

MOVEMENT SUMMARY

 Site: 02 [Build 2050 PM - 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				
South: Cedar Creek Road/Youngsville Bypass														
3	L2	80	2.0	89	2.0	0.412	13.3	LOS B	1.8	46.6	0.72	0.80	1.01	29.9
8	T1	67	2.0	74	2.0	0.412	13.3	LOS B	1.8	46.6	0.72	0.80	1.01	31.9
18	R2	54	2.0	60	2.0	0.412	13.3	LOS B	1.8	46.6	0.72	0.80	1.01	29.1
Approach		201	2.0	223	2.0	0.412	13.3	LOS B	1.8	46.6	0.72	0.80	1.01	30.3
East: Tarboro Road														
1	L2	38	2.0	42	2.0	0.480	10.8	LOS B	3.0	77.2	0.68	0.79	0.94	31.1
6	T1	315	2.0	350	2.0	0.480	10.8	LOS B	3.0	77.2	0.68	0.79	0.94	29.3
16	R2	263	2.0	292	2.0	0.329	7.7	LOS A	1.5	37.6	0.58	0.55	0.58	32.0
Approach		616	2.0	684	2.0	0.480	9.5	LOS A	3.0	77.2	0.64	0.68	0.79	30.5
North: Cedar Creek Road/Youngsville Bypass														
7	L2	305	2.0	339	2.0	0.448	9.5	LOS A	2.7	67.6	0.64	0.67	0.78	30.6
4	T1	54	2.0	60	2.0	0.448	9.5	LOS A	2.7	67.6	0.64	0.67	0.78	32.6
14	R2	446	2.0	496	2.0	0.302	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	39.8
Approach		805	2.0	894	2.0	0.448	7.5	LOS A	2.7	67.6	0.28	0.30	0.35	35.1
West: Main Street														
5	L2	369	2.0	410	2.0	0.444	9.2	LOS A	2.6	65.6	0.62	0.63	0.72	29.9
2	T1	304	2.0	338	2.0	0.430	9.0	LOS A	2.4	60.8	0.61	0.61	0.69	30.1
12	R2	54	2.0	60	2.0	0.430	9.0	LOS A	2.4	60.8	0.61	0.61	0.69	31.4
Approach		727	2.0	808	2.0	0.444	9.1	LOS A	2.6	65.6	0.62	0.62	0.71	30.1
All Vehicles		2349	2.0	2610	2.0	0.480	9.0	LOS A	3.0	77.2	0.52	0.54	0.63	31.8

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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