

MOVEMENT SUMMARY

 **Site: 04 [Build 2050 AM - 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	221	2.0	246	2.0	0.315	8.3	LOS A	1.3	33.5	0.60	0.60	0.60	33.2
8	T1	165	2.0	183	2.0	0.556	12.2	LOS B	4.2	106.3	0.70	0.83	1.11	34.3
18	R2	262	2.0	291	2.0	0.556	12.2	LOS B	4.2	106.3	0.70	0.83	1.11	34.5
Approach		648	2.0	720	2.0	0.556	10.9	LOS B	4.2	106.3	0.67	0.75	0.93	34.0
East: Youngsville Bypass														
1	L2	398	2.0	442	2.0	0.520	11.0	LOS B	3.8	96.4	0.65	0.71	0.91	33.6
16a	R1	266	2.0	296	2.0	0.520	10.4	LOS B	3.8	96.4	0.63	0.68	0.88	36.6
16	R2	199	2.0	221	2.0	0.520	10.3	LOS B	3.8	95.9	0.63	0.68	0.87	35.7
Approach		863	2.0	959	2.0	0.520	10.6	LOS B	3.8	96.4	0.64	0.69	0.89	34.9
North: US 1A														
7	L2	155	2.0	172	2.0	0.659	20.3	LOS C	4.6	116.3	0.80	1.01	1.56	30.5
4	T1	197	2.0	219	2.0	0.659	20.3	LOS C	4.6	116.3	0.80	1.01	1.56	29.7
14b	R3	14	2.0	16	2.0	0.018	4.3	LOS A	0.1	1.5	0.46	0.34	0.46	36.7
Approach		366	2.0	407	2.0	0.659	19.7	LOS C	4.6	116.3	0.79	0.98	1.52	30.3
NorthWest: NC 96														
7ax	L1	354	2.0	393	2.0	0.650	19.5	LOS C	4.8	121.5	0.80	1.00	1.52	29.7
14ax	R1	451	2.0	501	2.0	0.741	22.7	LOS C	7.0	176.8	0.85	1.14	1.86	29.6
Approach		805	2.0	894	2.0	0.741	21.3	LOS C	7.0	176.8	0.83	1.08	1.71	29.6
All Vehicles		2682	2.0	2980	2.0	0.741	15.1	LOS C	7.0	176.8	0.72	0.86	1.23	32.3

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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