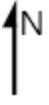
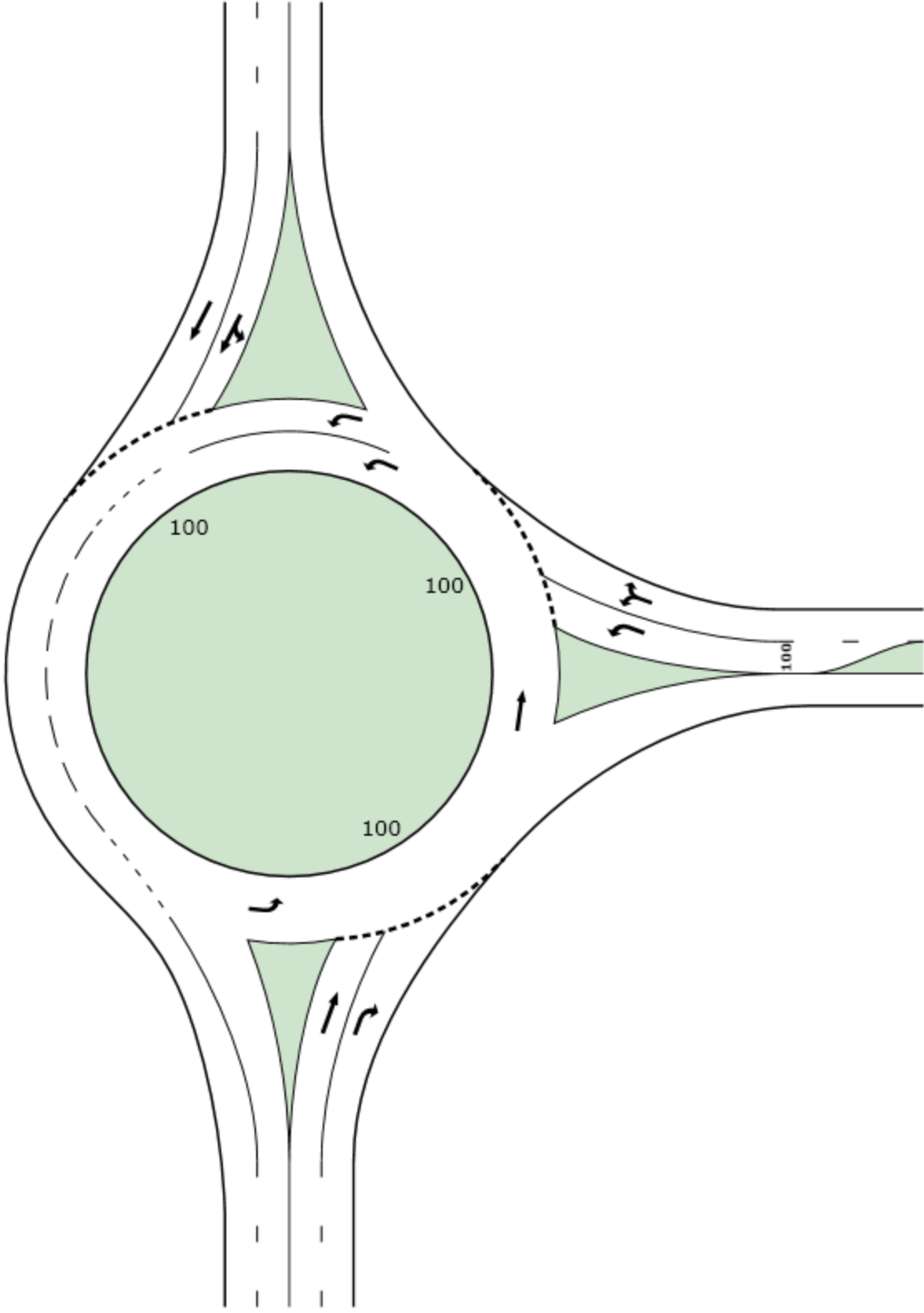

Sidra Analysis Output





Bechtle Avenue



Bechtle Avenue

St. Paris Connector

MOVEMENT SUMMARY

Site: 2016 PM

Bechtle Avenue and St. Paris Connector Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Bechtle Avenue											
8	T	648	3.0	0.672	14.4	LOS B	5.1	130.9	0.54	0.57	25.5
18	R	425	3.0	0.441	8.9	LOS A	2.3	58.7	0.37	0.57	27.6
Approach		1073	3.0	0.672	12.2	LOS B	5.1	130.9	0.47	0.57	26.3
East: St. Paris Connector											
1	L	437	3.0	0.495	15.0	LOS B	2.4	60.5	0.69	0.97	23.1
16	R	121	3.0	0.495	15.0	LOS B	2.4	60.5	0.69	0.90	24.4
Approach		558	3.0	0.495	15.0	LOS B	2.4	60.5	0.69	0.96	23.3
North: Bechtle Avenue											
7	L	126	3.0	0.404	9.7	LOS A	1.5	37.6	0.48	0.95	25.4
4	T	514	3.0	0.404	9.6	LOS A	1.5	37.6	0.47	0.70	27.9
Approach		640	3.0	0.404	9.6	LOS A	1.5	37.6	0.47	0.75	27.3
All Vehicles		2271	3.0	0.672	12.2	LOS B	5.1	130.9	0.53	0.72	25.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

MOVEMENT SUMMARY

Site: 2016 SAT

Bechtle Avenue and St. Paris Connector
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Bechtle Avenue												
8	T	654	3.0	0.709	16.4	LOS C	6.3	162.1	0.64	0.67	24.6	
18	R	482	3.0	0.522	10.7	LOS B	2.9	75.3	0.47	0.63	26.6	
Approach		1136	3.0	0.709	14.0	LOS B	6.3	162.1	0.57	0.65	25.4	
East: St. Paris Connector												
1	L	487	3.0	0.537	16.3	LOS C	2.7	69.1	0.71	0.99	22.6	
16	R	113	3.0	0.537	16.3	LOS C	2.7	69.1	0.71	0.92	23.8	
Approach		600	3.0	0.537	16.3	LOS C	2.7	69.1	0.71	0.98	22.8	
North: Bechtle Avenue												
7	L	168	3.0	0.594	14.5	LOS B	3.0	75.6	0.61	1.00	23.5	
4	T	737	3.0	0.594	14.3	LOS B	3.0	75.6	0.59	0.81	25.4	
Approach		905	3.0	0.594	14.3	LOS B	3.0	75.6	0.59	0.85	25.0	
All Vehicles		2641	3.0	0.709	14.6	LOS B	6.3	162.1	0.61	0.79	24.6	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

MOVEMENT SUMMARY

Site: 2036 PM

Bechtle Avenue and St. Paris Connector Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Bechtle Avenue												
8	T	679	3.0	0.706	15.7	LOS C	6.0	152.4	0.58	0.59	24.9	
18	R	446	3.0	0.463	9.2	LOS A	2.5	63.5	0.38	0.57	27.4	
Approach		1125	3.0	0.706	13.1	LOS B	6.0	152.4	0.50	0.58	25.8	
East: St. Paris Connector												
1	L	455	3.0	0.532	16.5	LOS C	2.6	67.3	0.71	0.99	22.5	
16	R	124	3.0	0.532	16.5	LOS C	2.6	67.3	0.71	0.92	23.7	
Approach		579	3.0	0.532	16.5	LOS C	2.6	67.3	0.71	0.98	22.8	
North: Bechtle Avenue												
7	L	127	3.0	0.428	10.3	LOS B	1.6	41.4	0.50	0.96	25.2	
4	T	541	3.0	0.428	10.1	LOS B	1.6	41.4	0.49	0.72	27.6	
Approach		668	3.0	0.428	10.2	LOS B	1.6	41.4	0.49	0.76	27.1	
All Vehicles		2373	3.0	0.706	13.1	LOS B	6.0	152.4	0.55	0.73	25.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

MOVEMENT SUMMARY

Site: 2036 SAT

Bechtle Avenue and St. Paris Connector Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Bechtle Avenue											
8	T	686	3.0	0.744	18.1	LOS C	7.4	190.0	0.69	0.71	23.9
18	R	503	3.0	0.546	11.2	LOS B	3.2	81.5	0.49	0.63	26.4
Approach		1189	3.0	0.744	15.2	LOS C	7.4	190.0	0.61	0.67	24.9
East: St. Paris Connector											
1	L	505	3.0	0.572	18.0	LOS C	3.0	76.4	0.73	1.01	22.0
16	R	114	3.0	0.572	18.0	LOS C	3.0	76.4	0.73	0.95	23.1
Approach		620	3.0	0.572	18.0	LOS C	3.0	76.4	0.73	1.00	22.2
North: Bechtle Avenue											
7	L	170	3.0	0.627	15.8	LOS C	3.3	84.3	0.64	1.02	23.1
4	T	774	3.0	0.627	15.6	LOS C	3.3	84.3	0.62	0.84	24.9
Approach		943	3.0	0.627	15.6	LOS C	3.3	84.3	0.62	0.87	24.5
All Vehicles		2752	3.0	0.744	16.0	LOS C	7.4	190.0	0.64	0.81	24.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

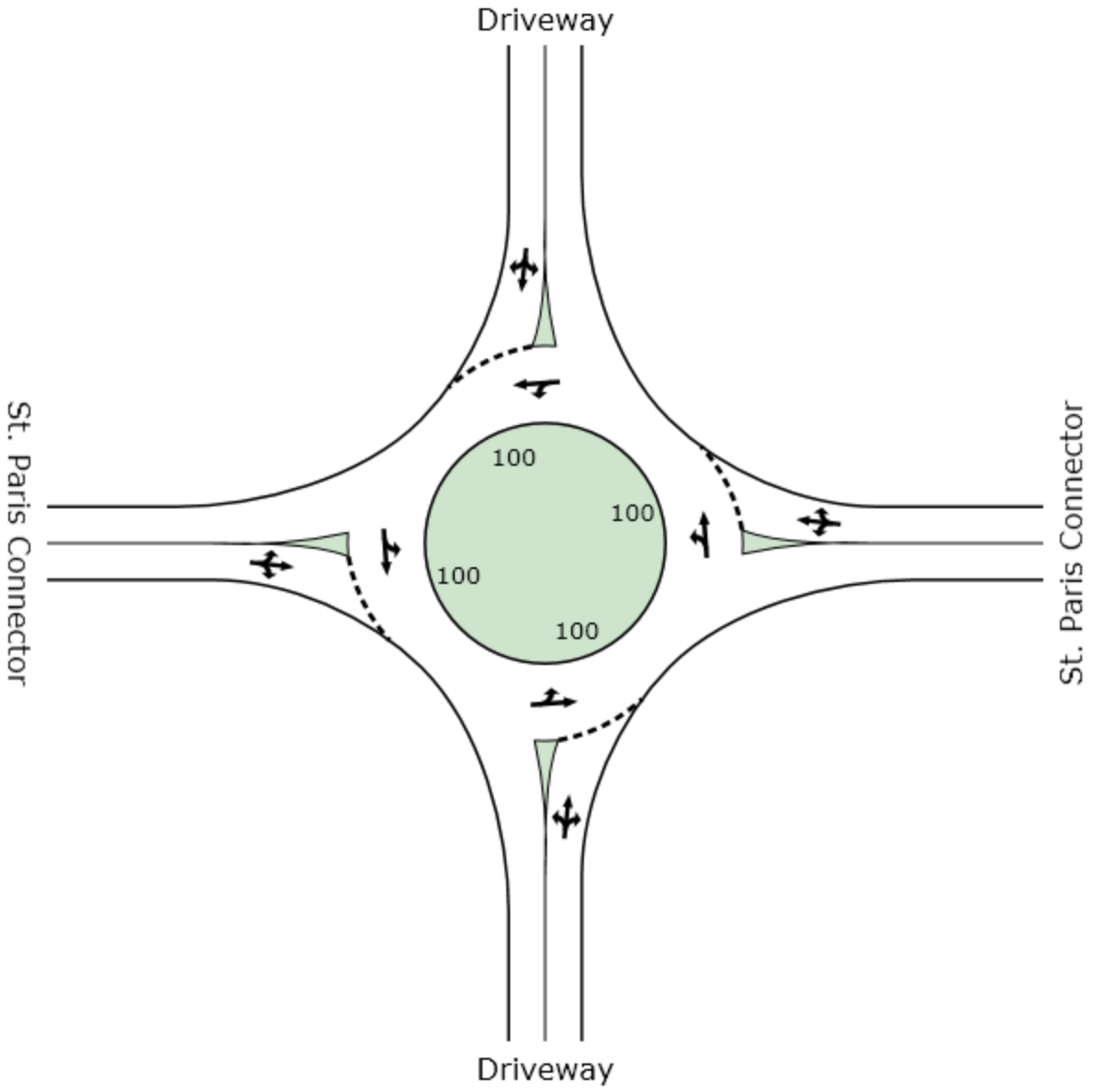
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.



MOVEMENT SUMMARY

Site: St. Paris Connector 2036 PM

St. Paris Connector and Driveway Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Driveway												
3	L	114	3.0	0.327	9.8	LOS A	1.3	32.4	0.58	0.91	25.2	
8	T	21	3.0	0.327	9.8	LOS A	1.3	32.4	0.58	0.74	27.4	
18	R	78	3.0	0.327	9.8	LOS A	1.3	32.4	0.58	0.78	27.1	
Approach		213	3.0	0.327	9.8	LOS A	1.3	32.4	0.58	0.85	26.0	
East: St. Paris Connector												
1	L	86	3.0	0.587	12.2	LOS B	3.7	93.6	0.51	0.84	24.5	
6	T	438	3.0	0.587	12.2	LOS B	3.7	93.6	0.51	0.58	26.5	
16	R	20	3.0	0.587	12.2	LOS B	3.7	93.6	0.51	0.64	26.2	
Approach		543	3.0	0.587	12.2	LOS B	3.7	93.6	0.51	0.63	26.1	
North: Driveway												
7	L	16	3.0	0.115	7.7	LOS A	0.4	9.6	0.55	0.94	26.3	
4	T	21	3.0	0.115	7.7	LOS A	0.4	9.6	0.55	0.73	28.8	
14	R	28	3.0	0.115	7.7	LOS A	0.4	9.6	0.55	0.78	28.4	
Approach		65	3.0	0.115	7.7	LOS A	0.4	9.6	0.55	0.80	27.9	
West: St. Paris Connector												
5	L	29	3.0	0.593	12.0	LOS B	3.9	99.8	0.46	0.83	24.6	
2	T	460	3.0	0.593	12.0	LOS B	3.9	99.8	0.46	0.54	26.6	
12	R	84	3.0	0.593	12.0	LOS B	3.9	99.8	0.46	0.60	26.3	
Approach		573	3.0	0.593	12.0	LOS B	3.9	99.8	0.46	0.56	26.5	
All Vehicles		1395	3.0	0.593	11.5	LOS B	3.9	99.8	0.50	0.64	26.3	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

MOVEMENT SUMMARY

Site: St. Paris Connector 2036 SAT

St. Paris Connector and Driveway
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Driveway												
3	L	166	3.0	0.517	14.6	LOS B	2.6	67.1	0.68	0.99	23.4	
8	T	32	3.0	0.517	14.6	LOS B	2.6	67.1	0.68	0.86	24.9	
18	R	117	3.0	0.517	14.6	LOS B	2.6	67.1	0.68	0.89	24.7	
Approach		315	3.0	0.517	14.6	LOS B	2.6	67.1	0.68	0.94	24.0	
East: St. Paris Connector												
1	L	130	3.0	0.657	15.2	LOS C	5.0	129.2	0.65	0.93	23.4	
6	T	408	3.0	0.657	15.2	LOS C	5.0	129.2	0.65	0.75	24.9	
16	R	23	3.0	0.657	15.2	LOS C	5.0	129.2	0.65	0.79	24.7	
Approach		561	3.0	0.657	15.2	LOS C	5.0	129.2	0.65	0.79	24.5	
North: Driveway												
7	L	27	3.0	0.194	9.4	LOS A	0.7	16.8	0.59	0.94	25.6	
4	T	32	3.0	0.194	9.4	LOS A	0.7	16.8	0.59	0.75	27.8	
14	R	45	3.0	0.194	9.4	LOS A	0.7	16.8	0.59	0.80	27.5	
Approach		103	3.0	0.194	9.4	LOS A	0.7	16.8	0.59	0.82	27.0	
West: St. Paris Connector												
5	L	46	3.0	0.744	18.3	LOS C	7.4	189.3	0.71	0.89	22.4	
2	T	497	3.0	0.744	18.3	LOS C	7.4	189.3	0.71	0.74	23.7	
12	R	129	3.0	0.744	18.3	LOS C	7.4	189.3	0.71	0.77	23.5	
Approach		672	3.0	0.744	18.3	LOS C	7.4	189.3	0.71	0.76	23.5	
All Vehicles		1651	3.0	0.744	16.0	LOS C	7.4	189.3	0.68	0.81	24.1	

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

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 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.