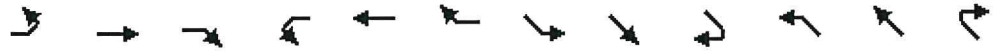


HCM 6th Signalized Intersection Summary
 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

02/09/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↔	↑	↗	↖	↑	↗	↖	↗↗	↖	↖	↗↗	↖
Traffic Volume (veh/h)	4	29	45	307	16	142	228	905	1	102	1136	608
Future Volume (veh/h)	4	29	45	307	16	142	228	905	1	102	1136	608
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	35	0	404	21	0	304	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	299	345		286	343		328	2237		341	2031	
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.00	0.10	0.63	0.00	0.05	0.58	0.00
Sat Flow, veh/h	1391	1870	1585	1363	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	5	35	0	404	21	0	304	1207	0	134	1495	0
Grp Sat Flow(s),veh/h/ln	1391	1870	1585	1363	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.4	2.0	0.0	22.0	1.2	0.0	11.0	24.8	0.0	4.0	40.6	0.0
Cycle Q Clear(g_c), s	1.6	2.0	0.0	24.0	1.2	0.0	11.0	24.8	0.0	4.0	40.6	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	299	345		286	343		328	2237		341	2031	
V/C Ratio(X)	0.02	0.10		1.41	0.06		0.93	0.54		0.39	0.74	
Avail Cap(c_a), veh/h	299	345		286	343		340	2237		447	2031	
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	44.4	44.0	0.0	56.1	43.7	0.0	30.1	13.5	0.0	11.7	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	205.7	0.1	0.0	30.2	0.9	0.0	0.7	2.4	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	0.9	0.0	25.5	0.5	0.0	8.0	8.8	0.0	1.5	15.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	44.2	0.0	261.9	43.8	0.0	60.3	14.5	0.0	12.4	22.7	0.0
LnGrp LOS	D	D		F	D		E	B		B	C	
Approach Vol, veh/h		40	A		425	A		1511	A		1629	A
Approach Delay, s/veh		44.2			251.1			23.7			21.9	
Approach LOS		D			F			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	87.8		30.0	19.1	80.9		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	6.0	26.8		26.0	13.0	42.6		4.0				
Green Ext Time (p_c), s	0.2	34.4		0.0	0.1	28.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

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