

MOVEMENT SUMMARY

 **Site: 04 [Build 2050 PM - w Improv. (Site Folder: 04_NC 96 and US 1A/Youngsville Bypass)]**

NC 96 and US 1A/Youngsville Bypass

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: NC 96														
3a	L1	208	2.0	231	2.0	0.383	11.5	LOS B	1.8	44.7	0.69	0.74	0.89	31.8
8	T1	148	2.0	164	2.0	0.768	24.6	LOS C	7.7	196.2	0.86	1.19	2.00	28.8
18	R2	318	2.0	353	2.0	0.768	24.6	LOS C	7.7	196.2	0.86	1.19	2.00	28.9
Approach		674	2.0	749	2.0	0.768	20.6	LOS C	7.7	196.2	0.81	1.05	1.65	29.7
East: Youngsville Bypass														
1	L2	311	2.0	346	2.0	0.378	8.2	LOS A	1.8	45.0	0.56	0.51	0.56	34.8
16a	R1	186	2.0	207	2.0	0.359	7.5	LOS A	1.6	41.4	0.53	0.47	0.53	38.7
16	R2	133	2.0	148	2.0	0.359	7.5	LOS A	1.6	41.4	0.53	0.47	0.53	37.4
Approach		630	2.0	700	2.0	0.378	7.8	LOS A	1.8	45.0	0.54	0.49	0.54	36.4
North: US 1A														
7	L2	177	2.0	197	2.0	0.586	15.0	LOS B	4.0	102.6	0.75	0.91	1.30	32.7
4	T1	195	2.0	217	2.0	0.586	15.0	LOS B	4.0	102.6	0.75	0.91	1.30	31.8
14b	R3	19	2.0	21	2.0	0.022	4.0	LOS A	0.1	1.9	0.42	0.29	0.42	36.9
Approach		391	2.0	434	2.0	0.586	14.4	LOS B	4.0	102.6	0.74	0.88	1.25	32.4
NorthWest: NC 96														
7ax	L1	576	2.0	640	2.0	0.986	56.9	LOS F	22.8	578.1	1.00	1.94	4.22	20.1
14ax	R1	635	2.0	706	2.0	0.979	52.2	LOS F	23.5	597.0	1.00	1.94	4.19	21.3
Approach		1211	2.0	1346	2.0	0.986	54.5	LOS F	23.5	597.0	1.00	1.94	4.21	20.7
All Vehicles		2906	2.0	3229	2.0	0.986	31.1	LOS D	23.5	597.0	0.82	1.28	2.42	26.3

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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