

MOVEMENT SUMMARY

 Site: 02 [Build 2050 AM - w Improv. (Site Folder: 02_Youngsville Bypass/Cedar Creek Road and Main Street/Tarboro Road)]

Youngsville Bypass/Cedar Creek Road and Main Street/Tarboro Road
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
						v/c	sec							mph
South: Cedar Creek Road/Youngsville Bypass														
3	L2	73	2.0	81	2.0	0.167	6.0	LOS A	0.6	15.8	0.52	0.49	0.52	32.7
8	T1	36	2.0	40	2.0	0.167	6.0	LOS A	0.6	15.8	0.52	0.49	0.52	35.0
18	R2	18	2.0	20	2.0	0.167	6.0	LOS A	0.6	15.8	0.52	0.49	0.52	31.7
Approach		127	2.0	141	2.0	0.167	6.0	LOS A	0.6	15.8	0.52	0.49	0.52	33.2
East: Tarboro Road														
1	L2	70	2.0	78	2.0	0.719	15.9	LOS C	10.8	274.8	0.81	1.07	1.49	29.1
6	T1	572	2.0	636	2.0	0.719	15.9	LOS C	10.8	274.8	0.81	1.07	1.49	27.4
16	R2	278	2.0	309	2.0	0.289	6.2	LOS A	1.4	34.3	0.45	0.35	0.45	32.7
Approach		920	2.0	1022	2.0	0.719	13.0	LOS B	10.8	274.8	0.70	0.85	1.17	28.9
North: Cedar Creek Road/Youngsville Bypass														
7	L2	188	2.0	209	2.0	0.474	12.5	LOS B	2.7	67.9	0.72	0.82	1.06	29.7
4	T1	96	2.0	107	2.0	0.474	12.5	LOS B	2.7	67.9	0.72	0.82	1.06	31.6
14	R2	775	2.0	861	2.0	0.525	14.1	LOS B	0.0	0.0	0.00	0.00	0.00	39.6
Approach		1059	2.0	1177	2.0	0.525	13.8	LOS B	2.7	67.9	0.19	0.22	0.28	36.5
West: Main Street														
5	L2	219	2.0	243	2.0	0.252	6.2	LOS A	1.1	27.9	0.50	0.43	0.50	31.0
2	T1	113	2.0	126	2.0	0.200	5.7	LOS A	0.8	21.3	0.48	0.40	0.48	31.5
12	R2	61	2.0	68	2.0	0.200	5.7	LOS A	0.8	21.3	0.48	0.40	0.48	32.9
Approach		393	2.0	437	2.0	0.252	6.0	LOS A	1.1	27.9	0.49	0.42	0.49	31.4
All Vehicles		2499	2.0	2777	2.0	0.719	11.8	LOS B	10.8	274.8	0.44	0.50	0.66	32.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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