

MOVEMENT SUMMARY

 Site: 01 [Build 2050 PM - 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	325	2.0	361	2.0	0.401	7.0	LOS A	2.5	63.5	0.36	0.20	0.36	40.2
16	R2	111	2.0	123	2.0	0.401	7.0	LOS A	2.5	63.5	0.36	0.20	0.36	39.1
Approach		436	2.0	484	2.0	0.401	7.0	LOS A	2.5	63.5	0.36	0.20	0.36	39.9
North: Youngsville Bypass														
7	L2	83	2.0	92	2.0	0.170	5.5	LOS A	0.7	18.9	0.49	0.40	0.49	38.9
14	R2	59	2.0	66	2.0	0.170	5.5	LOS A	0.7	18.9	0.49	0.40	0.49	38.1
Approach		142	2.0	158	2.0	0.170	5.5	LOS A	0.7	18.9	0.49	0.40	0.49	38.5
West: NC 96														
5	L2	98	2.0	109	2.0	0.466	7.8	LOS A	3.2	82.0	0.36	0.19	0.36	38.7
2	T1	417	2.0	463	2.0	0.466	7.8	LOS A	3.2	82.0	0.36	0.19	0.36	38.9
Approach		515	2.0	572	2.0	0.466	7.8	LOS A	3.2	82.0	0.36	0.19	0.36	38.9
All Vehicles		1093	2.0	1214	2.0	0.466	7.2	LOS A	3.2	82.0	0.38	0.22	0.38	39.2

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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