

MOVEMENT SUMMARY

 **Site: 01 [Build 2050 AM - SL (Site Folder: 01_NC 96 and Youngsville Bypass (SE))]**

NC 96 and Youngsville Bypass (Southeastern)
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				
East: NC 96														
6	T1	281	2.0	312	2.0	0.326	6.0	LOS A	1.9	47.3	0.30	0.16	0.30	40.9
16	R2	79	2.0	88	2.0	0.326	6.0	LOS A	1.9	47.3	0.30	0.16	0.30	39.7
Approach		360	2.0	400	2.0	0.326	6.0	LOS A	1.9	47.3	0.30	0.16	0.30	40.6
North: Youngsville Bypass														
7	L2	143	2.0	159	2.0	0.259	6.3	LOS A	1.2	31.6	0.50	0.40	0.50	38.3
14	R2	85	2.0	94	2.0	0.259	6.3	LOS A	1.2	31.6	0.50	0.40	0.50	37.5
Approach		228	2.0	253	2.0	0.259	6.3	LOS A	1.2	31.6	0.50	0.40	0.50	38.0
West: NC 96														
5	L2	85	2.0	94	2.0	0.622	11.3	LOS B	5.2	131.4	0.59	0.40	0.59	36.7
2	T1	557	2.0	619	2.0	0.622	11.3	LOS B	5.2	131.4	0.59	0.40	0.59	36.9
Approach		642	2.0	713	2.0	0.622	11.3	LOS B	5.2	131.4	0.59	0.40	0.59	36.9
All Vehicles		1230	2.0	1367	2.0	0.622	8.8	LOS A	5.2	131.4	0.49	0.33	0.49	38.1

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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