




















HCM 7th Signalized Intersection Summary

2: S Cross street & E Main Street

06/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	248	71	55	147	42	98	22	130	392	94	325
Future Volume (veh/h)	59	248	71	55	147	42	98	22	130	392	94	325
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	276	79	61	163	47	109	24	144	436	104	361
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	300	339	101	424	122	556	118	997	425	93	322
Arrive On Green	0.20	0.21	0.21	0.06	0.30	0.29	0.62	0.63	0.63	0.62	0.63	0.62
Sat Flow, veh/h	293	1403	1585	1781	1396	402	814	188	1585	618	147	512
Grp Volume(v), veh/h	342	0	79	61	0	210	133	0	144	901	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	1585	1781	0	1798	1002	0	1585	1277	0	0
Q Serve(g_s), s	27.1	0.0	6.2	5.0	0.0	13.8	0.0	0.0	5.5	83.7	0.0	0.0
Cycle Q Clear(g_c), s	30.0	0.0	6.2	5.0	0.0	13.8	8.3	0.0	5.5	92.0	0.0	0.0
Prop In Lane	0.19		1.00	1.00		0.22	0.82		1.00	0.48		0.40
Lane Grp Cap(c), veh/h	369	0	339	101	0	547	661	0	997	822	0	0
V/C Ratio(X)	0.93	0.00	0.23	0.61	0.00	0.38	0.20	0.00	0.14	1.10	0.00	0.00
Avail Cap(c_a), veh/h	369	0	339	107	0	553	661	0	997	822	0	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)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.0	0.0	48.6	68.9	0.0	41.2	12.1	0.0	11.3	34.2	0.0	0.0
Incr Delay (d2), s/veh	31.5	0.0	1.6	5.5	0.0	0.2	0.1	0.0	0.0	61.0	0.0	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	16.5	0.0	2.6	2.5	0.0	6.3	2.0	0.0	2.0	46.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.5	0.0	50.2	74.4	0.0	41.3	12.2	0.0	11.3	95.2	0.0	0.0
LnGrp LOS	F		D	E		D	B		B	F		
Approach Vol, veh/h	421					271		277		901		
Approach Delay, s/veh	82.1					48.8		11.7		95.2		
Approach LOS	F					D		B		F		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	13.4	37.0	99.0		50.4		99.0					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0		7.0					
Max Green Setting (Gmax), s	7.0	30.0	92.0		44.0		92.0					
Max Q Clear Time (g_c+I1), s	7.0	32.0	94.0		15.8		10.3					
Green Ext Time (p_c), s	0.0	0.0	0.0		0.3		1.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	73.1											
HCM 7th LOS	E											