




















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)	52	180	108	115	430	67	143	21	69	204	89	373
Future Volume (veh/h)	52	180	108	115	430	67	143	21	69	204	89	373
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	58	200	120	128	478	74	159	23	77	227	99	414
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	86	221	370	178	615	95	351	46	793	187	70	261
Arrive On Green	0.21	0.23	0.23	0.10	0.39	0.37	0.48	0.50	0.50	0.48	0.50	0.48
Sat Flow, veh/h	160	945	1585	1781	1581	245	553	93	1585	270	141	521
Grp Volume(v), veh/h	258	0	120	128	0	552	182	0	77	740	0	0
Grp Sat Flow(s),veh/h/ln	1105	0	1585	1781	0	1826	645	0	1585	932	0	0
Q Serve(g_s), s	9.1	0.0	5.7	6.3	0.0	23.9	0.0	0.0	2.3	25.0	0.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	5.7	6.3	0.0	23.9	18.0	0.0	2.3	43.0	0.0	0.0
Prop In Lane	0.22		1.00	1.00		0.13	0.87		1.00	0.31		0.56
Lane Grp Cap(c), veh/h	282	0	370	178	0	710	383	0	793	498	0	0
V/C Ratio(X)	0.91	0.00	0.32	0.72	0.00	0.78	0.48	0.00	0.10	1.49	0.00	0.00
Avail Cap(c_a), veh/h	282	0	370	178	0	710	383	0	793	498	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	35.3	0.0	28.6	39.3	0.0	24.2	16.2	0.0	11.8	31.7	0.0	0.0
Incr Delay (d2), s/veh	35.4	0.0	2.3	11.4	0.0	5.0	0.3	0.0	0.0	229.7	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	8.6	0.0	2.4	3.3	0.0	11.0	2.7	0.0	0.8	43.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.7	0.0	30.9	50.7	0.0	29.2	16.5	0.0	11.8	261.4	0.0	0.0
LnGrp LOS	E		C	D		C	B		B	F		
Approach Vol, veh/h	378			680			259			740		
Approach Delay, s/veh	58.1			33.2			15.1			261.4		
Approach LOS	E			C			B			F		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	14.0	26.0	50.0		40.0		50.0					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0		7.0					
Max Green Setting (Gmax), s	7.0	19.0	43.0		33.0		43.0					
Max Q Clear Time (g_c+I1), s	8.3	21.0	45.0		25.9		20.0					
Green Ext Time (p_c), s	0.0	0.0	0.0		0.5		1.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			117.6									
HCM 7th LOS			F									