

MOVEMENT SUMMARY

 **Site: 02 [Build 2050 PM - SL (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 | 0.500 | 18.3 | LOS C | 2.6 | 65.5 | 0.80 | 0.91 | 1.23 | 28.1 |
| 8 | T1 | 67 | 2.0 | 74 | 2.0 | 0.500 | 18.3 | LOS C | 2.6 | 65.5 | 0.80 | 0.91 | 1.23 | 29.8 |
| 18 | R2 | 54 | 2.0 | 60 | 2.0 | 0.500 | 18.3 | LOS C | 2.6 | 65.5 | 0.80 | 0.91 | 1.23 | 27.3 |
| Approach | | 201 | 2.0 | 223 | 2.0 | 0.500 | 18.3 | LOS C | 2.6 | 65.5 | 0.80 | 0.91 | 1.23 | 28.4 |
| East: Tarboro Road | | | | | | | | | | | | | | |
| 1 | L2 | 38 | 2.0 | 42 | 2.0 | 0.919 | 39.4 | LOS E | 20.4 | 518.2 | 1.00 | 1.84 | 3.14 | 22.3 |
| 6 | T1 | 315 | 2.0 | 350 | 2.0 | 0.919 | 39.4 | LOS E | 20.4 | 518.2 | 1.00 | 1.84 | 3.14 | 21.3 |
| 16 | R2 | 263 | 2.0 | 292 | 2.0 | 0.919 | 39.4 | LOS E | 20.4 | 518.2 | 1.00 | 1.84 | 3.14 | 22.0 |
| Approach | | 616 | 2.0 | 684 | 2.0 | 0.919 | 39.4 | LOS E | 20.4 | 518.2 | 1.00 | 1.84 | 3.14 | 21.6 |
| North: Cedar Creek Road/Youngsville Bypass | | | | | | | | | | | | | | |
| 7 | L2 | 305 | 2.0 | 339 | 2.0 | 1.091 | 80.5 | LOS F | 53.0 | 1346.2 | 1.00 | 2.59 | 5.64 | 15.8 |
| 4 | T1 | 54 | 2.0 | 60 | 2.0 | 1.091 | 80.5 | LOS F | 53.0 | 1346.2 | 1.00 | 2.59 | 5.64 | 16.4 |
| 14 | R2 | 446 | 2.0 | 496 | 2.0 | 1.091 | 80.5 | LOS F | 53.0 | 1346.2 | 1.00 | 2.59 | 5.64 | 15.6 |
| Approach | | 805 | 2.0 | 894 | 2.0 | 1.091 | 80.5 | LOS F | 53.0 | 1346.2 | 1.00 | 2.59 | 5.64 | 15.7 |
| West: Main Street | | | | | | | | | | | | | | |
| 5 | L2 | 369 | 2.0 | 410 | 2.0 | 0.921 | 35.7 | LOS E | 26.8 | 681.5 | 1.00 | 1.88 | 2.99 | 22.7 |
| 2 | T1 | 304 | 2.0 | 338 | 2.0 | 0.921 | 35.7 | LOS E | 26.8 | 681.5 | 1.00 | 1.88 | 2.99 | 21.7 |
| 12 | R2 | 54 | 2.0 | 60 | 2.0 | 0.921 | 35.7 | LOS E | 26.8 | 681.5 | 1.00 | 1.88 | 2.99 | 22.4 |
| Approach | | 727 | 2.0 | 808 | 2.0 | 0.921 | 35.7 | LOS E | 26.8 | 681.5 | 1.00 | 1.88 | 2.99 | 22.3 |
| All Vehicles | | 2349 | 2.0 | 2610 | 2.0 | 1.091 | 50.5 | LOS F | 53.0 | 1346.2 | 0.98 | 2.03 | 3.79 | 19.7 |

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.