

























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

02/09/2022

												
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
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	814	34	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	288	345		313	343		409	2295		274	2244	
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	1375	1870	1585	1404	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	6	2	0	814	34	0	123	1383	0	46	988	0
Grp Sat Flow(s),veh/h/ln	1375	1870	1585	1404	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.5	0.1	0.0	23.9	2.0	0.0	3.1	29.3	0.0	1.2	18.4	0.0
Cycle Q Clear(g_c), s	2.5	0.1	0.0	24.0	2.0	0.0	3.1	29.3	0.0	1.2	18.4	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	288	345		313	343		409	2295		274	2244	
V/C Ratio(X)	0.02	0.01		2.60	0.10		0.30	0.60		0.17	0.44	
Avail Cap(c_a), veh/h	288	345		313	343		529	2295		409	2244	
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	45.0	43.3	0.0	55.2	44.0	0.0	8.9	13.4	0.0	10.8	11.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	728.3	0.1	0.0	0.4	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	73.4	0.9	0.0	1.1	10.3	0.0	0.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	43.3	0.0	783.5	44.1	0.0	9.4	14.5	0.0	11.1	12.6	0.0
LnGrp LOS	D	D		F	D		A	B		B	B	
Approach Vol, veh/h		8	A		848	A		1506	A		1034	A
Approach Delay, s/veh		44.6			753.9			14.1			12.5	
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	11.2	88.8		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	3.2	31.3		26.0	5.1	20.4		4.5				
Green Ext Time (p_c), s	0.1	35.4		0.0	0.2	30.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		198.4
HCM 6th LOS		F

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