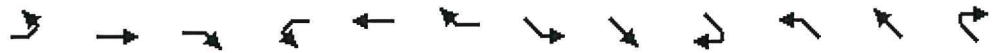


### HCM 6th Signalized Intersection Summary 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

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	619	26	245	92	1037	2	35	751	164
Future Volume (veh/h)	5	2	73	619	26	245	92	1037	2	35	751	164
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		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	838	0	0	123	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	17	18		707	0		364	2118		232	2056	
Arrive On Green	0.01	0.01	0.00	0.20	0.00	0.00	0.04	0.60	0.00	0.03	0.58	0.00
Sat Flow, veh/h	1781	1870	1585	3534	0	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	6	2	0	838	0	0	123	1383	0	46	988	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.5	0.2	0.0	29.0	0.0	0.0	4.0	37.3	0.0	1.5	23.5	0.0
Cycle Q Clear(g_c), s	0.5	0.2	0.0	29.0	0.0	0.0	4.0	37.3	0.0	1.5	23.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	18		707	0		364	2118		232	2056	
V/C Ratio(X)	0.35	0.11		1.19	0.00		0.34	0.65		0.20	0.48	
Avail Cap(c_a), veh/h	233	245		707	0		400	2118		291	2056	
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	71.2	0.0	58.0	0.0	0.0	13.4	19.4	0.0	16.1	17.5	0.0
Incr Delay (d2), s/veh	12.1	2.8	0.0	97.4	0.0	0.0	0.5	1.6	0.0	0.4	0.8	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	0.3	0.1	0.0	22.0	0.0	0.0	1.5	14.4	0.0	0.6	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.5	74.0	0.0	155.4	0.0	0.0	13.9	21.0	0.0	16.5	18.3	0.0
LnGrp LOS	F	E		F	A		B	C		B	B	
Approach Vol, veh/h		8	A		838	A		1506	A		1034	A
Approach Delay, s/veh		81.1			155.4			20.4			18.2	
Approach LOS		F			F			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	92.4		35.0	12.1	90.6		7.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	64.0		29.0	9.0	64.0		19.0				
Max Q Clear Time (g_c+I1), s	3.5	39.3		31.0	6.0	25.5		2.5				
Green Ext Time (p_c), s	0.0	21.8		0.0	0.1	24.6		0.0				

#### Intersection Summary

HCM 6th Ctrl Delay 53.3  
HCM 6th LOS D

#### Notes

User approved volume balancing among the lanes for turning movement.  
Unsignalized Delay for [NWR, EBR, WBR, SER] is excluded from calculations of the approach delay and intersection delay.