






















HCM 7th Signalized Intersection Summary

1: Park Avenue & NC 96 Hwy W/NC 96 Bypass

06/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	354	451	398	266	199	221	165	262	155	197	0
Future Volume (veh/h)	0	354	451	398	266	199	221	165	262	155	197	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	393	0	442	296	221	246	183	291	172	219	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	395		435	956	810	297	144	230	178	291	0
Arrive On Green	0.00	0.21	0.00	0.24	0.51	0.51	0.17	0.22	0.20	0.10	0.16	0.00
Sat Flow, veh/h	0	1870	1585	1781	1870	1585	1781	650	1034	1781	1870	0
Grp Volume(v), veh/h	0	393	0	442	296	221	246	0	474	172	219	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	1870	1585	1781	0	1684	1781	1870	0
Q Serve(g_s), s	0.0	18.9	0.0	22.0	8.3	7.1	12.0	0.0	20.0	8.7	10.1	0.0
Cycle Q Clear(g_c), s	0.0	18.9	0.0	22.0	8.3	7.1	12.0	0.0	20.0	8.7	10.1	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.61	1.00		0.00
Lane Grp Cap(c), veh/h	0	395		435	956	810	297	0	374	178	291	0
V/C Ratio(X)	0.00	1.00		1.02	0.31	0.27	0.83	0.00	1.27	0.97	0.75	0.00
Avail Cap(c_a), veh/h	0	395		435	956	810	297	0	374	178	291	0
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)	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	35.5	0.0	34.0	12.8	12.5	36.3	0.0	35.6	40.3	36.3	0.0
Incr Delay (d2), s/veh	0.0	44.0	0.0	47.0	0.2	0.2	17.5	0.0	139.5	57.2	16.4	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	0.0	12.9	0.0	14.5	3.1	2.3	6.4	0.0	22.3	6.4	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	79.4	0.0	81.0	13.0	12.7	53.7	0.0	175.2	97.5	52.8	0.0
LnGrp LOS		E		F	B	B	D		F	F	D	
Approach Vol, veh/h	393		959				720			391		
Approach Delay, s/veh	79.4		44.2				133.7			72.4		
Approach LOS	E		D				F			E		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	14.0	25.0	27.0	24.0	20.0	19.0	51.0					
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0					
Max Green Setting (Gmax), s	7.0	18.0	20.0	17.0	13.0	12.0	44.0					
Max Q Clear Time (g_c+I1), s	10.7	22.0	24.0	20.9	14.0	12.1	10.3					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	80.5											
HCM 7th LOS	F											
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												