peak periods. The southern approach performs also better in scenario D, but the overall LOS remains unchanged at F.

The northern approach performs better in AM peak hour in scenario G, where one additional straight going lane is provided, by reducing one left turning lane. But the effect disappears in the PM peak hours, as the left turning volumes is much higher in the PM peak.

Queues are critical mainly on eastern and northern approaches, and on the southern approach in the scenario C and E.

As several traffic movements has shortage of capacity, the recommendation will be a geometric extension of the junction to achieve a better LOS in both peak periods.

Appendix A: Capacity calculation details

Scenario A1: Northern Junction, AM peak hour, without slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	325	5.0	325	5.0	* 0.960	70.9	LOS E	19.4	141.5
2	T1	All MCs	1097	5.0	1097	5.0	* 0.775	19.9	LOS B	27.0	197.2
3	R2	All MCs	379	5.0	379	5.0	0.775	25.6	LOS C	26.4	192.9
Approach			1801	5.0	1801	5.0	0.960	30.3	LOS C	27.0	197.2
East: Höfðabakki											
4	L2	All MCs	69	5.0	69	5.0	0.667	54.2	LOS D	3.3	24.2
5	T1	All MCs	22	5.0	22	5.0	0.180	38.5	LOS D	1.8	13.0
6	R2	All MCs	22	5.0	22	5.0	0.180	42.8	LOS D	1.8	13.0
Approach			114	5.0	114	5.0	0.667	48.9	LOS D	3.3	24.2
North: Höfðabakki											
7	L2	All MCs	44	5.0	44	5.0	0.131	43.6	LOS D	1.6	12.0
8	T1	All MCs	1623	5.0	1623	5.0	0.667	20.5	LOS C	20.5	149.5
9	R2	All MCs	92	5.0	92	5.0	0.667	25.0	LOS C	17.5	128.0
Approach			1759	5.0	1759	5.0	0.667	21.3	LOS C	20.5	149.5
West: Bíldshófi											
10	L2	All MCs	60	5.0	60	5.0	* 0.319	45.4	LOS D	2.5	18.5
11	T1	All MCs	33	5.0	33	5.0	0.130	38.0	LOS D	1.3	9.5
12	R2	All MCs	212	5.0	212	5.0	0.312	25.9	LOS C	6.6	47.9
Approach			304	5.0	304	5.0	0.319	31.1	LOS C	6.6	47.9
All Vehicles			3978	5.0	3978	5.0	0.960	26.9	LOS C	27.0	197.2

Scenario A2: Northern Junction, PM peak hour, without slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	374	5.0	374	5.0	* 1.172	214.6	LOS F	39.3	287.2
2	T1	All MCs	1738	5.0	1738	5.0	* 1.176	201.9	LOS F	100.5	734.0
3	R2	All MCs	131	5.0	131	5.0	1.176	207.5	LOS F	99.8	726.9
Approach			2242	5.0	2242	5.0	1.176	204.3	LOS F	100.5	734.0
East: Höfðabakki											
4	L2	All MCs	223	5.0	223	5.0	2.580	1479.5	LOS F	60.0	438.2
5	T1	All MCs	65	5.0	65	5.0	0.332	31.4	LOS C	5.3	38.5
6	R2	All MCs	77	5.0	77	5.0	0.332	35.7	LOS D	5.3	38.5
Approach			365	5.0	365	5.0	2.580	917.0	LOS F	60.0	438.2
North: Höfðabakki											
7	L2	All MCs	46	5.0	46	5.0	0.145	41.2	LOS D	1.8	12.8
8	T1	All MCs	1206	5.0	1206	5.0	0.579	22.4	LOS C	15.4	112.6
9	R2	All MCs	135	5.0	135	5.0	0.579	28.8	LOS C	14.9	108.6
Approach			1387	5.0	1387	5.0	0.579	23.7	LOS C	15.4	112.6
West: Bíldshófi											
10	L2	All MCs	269	5.0	269	5.0	* 1.109	171.3	LOS F	24.7	180.3
11	T1	All MCs	41	5.0	41	5.0	0.093	37.4	LOS D	1.4	10.4
12	R2	All MCs	577	5.0	577	5.0	0.726	34.2	LOS C	20.7	150.8
Approach			887	5.0	887	5.0	1.109	76.0	LOS E	24.7	180.3
All Vehicles			4882	5.0	4882	5.0	2.580	183.0	LOS F	100.5	734.0

Scenario B1: Northern Junction, AM peak hour, with slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	325	5.0	325	5.0	* 0.960	70.9	LOS E	19.4	141.5
2	T1	All MCs	1097	5.0	1097	5.0	0.591	17.1	LOS B	17.5	127.5
3	R2	All MCs	379	5.0	379	5.0	0.258	7.6	LOS A	2.0	14.4
Approach			1801	5.0	1801	5.0	0.960	24.8	LOS C	19.4	141.5
East: Höfðabakki											
4	L2	All MCs	69	5.0	69	5.0	0.667	54.1	LOS D	3.3	24.2
5	T1	All MCs	22	5.0	22	5.0	0.180	38.5	LOS D	1.8	13.0
6	R2	All MCs	22	5.0	22	5.0	0.180	42.8	LOS D	1.8	13.0
Approach			114	5.0	114	5.0	0.667	48.9	LOS D	3.3	24.2
North: Höfðabakki											
7	L2	All MCs	44	5.0	44	5.0	0.131	43.6	LOS D	1.6	12.0
8	T1	All MCs	1623	5.0	1623	5.0	* 0.667	20.5	LOS C	20.5	149.5
9	R2	All MCs	92	5.0	92	5.0	0.667	25.0	LOS C	17.5	128.0
Approach			1759	5.0	1759	5.0	0.667	21.3	LOS C	20.5	149.5
West: Bíldshófi											
10	L2	All MCs	60	5.0	60	5.0	* 0.319	45.4	LOS D	2.5	18.5
11	T1	All MCs	33	5.0	33	5.0	0.130	38.0	LOS D	1.3	9.5
12	R2	All MCs	212	5.0	212	5.0	0.312	25.9	LOS C	6.6	47.9
Approach			304	5.0	304	5.0	0.319	31.1	LOS C	6.6	47.9
All Vehicles			3978	5.0	3978	5.0	0.960	24.4	LOS C	20.5	149.5

Scenario B2: Northern Junction, PM peak hour, with slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	374	5.0	374	5.0	* 1.172	214.6	LOS F	39.3	287.2
2	T1	All MCs	1738	5.0	1738	5.0	* 1.137	177.8	LOS F	89.2	650.9
3	R2	All MCs	131	5.0	131	5.0	0.092	22.3	LOS C	0.6	4.1
Approach			2242	5.0	2242	5.0	1.172	174.8	LOS F	89.2	650.9
East: Höfðabakki											
4	L2	All MCs	223	5.0	223	5.0	2.580	1479.5	LOS F	60.0	438.2
5	T1	All MCs	65	5.0	65	5.0	0.332	31.4	LOS C	5.3	38.5
6	R2	All MCs	77	5.0	77	5.0	0.332	35.7	LOS D	5.3	38.5
Approach			365	5.0	365	5.0	2.580	917.0	LOS F	60.0	438.2
North: Höfðabakki											
7	L2	All MCs	46	5.0	46	5.0	0.145	41.2	LOS D	1.8	12.8
8	T1	All MCs	1206	5.0	1206	5.0	0.579	22.4	LOS C	15.4	112.6
9	R2	All MCs	135	5.0	135	5.0	0.579	28.8	LOS C	14.9	108.6
Approach			1387	5.0	1387	5.0	0.579	23.7	LOS C	15.4	112.6
West: Blidshóldi											
10	L2	All MCs	269	5.0	269	5.0	* 1.109	171.3	LOS F	24.7	180.3
11	T1	All MCs	41	5.0	41	5.0	0.093	37.4	LOS D	1.4	10.4
12	R2	All MCs	577	5.0	577	5.0	0.726	34.2	LOS C	20.7	150.8
Approach			887	5.0	887	5.0	1.109	76.0	LOS E	24.7	180.3
All Vehicles			4882	5.0	4882	5.0	2.580	169.5	LOS F	89.2	650.9

Scenario C1: Southern Junction, AM peak hour, without slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	79	5.0	79	5.0	* 0.792	82.5	LOS F	3.9	28.5
2	T1	All MCs	617	5.0	617	5.0	1.436	461.8	LOS F	97.8	713.6
3	R2	All MCs	597	5.0	597	5.0	1.426	444.8	LOS F	93.7	683.7
Approach			1293	5.0	1293	5.0	1.436	430.8	LOS F	97.8	713.6
East: Bæjarháls											
4	L2	All MCs	568	5.0	568	5.0	1.240	185.7	LOS F	54.2	395.9
5	T1	All MCs	95	5.0	95	5.0	* 1.240	266.3	LOS F	54.2	395.9
6	R2	All MCs	386	5.0	386	5.0	0.776	25.2	LOS C	16.9	79.4
Approach			1049	5.0	1049	5.0	1.240	133.9	LOS F	54.2	395.9
North: Höfðabakki											
7	L2	All MCs	262	5.0	262	5.0	0.822	56.2	LOS E	6.4	46.9
8	T1	All MCs	702	5.0	702	5.0	* 1.345	353.9	LOS F	107.9	768.0
9	R2	All MCs	57	5.0	57	5.0	1.345	359.5	LOS F	107.9	768.0
Approach			1021	5.0	1021	5.0	1.345	277.8	LOS F	107.9	768.0
West: Strengur											
10	L2	All MCs	84	5.0	84	5.0	0.325	43.1	LOS D	3.4	25.1
11	T1	All MCs	71	5.0	71	5.0	0.652	40.9	LOS D	7.3	53.3
12	R2	All MCs	96	5.0	96	5.0	* 0.652	46.6	LOS D	7.3	53.3
Approach			251	5.0	251	5.0	0.652	43.8	LOS D	7.3	53.3
All Vehicles			3614	5.0	3614	5.0	1.436	274.5	LOS F	107.9	768.0

Scenario C2: Southern Junction, PM peak hour, without slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h		veh/h		v/c	sec		[Veh.	m
South: Höfðabakki											
1	L2	All MCs	62	5.0	62	5.0	0.519	75.6	LOS E	2.9	20.9
2	T1	All MCs	539	5.0	539	5.0	1.246	292.7	LOS F	65.9	481.0
3	R2	All MCs	444	5.0	444	5.0	1.062	129.1	LOS F	35.5	259.4
Approach			1045	5.0	1045	5.0	1.246	210.3	LOS F	65.9	481.0
East: Bæjarháls											
4	L2	All MCs	786	5.0	786	5.0	1.626	414.6	LOS F	109.8	801.8
5	T1	All MCs	81	5.0	81	5.0	* 1.626	610.7	LOS F	109.8	801.8
6	R2	All MCs	539	5.0	539	5.0	1.040	91.5	LOS F	33.2	242.5
Approach			1406	5.0	1406	5.0	1.626	302.1	LOS F	109.8	801.8
North: Höfðabakki											
7	L2	All MCs	482	5.0	482	5.0	* 1.344	368.0	LOS F	34.2	249.6
8	T1	All MCs	751	5.0	751	5.0	* 1.424	424.3	LOS F	125.9	919.1
9	R2	All MCs	54	5.0	54	5.0	1.424	429.9	LOS F	125.9	919.1
Approach			1286	5.0	1286	5.0	1.424	403.4	LOS F	125.9	919.1
West: Strengur											
10	L2	All MCs	80	5.0	80	5.0	0.335	59.6	LOS E	3.3	24.2
11	T1	All MCs	176	5.0	176	5.0	* 1.419	442.4	LOS F	53.0	387.0
12	R2	All MCs	165	5.0	165	5.0	1.419	447.0	LOS F	53.0	387.0
Approach			421	5.0	421	5.0	1.419	371.5	LOS F	53.0	387.0
All Vehicles			4159	5.0	4159	5.0	1.626	317.4	LOS F	125.9	919.1

Scenario D1: Southern Junction, AM peak hour, without slip lane, with updated signals

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	%	[Total	%				[Veh.	Dist]
			veh/h		veh/h		v/c	sec		veh	m
South: Höfðabakki											
1	L2	All MCs	79	5.0	79	5.0	* 0.792	82.5	LOS F	3.9	28.5
2	T1	All MCs	617	5.0	617	5.0	1.436	461.8	LOS F	97.8	713.6
3	R2	All MCs	597	5.0	597	5.0	0.696	33.5	LOS C	19.6	143.3
Approach			1293	5.0	1293	5.0	1.436	240.9	LOS F	97.8	713.6
East: Bæjarháls											
4	L2	All MCs	568	5.0	568	5.0	1.240	185.7	LOS F	54.2	395.9
5	T1	All MCs	95	5.0	95	5.0	* 1.240	266.3	LOS F	54.2	395.9
6	R2	All MCs	386	5.0	386	5.0	0.776	25.2	LOS C	10.9	79.4
Approach			1049	5.0	1049	5.0	1.240	133.9	LOS F	54.2	395.9
North: Höfðabakki											
7	L2	All MCs	262	5.0	262	5.0	0.822	56.2	LOS E	6.4	46.9
8	T1	All MCs	702	5.0	702	5.0	* 1.345	353.9	LOS F	107.9	788.0
9	R2	All MCs	57	5.0	57	5.0	1.345	359.5	LOS F	107.9	788.0
Approach			1021	5.0	1021	5.0	1.345	277.8	LOS F	107.9	788.0
West: Strengur											
10	L2	All MCs	84	5.0	84	5.0	0.325	43.1	LOS D	3.4	25.1
11	T1	All MCs	71	5.0	71	5.0	0.652	40.9	LOS D	7.3	53.3
12	R2	All MCs	96	5.0	96	5.0	* 0.652	46.6	LOS D	7.3	53.3
Approach			251	5.0	251	5.0	0.652	43.8	LOS D	7.3	53.3
All Vehicles			3614	5.0	3614	5.0	1.436	206.6	LOS F	107.9	788.0

Scenario D2: Southern Junction, PM peak hour, without slip lane, with updated signals

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	%	[Total	%				[Veh.	Dist]
			veh/h		veh/h		v/c	sec		veh	m
South: Höfðabakki											
1	L2	All MCs	62	5.0	62	5.0	0.519	75.6	LOS E	2.9	20.9
2	T1	All MCs	539	5.0	539	5.0	1.246	292.7	LOS F	65.9	481.0
3	R2	All MCs	444	5.0	444	5.0	0.495	26.2	LOS C	12.9	94.4
Approach			1045	5.0	1045	5.0	1.246	166.6	LOS F	65.9	481.0
East: Bæjarháls											
4	L2	All MCs	786	5.0	786	5.0	1.626	414.6	LOS F	109.8	801.8
5	T1	All MCs	81	5.0	81	5.0	* 1.626	610.7	LOS F	109.8	801.8
6	R2	All MCs	539	5.0	539	5.0	1.040	91.5	LOS F	33.2	242.5
Approach			1406	5.0	1406	5.0	1.626	302.1	LOS F	109.8	801.8
North: Höfðabakki											
7	L2	All MCs	482	5.0	482	5.0	* 1.344	368.0	LOS F	34.2	249.6
8	T1	All MCs	751	5.0	751	5.0	* 1.424	424.3	LOS F	125.9	919.1
9	R2	All MCs	54	5.0	54	5.0	1.424	429.9	LOS F	125.9	919.1
Approach			1286	5.0	1286	5.0	1.424	403.4	LOS F	125.9	919.1
West: Strengur											
10	L2	All MCs	80	5.0	80	5.0	0.335	59.6	LOS E	3.3	24.2
11	T1	All MCs	176	5.0	176	5.0	* 1.419	442.4	LOS F	53.0	387.0
12	R2	All MCs	165	5.0	165	5.0	1.419	447.0	LOS F	53.0	387.0
Approach			421	5.0	421	5.0	1.419	371.5	LOS F	53.0	387.0
All Vehicles			4159	5.0	4159	5.0	1.626	306.4	LOS F	125.9	919.1

Scenario E1: Southern Junction, AM peak hour, without slip lane, with updated geometry

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	%	[Total	%				[Veh.	Dist]
			veh/h		veh/h		v/c	sec		veh	m
South: Höfðabakki											
1	L2	All MCs	79	5.0	79	5.0	* 0.792	82.5	LOS F	3.9	28.5
2	T1	All MCs	617	5.0	617	5.0	1.431	457.4	LOS F	96.9	707.4
3	R2	All MCs	597	5.0	597	5.0	1.431	448.8	LOS F	94.6	690.4
Approach			1293	5.0	1293	5.0	1.431	430.5	LOS F	96.9	707.4
East: Bæjarháls											
4	L2	All MCs	568	5.0	568	5.0	1.240	165.7	LOS F	54.2	395.9
5	T1	All MCs	95	5.0	95	5.0	* 1.240	266.3	LOS F	54.2	395.9
6	R2	All MCs	386	5.0	386	5.0	0.776	25.2	LOS C	10.9	79.4
Approach			1049	5.0	1049	5.0	1.240	133.9	LOS F	54.2	395.9
North: Höfðabakki											
7	L2	All MCs	262	5.0	262	5.0	0.822	56.2	LOS E	6.4	46.9
8	T1	All MCs	702	5.0	702	5.0	* 1.345	353.9	LOS F	107.9	788.0
9	R2	All MCs	57	5.0	57	5.0	1.345	359.5	LOS F	107.9	788.0
Approach			1021	5.0	1021	5.0	1.345	277.8	LOS F	107.9	788.0
West: Strengur											
10	L2	All MCs	84	5.0	84	5.0	0.325	43.1	LOS D	3.4	25.1
11	T1	All MCs	71	5.0	71	5.0	0.652	40.9	LOS D	7.3	53.3
12	R2	All MCs	96	5.0	96	5.0	* 0.652	46.6	LOS D	7.3	53.3
Approach			251	5.0	251	5.0	0.652	43.8	LOS D	7.3	53.3
All Vehicles			3614	5.0	3614	5.0	1.431	274.4	LOS F	107.9	788.0

Scenario E2: Southern Junction, PM peak hour, without slip lane, with updated geometry

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg Satn	Aver Delay	Level of Service	95% Back Of Queue [Veh.	Dist [m]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Höfðabakki											
1	L2	All MCs	62	5,0	62	5,0	0,519	74,2	LOS E	2,9	20,9
2	T1	All MCs	539	5,0	539	5,0	1,152	209,4	LOS F	50,1	365,9
3	R2	All MCs	444	5,0	444	5,0	1,152	197,2	LOS F	49,4	360,7
Approach			1045	5,0	1045	5,0	1,152	196,1	LOS F	50,1	365,9
East: Bæjarháls											
4	L2	All MCs	786	5,0	786	5,0	1,626	414,6	LOS F	109,8	801,8
5	T1	All MCs	81	5,0	81	5,0	≠ 1,626	610,7	LOS F	109,8	801,8
6	R2	All MCs	539	5,0	539	5,0	1,040	91,5	LOS F	33,2	242,5
Approach			1406	5,0	1406	5,0	1,626	302,1	LOS F	109,8	801,8
North: Höfðabakki											
7	L2	All MCs	482	5,0	482	5,0	≠ 1,344	368,0	LOS F	34,2	249,6
8	T1	All MCs	751	5,0	751	5,0	≠ 1,424	424,3	LOS F	125,9	919,1
9	R2	All MCs	54	5,0	54	5,0	1,424	429,9	LOS F	125,9	919,1
Approach			1286	5,0	1286	5,0	1,424	403,4	LOS F	125,9	919,1
West: Strengur											
10	L2	All MCs	80	5,0	80	5,0	0,335	59,6	LOS E	3,3	24,2
11	T1	All MCs	176	5,0	176	5,0	≠ 1,419	442,4	LOS F	53,0	387,0
12	R2	All MCs	165	5,0	165	5,0	1,419	447,0	LOS F	53,0	387,0
Approach			421	5,0	421	5,0	1,419	371,5	LOS F	53,0	387,0
All Vehicles			4159	5,0	4159	5,0	1,626	313,8	LOS F	125,9	919,1

Scenario F1: Southern Junction, AM peak hour, with slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total]	HV]	[Total]	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Höfðabakki											
1	L2	All MCs	79	5,0	79	5,0	≠ 0,792	66,6	LOS E	3,9	28,5
2	T1	All MCs	617	5,0	617	5,0	0,693	38,8	LOS D	13,2	96,4
3	R2	All MCs	597	5,0	597	5,0	0,433	7,8	LOS A	6,7	49,1
Approach			1293	5,0	1293	5,0	0,792	26,2	LOS C	13,2	96,4
East: Bæjarháls											
4	L2	All MCs	568	5,0	568	5,0	1,228	177,8	LOS F	52,6	383,9
5	T1	All MCs	95	5,0	95	5,0	≠ 1,228	256,1	LOS F	52,6	383,9
6	R2	All MCs	386	5,0	386	5,0	0,776	25,2	LOS C	10,9	79,4
Approach			1049	5,0	1049	5,0	1,228	128,7	LOS F	52,6	383,9
North: Höfðabakki											
7	L2	All MCs	262	5,0	262	5,0	0,822	56,2	LOS E	6,4	46,9
8	T1	All MCs	702	5,0	702	5,0	≠ 1,345	353,9	LOS F	107,9	788,0
9	R2	All MCs	57	5,0	57	5,0	1,345	359,5	LOS F	107,9	788,0
Approach			1021	5,0	1021	5,0	1,345	277,6	LOS F	107,9	788,0
West: Strengur											
10	L2	All MCs	84	5,0	84	5,0	0,325	43,1	LOS D	3,4	25,1
11	T1	All MCs	71	5,0	71	5,0	0,652	40,9	LOS D	7,3	53,3
12	R2	All MCs	96	5,0	96	5,0	≠ 0,652	46,6	LOS D	7,3	53,3
Approach			251	5,0	251	5,0	0,652	43,8	LOS D	7,3	53,3
All Vehicles			3614	5,0	3614	5,0	1,345	128,3	LOS F	107,9	788,0

Scenario F2: Southern Junction, PM peak hour, with slip lane

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total	%	[Total	%					
			veh/h	%	veh/h	%	v/c	sec		[Veh.	m
										veh	
South: Höfðabakki											
1	L2	All MCs	62	5.0	62	5.0	0.519	58.2	LOS E	2.9	20.9
2	T1	All MCs	539	5.0	539	5.0	0.595	35.5	LOS D	10.9	79.4
3	R2	All MCs	444	5.0	444	5.0	0.344	9.2	LOS A	6.1	44.6
Approach			1045	5.0	1045	5.0	0.595	25.7	LOS C	10.9	79.4
East: Bæjarháls											
4	L2	All MCs	786	5.0	786	5.0	1.610	401.7	LOS F	107.6	785.5
5	T1	All MCs	81	5.0	81	5.0	≠ 1.610	596.5	LOS F	107.6	785.5
6	R2	All MCs	539	5.0	539	5.0	1.040	91.5	LOS F	33.2	242.5
Approach			1406	5.0	1406	5.0	1.610	294.0	LOS F	107.6	785.5
North: Höfðabakki											
7	L2	All MCs	482	5.0	482	5.0	≠ 1.344	368.0	LOS F	34.2	249.6
8	T1	All MCs	751	5.0	751	5.0	≠ 1.424	424.3	LOS F	125.9	919.1
9	R2	All MCs	54	5.0	54	5.0	1.424	429.9	LOS F	125.9	919.1
Approach			1286	5.0	1286	5.0	1.424	403.4	LOS F	125.9	919.1
West: Strengur											
10	L2	All MCs	80	5.0	80	5.0	0.335	59.6	LOS E	3.3	24.2
11	T1	All MCs	176	5.0	176	5.0	≠ 1.419	442.4	LOS F	53.0	387.0
12	R2	All MCs	165	5.0	165	5.0	1.419	447.0	LOS F	53.0	387.0
Approach			421	5.0	421	5.0	1.419	371.5	LOS F	53.0	387.0
All Vehicles			4159	5.0	4159	5.0	1.610	268.3	LOS F	125.9	919.1

Scenario G1: Southern Junction, AM peak hour, without slip lane, with updated geometry

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV]		Arrival Flows HV]		Deg. Satn	Avar. Delay	Level of Service	95% Back Of Queue	
			[Total	%	[Total	%				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Höfdabakki											
1	L2	All MCs	79	5,0	79	5,0	0,440	57,7	LOS E	3,5	25,2
2	T1	All MCs	617	5,0	617	5,0	0,693	38,8	LOS D	13,2	96,5
3	R2	All MCs	597	5,0	597	5,0	0,457	9,6	LOS A	9,1	66,2
Approach			1293	5,0	1293	5,0	0,693	26,5	LOS C	13,2	96,5
East: Bæjarháls											
4	L2	All MCs	568	5,0	568	5,0	1,228	178,1	LOS F	52,6	383,9
5	T1	All MCs	95	5,0	95	5,0	* 1,228	256,1	LOS F	52,6	383,9
6	R2	All MCs	386	5,0	386	5,0	0,359	9,2	LOS A	5,8	42,4
Approach			1049	5,0	1049	5,0	1,228	123,0	LOS F	52,6	383,9
North: Höfdabakki											
7	L2	All MCs	262	5,0	262	5,0	* 1,096	153,0	LOS F	22,7	165,5
8	T1	All MCs	702	5,0	702	5,0	* 0,906	41,5	LOS D	26,6	194,4
9	R2	All MCs	57	5,0	57	5,0	0,906	52,2	LOS D	26,6	194,4
Approach			1021	5,0	1021	5,0	1,096	70,7	LOS E	26,6	194,4
West: Strengur											
10	L2	All MCs	84	5,0	84	5,0	0,470	48,2	LOS D	3,7	27,0
11	T1	All MCs	71	5,0	71	5,0	* 0,958	66,2	LOS E	9,6	70,4
12	R2	All MCs	96	5,0	96	5,0	0,958	71,9	LOS E	9,6	70,4
Approach			251	5,0	251	5,0	0,958	62,3	LOS E	9,6	70,4
All Vehicles			3614	5,0	3614	5,0	1,228	69,5	LOS E	52,6	383,9

Scenario G2: Southern Junction, PM peak hour, without slip lane, with updated geometry

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows HV		Arrival Flows HV		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist
			[Total		[Total					[Veh.	
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Höfdabakki											
1	L2	All MCs	62	5,0	62	5,0	0,346	56,2	LOS E	2,7	19,6
2	T1	All MCs	539	5,0	539	5,0	0,776	45,2	LOS D	12,5	91,5
3	R2	All MCs	444	5,0	444	5,0	0,364	10,6	LOS B	7,2	52,6
Approach			1045	5,0	1045	5,0	0,776	31,2	LOS C	12,5	91,5
East: Bæjarháls											
4	L2	All MCs	786	5,0	786	5,0	1,610	402,1	LOS F	107,6	785,5
5	T1	All MCs	81	5,0	81	5,0	* 1,610	596,5	LOS F	107,6	785,5
6	R2	All MCs	539	5,0	539	5,0	0,484	9,4	LOS A	8,8	64,3
Approach			1406	5,0	1406	5,0	1,610	262,8	LOS F	107,6	785,5
North: Höfdabakki											
7	L2	All MCs	482	5,0	482	5,0	* 2,016	968,1	LOS F	110,7	808,1
8	T1	All MCs	751	5,0	751	5,0	* 1,178	150,3	LOS F	57,8	421,9
9	R2	All MCs	54	5,0	54	5,0	1,178	216,4	LOS F	57,8	421,9
Approach			1286	5,0	1286	5,0	2,016	459,6	LOS F	110,7	808,1
West: Strengur											
10	L2	All MCs	80	5,0	80	5,0	0,287	56,3	LOS E	3,2	23,4
11	T1	All MCs	176	5,0	176	5,0	* 1,248	289,3	LOS F	41,7	304,1
12	R2	All MCs	165	5,0	165	5,0	1,248	293,9	LOS F	41,7	304,1
Approach			421	5,0	421	5,0	1,248	246,8	LOS F	41,7	304,1
All Vehicles			4159	5,0	4159	5,0	2,016	263,8	LOS F	110,7	808,1