






















# 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	576	635	311	186	133	208	148	318	177	195	0
Future Volume (veh/h)	0	576	635	311	186	133	208	148	318	177	195	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	640	0	346	207	148	231	164	353	197	217	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	588		318	989	838	276	136	292	191	392	0
Arrive On Green	0.00	0.31	0.00	0.18	0.53	0.53	0.15	0.26	0.24	0.11	0.21	0.00
Sat Flow, veh/h	0	1870	1585	1781	1870	1585	1781	528	1137	1781	1870	0
Grp Volume(v), veh/h	0	640	0	346	207	148	231	0	517	197	217	0
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	1870	1585	1781	0	1666	1781	1870	0
Q Serve(g_s), s	0.0	44.0	0.0	25.0	8.2	6.8	17.6	0.0	36.0	15.0	14.5	0.0
Cycle Q Clear(g_c), s	0.0	44.0	0.0	25.0	8.2	6.8	17.6	0.0	36.0	15.0	14.5	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.68	1.00		0.00
Lane Grp Cap(c), veh/h	0	588		318	989	838	276	0	428	191	392	0
V/C Ratio(X)	0.00	1.09		1.09	0.21	0.18	0.84	0.00	1.21	1.03	0.55	0.00
Avail Cap(c_a), veh/h	0	588		318	989	838	280	0	428	191	392	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	48.0	0.0	57.5	17.5	17.2	57.5	0.0	52.7	62.5	49.5	0.0
Incr Delay (d2), s/veh	0.0	63.5	0.0	76.0	0.1	0.1	19.4	0.0	113.3	73.8	5.5	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	30.2	0.0	17.7	3.5	2.4	9.3	0.0	28.2	10.6	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	111.5	0.0	133.5	17.6	17.3	76.9	0.0	166.0	136.3	55.0	0.0
LnGrp LOS		F		F	B	B	E		F	F	E	
Approach Vol, veh/h	640			701			748			414		
Approach Delay, s/veh	111.5			74.7			138.5			93.7		
Approach LOS	F			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	20.0	41.0	30.0	49.0	26.7	34.3	79.0					
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0					
Max Green Setting (Gmax), s	13.0	34.0	23.0	42.0	20.0	27.0	72.0					
Max Q Clear Time (g_c+I1), s	17.0	38.0	27.0	46.0	19.6	16.5	10.2					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.7	1.6					
Intersection Summary												
HCM 7th Control Delay, s/veh	106.3											
HCM 7th LOS	F											
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												