

# MOVEMENT SUMMARY

 **Site: 02 [Build 2050 AM - 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	73	2.0	81	2.0	0.173	6.2	LOS A	0.7	18.6	0.55	0.49	0.55	32.6
8	T1	36	2.0	40	2.0	0.173	6.2	LOS A	0.7	18.6	0.55	0.49	0.55	34.9
18	R2	18	2.0	20	2.0	0.173	6.2	LOS A	0.7	18.6	0.55	0.49	0.55	31.6
Approach		127	2.0	141	2.0	0.173	6.2	LOS A	0.7	18.6	0.55	0.49	0.55	33.1
East: Tarboro Road														
1	L2	70	2.0	78	2.0	1.104	82.0	LOS F	67.4	1712.0	1.00	3.03	5.42	15.7
6	T1	572	2.0	636	2.0	1.104	82.0	LOS F	67.4	1712.0	1.00	3.03	5.42	15.2
16	R2	278	2.0	309	2.0	1.104	82.0	LOS F	67.4	1712.0	1.00	3.03	5.42	15.5
Approach		920	2.0	1022	2.0	1.104	82.0	LOS F	67.4	1712.0	1.00	3.03	5.42	15.3
North: Cedar Creek Road/Youngsville Bypass														
7	L2	188	2.0	209	2.0	1.861	410.2	LOS F	187.4	4759.4	1.00	5.85	17.31	4.8
4	T1	96	2.0	107	2.0	1.861	410.2	LOS F	187.4	4759.4	1.00	5.85	17.31	4.8
14	R2	775	2.0	861	2.0	1.861	410.2	LOS F	187.4	4759.4	1.00	5.85	17.31	4.7
Approach		1059	2.0	1177	2.0	1.861	410.2	LOS F	187.4	4759.4	1.00	5.85	17.31	4.7
West: Main Street														
5	L2	219	2.0	243	2.0	0.417	7.9	LOS A	2.4	61.0	0.52	0.40	0.52	31.3
2	T1	113	2.0	126	2.0	0.417	7.9	LOS A	2.4	61.0	0.52	0.40	0.52	29.4
12	R2	61	2.0	68	2.0	0.417	7.9	LOS A	2.4	61.0	0.52	0.40	0.52	30.7
Approach		393	2.0	437	2.0	0.417	7.9	LOS A	2.4	61.0	0.52	0.40	0.52	30.6
All Vehicles		2499	2.0	2777	2.0	1.861	205.6	LOS F	187.4	4759.4	0.90	3.68	9.44	8.4

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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