

Phone:
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ROUNDBOUT ANALYSIS

Analyst: A. Greenlaw
Agency/Co.: TYLin International
Date Performed: 6/30/2014
Analysis Time Period: AM Peak
Intersection: Weymouth and North Raymond
Jurisdiction: Gray
Units: U. S. Customary
Analysis Year: 2035
Project ID: Gray Route 26 Corridor
East/West Street: N Raymond/Weymouth
North/South Street: SR26

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	106	63	571	0	6	82	68	219	128	0	621	0
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass			2			1			1			1
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
%HV	2	2	1	2	2	2	15	11	2	2	2	2
NumPeds	0			0			0			0		
U-Turn PHF	1.00			1.00			1.00			1.00		
U-Turn %HV	3			3			3			3		
Flow Rate	118	70	627	0	7	91	85	264	142	0	688	0
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1		1	1		1	1		1	1		1
Duration, T	0.25 hrs.											

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound		Westbound		Northbound		Southbound	
Circ. Flow	688		467		188		92	
Exit. Flow	70		92		382		688	

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	188		627	7		91	349		142	688		0
Entry Cap.	568			708		771	936		1054	1031		1031
Volume (vph)	186		619	7		89	321		130	675		0
Cap. (vph)	561			694		756	860		1044	1011		1011

v/c Ratio	0.33		0.01	0.12	0.37	0.13	0.67	0.00
Critical Lane				*	*		*	
Lane Delay	11.2	0.0	5.3	6.0	8.5	4.7	13.7	3.6
Lane LOS	B		A		A		B	
95 % Queue	1.4		0.0	0.4	1.7	0.5	5.3	0.0
Approach:								
Delay	2.59		5.94		7.40		13.72	
LOS	A		A		A		B	
Intersection Delay	7.53			Intersection	LOS	A		

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Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	63	12	219	129	35	5	568	699	123	0	353	0
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass			2			1			1			1
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.94	0.94	0.94
%HV	4	2	1	2	2	2	1	4	2	2	6	1
NumPeds	0			0			0			0		
U-Turn PHF	1.00			1.00			1.00			1.00		
U-Turn %HV	3			3			3			3		
Flow Rate	70	13	235	140	38	5	610	773	132	0	398	0
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1		1	1		1	1		1	1		1
Duration, T	0.25 hrs.											

Critical and Follow-Up Headway Adjustment

	Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound		Westbound		Northbound		Southbound	
Circ. Flow	538		1453		83		788	
Exit. Flow	13		648		843		538	

Capacity and Level of Service

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	83		235	178		5	1383		132	398		0
Entry Cap.	660			264		486	1040		1115	514		591
Volume (vph)	82		231	175		5	1348		129	375		0
Cap. (vph)	649			259		476	1014		1104	485		579

v/c Ratio	0.13		0.67	0.01	1.33	0.12	0.77	0.00
Critical Lane			*		*		*	
Lane Delay	7.0	0.0	41.9	7.7	169.9	4.3	32.4	6.2
Lane LOS	A		E		F		D	
95 % Queue	0.4		4.4	0.0	51.6	0.4	6.9	0.0
Approach:								
Delay	1.83		40.91		155.46		32.37	
LOS	A		E		F		D	
Intersection Delay	106.48		Intersection LOS		F			
