

























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) | 4 | 15 | 45 | 188 | 7 | 87 | 173 | 905 | 1 | 102 | 1136 | 400 |
| Future Volume (veh/h) | 4 | 15 | 45 | 188 | 7 | 87 | 173 | 905 | 1 | 102 | 1136 | 400 |
| 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 | 5 | 18 | 0 | 247 | 9 | 0 | 231 | 1207 | 0 | 134 | 1495 | 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 | 309 | 345 | | 300 | 343 | | 287 | 2246 | | 338 | 2153 | |
| Arrive On Green | 0.18 | 0.18 | 0.00 | 0.18 | 0.18 | 0.00 | 0.07 | 0.63 | 0.00 | 0.04 | 0.61 | 0.00 |
| Sat Flow, veh/h | 1406 | 1870 | 1585 | 1384 | 1856 | 1572 | 1781 | 3554 | 1585 | 1767 | 3526 | 1572 |
| Grp Volume(v), veh/h | 5 | 18 | 0 | 247 | 9 | 0 | 231 | 1207 | 0 | 134 | 1495 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1406 | 1870 | 1585 | 1384 | 1856 | 1572 | 1781 | 1777 | 1585 | 1767 | 1763 | 1572 |
| Q Serve(g_s), s | 0.4 | 1.0 | 0.0 | 23.0 | 0.5 | 0.0 | 6.3 | 24.6 | 0.0 | 3.7 | 37.3 | 0.0 |
| Cycle Q Clear(g_c), s | 0.9 | 1.0 | 0.0 | 24.0 | 0.5 | 0.0 | 6.3 | 24.6 | 0.0 | 3.7 | 37.3 | 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 | 309 | 345 | | 300 | 343 | | 287 | 2246 | | 338 | 2153 | |
| V/C Ratio(X) | 0.02 | 0.05 | | 0.82 | 0.03 | | 0.80 | 0.54 | | 0.40 | 0.69 | |
| Avail Cap(c_a), veh/h | 309 | 345 | | 300 | 343 | | 361 | 2246 | | 449 | 2153 | |
| 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 | 43.8 | 43.6 | 0.0 | 53.6 | 43.4 | 0.0 | 21.6 | 13.3 | 0.0 | 10.9 | 17.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.0 | 16.8 | 0.0 | 0.0 | 10.1 | 0.9 | 0.0 | 0.8 | 1.9 | 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 | 0.1 | 0.5 | 0.0 | 9.1 | 0.2 | 0.0 | 5.0 | 8.8 | 0.0 | 1.3 | 13.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 43.8 | 43.7 | 0.0 | 70.4 | 43.5 | 0.0 | 31.7 | 14.3 | 0.0 | 11.7 | 19.0 | 0.0 |
| LnGrp LOS | D | D | | E | D | | C | B | | B | B | |
| Approach Vol, veh/h | | 23 | A | | 256 | A | | 1438 | A | | 1629 | A |
| Approach Delay, s/veh | | 43.7 | | | 69.4 | | | 17.1 | | | 18.4 | |
| Approach LOS | | D | | | E | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.8 | 88.2 | | 30.0 | 14.6 | 85.4 | | 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 | 5.7 | 26.6 | | 26.0 | 8.3 | 39.3 | | 3.0 | | | | |
| Green Ext Time (p_c), s | 0.2 | 34.5 | | 0.0 | 0.3 | 30.9 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|----------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| HCM 6th Ctrl Delay | 21.9 | | | | | | | | | | | |
| HCM 6th LOS | C | | | | | | | | | | | |

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