






















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	599		304	935	793	436	137	296	232	430	0
Arrive On Green	0.00	0.32	0.00	0.13	0.50	0.50	0.12	0.26	0.24	0.09	0.23	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	32.0	0.0	13.0	6.2	5.1	9.7	0.0	26.0	8.5	10.1	0.0
Cycle Q Clear(g_c), s	0.0	32.0	0.0	13.0	6.2	5.1	9.7	0.0	26.0	8.5	10.1	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	599		304	935	793	436	0	433	232	430	0
V/C Ratio(X)	0.00	1.07		1.14	0.22	0.19	0.53	0.00	1.19	0.85	0.50	0.00
Avail Cap(c_a), veh/h	0	599		304	935	793	436	0	433	232	430	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	34.0	0.0	29.4	14.1	13.8	24.9	0.0	37.7	28.6	33.5	0.0
Incr Delay (d2), s/veh	0.0	56.7	0.0	94.9	0.1	0.1	1.2	0.0	107.9	24.3	4.2	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	22.9	0.0	12.1	2.4	1.7	4.0	0.0	23.1	5.0	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	90.7	0.0	124.3	14.2	13.9	26.1	0.0	145.6	52.9	37.7	0.0
LnGrp LOS		F		F	B	B	C		F	D	D	
Approach Vol, veh/h		640			701			748			414	
Approach Delay, s/veh		90.7			68.5			108.7			45.0	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	31.0	18.0	37.0	17.0	28.0		55.0				
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	24.0	11.0	30.0	10.0	21.0		48.0				
Max Q Clear Time (g_c+I1), s	10.5	28.0	15.0	34.0	11.7	12.1		8.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6		1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			82.3									
HCM 7th LOS			F									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												