

























HCM 6th Signalized Intersection Summary
 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	5	2	73	401	10	167	60	1037	2	35	751	104
Future Volume (veh/h)	5	2	73	401	10	167	60	1037	2	35	751	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	6	2	0	528	13	0	80	1383	0	46	988	0
Peak Hour Factor	0.83	0.83	0.83	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	306	345		313	343		405	2295		274	2258	
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.00	0.04	0.65	0.00	0.03	0.64	0.00
Sat Flow, veh/h	1401	1870	1585	1404	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	6	2	0	528	13	0	80	1383	0	46	988	0
Grp Sat Flow(s),veh/h/ln	1401	1870	1585	1404	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.5	0.1	0.0	23.9	0.7	0.0	2.0	29.3	0.0	1.1	18.2	0.0
Cycle Q Clear(g_c), s	1.2	0.1	0.0	24.0	0.7	0.0	2.0	29.3	0.0	1.1	18.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	345		313	343		405	2295		274	2258	
V/C Ratio(X)	0.02	0.01		1.69	0.04		0.20	0.60		0.17	0.44	
Avail Cap(c_a), veh/h	306	345		313	343		532	2295		409	2258	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	43.3	0.0	55.2	43.5	0.0	8.6	13.4	0.0	10.8	11.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	321.9	0.0	0.0	0.2	1.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	38.1	0.3	0.0	0.7	10.3	0.0	0.4	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	43.3	0.0	377.0	43.6	0.0	8.8	14.5	0.0	11.1	12.3	0.0
LnGrp LOS	D	D		F	D		A	B		B	B	
Approach Vol, veh/h		8	A		541	A		1463	A		1034	A
Approach Delay, s/veh		43.8			369.0			14.2			12.2	
Approach LOS		D			F			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	89.9		30.0	10.7	89.3		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		24.0	14.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	3.1	31.3		26.0	4.0	20.2		3.2				
Green Ext Time (p_c), s	0.1	35.4		0.0	0.1	30.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	76.6
HCM 6th LOS	E

Notes

Unsignalized Delay for [NWR, EBR, WBR, SER] is excluded from calculations of the approach delay and intersection delay.