

HCS7 Two-Lane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	Sain Associates	Analysis Year	2022
Jurisdiction	ALDOT	Time Analyzed	
Project Description	SR-167/SR-52 Widening Feasibility Analysis	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2904
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	548	Opposing Demand Flow Rate, veh/h	591
Peak Hour Factor	0.94	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.32

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.6
Speed Slope Coefficient	3.61690	Speed Power Coefficient	0.47085
PF Slope Coefficient	-1.30379	PF Power Coefficient	0.78331
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2904	-	-	57.2

Vehicle Results

Average Speed, mi/h	57.2	Percent Followers, %	55.7
Segment Travel Time, minutes	0.58	Follower Density, followers/mi/ln	5.3
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	249	Opposing Demand Flow Rate, veh/h	240
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Peak Hour Factor	0.94	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.0
Speed Slope Coefficient	3.64697	Speed Power Coefficient	0.52863
PF Slope Coefficient	-1.20961	PF Power Coefficient	0.80179
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	59.6

Vehicle Results

Average Speed, mi/h	59.6	Percent Followers, %	32.7
Segment Travel Time, minutes	1.51	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	13200
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	223	Opposing Demand Flow Rate, veh/h	195
Peak Hour Factor	0.94	Total Trucks, %	12.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.9
Speed Slope Coefficient	3.64586	Speed Power Coefficient	0.54075
PF Slope Coefficient	-1.21198	PF Power Coefficient	0.78635
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

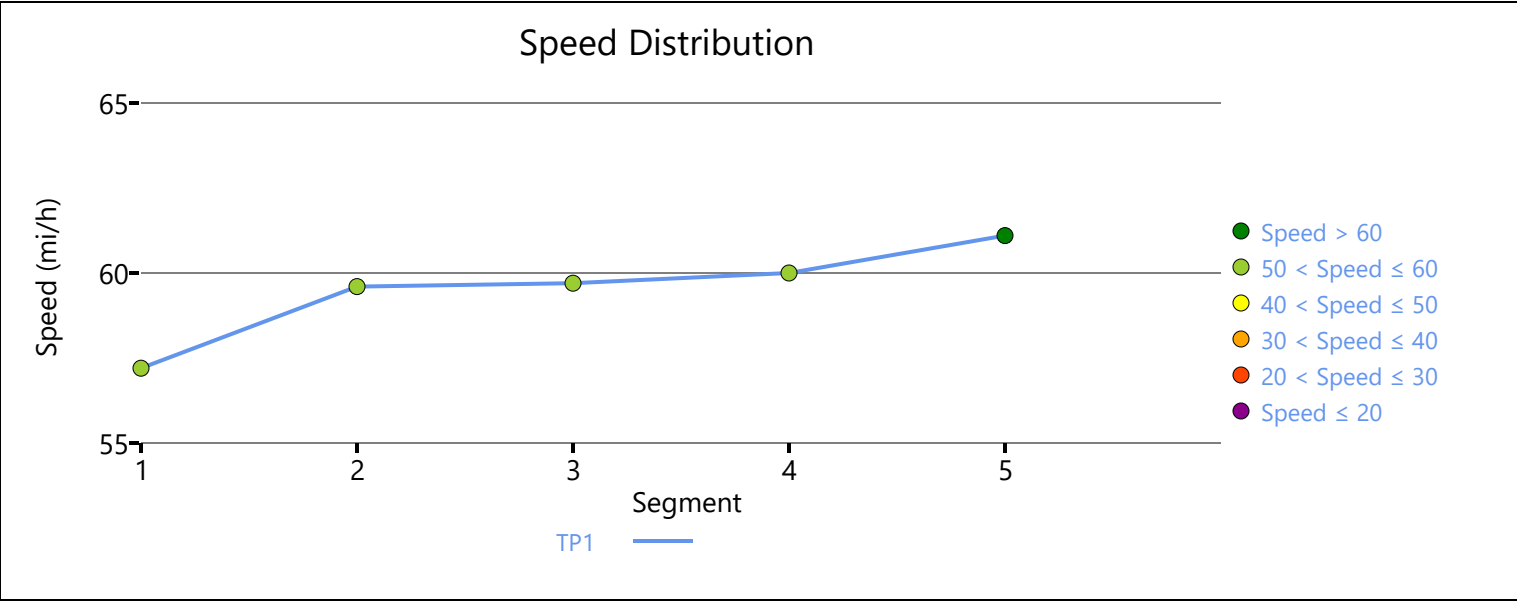
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13200	-	-	59.7

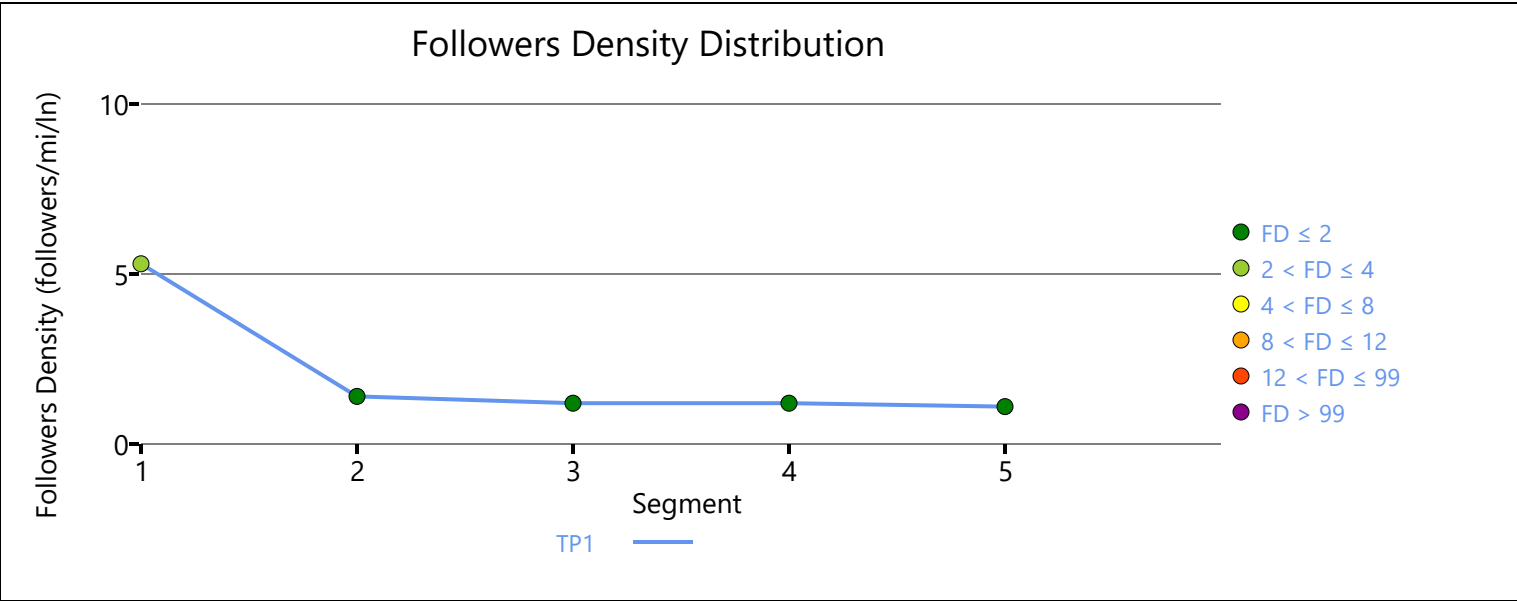
Vehicle Results

Average Speed, mi/h	59.7	Percent Followers, %	31.1
Segment Travel Time, minutes	2.51	Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Segment 4					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft		3696
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		223	Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor		0.94	Total Trucks, %		10.50
Segment Capacity, veh/h		1400	Demand/Capacity (D/C)		0.16
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.0
Speed Slope Coefficient		6.09882	Speed Power Coefficient		0.86983
PF Slope Coefficient		-1.25924	PF Power Coefficient		0.80676
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		1.2
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3696	-	-	60.0
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		144		80	
Percentage of Heavy Vehicles (HV%), %		4.20		21.85	
Initial Average Speed (Sint), mi/h		60.8		60.6	
Average Speed at Midpoint (SPLmid), mi/h		62.4		58.9	
Percent Followers at Midpoint (PFPLmid), %		23.2		14.2	
Vehicle Results					
Average Speed, mi/h		60.0	Percent Followers, %		31.3
Segment Travel Time, minutes		0.70	Follower Density, followers/mi/ln		1.2
Vehicle LOS		A			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		23232
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		223	Opposing Demand Flow Rate, veh/h		195
Peak Hour Factor		0.94	Total Trucks, %		10.50

Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.13
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		62.4
Speed Slope Coefficient		3.72535	Speed Power Coefficient		0.54075
PF Slope Coefficient		-1.20464	PF Power Coefficient		0.79012
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		1.1
%Improved % Followers		9.4	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23232	-	-	61.1
Vehicle Results					
Average Speed, mi/h		61.1	Percent Followers, %		30.8
Segment Travel Time, minutes		4.32	Follower Density, followers/mi/ln		1.0
Vehicle LOS		A			
Facility Results					
T	Follower Density, followers/mi/ln			LOS	
1	1.4			A	





HCS7 Two-Lane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	Sain Associates	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	
Project Description	SR-167/SR-52 Widening Feasibility Analysis	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2904
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	800	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.6
Speed Slope Coefficient	3.76627	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.33518	PF Power Coefficient	0.75550
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2904	-	-	56.4

Vehicle Results

Average Speed, mi/h	56.4	Percent Followers, %	67.6
Segment Travel Time, minutes	0.59	Follower Density, followers/mi/ln	9.6
Vehicle LOS	D		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	364	Opposing Demand Flow Rate, veh/h	351
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Peak Hour Factor	0.94	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.0
Speed Slope Coefficient	3.68046	Speed Power Coefficient	0.50528
PF Slope Coefficient	-1.22888	PF Power Coefficient	0.79478
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	59.1

Vehicle Results

Average Speed, mi/h	59.1	Percent Followers, %	42.3
Segment Travel Time, minutes	1.52	Follower Density, followers/mi/ln	2.6
Vehicle LOS	B		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	13200
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	327	Opposing Demand Flow Rate, veh/h	284
Peak Hour Factor	0.94	Total Trucks, %	12.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.9
Speed Slope Coefficient	3.67592	Speed Power Coefficient	0.51858
PF Slope Coefficient	-1.23072	PF Power Coefficient	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

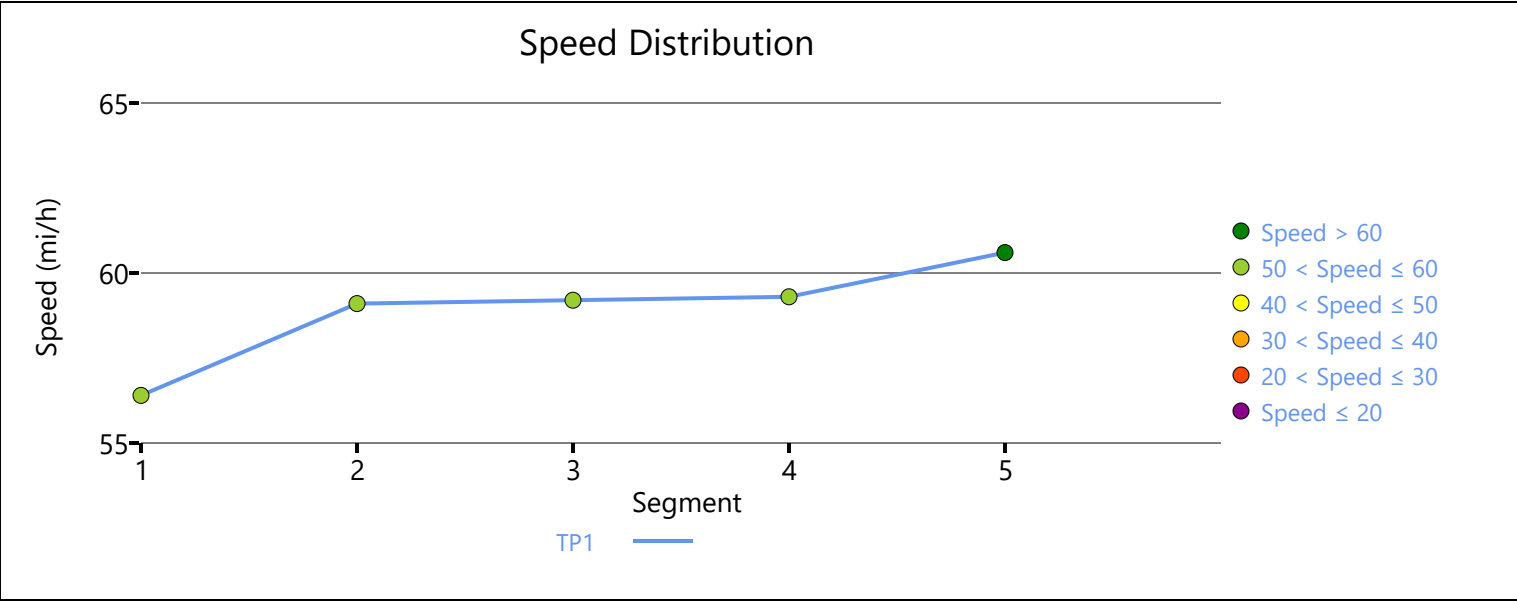
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13200	-	-	59.2

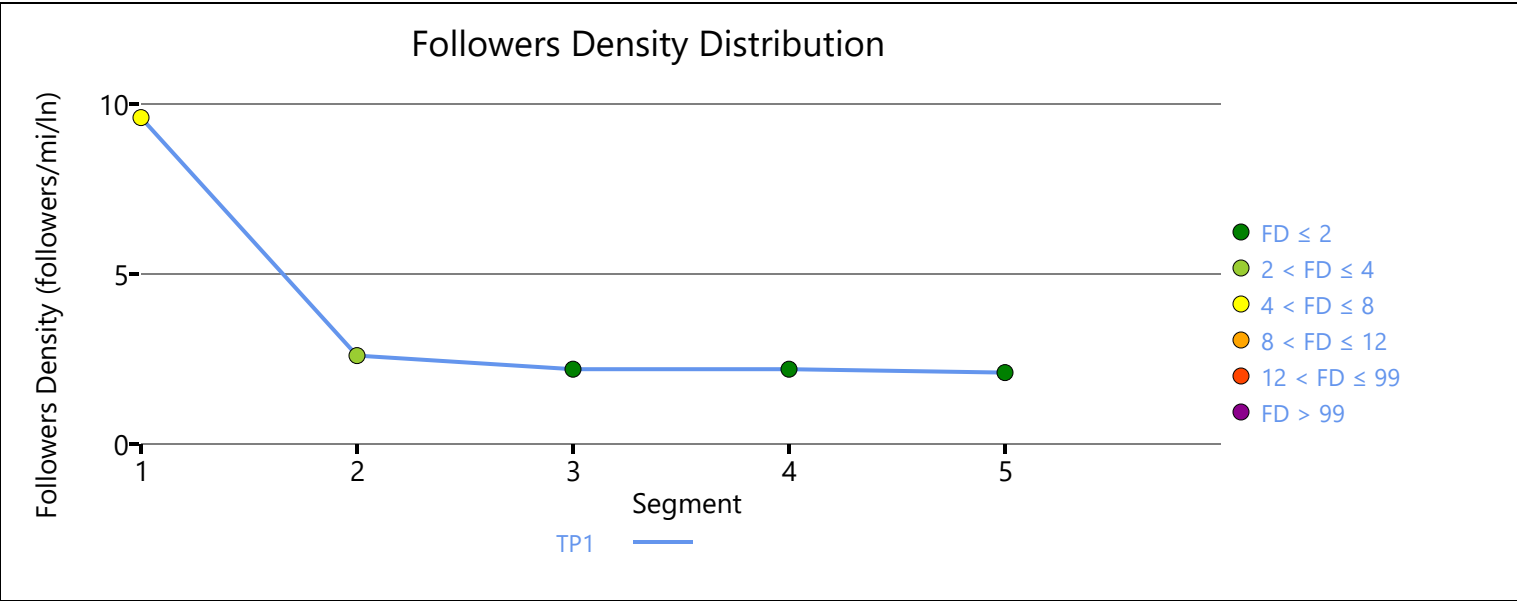
Vehicle Results

Average Speed, mi/h	59.2	Percent Followers, %	40.2
Segment Travel Time, minutes	2.53	Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Segment 4					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft		3696
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		327	Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor		0.94	Total Trucks, %		10.50
Segment Capacity, veh/h		1400	Demand/Capacity (D/C)		0.23
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.0
Speed Slope Coefficient		6.09882	Speed Power Coefficient		0.86983
PF Slope Coefficient		-1.25924	PF Power Coefficient		0.80676
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		2.2
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3696	-	-	59.3
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		203		124	
Percentage of Heavy Vehicles (HV%), %		4.20		20.82	
Initial Average Speed (Sint), mi/h		60.4		60.4	
Average Speed at Midpoint (SPLmid), mi/h		62.1		58.7	
Percent Followers at Midpoint (PFPLmid), %		29.5		19.7	
Vehicle Results					
Average Speed, mi/h		59.3	Percent Followers, %		40.0
Segment Travel Time, minutes		0.71	Follower Density, followers/mi/ln		2.2
Vehicle LOS		B			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		23232
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		327	Opposing Demand Flow Rate, veh/h		284
Peak Hour Factor		0.94	Total Trucks, %		10.50

Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.19
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		62.4
Speed Slope Coefficient		3.75541	Speed Power Coefficient		0.51858
PF Slope Coefficient		-1.22294	PF Power Coefficient		0.78372
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		2.1
%Improved % Followers		9.2	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23232	-	-	60.6
Vehicle Results					
Average Speed, mi/h		60.6	Percent Followers, %		39.9
Segment Travel Time, minutes		4.36	Follower Density, followers/mi/ln		1.9
Vehicle LOS		A			
Facility Results					
T	Follower Density, followers/mi/ln			LOS	
1	2.6			B	





HCS7 Two-Lane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	Sain Associates	Analysis Year	2022
Jurisdiction	ALDOT	Time Analyzed	
Project Description	SR-167 Widening Feasibility Analysis	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	16368
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	335	Opposing Demand Flow Rate, veh/h	194
Peak Hour Factor	0.94	Total Trucks, %	5.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.65809	Speed Power Coefficient	0.54106
PF Slope Coefficient	-1.21133	PF Power Coefficient	0.78604
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	16368	-	-	59.4

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	40.1
Segment Travel Time, minutes	3.13	Follower Density, followers/mi/ln	2.3
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	44880
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	321	Opposing Demand Flow Rate, veh/h	235
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Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.67009	Speed Power Coefficient	0.52995
PF Slope Coefficient	-1.22083	PF Power Coefficient	0.78298
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	44880	-	-	59.4

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	39.5
Segment Travel Time, minutes	8.58	Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	23021
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	321	Opposing Demand Flow Rate, veh/h	235
Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.67009	Speed Power Coefficient	0.52995
PF Slope Coefficient	-1.22083	PF Power Coefficient	0.78298
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

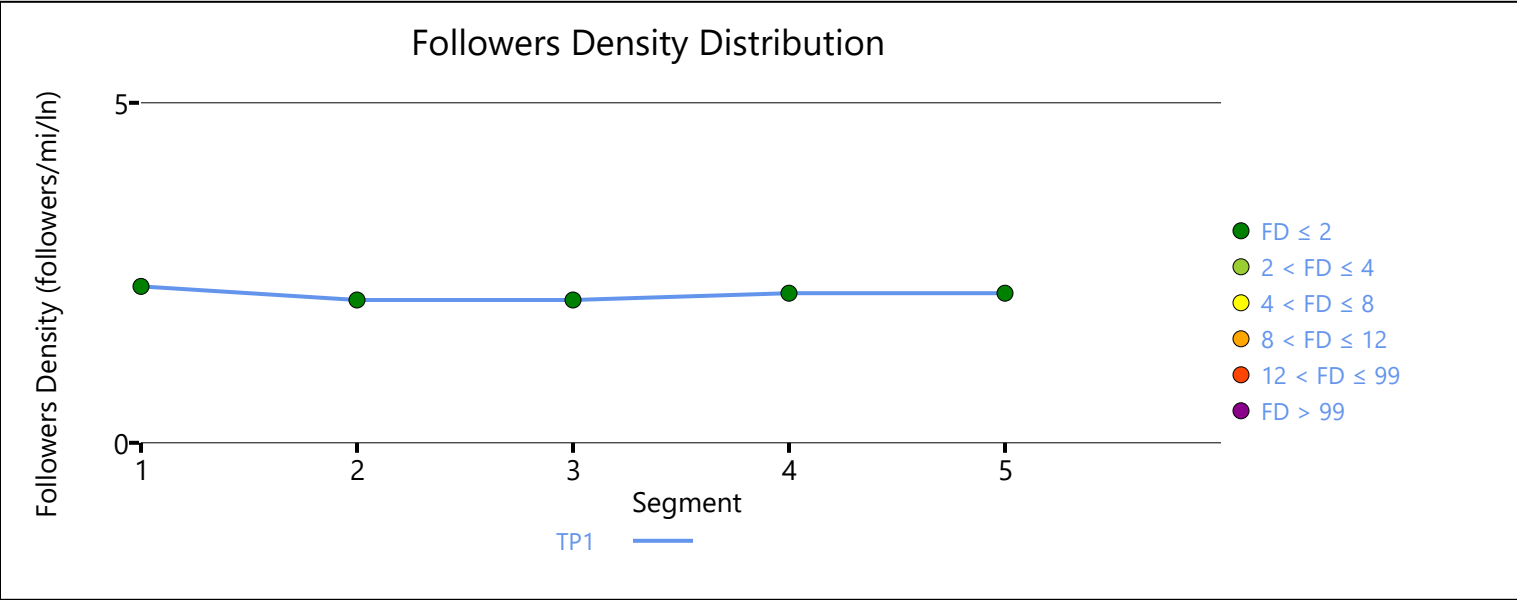
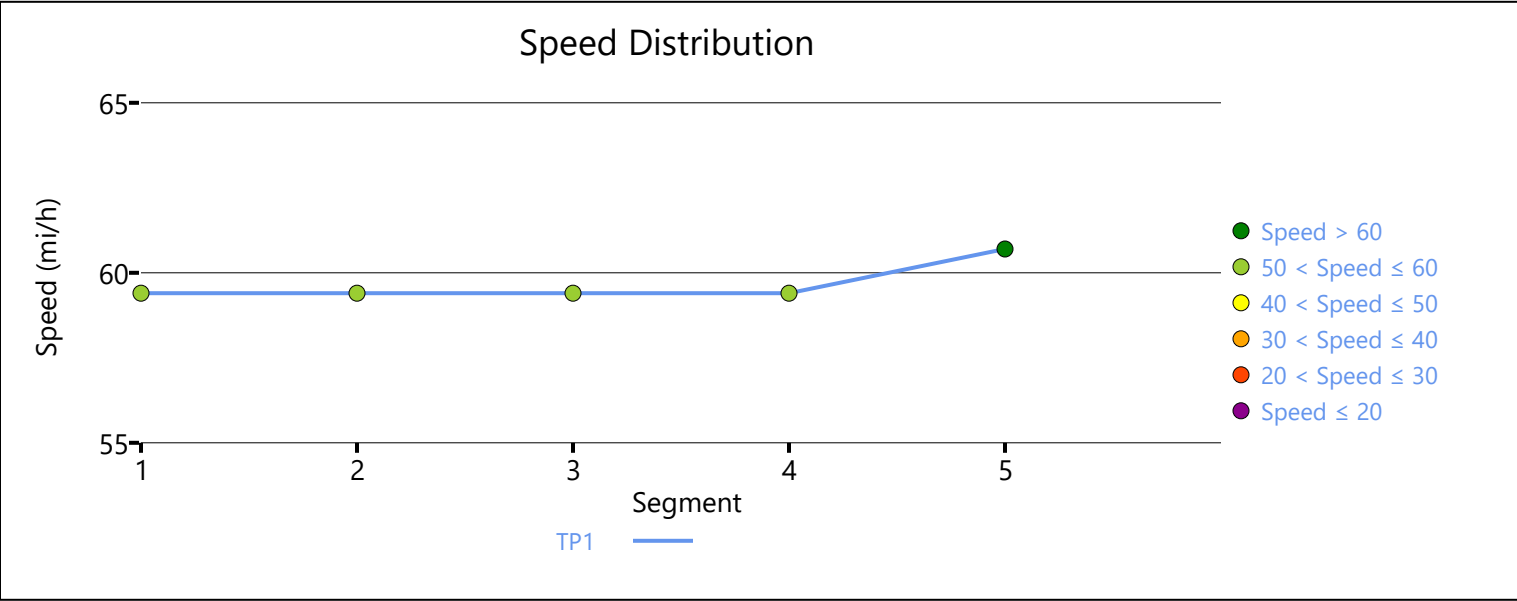
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23021	-	-	59.4

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	39.5
Segment Travel Time, minutes	4.40	Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Segment 4					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		23866
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		330	Opposing Demand Flow Rate, veh/h		232
Peak Hour Factor		0.94	Total Trucks, %		6.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.19
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.1
Speed Slope Coefficient		3.66991	Speed Power Coefficient		0.53075
PF Slope Coefficient		-1.22013	PF Power Coefficient		0.78318
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		2.2
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23866	-	-	59.4
Vehicle Results					
Average Speed, mi/h		59.4	Percent Followers, %		40.1
Segment Travel Time, minutes		4.57	Follower Density, followers/mi/ln		2.2
Vehicle LOS		B			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		18586
Lane Width, ft		12	Shoulder Width, ft		6
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		333	Opposing Demand Flow Rate, veh/h		216
Peak Hour Factor		0.94	Total Trucks, %		9.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.20
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		62.4
Speed Slope Coefficient		3.73485	Speed Power Coefficient		0.53488
PF Slope Coefficient		-1.20946	PF Power Coefficient		0.78840
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		2.2
%Improved % Followers		0.0	% Improved Avg Speed		0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	18586	-	-	60.7
Vehicle Results					
Average Speed, mi/h		60.7	Percent Followers, %		39.8
Segment Travel Time, minutes		3.48	Follower Density, followers/mi/ln		2.2
Vehicle LOS		B			
Facility Results					
T	Follower Density, followers/mi/ln			LOS	
1	2.2			B	



HCS7 Two-Lane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	Sain Associates	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	
Project Description	SR-167/SR-52 Widening Feasibility Analysis	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	16368
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	661	Opposing Demand Flow Rate, veh/h	382
Peak Hour Factor	0.94	Total Trucks, %	5.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.71643	Speed Power Coefficient	0.49984
PF Slope Coefficient	-1.24567	PF Power Coefficient	0.77394
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	16368	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	59.5
Segment Travel Time, minutes	3.19	Follower Density, followers/mi/ln	6.7
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	44880
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
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Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.73440	Speed Power Coefficient	0.48707
PF Slope Coefficient	-1.25596	PF Power Coefficient	0.76993
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	44880	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	58.7
Segment Travel Time, minutes	8.75	Follower Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	23021
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.73440	Speed Power Coefficient	0.48707
PF Slope Coefficient	-1.25596	PF Power Coefficient	0.76993
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23021	-	-	58.3

Vehicle Results

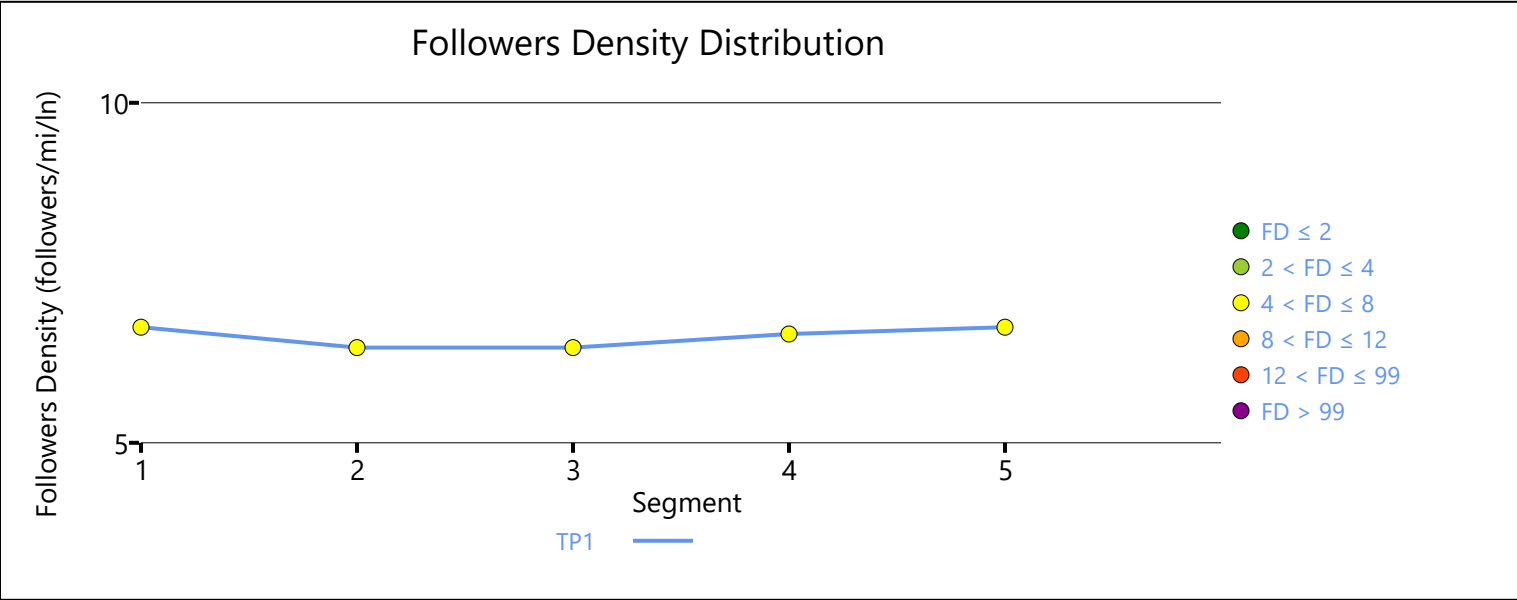
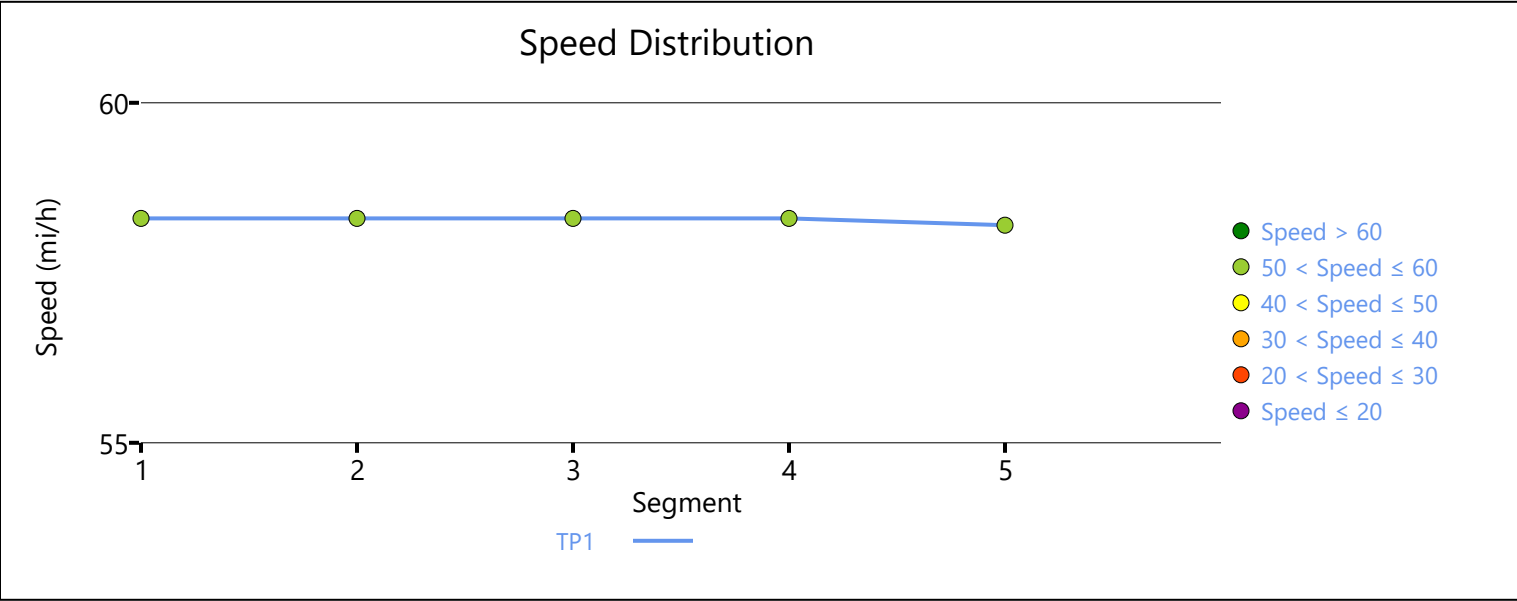
Average Speed, mi/h	58.3	Percent Followers, %	58.7
Segment Travel Time, minutes	4.49	Follower Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 4					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		23866
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		650	Opposing Demand Flow Rate, veh/h		457
Peak Hour Factor		0.94	Total Trucks, %		6.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.38
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.1
Speed Slope Coefficient		3.73376	Speed Power Coefficient		0.48799
PF Slope Coefficient		-1.25520	PF Power Coefficient		0.77021
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		6.6
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23866	-	-	58.3
Vehicle Results					
Average Speed, mi/h		58.3	Percent Followers, %		59.4
Segment Travel Time, minutes		4.65	Follower Density, followers/mi/ln		6.6
Vehicle LOS		C			
Segment 5					
Vehicle Inputs					
Segment Type		Passing Zone	Length, ft		18586
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		656	Opposing Demand Flow Rate, veh/h		426
Peak Hour Factor		0.94	Total Trucks, %		9.50
Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.39
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.0
Speed Slope Coefficient		3.72047	Speed Power Coefficient		0.49277
PF Slope Coefficient		-1.25166	PF Power Coefficient		0.77194
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		6.7
%Improved % Followers		0.0	% Improved Avg Speed		0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	18586	-	-	58.2

Vehicle Results			
Average Speed, mi/h	58.2	Percent Followers, %	59.5
Segment Travel Time, minutes	3.63	Follower Density, followers/mi/ln	6.7
Vehicle LOS	C		

Facility Results		
T	Follower Density, followers/mi/ln	LOS
1	6.5	C



HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPDC	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Thurs 4 PM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	TWLT	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.8		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	812	Heavy Vehicle Adjustment Factor (fHV)	0.929
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	475
Total Trucks, %	7.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	43.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	10.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	441	Effective Speed Factor (St)	4.42
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.27
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	1.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	44.8		
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume(V) veh/h	752	Heavy Vehicle Adjustment Factor (fhv)	0.929
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	440
Total Trucks, %	7.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	43.6
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	10.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	441	Effective Speed Factor (St)	4.42
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.27
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPCD	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Sat 11 AM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	10.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	52.5		

Direction 1 Adjustment Factors

Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		

Direction 1 Demand and Capacity

Volume(V) veh/h	359	Heavy Vehicle Adjustment Factor (fHV)	0.901
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	216
Total Trucks, %	5.50	Capacity (c), pc/h/ln	1958
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1758
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	47.9
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	2.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	195	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.36
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	10.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	52.5		
Direction 2 Adjustment Factors			
Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		
Direction 2 Demand and Capacity			
Volume(V) veh/h	621	Heavy Vehicle Adjustment Factor (fhv)	0.901
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	374
Total Trucks, %	5.50	Capacity (c), pc/h/ln	1958
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1758
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	47.9
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	2.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	195	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.36
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	C

HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPCD	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Sat 11 AM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		

Direction 1 Adjustment Factors

Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		

Direction 1 Demand and Capacity

Volume(V) veh/h	436	Heavy Vehicle Adjustment Factor (fHV)	0.877
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	270
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	237	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.95
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		
Direction 2 Adjustment Factors			
Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		
Direction 2 Demand and Capacity			
Volume(V) veh/h	596	Heavy Vehicle Adjustment Factor (fhv)	0.877
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	370
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	237	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.95
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPCD	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Sat 11 AM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		

Direction 1 Adjustment Factors

Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		

Direction 1 Demand and Capacity

Volume(V) veh/h	436	Heavy Vehicle Adjustment Factor (fHV)	0.877
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	270
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	237	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.95
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		
Direction 2 Adjustment Factors			
Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		
Direction 2 Demand and Capacity			
Volume(V) veh/h	596	Heavy Vehicle Adjustment Factor (fhv)	0.877
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	370
Total Trucks, %	7.00	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	237	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.95
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPCD	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Sat 11 AM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		

Direction 1 Adjustment Factors

Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		

Direction 1 Demand and Capacity

Volume(V) veh/h	430	Heavy Vehicle Adjustment Factor (fHV)	0.885
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	264
Total Trucks, %	6.50	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	234	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.77
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		
Direction 2 Adjustment Factors			
Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		
Direction 2 Demand and Capacity			
Volume(V) veh/h	611	Heavy Vehicle Adjustment Factor (fhv)	0.885
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	375
Total Trucks, %	6.50	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	234	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	3.77
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	SEARPCD	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	Peak Hour (Sat 11 AM)
Project Description	SR-167/SR-52 Feasibility Study	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		

Direction 1 Adjustment Factors

Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		

Direction 1 Demand and Capacity

Volume(V) veh/h	400	Heavy Vehicle Adjustment Factor (fHV)	0.840
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	259
Total Trucks, %	9.50	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	217	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.83
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Access Point Density, pts/mi	5.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	53.8		
Direction 2 Adjustment Factors			
Driver Population	Mostly Unfamiliar	Final Speed Adjustment Factor (SAF)	0.913
Driver Population SAF	0.913	Final Capacity Adjustment Factor (CAF)	0.898
Driver Population CAF	0.898		
Direction 2 Demand and Capacity			
Volume(V) veh/h	617	Heavy Vehicle Adjustment Factor (fhv)	0.840
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	399
Total Trucks, %	9.50	Capacity (c), pc/h/ln	1982
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1780
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	49.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	217	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.83
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	E

HCS7 Two-Lane Highway Report

Project Information

Analyst	DEC	Date	5/24/2023
Agency	Sain Associates	Analysis Year	2045
Jurisdiction	ALDOT	Time Analyzed	
Project Description	SR-167/SR-52 Widening Feasibility Analysis	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	16368
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	661	Opposing Demand Flow Rate, veh/h	382
Peak Hour Factor	0.94	Total Trucks, %	5.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.71643	Speed Power Coefficient	0.49984
PF Slope Coefficient	-1.24567	PF Power Coefficient	0.77394
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	16368	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	59.5
Segment Travel Time, minutes	3.19	Follower Density, followers/mi/ln	6.7
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	18744
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
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Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.5
Speed Slope Coefficient	3.81028	Speed Power Coefficient	0.48707
PF Slope Coefficient	-1.24748	PF Power Coefficient	0.77367
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	18744	-	-	59.7

Vehicle Results

Average Speed, mi/h	59.7	Percent Followers, %	58.4
Segment Travel Time, minutes	3.57	Follower Density, followers/mi/ln	6.2
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Lanes	Length, ft	2904
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	5.63158	Speed Power Coefficient	0.80717
PF Slope Coefficient	-1.29958	PF Power Coefficient	0.79646
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2904	-	-	57.7

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	371	263
Percentage of Heavy Vehicles (HV%), %	2.80	12.91

Initial Average Speed (Sint), mi/h	59.4	59.5
Average Speed at Midpoint (SPLmid), mi/h	61.1	57.8
Percent Followers at Midpoint (PFPLmid), %	46.6	35.9

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	59.5
Segment Travel Time, minutes	0.57	Follower Density, followers/mi/ln	6.5
Vehicle LOS	C		

Segment 4

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	23232
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.73440	Speed Power Coefficient	0.48707
PF Slope Coefficient	-1.25596	PF Power Coefficient	0.76993
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	7.4	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	23232	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	58.7
Segment Travel Time, minutes	4.53	Follower Density, followers/mi/ln	5.9
Vehicle LOS	C		

Segment 5

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
Peak Hour Factor	0.94	Total Trucks, %	7.00

Segment Capacity, veh/h		1700	Demand/Capacity (D/C)		0.37
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.1
Speed Slope Coefficient		3.69177	Speed Power Coefficient		0.48707
PF Slope Coefficient		-1.24832	PF Power Coefficient		0.79827
In Passing Lane Effective Length?		Yes	Total Segment Density, veh/mi/ln		6.3
%Improved % Followers		5.8	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3
Vehicle Results					
Average Speed, mi/h		58.3	Percent Followers, %		58.0
Segment Travel Time, minutes		1.03	Follower Density, followers/mi/ln		5.9
Vehicle LOS		C			
Segment 6					
Vehicle Inputs					
Segment Type		Passing Lanes	Length, ft		3696
Lane Width, ft		12	Shoulder Width, ft		4
Speed Limit, mi/h		55	Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		634	Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor		0.94	Total Trucks, %		7.00
Segment Capacity, veh/h		1500	Demand/Capacity (D/C)		0.42
Intermediate Results					
Segment Vertical Class		1	Free-Flow Speed, mi/h		61.1
Speed Slope Coefficient		5.67159	Speed Power Coefficient		0.85806
PF Slope Coefficient		-1.23928	PF Power Coefficient		0.81929
In Passing Lane Effective Length?		No	Total Segment Density, veh/mi/ln		6.3
%Improved % Followers		0.0	% Improved Avg Speed		0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3696	-	-	57.8
Passing Lane Results					
		Faster Lane		Slower Lane	
Flow Rate, veh/h		371		263	
Percentage of Heavy Vehicles (HV%), %		2.80		12.91	
Initial Average Speed (Sint), mi/h		59.5		59.6	

Average Speed at Midpoint (SPLmid), mi/h	61.2	57.9
Percent Followers at Midpoint (PFPLmid), %	44.2	33.8

Vehicle Results

Average Speed, mi/h	57.8	Percent Followers, %	57.4
Segment Travel Time, minutes	0.73	Follower Density, followers/mi/ln	6.3
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	13728
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	634	Opposing Demand Flow Rate, veh/h	464
Peak Hour Factor	0.94	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.73440	Speed Power Coefficient	0.48707
PF Slope Coefficient	-1.25596	PF Power Coefficient	0.76993
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	11.8	% Improved Avg Speed	0.5

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13728	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	58.7
Segment Travel Time, minutes	2.66	Follower Density, followers/mi/ln	5.6
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	11616
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	650	Opposing Demand Flow Rate, veh/h	457
Peak Hour Factor	0.94	Total Trucks, %	6.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.73376	Speed Power Coefficient	0.48799
PF Slope Coefficient	-1.25520	PF Power Coefficient	0.77021
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.6
%Improved % Followers	7.1	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	11616	-	-	58.3

Vehicle Results			
Average Speed, mi/h	58.3	Percent Followers, %	59.4
Segment Travel Time, minutes	2.26	Follower Density, followers/mi/ln	6.1
Vehicle LOS	C		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	7128
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	650	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.50
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.43

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	5.78391	Speed Power Coefficient	1.07828
PF Slope Coefficient	-1.10470	PF Power Coefficient	0.88501
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7128	-	-	58.0

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	380	270
Percentage of Heavy Vehicles (HV%), %	2.60	11.97
Initial Average Speed (Sint), mi/h	59.9	59.9
Average Speed at Midpoint (SPLmid), mi/h	61.5	58.3

Percent Followers at Midpoint (PFPLmid), %	38.8	29.4
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Vehicle Results

Average Speed, mi/h	58.0	Percent Followers, %	53.0
Segment Travel Time, minutes	1.40	Follower Density, followers/mi/ln	5.9
Vehicle LOS	C		

Segment 10

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5544
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	650	Opposing Demand Flow Rate, veh/h	457
Peak Hour Factor	0.94	Total Trucks, %	6.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.1
Speed Slope Coefficient	3.69368	Speed Power Coefficient	0.48799
PF Slope Coefficient	-1.24591	PF Power Coefficient	0.79817
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.5
%Improved % Followers	16.8	% Improved Avg Speed	1.8

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5544	-	-	58.3

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	58.7
Segment Travel Time, minutes	1.06	Follower Density, followers/mi/ln	5.3
Vehicle LOS	C		

Segment 11

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	457
Peak Hour Factor	0.94	Total Trucks, %	9.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	61.0
Speed Slope Coefficient	3.70885	Speed Power Coefficient	0.48799
PF Slope Coefficient	-1.24261	PF Power Coefficient	0.78919
In Passing Lane Effective Length?	Yes	Total Segment Density, veh/mi/ln	6.7
%Improved % Followers	12.5	% Improved Avg Speed	0.5

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	58.2

Vehicle Results			
Average Speed, mi/h	58.5	Percent Followers, %	59.0
Segment Travel Time, minutes	1.54	Follower Density, followers/mi/ln	5.8
Vehicle LOS	C		

Segment 12

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	3696
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

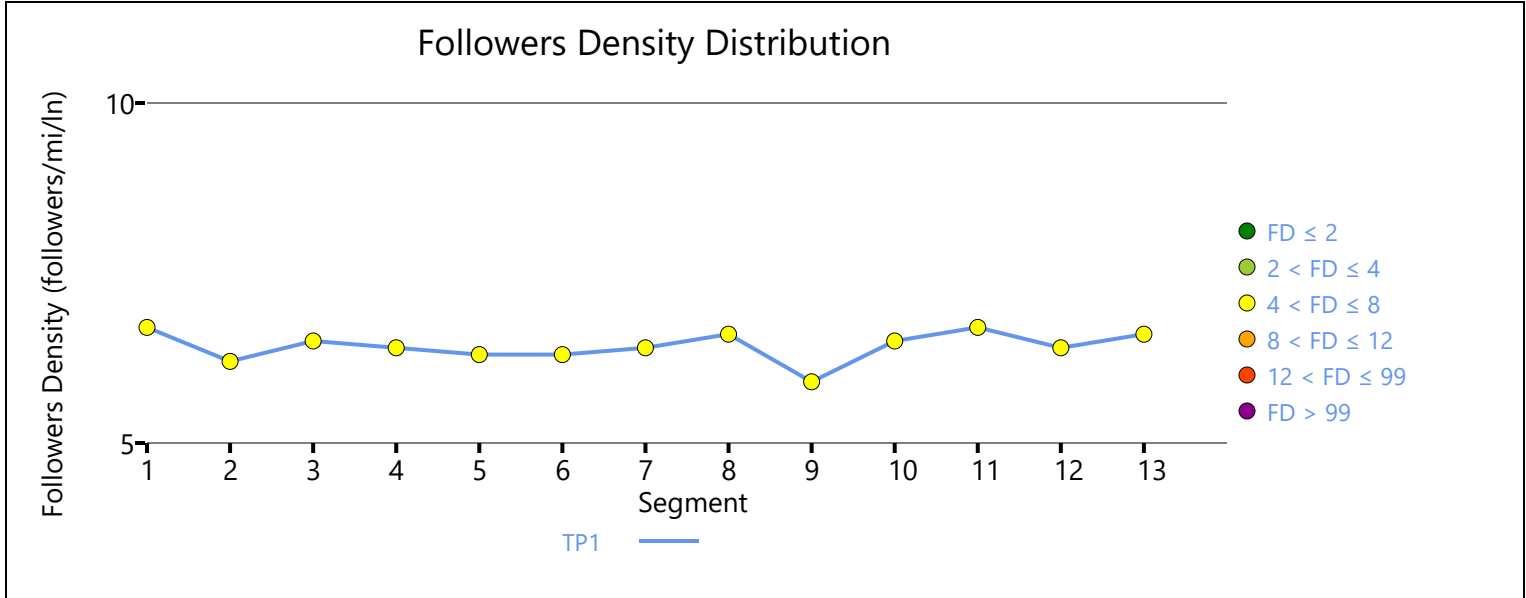
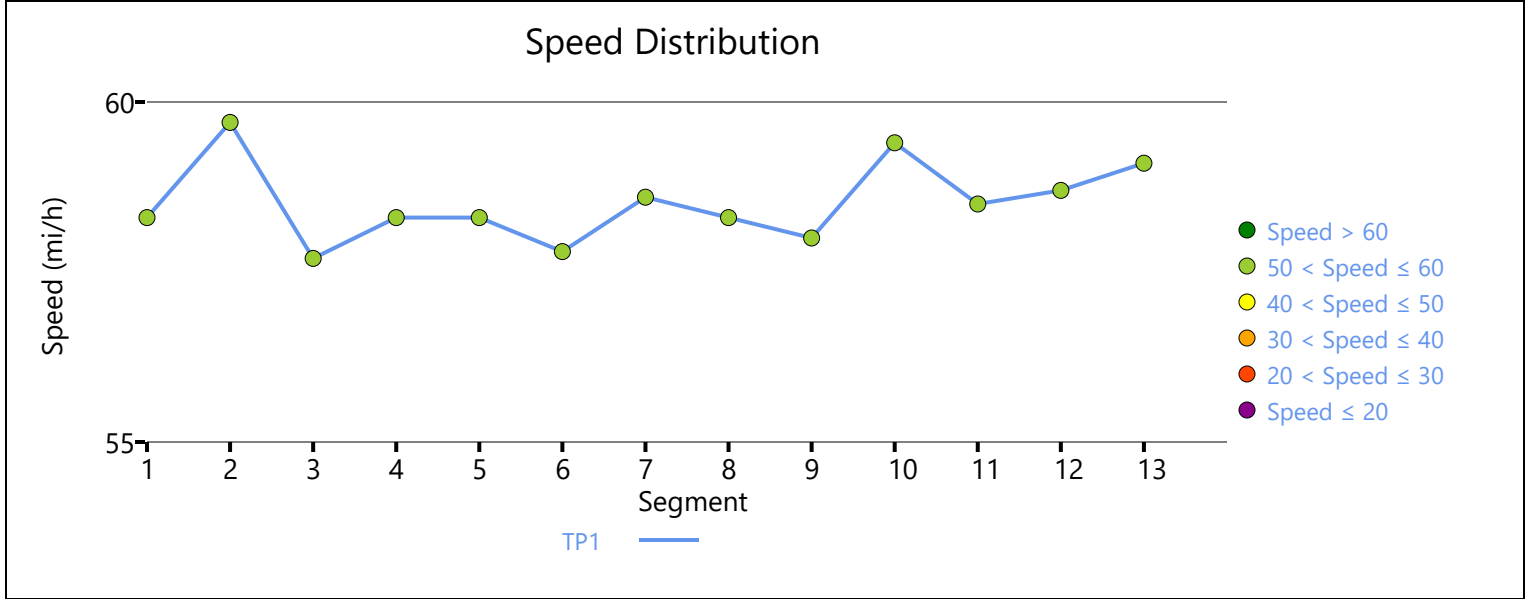
Demand and Capacity			
Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.50
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient	6.10849	Speed Power Coefficient	0.85867
PF Slope Coefficient	-1.18904	PF Power Coefficient	0.82162
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3696	-	-	58.7

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	379	277
Percentage of Heavy Vehicles (HV%), %	3.80	17.29
Initial Average Speed (Sint), mi/h	60.7	60.6
Average Speed at Midpoint (SPLmid), mi/h	62.5	58.9

Percent Followers at Midpoint (PFPLmid), %		44.1		35.3	
Vehicle Results					
Average Speed, mi/h		58.7		Percent Followers, %	
Segment Travel Time, minutes		0.72		Follower Density, followers/mi/ln	
Vehicle LOS		C			
Segment 13					
Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	
Lane Width, ft		12		Shoulder Width, ft	
Speed Limit, mi/h		55		Access Point Density, pts/mi	
Demand and Capacity					
Directional Demand Flow Rate, veh/h		656		Opposing Demand Flow Rate, veh/h	
Peak Hour Factor		0.94		Total Trucks, %	
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)	
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	
Speed Slope Coefficient		3.70014		Speed Power Coefficient	
PF Slope Coefficient		-1.24197		PF Power Coefficient	
In Passing Lane Effective Length?		Yes		Total Segment Density, veh/mi/ln	
%Improved % Followers		16.0		% Improved Avg Speed	
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	6864	-	-	58.2
Vehicle Results					
Average Speed, mi/h		59.1		Percent Followers, %	
Segment Travel Time, minutes		1.32		Follower Density, followers/mi/ln	
Vehicle LOS		C			
Facility Results					
T	Follower Density, followers/mi/ln			LOS	
1	6.0			C	



HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

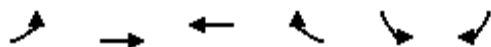
06/19/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Future Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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			
Adj Sat Flow, veh/h/ln	1633	1767	1811	1707	1722	1663	1826	1767	1663	1693	1796	1870
Adj Flow Rate, veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	9	6	13	12	16	5	9	16	14	7	2
Cap, veh/h	229	538		66	342		121	1099		151	1200	
Arrive On Green	0.15	0.30	0.00	0.04	0.20	0.00	0.07	0.33	0.00	0.09	0.35	0.00
Sat Flow, veh/h	1555	1767	1535	1626	1722	1409	1739	3357	1409	1612	3413	1585
Grp Volume(v), veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Grp Sat Flow(s),veh/h/ln	1555	1767	1535	1626	1722	1409	1739	1678	1409	1612	1706	1585
Q Serve(g_s), s	10.6	23.7	0.0	1.5	11.3	0.0	3.8	22.7	0.0	6.7	14.1	0.0
Cycle Q Clear(g_c), s	10.6	23.7	0.0	1.5	11.3	0.0	3.8	22.7	0.0	6.7	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	538		66	342		121	1099		151	1200	
V/C Ratio(X)	0.86	0.93		0.44	0.71		0.66	0.86		0.85	0.58	
Avail Cap(c_a), veh/h	273	558		133	382		163	1099		151	1200	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.6	28.9	0.0	40.1	32.0	0.0	38.8	27.0	0.0	38.2	22.5	0.0
Incr Delay (d2), s/veh	20.7	22.8	0.0	4.5	5.3	0.0	5.9	9.1	0.0	34.2	0.7	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	5.0	12.2	0.0	0.6	4.9	0.0	1.7	9.3	0.0	3.9	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	51.7	0.0	44.6	37.3	0.0	44.7	36.1	0.0	72.3	23.2	0.0
LnGrp LOS	E	D		D	D		D	D		E	C	
Approach Vol, veh/h	700				272				1029			
Approach Delay, s/veh	53.0				38.1				36.8			
Approach LOS	D				D				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	33.0	17.6	22.0	10.9	35.1	8.5	31.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	28.0	15.0	19.0	8.0	28.0	7.0	27.0				
Max Q Clear Time (g_c+I1), s	8.7	24.7	12.6	13.3	5.8	16.1	3.5	25.7				
Green Ext Time (p_c), s	0.0	1.7	0.1	0.6	0.0	3.4	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay	39.2											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

14: SR-52 & SR-27

06/19/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	412	519	52	39	317
Future Volume (veh/h)	197	412	519	52	39	317
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1811	1811	1722	1826
Adj Flow Rate, veh/h	207	434	546	0	41	334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	12	6	6	12	5
Cap, veh/h	449	1030	662		329	311
Arrive On Green	0.13	0.60	0.37	0.00	0.20	0.20
Sat Flow, veh/h	1725	1722	1811	0	1640	1547
Grp Volume(v), veh/h	207	434	546	0	41	334
Grp Sat Flow(s),veh/h/ln	1725	1722	1811	0	1640	1547
Q Serve(g_s), s	3.1	6.7	13.6	0.0	1.0	10.0
Cycle Q Clear(g_c), s	3.1	6.7	13.6	0.0	1.0	10.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	449	1030	662		329	311
V/C Ratio(X)	0.46	0.42	0.83		0.12	1.07
Avail Cap(c_a), veh/h	463	1383	1018		329	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	5.4	14.4	0.0	16.3	19.9
Incr Delay (d2), s/veh	0.7	0.3	3.4	0.0	0.2	72.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	4.7	0.0	0.3	14.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	5.6	17.7	0.0	16.5	92.3
LnGrp LOS	B	A	B		B	F
Approach Vol, veh/h		641	546		375	
Approach Delay, s/veh		7.1	17.7		84.0	
Approach LOS		A	B		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.8		15.0	11.6	23.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		40.0		10.0	7.0	28.0
Max Q Clear Time (g_c+I1), s		8.7		12.0	5.1	15.6
Green Ext Time (p_c), s		2.6		0.0	0.1	2.6
Intersection Summary						
HCM 6th Ctrl Delay			29.2			
HCM 6th LOS			C			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Future Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1767	1856	1826	1811	1900	1900	1159	1752	1900	1900	1900
Adj Flow Rate, veh/h	3	444	67	221	720	2	29	3	0	2	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	9	3	5	6	0	0	50	10	0	0	0
Cap, veh/h	489	837	126	676	1224	3	158	3		200	0	0
Arrive On Green	0.01	0.56	0.56	0.13	0.68	0.68	0.04	0.04	0.00	0.04	0.00	0.00
Sat Flow, veh/h	1810	1500	226	1739	1805	5	820	85	0	1792	0	0
Grp Volume(v), veh/h	3	0	511	221	0	722	32	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1726	1739	0	1810	905	0	0	1792	0	0
Q Serve(g_s), s	0.0	0.0	10.0	2.2	0.0	11.5	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	10.0	2.2	0.0	11.5	1.9	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.00	0.91		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	489	0	964	676	0	1227	161	0		200	0	0
V/C Ratio(X)	0.01	0.00	0.53	0.33	0.00	0.59	0.20	0.00		0.01	0.00	0.00
Avail Cap(c_a), veh/h	715	0	964	684	0	1227	429	0		628	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	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	0.0	7.4	4.2	0.0	4.6	25.8	0.0	0.0	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	0.3	0.0	0.7	0.6	0.0	0.0	0.0	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	0.0	0.0	2.8	0.2	0.0	1.7	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.4	0.0	9.5	4.5	0.0	5.4	26.4	0.0	0.0	25.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	A		C	A	A
Approach Vol, veh/h	514			943			32			2		
Approach Delay, s/veh	9.5			5.2			26.4			25.0		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	35.0		7.0	5.3	41.4		7.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	30.0		18.0	7.0	30.0		18.0				
Max Q Clear Time (g_c+I1), s	4.2	12.0		2.1	2.0	13.5		3.9				
Green Ext Time (p_c), s	0.2	2.8		0.0	0.0	4.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	7.1											
HCM 6th LOS	A											

Intersection	
Intersection Delay, s/veh	178.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	19	312	17	22	311	85	46	338	141	154	203	86
Future Vol, veh/h	19	312	17	22	311	85	46	338	141	154	203	86
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
Heavy Vehicles, %	17	14	27	14	12	15	7	16	2	6	30	25
Mvmt Flow	21	347	19	24	346	94	51	376	157	171	226	96
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	111	78.1	289.4	196.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	9%	5%	7%	0%	35%
Vol Thru, %	64%	90%	93%	0%	46%
Vol Right, %	27%	5%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	525	348	333	85	443
LT Vol	46	19	22	0	154
Through Vol	338	312	311	0	203
RT Vol	141	17	0	85	86
Lane Flow Rate	583	387	370	94	492
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1.551	1.07	1.017	0.239	1.319
Departure Headway (Hd)	10.891	12.655	12.205	11.394	11.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	338	290	300	317	315
Service Time	8.891	10.655	9.905	9.094	9.624
HCM Lane V/C Ratio	1.725	1.334	1.233	0.297	1.562
HCM Control Delay	289.4	111	93.6	17.6	196.2
HCM Lane LOS	F	F	F	C	F
HCM 95th-tile Q	29.3	12	10.9	0.9	20

Intersection

Int Delay, s/veh 5.7

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	3	249	166	356	636	15
Future Vol, veh/h	3	249	166	356	636	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	7	21	12	0
Mvmt Flow	3	259	173	371	663	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1388	671	679
Stage 1	671	-	-
Stage 2	717	-	-
Critical Hdwy	6.4	6.3	4.17
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.39	2.263
Pot Cap-1 Maneuver	159	443	890
Stage 1	512	-	-
Stage 2	487	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	128	443	890
Mov Cap-2 Maneuver	128	-	-
Stage 1	413	-	-
Stage 2	487	-	-

Approach	WB	SE	NW
HCM Control Delay, s	25.6	3.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	430	890
HCM Lane V/C Ratio	-	-	0.61	0.194
HCM Control Delay (s)	-	-	25.6	10
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	4	0.7

Intersection												
Int Delay, s/veh	88.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Future Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	16	9	14	24	8	7	12	15	9	17	14
Mvmt Flow	7	525	76	25	338	45	52	266	45	38	145	48
Major/Minor	Major1		Major2			Minor2			Minor1			
Conflicting Flow All	338	0	0	525	0	0	1023	950	361	1098	965	563
Stage 1	-	-	-	-	-	-	411	411	-	577	577	-
Stage 2	-	-	-	-	-	-	612	539	-	521	388	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.17	6.62	6.35	7.19	6.67	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.62	-	6.19	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.62	-	6.19	5.67	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.563	4.108	3.435	3.581	4.153	3.426
Pot Cap-1 Maneuver	1232	-	-	983	-	-	209 ~ 250	655	184	240	504	
Stage 1	-	-	-	-	-	-	608	578	-	490	478	-
Stage 2	-	-	-	-	-	-	472	506	-	526	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1232	-	-	983	-	-	91 ~ 240	655	-	230	504	
Mov Cap-2 Maneuver	-	-	-	-	-	-	91 ~ 240	-	-	230	-	
Stage 1	-	-	-	-	-	-	603	559	-	486	474	-
Stage 2	-	-	-	-	-	-	294	501	-	248	565	-
Approach	NB		SB			NE			SW			
HCM Control Delay, s	0.1		0.5			\$ 390.2						
HCM LOS						F			-			
Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBRSWLn1					
Capacity (veh/h)	209	1232	-	-	983	-	-	-				
HCM Lane V/C Ratio	1.736	0.005	-	-	0.025	-	-	-				
HCM Control Delay (s)	\$ 390.2	7.9	0	-	8.8	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	24.7	0	-	-	0.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕	↗	↙	↕	↗
Traffic Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Future Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	16	3	0	6	20	0	0	11	17	33	28	6
Mvmt Flow	89	111	0	59	18	11	0	452	89	11	322	66
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	805	796	322	852	796	452	322	0	0	452	0	0
Stage 1	344	344	-	452	452	-	-	-	-	-	-	-
Stage 2	461	452	-	400	344	-	-	-	-	-	-	-
Critical Hdwy	7.26	6.53	6.2	7.16	6.7	6.2	4.1	-	-	4.43	-	-
Critical Hdwy Stg 1	6.26	5.53	-	6.16	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.26	5.53	-	6.16	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.644	4.027	3.3	3.554	4.18	3.3	2.2	-	-	2.497	-	-
Pot Cap-1 Maneuver	285	319	724	275	300	612	1249	-	-	963	-	-
Stage 1	643	635	-	579	541	-	-	-	-	-	-	-
Stage 2	555	569	-	618	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	315	724	198	297	612	1249	-	-	963	-	-
Mov Cap-2 Maneuver	265	315	-	198	297	-	-	-	-	-	-	-
Stage 1	643	628	-	579	541	-	-	-	-	-	-	-
Stage 2	527	569	-	503	599	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	40.7		27.7		0		0.2					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1249	-	-	291	245	963	-	-				
HCM Lane V/C Ratio	-	-	-	0.687	0.359	0.011	-	-				
HCM Control Delay (s)	0	-	-	40.7	27.7	8.8	-	-				
HCM Lane LOS	A	-	-	E	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	4.7	1.6	0	-	-				

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	3	415	117	0	289
Future Vol, veh/h	89	3	415	117	0	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	24	0	22	16	0	25
Mvmt Flow	96	3	446	126	0	311
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	820	509	0	0	572	0
Stage 1	509	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.64	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.64	-	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-	-
Follow-up Hdwy	3.716	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	316	568	-	-	1011	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	316	568	-	-	1011	-
Mov Cap-2 Maneuver	316	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	21.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	321	1011	-
HCM Lane V/C Ratio		-	-	0.308	-	-
HCM Control Delay (s)		-	-	21.1	0	-
HCM Lane LOS		-	-	C	A	-
HCM 95th %tile Q(veh)		-	-	1.3	0	-

Intersection						
Int Delay, s/veh	2.1					
Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	82	57	235	246	2
Future Vol, veh/h	2	82	57	235	246	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	12	11	14	12	0
Mvmt Flow	2	84	58	240	251	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	608	252	253	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.4	6.32	4.21	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.408	2.299	-	-	-
Pot Cap-1 Maneuver	462	763	1261	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	763	1261	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Approach	SB	NE		SW		
HCM Control Delay, s	10.4	1.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR	
Capacity (veh/h)	1261	-	750	-	-	
HCM Lane V/C Ratio	0.046	-	0.114	-	-	
HCM Control Delay (s)	8	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Intersection

Int Delay, s/veh 5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	320	93	9	369	167	16
Future Vol, veh/h	320	93	9	369	167	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	19	17	8	6	20
Mvmt Flow	344	100	10	397	180	17

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	444
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.27
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.353
Pot Cap-1 Maneuver	-	-	1041
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1041
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	27.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	-	-	1041	-
HCM Lane V/C Ratio	0.557	-	-	0.009	-
HCM Control Delay (s)	27.3	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.2	-	-	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Future Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	13	0	100	7	100	0	0	33	0	0	0
Mvmt Flow	2	439	14	2	582	2	21	0	5	3	0	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	453	0	0	1041	1038	446	1040	1044	583
Stage 1	-	-	-	-	-	-	450	450	-	587	587	-
Stage 2	-	-	-	-	-	-	591	588	-	453	457	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.1	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.5	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	738	-	-	210	233	552	210	231	516
Stage 1	-	-	-	-	-	-	592	575	-	499	500	-
Stage 2	-	-	-	-	-	-	497	499	-	590	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1001	-	-	738	-	-	206	231	552	207	229	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	231	-	207	229	-
Stage 1	-	-	-	-	-	-	590	573	-	498	498	-
Stage 2	-	-	-	-	-	-	489	497	-	582	569	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			22.1			15.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	237	1001	-	-	738	-	-	345				
HCM Lane V/C Ratio	0.11	0.002	-	-	0.003	-	-	0.028				
HCM Control Delay (s)	22.1	8.6	0	-	9.9	0	-	15.7				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Future Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	551	38	5	800	0	23	0	10	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	800	0	0	589	0	0	1380	1380	570	1380	1399	800
Stage 1	-	-	-	-	-	-	570	570	-	810	810	-
Stage 2	-	-	-	-	-	-	810	810	-	570	589	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	832	-	-	996	-	-	123	146	525	123	142	388
Stage 1	-	-	-	-	-	-	510	509	-	377	396	-
Stage 2	-	-	-	-	-	-	377	396	-	510	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	832	-	-	996	-	-	122	145	525	120	141	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	145	-	120	141	-
Stage 1	-	-	-	-	-	-	510	509	-	377	392	-
Stage 2	-	-	-	-	-	-	374	392	-	500	499	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			33.8			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	158	832	-	-	996	-	-	-				
HCM Lane V/C Ratio	0.211	-	-	-	0.005	-	-	-				
HCM Control Delay (s)	33.8	0	-	-	8.6	0	-	0				
HCM Lane LOS	D	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-				

HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

06/19/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Future Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1633	1856	1781	1900	1781	1900	1900	1826	1811	1811	1841	1900
Adj Flow Rate, veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	18	3	8	0	8	0	0	5	6	6	4	0
Cap, veh/h	124	355		136	333		71	842		381	1484	
Arrive On Green	0.08	0.19	0.00	0.08	0.19	0.00	0.04	0.24	0.00	0.22	0.42	0.00
Sat Flow, veh/h	1555	1856	1510	1810	1781	1610	1810	3469	1535	1725	3497	1610
Grp Volume(v), veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Grp Sat Flow(s),veh/h/ln	1555	1856	1510	1810	1781	1610	1810	1735	1535	1725	1749	1610
Q Serve(g_s), s	4.2	7.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Cycle Q Clear(g_c), s	4.2	7.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	355		136	333		71	842		381	1484	
V/C Ratio(X)	0.73	0.60		0.57	0.84		0.37	0.73		0.90	0.53	
Avail Cap(c_a), veh/h	147	451		171	433		171	842		396	1484	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	27.4	0.0	33.1	29.1	0.0	34.7	25.9	0.0	28.1	15.8	0.0
Incr Delay (d2), s/veh	13.7	1.7	0.0	3.7	11.3	0.0	3.1	5.6	0.0	22.2	0.3	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	1.9	3.2	0.0	1.4	5.4	0.0	0.5	5.0	0.0	7.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	29.1	0.0	36.8	40.4	0.0	37.9	31.5	0.0	50.3	16.2	0.0
LnGrp LOS	D	C		D	D		D	C		D	B	
Approach Vol, veh/h		305			358			644			1124	
Approach Delay, s/veh		34.3			39.6			31.7			26.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	23.0	10.9	18.9	7.9	36.5	10.6	19.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	17.0	18.0	7.0	18.0	7.0	28.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	16.3	14.2	6.2	13.3	3.0	14.3	5.0	9.9				
Green Ext Time (p_c), s	0.1	1.3	0.0	0.6	0.0	4.1	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay 30.8

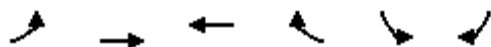
HCM 6th LOS C

Notes

Unsignalized Delay for [NER, NBR, SBR, SWR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 14: SR-52 & SR-27

06/19/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	512	530	79	95	367
Future Volume (veh/h)	320	512	530	79	95	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1781	1796	1781	1781	1826
Adj Flow Rate, veh/h	372	595	616	0	110	427
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	8	7	8	8	5
Cap, veh/h	489	1174	728		238	217
Arrive On Green	0.15	0.66	0.41	0.00	0.14	0.14
Sat Flow, veh/h	1753	1781	1796	0	1697	1547
Grp Volume(v), veh/h	372	595	616	0	110	427
Grp Sat Flow(s),veh/h/ln	1753	1781	1796	0	1697	1547
Q Serve(g_s), s	5.4	8.5	15.5	0.0	3.0	7.0
Cycle Q Clear(g_c), s	5.4	8.5	15.5	0.0	3.0	7.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	489	1174	728		238	217
V/C Ratio(X)	0.76	0.51	0.85		0.46	1.97
Avail Cap(c_a), veh/h	571	1536	1008		238	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	4.3	13.4	0.0	19.7	21.4
Incr Delay (d2), s/veh	5.1	0.3	4.9	0.0	1.4	451.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.1	5.4	0.0	1.0	32.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	4.7	18.4	0.0	21.1	472.6
LnGrp LOS	B	A	B		C	F
Approach Vol, veh/h		967	616		537	
Approach Delay, s/veh		8.5	18.4		380.1	
Approach LOS		A	B		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.9		12.0	12.7	25.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		43.0		7.0	10.0	28.0
Max Q Clear Time (g_c+I1), s		10.5		9.0	7.4	17.5
Green Ext Time (p_c), s		3.9		0.0	0.3	2.7
Intersection Summary						
HCM 6th Ctrl Delay			105.5			
HCM 6th LOS			F			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Future Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1796	1900	1781	1856	1900	1870	1900	1811	1900	1900	1900
Adj Flow Rate, veh/h	21	533	47	380	603	0	87	5	0	5	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	8	3	0	2	0	6	0	0	0
Cap, veh/h	503	712	63	545	1027	0	269	7		131	75	44
Arrive On Green	0.04	0.44	0.44	0.15	0.55	0.00	0.08	0.08	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1810	1627	143	1697	1856	0	1403	81	0	351	912	527
Grp Volume(v), veh/h	21	0	580	380	603	0	92	0	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1770	1697	1856	0	1483	0	0	1790	0	0
Q Serve(g_s), s	0.3	0.0	12.5	4.8	9.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.5	4.8	9.8	0.0	2.7	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.00	0.95		0.00	0.29		0.29
Lane Grp Cap(c), veh/h	503	0	774	545	1027	0	276	0		250	0	0
V/C Ratio(X)	0.04	0.00	0.75	0.70	0.59	0.00	0.33	0.00		0.07	0.00	0.00
Avail Cap(c_a), veh/h	715	0	774	547	1027	0	725	0		764	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	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	10.8	8.0	6.8	0.0	20.5	0.0	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.6	3.9	0.9	0.0	0.7	0.0	0.0	0.1	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	0.1	0.0	4.5	1.1	2.1	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.0	17.3	11.8	7.6	0.0	21.2	0.0	0.0	19.5	0.0	0.0
LnGrp LOS	A	A	B	B	A	A	C	A		B	A	A
Approach Vol, veh/h	601				983				92			
Approach Delay, s/veh	16.9				9.3				21.2			
Approach LOS	B				A				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	25.0		8.8	6.6	30.3		8.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	20.0		18.0	7.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	14.5		2.4	2.3	11.8		4.7				
Green Ext Time (p_c), s	0.0	1.7		0.0	0.0	2.3		0.3				

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Intersection Delay, s/veh	219.8											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	28	266	33	25	344	57	83	292	58	175	396	98
Future Vol, veh/h	28	266	33	25	344	57	83	292	58	175	396	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	11	29	19	7	6	4	8	11	7	11	3
Mvmt Flow	29	280	35	26	362	60	87	307	61	184	417	103
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	74	95.2	148.3	416.7
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	19%	9%	7%	0%	26%
Vol Thru, %	67%	81%	93%	0%	59%
Vol Right, %	13%	10%	0%	100%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	433	327	369	57	669
LT Vol	83	28	25	0	175
Through Vol	292	266	344	0	396
RT Vol	58	33	0	57	98
Lane Flow Rate	456	344	388	60	704
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1.189	0.923	1.065	0.149	1.849
Departure Headway (Hd)	12.017	12.952	12.221	11.228	10.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	305	282	299	322	359
Service Time	10.017	10.952	9.921	8.928	8.332
HCM Lane V/C Ratio	1.495	1.22	1.298	0.186	1.961
HCM Control Delay	148.3	74	107.5	15.9	416.7
HCM Lane LOS	F	F	F	C	F
HCM 95th-tile Q	15.6	8.6	12.1	0.5	42.6

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	12	138	187	749	476	6
Future Vol, veh/h	12	138	187	749	476	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	7	12	0
Mvmt Flow	13	147	199	797	506	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1704	509	512	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	1195	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	102	568	1048	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	568	1048	-	-	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Approach	WB	SE		NW		
HCM Control Delay, s	20.7	1.8		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET		
Capacity (veh/h)	-	-	387	1048	-	
HCM Lane V/C Ratio	-	-	0.412	0.19	-	
HCM Control Delay (s)	-	-	20.7	9.2	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2	0.7	-	

Intersection												
Int Delay, s/veh	214.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Future Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	9	9	8	5	11	0	10	11	9	8	9
Mvmt Flow	26	404	36	42	595	58	39	136	61	72	245	36
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	595	0	0	404	0	0	1287	1164	624	1221	1153	422
Stage 1	-	-	-	-	-	-	708	708	-	474	474	-
Stage 2	-	-	-	-	-	-	579	456	-	747	679	-
Critical Hdwy	4.23	-	-	4.18	-	-	7.1	6.6	6.31	7.19	6.58	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.19	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.19	5.58	-
Follow-up Hdwy	2.317	-	-	2.272	-	-	3.5	4.09	3.399	3.581	4.072	3.381
Pot Cap-1 Maneuver	930	-	-	1123	-	-	142	188	469	152	~ 192	617
Stage 1	-	-	-	-	-	-	429	426	-	558	548	-
Stage 2	-	-	-	-	-	-	504	555	-	394	442	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	930	-	-	1123	-	-	-	170	469	~ 42	~ 174	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	170	-	~ 42	~ 174	-
Stage 1	-	-	-	-	-	-	413	401	-	537	528	-
Stage 2	-	-	-	-	-	-	245	534	-	213	416	-
Approach	NB			SB			NE			SW		
HCM Control Delay, s	0.5			0.5						\$ 1062.3		
HCM LOS							-			F		
Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBRSWLn1					
Capacity (veh/h)	-	930	-	-	1123	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	0.028	-	-	0.037	-	-	-	-	-	-	-
HCM Control Delay (s)	-	9	0	-	8.3	0	\$ 1062.3					
HCM Lane LOS	-	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	34.1				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	17.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Future Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	11	17	0	7	6	50	13	9
Mvmt Flow	60	32	3	92	99	21	0	480	56	7	533	78
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1077	1027	533	1043	1027	480	533	0	0	480	0	0
Stage 1	547	547	-	480	480	-	-	-	-	-	-	-
Stage 2	530	480	-	563	547	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.61	6.37	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.099	3.453	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	198	236	551	209	226	556	1045	-	-	873	-	-
Stage 1	525	521	-	571	540	-	-	-	-	-	-	-
Stage 2	536	558	-	514	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	234	551	185	224	556	1045	-	-	873	-	-
Mov Cap-2 Maneuver	124	234	-	185	224	-	-	-	-	-	-	-
Stage 1	525	517	-	571	540	-	-	-	-	-	-	-
Stage 2	422	558	-	475	499	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	60.4		90.9			0			0.1			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1045	-	-	154	225	873	-	-				
HCM Lane V/C Ratio	-	-	-	0.619	0.94	0.008	-	-				
HCM Control Delay (s)	0	-	-	60.4	90.9	9.2	-	-				
HCM Lane LOS	A	-	-	F	F	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	3.4	8.1	0	-	-				

Intersection						
Int Delay, s/veh	7.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	178	6	372	160	3	491
Future Vol, veh/h	178	6	372	160	3	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	7	8	0	12
Mvmt Flow	187	6	392	168	3	517
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	999	476	0	0	560	0
Stage 1	476	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.49	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	262	593	-	-	1021	-
Stage 1	611	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	593	-	-	1021	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	47.8	0		0.1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	266	1021	-	
HCM Lane V/C Ratio	-	-	0.728	0.003	-	
HCM Control Delay (s)	-	-	47.8	8.5	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	5.1	0	-	

Intersection

Int Delay, s/veh 2.3

Movement SBL SBR NEL NET SWT SWR

Lane Configurations 

Traffic Vol, veh/h 5 95 66 285 282 5

Future Vol, veh/h 5 95 66 285 282 5

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 33 8 14 13 11 0

Mvmt Flow 6 106 73 317 313 6

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 779 316 319 0 - 0

Stage 1 316 - - - - -

Stage 2 463 - - - - -

Critical Hdwy 6.73 6.28 4.24 - - -

Critical Hdwy Stg 1 5.73 - - - - -

Critical Hdwy Stg 2 5.73 - - - - -

Follow-up Hdwy 3.797 3.372 2.326 - - -

Pot Cap-1 Maneuver 324 711 1176 - - -

Stage 1 674 - - - - -

Stage 2 574 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 300 711 1176 - - -

Mov Cap-2 Maneuver 300 - - - - -

Stage 1 623 - - - - -

Stage 2 574 - - - - -

Approach SB NE SW

HCM Control Delay, s 11.5 1.6 0

HCM LOS B

Minor Lane/Major Mvmt NEL NET SBLn1 SWT SWR

Capacity (veh/h) 1176 - 665 - -

HCM Lane V/C Ratio 0.062 - 0.167 - -

HCM Control Delay (s) 8.3 0 11.5 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.2 - 0.6 - -

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	372	184	27	434	139	13
Future Vol, veh/h	372	184	27	434	139	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	8	24	8	6	13
Mvmt Flow	400	198	29	467	149	14
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	598	0	1024	499
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	525	-
Critical Hdwy	-	-	4.34	-	6.46	6.33
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.416	-	3.554	3.417
Pot Cap-1 Maneuver	-	-	880	-	256	550
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	245	550
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	559	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		40.6	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	257	-	-	880	-	
HCM Lane V/C Ratio	0.636	-	-	0.033	-	
HCM Control Delay (s)	40.6	-	-	9.2	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	3.9	-	-	0.1	-	

HCM 6th TWSC
13: McDougald St/Martin St & SR-52

06/19/2023

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Future Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	8	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	12	594	27	9	603	3	20	2	0	5	0	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	621	0	0	1260	1256	608	1256	1268	605
Stage 1	-	-	-	-	-	-	632	632	-	623	623	-
Stage 2	-	-	-	-	-	-	628	624	-	633	645	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	982	-	-	969	-	-	149	173	499	150	170	501
Stage 1	-	-	-	-	-	-	472	477	-	477	481	-
Stage 2	-	-	-	-	-	-	474	481	-	471	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	969	-	-	142	167	499	145	164	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	167	-	145	164	-
Stage 1	-	-	-	-	-	-	463	468	-	468	474	-
Stage 2	-	-	-	-	-	-	458	474	-	460	462	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			34.6			19.3		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	144	982	-	-	969	-	-	267				
HCM Lane V/C Ratio	0.157	0.012	-	-	0.009	-	-	0.056				
HCM Control Delay (s)	34.6	8.7	0	-	8.7	0	-	19.3				
HCM Lane LOS	D	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Future Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	610	53	18	692	0	9	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	663	0	0	1365	1365	637	1365	1391	692
Stage 1	-	-	-	-	-	-	637	637	-	728	728	-
Stage 2	-	-	-	-	-	-	728	728	-	637	663	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	912	-	-	935	-	-	126	149	481	126	143	447
Stage 1	-	-	-	-	-	-	469	475	-	418	432	-
Stage 2	-	-	-	-	-	-	418	432	-	469	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	912	-	-	935	-	-	123	144	481	122	139	447
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	144	-	122	139	-
Stage 1	-	-	-	-	-	-	469	475	-	418	419	-
Stage 2	-	-	-	-	-	-	405	419	-	466	462	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			30.5			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	154	912	-	-	935	-	-	-				
HCM Lane V/C Ratio	0.082	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	30.5	0	-	-	8.9	0	-	0				
HCM Lane LOS	D	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-				

HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

05/30/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Future Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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			
Adj Sat Flow, veh/h/ln	1633	1767	1811	1707	1722	1663	1826	1767	1663	1693	1796	1870
Adj Flow Rate, veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	9	6	13	12	16	5	9	16	14	7	2
Cap, veh/h	229	918		67	288		123	1170		155	1277	
Arrive On Green	0.15	0.27	0.00	0.04	0.17	0.00	0.07	0.35	0.00	0.10	0.37	0.00
Sat Flow, veh/h	1555	3357	1535	1626	1722	1409	1739	3357	1409	1612	3413	1585
Grp Volume(v), veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Grp Sat Flow(s),veh/h/ln	1555	1678	1535	1626	1722	1409	1739	1678	1409	1612	1706	1585
Q Serve(g_s), s	10.3	10.6	0.0	1.4	11.4	0.0	3.7	21.4	0.0	6.5	13.2	0.0
Cycle Q Clear(g_c), s	10.3	10.6	0.0	1.4	11.4	0.0	3.7	21.4	0.0	6.5	13.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	918		67	288		123	1170		155	1277	
V/C Ratio(X)	0.86	0.55		0.43	0.84		0.64	0.81		0.83	0.54	
Avail Cap(c_a), veh/h	262	1049		137	393		167	1170		155	1277	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	25.8	0.0	38.9	33.6	0.0	37.6	24.6	0.0	36.9	20.4	0.0
Incr Delay (d2), s/veh	22.0	0.5	0.0	4.4	11.5	0.0	5.5	6.2	0.0	29.1	0.5	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	4.9	3.8	0.0	0.6	5.4	0.0	1.6	8.3	0.0	3.7	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	26.3	0.0	43.3	45.1	0.0	43.2	30.8	0.0	66.0	20.9	0.0
LnGrp LOS	E	C		D	D		D	C		E	C	
Approach Vol, veh/h	700				272				1029			
Approach Delay, s/veh	34.8				44.9				31.7			
Approach LOS	C				D				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	34.0	17.2	18.9	10.9	36.1	8.4	27.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	29.0	14.0	19.0	8.0	29.0	7.0	26.0				
Max Q Clear Time (g_c+I1), s	8.5	23.4	12.3	13.4	5.7	15.2	3.4	12.6				
Green Ext Time (p_c), s	0.0	2.7	0.1	0.5	0.0	3.6	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NER, NBR, SBR, SWR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: SR-167 & SR-52

05/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	312	17	22	311	85	46	338	141	154	203	86
Future Volume (veh/h)	19	312	17	22	311	85	46	338	141	154	203	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1648	1693	1500	1693	1722	1678	1796	1663	1870	1811	1455	1530
Adj Flow Rate, veh/h	21	347	0	24	346	0	51	376	0	171	226	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, %	17	14	27	14	12	15	7	16	2	6	30	25
Cap, veh/h	318	612		321	634		493	642		468	712	
Arrive On Green	0.03	0.19	0.00	0.03	0.19	0.00	0.05	0.20	0.00	0.11	0.26	0.00
Sat Flow, veh/h	1570	3216	1271	1612	3272	1422	1711	3159	1585	1725	2765	1296
Grp Volume(v), veh/h	21	347	0	24	346	0	51	376	0	171	226	0
Grp Sat Flow(s),veh/h/ln	1570	1608	1271	1612	1636	1422	1711	1580	1585	1725	1383	1296
Q Serve(g_s), s	0.4	3.8	0.0	0.5	3.7	0.0	0.9	4.1	0.0	2.9	2.5	0.0
Cycle Q Clear(g_c), s	0.4	3.8	0.0	0.5	3.7	0.0	0.9	4.1	0.0	2.9	2.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	612		321	634		493	642		468	712	
V/C Ratio(X)	0.07	0.57		0.07	0.55		0.10	0.59		0.37	0.32	
Avail Cap(c_a), veh/h	481	1505		483	1531		622	1519		527	1366	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	14.1	0.0	12.1	14.0	0.0	10.9	13.9	0.0	10.4	11.5	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.1	0.7	0.0	0.1	0.9	0.0	0.5	0.3	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	0.1	1.1	0.0	0.1	1.0	0.0	0.2	1.1	0.0	0.7	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	15.0	0.0	12.2	14.7	0.0	11.0	14.7	0.0	10.8	11.8	0.0
LnGrp LOS	B	B		B	B		B	B		B	B	
Approach Vol, veh/h	368			370			427			397		
Approach Delay, s/veh	14.8			14.6			14.3			11.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	12.3	5.6	11.8	6.6	14.4	5.5	12.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	4.9	6.1	2.5	5.8	2.9	4.5	2.4	5.7				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.6	0.0	1.0	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

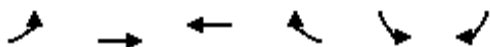
Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: SR-52 & SR-27

05/30/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑	↱	↰	↱
Traffic Volume (veh/h)	197	412	519	52	39	317
Future Volume (veh/h)	197	412	519	52	39	317
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1811	1811	1722	1826
Adj Flow Rate, veh/h	207	434	546	0	41	334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	12	6	6	12	5
Cap, veh/h	524	1700	849		394	372
Arrive On Green	0.15	0.52	0.25	0.00	0.24	0.24
Sat Flow, veh/h	1725	3358	3532	1535	1640	1547
Grp Volume(v), veh/h	207	434	546	0	41	334
Grp Sat Flow(s), veh/h/ln	1725	1636	1721	1535	1640	1547
Q Serve(g_s), s	3.1	3.1	5.9	0.0	0.8	8.7
Cycle Q Clear(g_c), s	3.1	3.1	5.9	0.0	0.8	8.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	524	1700	849		394	372
V/C Ratio(X)	0.40	0.26	0.64		0.10	0.90
Avail Cap(c_a), veh/h	550	2358	1488		394	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	5.5	14.0	0.0	12.3	15.3
Incr Delay (d2), s/veh	0.5	0.1	0.8	0.0	0.1	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	1.8	0.0	0.2	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	5.6	14.9	0.0	12.4	39.1
LnGrp LOS	A	A	B		B	D
Approach Vol, veh/h		641	546		375	
Approach Delay, s/veh		6.6	14.9		36.2	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		26.6		15.0	11.4	15.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		30.0		10.0	7.0	18.0
Max Q Clear Time (g_c+I1), s		5.1		10.7	5.1	7.9
Green Ext Time (p_c), s		2.6		0.0	0.1	2.4

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

05/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Future Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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			
Adj Sat Flow, veh/h/ln	1900	1767	1856	1826	1811	1900	1900	1159	1752	1900	1900	1900
Adj Flow Rate, veh/h	3	444	67	221	720	2	29	3	0	2	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	9	3	5	6	0	0	50	10	0	0	0
Cap, veh/h	511	1472	690	754	2029	949	233	45		228	0	0
Arrive On Green	0.01	0.44	0.44	0.16	0.59	0.59	0.04	0.04	0.00	0.04	0.00	0.00
Sat Flow, veh/h	1810	3357	1572	1739	3441	1610	1440	1159	0	1345	0	0
Grp Volume(v), veh/h	3	444	67	221	720	2	29	3	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1678	1572	1739	1721	1610	1440	1159	0	1345	0	0
Q Serve(g_s), s	0.0	3.5	1.0	2.1	4.5	0.0	0.6	0.1	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.5	1.0	2.1	4.5	0.0	0.8	0.1	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	511	1472	690	754	2029	949	233	45		228	0	0
V/C Ratio(X)	0.01	0.30	0.10	0.29	0.35	0.00	0.12	0.07		0.01	0.00	0.00
Avail Cap(c_a), veh/h	810	1472	690	863	2029	949	808	508		802	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	7.5	6.8	3.5	4.4	3.5	19.3	19.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	0.2	0.1	0.0	0.2	0.6	0.0	0.0	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	0.0	0.8	0.3	0.2	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	8.0	7.0	3.7	4.5	3.5	19.5	19.6	0.0	19.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	B		B	A	A
Approach Vol, veh/h	514				943				32			
Approach Delay, s/veh	7.8				4.3				19.5			
Approach LOS	A				A				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	23.0		6.6	5.2	29.2		6.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	18.0		18.0	7.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	4.1	5.5		2.2	2.0	6.5		2.8				
Green Ext Time (p_c), s	0.3	2.3		0.0	0.0	3.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	5.9											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	3	249	166	356	636	15
Future Vol, veh/h	3	249	166	356	636	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	295
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	7	21	12	0
Mvmt Flow	3	259	173	371	663	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1195	332	679	0	-	0
Stage 1	663	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.8	7.1	4.24	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.4	2.27	-	-	-
Pot Cap-1 Maneuver	182	641	876	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	641	876	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Approach	WB	SE		NW		
HCM Control Delay, s	15.1	3.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET		
Capacity (veh/h)	-	-	616	876	-	
HCM Lane V/C Ratio	-	-	0.426	0.197	-	
HCM Control Delay (s)	-	-	15.1	10.1	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	2.1	0.7	-	

Intersection												
Int Delay, s/veh	65.8											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Future Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	295	-	295	295	-	295	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	16	9	14	24	8	7	12	15	9	17	14
Mvmt Flow	7	525	76	25	338	45	52	266	45	38	145	48
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	338	0	0	525	0	0	737	927	169	891	927	263
Stage 1	-	-	-	-	-	-	388	388	-	539	539	-
Stage 2	-	-	-	-	-	-	349	539	-	352	388	-
Critical Hdwy	4.1	-	-	4.38	-	-	7.64	6.74	7.2	7.68	6.84	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.74	-	6.68	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.74	-	6.68	5.84	-
Follow-up Hdwy	2.2	-	-	2.34	-	-	3.57	4.12	3.45	3.59	4.17	3.44
Pot Cap-1 Maneuver	1232	-	-	959	-	-	297 ~ 250	806	226	242	700	
Stage 1	-	-	-	-	-	-	594	583	-	477	484	-
Stage 2	-	-	-	-	-	-	627	496	-	619	571	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1232	-	-	959	-	-	137 ~ 242	806	-	234	700	
Mov Cap-2 Maneuver	-	-	-	-	-	-	137 ~ 242	-	-	234	-	
Stage 1	-	-	-	-	-	-	590	568	-	474	481	-
Stage 2	-	-	-	-	-	-	406	493	-	302	556	-
Approach	NB			SB			NE			SW		
HCM Control Delay, s	0.1			0.5			291.3					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBRSWLn1					
Capacity (veh/h)	239	1232	-	-	959	-	-	-	-	-	-	-
HCM Lane V/C Ratio	1.518	0.005	-	-	0.026	-	-	-	-	-	-	-
HCM Control Delay (s)	291.3	7.9	-	-	8.9	-	-	-	-	-	-	-
HCM Lane LOS	F	A	-	-	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	21.7	0	-	-	0.1	-	-	-	-	-	-	-
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Future Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	16	3	0	6	20	0	0	11	17	33	28	6
Mvmt Flow	89	111	0	59	18	11	0	452	89	11	322	66
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	579	796	161	691	796	226	322	0	0	452	0	0
Stage 1	344	344	-	452	452	-	-	-	-	-	-	-
Stage 2	235	452	-	239	344	-	-	-	-	-	-	-
Critical Hdwy	7.82	6.56	6.9	7.62	6.9	6.9	4.1	-	-	4.76	-	-
Critical Hdwy Stg 1	6.82	5.56	-	6.62	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.56	-	6.62	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.66	4.03	3.3	3.56	4.2	3.3	2.2	-	-	2.53	-	-
Pot Cap-1 Maneuver	370	316	862	323	286	783	1249	-	-	914	-	-
Stage 1	607	633	-	546	526	-	-	-	-	-	-	-
Stage 2	708	566	-	732	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	344	312	862	232	283	783	1249	-	-	914	-	-
Mov Cap-2 Maneuver	344	312	-	232	283	-	-	-	-	-	-	-
Stage 1	607	625	-	546	526	-	-	-	-	-	-	-
Stage 2	674	566	-	595	585	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	32.3		24		0		0.2					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1249	-	-	325	276	914	-	-				
HCM Lane V/C Ratio	-	-	-	0.615	0.319	0.012	-	-				
HCM Control Delay (s)	0	-	-	32.3	24	9	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	3.9	1.3	0	-	-				

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	3	415	117	0	289
Future Vol, veh/h	89	3	415	117	0	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	295	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	24	0	22	16	0	25
Mvmt Flow	96	3	446	126	0	311
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	602	223	0	0	572	0
Stage 1	446	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	7.28	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.28	-	-	-	-	-
Critical Hdwy Stg 2	6.28	-	-	-	-	-
Follow-up Hdwy	3.74	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	383	787	-	-	1011	-
Stage 1	552	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	383	787	-	-	1011	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	390	1011	-	
HCM Lane V/C Ratio	-	-	0.254	-	-	
HCM Control Delay (s)	-	-	17.3	0	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Intersection

Int Delay, s/veh 2.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	82	57	235	246	2
Future Vol, veh/h	2	82	57	235	246	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	215	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	12	11	14	12	0
Mvmt Flow	2	84	58	240	251	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	487	126	253
Stage 1	251	-	-
Stage 2	236	-	-
Critical Hdwy	6.8	7.14	4.32
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.42	2.31
Pot Cap-1 Maneuver	515	870	1246
Stage 1	774	-	-
Stage 2	787	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	491	870	1246
Mov Cap-2 Maneuver	491	-	-
Stage 1	738	-	-
Stage 2	787	-	-

Approach	SB	NE	SW
HCM Control Delay, s	9.7	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET SBLn1	SWT	SWR
Capacity (veh/h)	1246	-	854	-
HCM Lane V/C Ratio	0.047	-	0.1	-
HCM Control Delay (s)	8	-	9.7	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-

Intersection						
Int Delay, s/veh	3.6					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	167	16	320	93	9	369
Future Vol, veh/h	167	16	320	93	9	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	75	215	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	20	11	19	17	8
Mvmt Flow	180	17	344	100	10	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	563	172	0	0	444	0
Stage 1	344	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.92	7.3	-	-	4.44	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.5	-	-	2.37	-
Pot Cap-1 Maneuver	447	788	-	-	1013	-
Stage 1	678	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	443	788	-	-	1013	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	18.5	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	461	1013	-	
HCM Lane V/C Ratio	-	-	0.427	0.01	-	
HCM Control Delay (s)	-	-	18.5	8.6	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2.1	0	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Future Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	13	0	100	7	100	0	0	33	0	0	0
Mvmt Flow	2	439	14	2	582	2	21	0	5	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	453	0	0	738	1031	220	811	1044	292
Stage 1	-	-	-	-	-	-	443	443	-	587	587	-
Stage 2	-	-	-	-	-	-	295	588	-	224	457	-
Critical Hdwy	4.1	-	-	6.1	-	-	7.5	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	3.2	-	-	3.5	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	634	-	-	310	235	697	274	231	710
Stage 1	-	-	-	-	-	-	569	579	-	468	500	-
Stage 2	-	-	-	-	-	-	695	499	-	764	571	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1001	-	-	634	-	-	306	233	697	270	229	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	233	-	270	229	-
Stage 1	-	-	-	-	-	-	568	578	-	467	498	-
Stage 2	-	-	-	-	-	-	685	497	-	757	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.3			13		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1001	-	-	634	-	-	460
HCM Lane V/C Ratio	0.075	0.002	-	-	0.003	-	-	0.021
HCM Control Delay (s)	16.3	8.6	-	-	10.7	0	-	13
HCM Lane LOS	C	A	-	-	B	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Future Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	215	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	551	38	5	800	0	23	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	800	0	0	589	0	0	980	1380	295	1086	1399	400
Stage 1	-	-	-	-	-	-	570	570	-	810	810	-
Stage 2	-	-	-	-	-	-	410	810	-	276	589	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	832	-	-	996	-	-	207	146	707	173	142	605
Stage 1	-	-	-	-	-	-	479	509	-	344	396	-
Stage 2	-	-	-	-	-	-	595	396	-	712	499	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	832	-	-	996	-	-	206	145	707	170	141	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	145	-	170	141	-
Stage 1	-	-	-	-	-	-	479	509	-	344	394	-
Stage 2	-	-	-	-	-	-	592	394	-	702	499	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			20.8			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	832	-	-	996	-	-	-
HCM Lane V/C Ratio	0.128	-	-	-	0.005	-	-	-
HCM Control Delay (s)	20.8	0	-	-	8.6	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

05/30/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Future Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1633	1856	1781	1900	1781	1900	1900	1826	1811	1811	1841	1900
Adj Flow Rate, veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	18	3	8	0	8	0	0	5	6	6	4	0
Cap, veh/h	124	675		136	333		71	842		381	1484	
Arrive On Green	0.08	0.19	0.00	0.08	0.19	0.00	0.04	0.24	0.00	0.22	0.42	0.00
Sat Flow, veh/h	1555	3526	1510	1810	1781	1610	1810	3469	1535	1725	3497	1610
Grp Volume(v), veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Grp Sat Flow(s),veh/h/ln	1555	1763	1510	1810	1781	1610	1810	1735	1535	1725	1749	1610
Q Serve(g_s), s	4.2	3.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Cycle Q Clear(g_c), s	4.2	3.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	675		136	333		71	842		381	1484	
V/C Ratio(X)	0.73	0.32		0.57	0.84		0.37	0.73		0.90	0.53	
Avail Cap(c_a), veh/h	147	856		171	433		171	842		396	1484	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	25.8	0.0	33.1	29.1	0.0	34.7	25.9	0.0	28.1	15.8	0.0
Incr Delay (d2), s/veh	13.7	0.3	0.0	3.7	11.3	0.0	3.1	5.6	0.0	22.2	0.3	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	1.9	1.5	0.0	1.4	5.4	0.0	0.5	5.0	0.0	7.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	26.1	0.0	36.8	40.4	0.0	37.9	31.5	0.0	50.3	16.2	0.0
LnGrp LOS	D	C		D	D		D	C		D	B	
Approach Vol, veh/h		305			358			644			1124	
Approach Delay, s/veh		32.2			39.6			31.7			26.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	23.0	10.9	18.9	7.9	36.5	10.6	19.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	17.0	18.0	7.0	18.0	7.0	28.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	16.3	14.2	6.2	13.3	3.0	14.3	5.0	5.9				
Green Ext Time (p_c), s	0.1	1.3	0.0	0.6	0.0	4.1	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NER, NBR, SBR, SWR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 7: SR-167 & SR-52

05/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	266	33	25	344	57	83	292	58	175	396	98
Future Volume (veh/h)	28	266	33	25	344	57	83	292	58	175	396	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1737	1470	1618	1796	1811	1841	1781	1737	1796	1737	1856
Adj Flow Rate, veh/h	29	280	0	26	362	0	87	307	0	184	417	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	11	29	19	7	6	4	8	11	7	11	3
Cap, veh/h	354	645		355	656		428	600		491	713	
Arrive On Green	0.03	0.20	0.00	0.03	0.19	0.00	0.08	0.18	0.00	0.12	0.22	0.00
Sat Flow, veh/h	1810	3300	1246	1541	3413	1535	1753	3385	1472	1711	3300	1572
Grp Volume(v), veh/h	29	280	0	26	362	0	87	307	0	184	417	0
Grp Sat Flow(s),veh/h/ln	1810	1650	1246	1541	1706	1535	1753	1692	1472	1711	1650	1572
Q Serve(g_s), s	0.5	2.8	0.0	0.5	3.6	0.0	1.5	3.1	0.0	3.2	4.3	0.0
Cycle Q Clear(g_c), s	0.5	2.8	0.0	0.5	3.6	0.0	1.5	3.1	0.0	3.2	4.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	645		355	656		428	600		491	713	
V/C Ratio(X)	0.08	0.43		0.07	0.55		0.20	0.51		0.37	0.58	
Avail Cap(c_a), veh/h	531	1576		510	1630		545	1661		539	1620	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.6	13.3	0.0	11.6	13.8	0.0	11.1	14.0	0.0	10.6	13.3	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.1	0.7	0.0	0.2	0.7	0.0	0.5	0.8	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	0.1	0.8	0.0	0.1	1.1	0.0	0.4	0.9	0.0	0.8	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	13.8	0.0	11.7	14.5	0.0	11.3	14.7	0.0	11.1	14.0	0.0
LnGrp LOS	B	B		B	B		B	B		B	B	
Approach Vol, veh/h	309			388			394			601		
Approach Delay, s/veh	13.6			14.3			14.0			13.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	11.2	5.7	11.9	7.5	12.6	5.8	11.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.2	5.1	2.5	4.8	3.5	6.3	2.5	5.6				
Green Ext Time (p_c), s	0.0	1.4	0.0	1.3	0.0	1.9	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

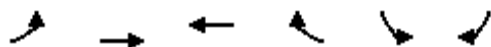
Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: SR-52 & SR-27

05/30/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	512	530	79	95	367
Future Volume (veh/h)	320	512	530	79	95	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1781	1796	1781	1781	1826
Adj Flow Rate, veh/h	372	595	616	0	110	427
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	8	7	8	8	5
Cap, veh/h	565	1895	901		373	340
Arrive On Green	0.19	0.56	0.26	0.00	0.22	0.22
Sat Flow, veh/h	1753	3474	3503	1510	1697	1547
Grp Volume(v), veh/h	372	595	616	0	110	427
Grp Sat Flow(s),veh/h/ln	1753	1692	1706	1510	1697	1547
Q Serve(g_s), s	6.2	4.3	7.4	0.0	2.5	10.0
Cycle Q Clear(g_c), s	6.2	4.3	7.4	0.0	2.5	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	565	1895	901		373	340
V/C Ratio(X)	0.66	0.31	0.68		0.29	1.25
Avail Cap(c_a), veh/h	663	2606	1427		373	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	5.3	15.0	0.0	14.8	17.7
Incr Delay (d2), s/veh	1.9	0.1	0.9	0.0	0.4	136.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.7	2.3	0.0	0.7	20.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	5.4	16.0	0.0	15.2	154.0
LnGrp LOS	B	A	B		B	F
Approach Vol, veh/h		967	616		537	
Approach Delay, s/veh		7.5	16.0		125.6	
Approach LOS		A	B		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.5		15.0	13.5	17.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		35.0		10.0	11.0	19.0
Max Q Clear Time (g_c+I1), s		6.3		12.0	8.2	9.4
Green Ext Time (p_c), s		3.9		0.0	0.3	2.6
Intersection Summary						
HCM 6th Ctrl Delay			39.9			
HCM 6th LOS			D			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

05/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Future Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1796	1900	1781	1856	1900	1870	1900	1811	1900	1900	1900
Adj Flow Rate, veh/h	21	533	47	380	603	0	87	5	0	5	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	8	3	0	2	0	6	0	0	0
Cap, veh/h	572	1406	663	678	1892	864	286	160		134	73	42
Arrive On Green	0.04	0.41	0.41	0.16	0.54	0.00	0.08	0.08	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1810	3413	1610	1697	3526	1610	1402	1900	0	332	869	501
Grp Volume(v), veh/h	21	533	47	380	603	0	87	5	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1706	1610	1697	1763	1610	1402	1900	0	1702	0	0
Q Serve(g_s), s	0.3	4.8	0.8	4.8	4.2	0.0	2.2	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	4.8	0.8	4.8	4.2	0.0	2.5	0.1	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.29		0.29
Lane Grp Cap(c), veh/h	572	1406	663	678	1892	864	286	160		249	0	0
V/C Ratio(X)	0.04	0.38	0.07	0.56	0.32	0.00	0.30	0.03		0.07	0.00	0.00
Avail Cap(c_a), veh/h	796	1406	663	755	1892	864	746	783		792	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	9.0	7.8	5.1	5.7	0.0	19.5	18.4	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.2	0.7	0.1	0.0	0.6	0.1	0.0	0.1	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	0.1	1.3	0.2	0.6	0.8	0.0	0.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	9.7	8.0	5.8	5.8	0.0	20.0	18.5	0.0	18.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C	B		B	A	A
Approach Vol, veh/h		601			983			92			17	
Approach Delay, s/veh		9.5			5.8			20.0			18.6	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	23.0		8.7	6.6	28.5		8.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	18.0		18.0	7.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	6.8		2.4	2.3	6.2		4.5				
Green Ext Time (p_c), s	0.3	2.6		0.0	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	12	138	187	749	476	6
Future Vol, veh/h	12	138	187	749	476	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	295
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	7	12	0
Mvmt Flow	13	147	199	797	506	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1303	253	512	0	-	0
Stage 1	506	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	155	753	1043	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	753	1043	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Approach	WB	SE		NW		
HCM Control Delay, s	14.5	1.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET		
Capacity (veh/h)	-	-	537	1043	-	
HCM Lane V/C Ratio	-	-	0.297	0.191	-	
HCM Control Delay (s)	-	-	14.5	9.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1.2	0.7	-	

Intersection												
Int Delay, s/veh	144.2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Future Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	295	-	295	295	-	295	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	9	9	8	5	11	0	10	11	9	8	9
Mvmt Flow	26	404	36	42	595	58	39	136	61	72	245	36

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	595	0	0	404	0	0	1056	1135	298	906	1135	202
Stage 1	-	-	-	-	-	-	679	679	-	456	456	-
Stage 2	-	-	-	-	-	-	377	456	-	450	679	-
Critical Hdwy	4.36	-	-	4.26	-	-	7.5	6.7	7.12	7.68	6.66	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.7	-	6.68	5.66	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.7	-	6.68	5.66	-
Follow-up Hdwy	2.33	-	-	2.28	-	-	3.5	4.1	3.41	3.59	4.08	3.39
Pot Cap-1 Maneuver	906	-	-	1109	-	-	182	189	672	220	~ 192	784
Stage 1	-	-	-	-	-	-	412	430	-	535	552	-
Stage 2	-	-	-	-	-	-	622	547	-	540	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	906	-	-	1109	-	-	-	177	672	~ 71	~ 179	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	177	-	~ 71	~ 179	-
Stage 1	-	-	-	-	-	-	400	414	-	519	536	-
Stage 2	-	-	-	-	-	-	313	531	-	317	418	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	0.5	0.5		\$ 713.9
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	-	906	-	-	1109	-	-	145
HCM Lane V/C Ratio	-	0.029	-	-	0.038	-	-	2.432
HCM Control Delay (s)	-	9.1	-	-	8.4	-	-	\$ 713.9
HCM Lane LOS	-	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	30.3

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	11.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Future Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	11	17	0	7	6	50	13	9
Mvmt Flow	60	32	3	92	99	21	0	480	56	7	533	78
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	837	1027	267	777	1027	240	533	0	0	480	0	0
Stage 1	547	547	-	480	480	-	-	-	-	-	-	-
Stage 2	290	480	-	297	547	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.72	7.24	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.11	3.47	2.2	-	-	2.7	-	-
Pot Cap-1 Maneuver	263	236	737	290	219	717	1045	-	-	804	-	-
Stage 1	494	521	-	541	531	-	-	-	-	-	-	-
Stage 2	699	558	-	693	494	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	234	737	257	217	717	1045	-	-	804	-	-
Mov Cap-2 Maneuver	163	234	-	257	217	-	-	-	-	-	-	-
Stage 1	494	516	-	541	531	-	-	-	-	-	-	-
Stage 2	552	558	-	641	490	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	42		59.5		0		0.1					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1045	-	-	189	260	804	-	-				
HCM Lane V/C Ratio	-	-	-	0.505	0.813	0.009	-	-				
HCM Control Delay (s)	0	-	-	42	59.5	9.5	-	-				
HCM Lane LOS	A	-	-	E	F	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	2.5	6.4	0	-	-				

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W	W		W
Traffic Vol, veh/h	178	6	372	160	3	491
Future Vol, veh/h	178	6	372	160	3	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	295	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	7	8	0	12
Mvmt Flow	187	6	392	168	3	517
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	657	196	0	0	560	0
Stage 1	392	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.98	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	382	819	-	-	1021	-
Stage 1	632	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	380	819	-	-	1021	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.3	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	387	1021	-	
HCM Lane V/C Ratio	-	-	0.5	0.003	-	
HCM Control Delay (s)	-	-	23.3	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.7	0	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	95	66	285	282	5
Future Vol, veh/h	5	95	66	285	282	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	215	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	8	14	13	11	0
Mvmt Flow	6	106	73	317	313	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	618	157	319	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	7.46	7.06	4.38	-	-	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.38	2.34	-	-	-
Pot Cap-1 Maneuver	356	842	1156	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	334	842	1156	-	-	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Approach	SB	NE		SW		
HCM Control Delay, s	10.4	1.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR	
Capacity (veh/h)	1156	-	782	-	-	
HCM Lane V/C Ratio	0.063	-	0.142	-	-	
HCM Control Delay (s)	8.3	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	139	13	372	184	27	434
Future Vol, veh/h	139	13	372	184	27	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	75	215	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	13	9	8	24	8
Mvmt Flow	149	14	400	198	29	467
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	692	200	0	0	598	0
Stage 1	400	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.92	7.16	-	-	4.58	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.43	-	-	2.44	-
Pot Cap-1 Maneuver	369	774	-	-	839	-
Stage 1	634	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	356	774	-	-	839	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	22	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	373	839	-	
HCM Lane V/C Ratio	-	-	0.438	0.035	-	
HCM Control Delay (s)	-	-	22	9.4	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-	

HCM 6th TWSC
13: McDougald St/Martin St & SR-52

06/19/2023

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Future Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	215	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	8	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	12	594	27	9	603	3	20	2	0	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	621	0	0	938	1242	297	945	1268	303
Stage 1	-	-	-	-	-	-	618	618	-	623	623	-
Stage 2	-	-	-	-	-	-	320	624	-	322	645	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	982	-	-	969	-	-	222	176	705	220	170	699
Stage 1	-	-	-	-	-	-	448	484	-	445	481	-
Stage 2	-	-	-	-	-	-	672	481	-	670	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	969	-	-	215	171	705	214	166	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	171	-	214	166	-
Stage 1	-	-	-	-	-	-	443	478	-	440	474	-
Stage 2	-	-	-	-	-	-	653	474	-	659	465	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			24.2			14.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	982	-	-	969	-	-	386
HCM Lane V/C Ratio	0.108	0.012	-	-	0.009	-	-	0.039
HCM Control Delay (s)	24.2	8.7	-	-	8.7	0.1	-	14.7
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰		↰	↱↰			↕			↕	
Traffic Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Future Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	215	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	610	53	18	692	0	9	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	663	0	0	1019	1365	332	1033	1391	346
Stage 1	-	-	-	-	-	-	637	637	-	728	728	-
Stage 2	-	-	-	-	-	-	382	728	-	305	663	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	912	-	-	935	-	-	194	149	670	189	143	656
Stage 1	-	-	-	-	-	-	437	475	-	386	432	-
Stage 2	-	-	-	-	-	-	618	432	-	685	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	912	-	-	935	-	-	191	146	670	185	140	656
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	146	-	185	140	-
Stage 1	-	-	-	-	-	-	437	475	-	386	424	-
Stage 2	-	-	-	-	-	-	606	424	-	681	462	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			21			0		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	237	912	-	-	935	-	-	-				
HCM Lane V/C Ratio	0.053	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	21	0	-	-	8.9	-	-	0				
HCM Lane LOS	C	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-				

HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

06/19/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Future Volume (veh/h)	169	433	568	25	209	98	68	817	80	110	593	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1633	1767	1811	1707	1722	1663	1826	1767	1663	1693	1796	1870
Adj Flow Rate, veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	9	6	13	12	16	5	9	16	14	7	2
Cap, veh/h	229	918		67	288		123	1170		155	1277	
Arrive On Green	0.15	0.27	0.00	0.04	0.17	0.00	0.07	0.35	0.00	0.10	0.37	0.00
Sat Flow, veh/h	1555	3357	1535	1626	1722	1409	1739	3357	1409	1612	3413	1585
Grp Volume(v), veh/h	197	503	0	29	243	0	79	950	0	128	690	0
Grp Sat Flow(s),veh/h/ln	1555	1678	1535	1626	1722	1409	1739	1678	1409	1612	1706	1585
Q Serve(g_s), s	10.3	10.6	0.0	1.4	11.4	0.0	3.7	21.4	0.0	6.5	13.2	0.0
Cycle Q Clear(g_c), s	10.3	10.6	0.0	1.4	11.4	0.0	3.7	21.4	0.0	6.5	13.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	918		67	288		123	1170		155	1277	
V/C Ratio(X)	0.86	0.55		0.43	0.84		0.64	0.81		0.83	0.54	
Avail Cap(c_a), veh/h	262	1049		137	393		167	1170		155	1277	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	25.8	0.0	38.9	33.6	0.0	37.6	24.6	0.0	36.9	20.4	0.0
Incr Delay (d2), s/veh	22.0	0.5	0.0	4.4	11.5	0.0	5.5	6.2	0.0	29.1	0.5	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	4.9	3.8	0.0	0.6	5.4	0.0	1.6	8.3	0.0	3.7	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	26.3	0.0	43.3	45.1	0.0	43.2	30.8	0.0	66.0	20.9	0.0
LnGrp LOS	E	C		D	D		D	C		E	C	
Approach Vol, veh/h		700			272			1029			818	
Approach Delay, s/veh		34.8			44.9			31.7			27.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	34.0	17.2	18.9	10.9	36.1	8.4	27.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	8.0	29.0	14.0	19.0	8.0	29.0	7.0	26.0				
Max Q Clear Time (g_c+I1), s	8.5	23.4	12.3	13.4	5.7	15.2	3.4	12.6				
Green Ext Time (p_c), s	0.0	2.7	0.1	0.5	0.0	3.6	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [NER, NBR, SBR, SWR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

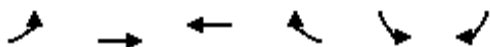
7: SR-167 & SR-52

06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	312	17	22	311	85	46	338	141	154	203	86
Future Volume (veh/h)	19	312	17	22	311	85	46	338	141	154	203	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1648	1693	1500	1693	1722	1678	1796	1663	1870	1811	1455	1530
Adj Flow Rate, veh/h	21	347	0	24	346	0	51	376	0	171	226	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, %	17	14	27	14	12	15	7	16	2	6	30	25
Cap, veh/h	240	424		240	437		442	450		367	465	
Arrive On Green	0.03	0.25	0.00	0.03	0.25	0.00	0.05	0.27	0.00	0.10	0.32	0.00
Sat Flow, veh/h	1570	1693	1271	1612	1722	1422	1711	1663	1585	1725	1455	1296
Grp Volume(v), veh/h	21	347	0	24	346	0	51	376	0	171	226	0
Grp Sat Flow(s),veh/h/ln	1570	1693	1271	1612	1722	1422	1711	1663	1585	1725	1455	1296
Q Serve(g_s), s	0.5	9.9	0.0	0.6	9.6	0.0	1.1	10.9	0.0	3.6	6.4	0.0
Cycle Q Clear(g_c), s	0.5	9.9	0.0	0.6	9.6	0.0	1.1	10.9	0.0	3.6	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	424		240	437		442	450		367	465	
V/C Ratio(X)	0.09	0.82		0.10	0.79		0.12	0.84		0.47	0.49	
Avail Cap(c_a), veh/h	354	595		352	605		523	601		382	540	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.5	18.1	0.0	14.5	17.8	0.0	12.3	17.6	0.0	12.7	14.0	0.0
Incr Delay (d2), s/veh	0.2	6.1	0.0	0.2	4.9	0.0	0.1	7.6	0.0	0.9	0.8	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	0.2	3.8	0.0	0.2	3.7	0.0	0.3	4.2	0.0	1.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	24.2	0.0	14.7	22.7	0.0	12.4	25.2	0.0	13.6	14.8	0.0
LnGrp LOS	B	C		B	C		B	C		B	B	
Approach Vol, veh/h	368			370			427			397		
Approach Delay, s/veh	23.7			22.2			23.7			14.3		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	18.4	5.9	17.3	7.1	20.8	5.8	17.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.6	12.9	2.6	11.9	3.1	8.4	2.5	11.6				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.9	0.0	0.8	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	21.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 14: SR-52 & SR-27

06/19/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	412	519	52	39	317
Future Volume (veh/h)	197	412	519	52	39	317
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1811	1811	1722	1826
Adj Flow Rate, veh/h	207	434	546	0	41	334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	12	6	6	12	5
Cap, veh/h	434	1004	619		342	323
Arrive On Green	0.14	0.58	0.34	0.00	0.21	0.21
Sat Flow, veh/h	1725	1722	1811	1535	1640	1547
Grp Volume(v), veh/h	207	434	546	0	41	334
Grp Sat Flow(s),veh/h/ln	1725	1722	1811	1535	1640	1547
Q Serve(g_s), s	3.1	6.7	13.6	0.0	1.0	10.0
Cycle Q Clear(g_c), s	3.1	6.7	13.6	0.0	1.0	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	434	1004	619		342	323
V/C Ratio(X)	0.48	0.43	0.88		0.12	1.03
Avail Cap(c_a), veh/h	450	1078	680		342	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	5.6	14.9	0.0	15.4	19.0
Incr Delay (d2), s/veh	0.8	0.3	12.2	0.0	0.2	59.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	6.2	0.0	0.3	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	5.9	27.1	0.0	15.6	78.4
LnGrp LOS	B	A	C		B	F
Approach Vol, veh/h		641	546		375	
Approach Delay, s/veh		7.3	27.1		71.5	
Approach LOS		A	C		E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.9		15.0	11.6	21.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		30.0		10.0	7.0	18.0
Max Q Clear Time (g_c+I1), s		8.7		12.0	5.1	15.6
Green Ext Time (p_c), s		2.4		0.0	0.1	0.8
Intersection Summary						
HCM 6th Ctrl Delay			29.6			
HCM 6th LOS			C			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Future Volume (veh/h)	3	386	58	192	626	2	25	3	243	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1767	1856	1826	1811	1900	1900	1159	1752	1900	1900	1900
Adj Flow Rate, veh/h	3	444	67	221	720	2	29	3	0	2	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	9	3	5	6	0	0	50	10	0	0	0
Cap, veh/h	423	775	690	665	1068	949	233	45		228	0	0
Arrive On Green	0.01	0.44	0.44	0.16	0.59	0.59	0.04	0.04	0.00	0.04	0.00	0.00
Sat Flow, veh/h	1810	1767	1572	1739	1811	1610	1440	1159	0	1345	0	0
Grp Volume(v), veh/h	3	444	67	221	720	2	29	3	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1767	1572	1739	1811	1610	1440	1159	0	1345	0	0
Q Serve(g_s), s	0.0	7.7	1.0	2.1	11.1	0.0	0.6	0.1	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.7	1.0	2.1	11.1	0.0	0.8	0.1	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	423	775	690	665	1068	949	233	45		228	0	0
V/C Ratio(X)	0.01	0.57	0.10	0.33	0.67	0.00	0.12	0.07		0.01	0.00	0.00
Avail Cap(c_a), veh/h	721	775	690	774	1068	949	808	508		802	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	8.6	6.8	4.5	5.7	3.5	19.3	19.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	0.3	0.3	1.7	0.0	0.2	0.6	0.0	0.0	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	0.0	2.3	0.3	0.2	1.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	11.7	7.0	4.8	7.4	3.5	19.5	19.6	0.0	19.1	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	B	B		B	A	A
Approach Vol, veh/h	514				943				32			
Approach Delay, s/veh	11.1				6.8				19.5			
Approach LOS	B				A				B			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.4	23.0	6.6		5.2	29.2	6.6					
Change Period (Y+Rc), s	5.0	5.0	5.0		5.0	5.0	5.0					
Max Green Setting (Gmax), s	9.0	18.0	18.0		7.0	20.0	18.0					
Max Q Clear Time (g_c+I1), s	4.1	9.7	2.2		2.0	13.1	2.8					
Green Ext Time (p_c), s	0.3	1.7	0.0		0.0	2.5	0.0					

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 5.6

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	3	249	166	356	636	15
Future Vol, veh/h	3	249	166	356	636	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	295
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	7	21	12	0
Mvmt Flow	3	259	173	371	663	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1380	663	679
Stage 1	663	-	-
Stage 2	717	-	-
Critical Hdwy	6.4	6.3	4.17
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.39	2.263
Pot Cap-1 Maneuver	161	447	890
Stage 1	516	-	-
Stage 2	487	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	130	447	890
Mov Cap-2 Maneuver	130	-	-
Stage 1	416	-	-
Stage 2	487	-	-

Approach	WB	SE	NW
HCM Control Delay, s	25.2	3.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	434	890
HCM Lane V/C Ratio	-	-	0.605	0.194
HCM Control Delay (s)	-	-	25.2	10
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	3.9	0.7

Intersection												
Int Delay, s/veh	76.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Future Vol, veh/h	6	467	68	22	301	40	46	237	40	34	129	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	295	-	295	295	-	295	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	16	9	14	24	8	7	12	15	9	17	14
Mvmt Flow	7	525	76	25	338	45	52	266	45	38	145	48

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	338	0	0	525	0	0	1000	927	338	1060	927	525
Stage 1	-	-	-	-	-	-	388	388	-	539	539	-
Stage 2	-	-	-	-	-	-	612	539	-	521	388	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.17	6.62	6.35	7.19	6.67	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.62	-	6.19	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.62	-	6.19	5.67	-
Follow-up Hdwy	2.2	-	-	2.326	-	-	3.563	4.108	3.435	3.581	4.153	3.426
Pot Cap-1 Maneuver	1232	-	-	983	-	-	217 ~ 258	675	196	253	530	
Stage 1	-	-	-	-	-	-	626	592	-	514	498	-
Stage 2	-	-	-	-	-	-	472	506	-	526	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1232	-	-	983	-	-	102 ~ 250	675	-	245	530	
Mov Cap-2 Maneuver	-	-	-	-	-	-	102 ~ 250	-	-	245	-	
Stage 1	-	-	-	-	-	-	622	577	-	511	495	-
Stage 2	-	-	-	-	-	-	302	503	-	258	569	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	0.1	0.5	\$ 340.5	
HCM LOS			F	-

Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	223	1232	-	-	983	-	-	-
HCM Lane V/C Ratio	1.627	0.005	-	-	0.025	-	-	-
HCM Control Delay (s)	\$ 340.5	7.9	-	-	8.8	-	-	-
HCM Lane LOS	F	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	23.3	0	-	-	0.1	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Future Vol, veh/h	74	92	0	49	15	9	0	375	74	9	267	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	16	3	0	6	20	0	0	11	17	33	28	6
Mvmt Flow	89	111	0	59	18	11	0	452	89	11	322	66
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	805	796	322	852	796	452	322	0	0	452	0	0
Stage 1	344	344	-	452	452	-	-	-	-	-	-	-
Stage 2	461	452	-	400	344	-	-	-	-	-	-	-
Critical Hdwy	7.26	6.53	6.2	7.16	6.7	6.2	4.1	-	-	4.43	-	-
Critical Hdwy Stg 1	6.26	5.53	-	6.16	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.26	5.53	-	6.16	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.644	4.027	3.3	3.554	4.18	3.3	2.2	-	-	2.497	-	-
Pot Cap-1 Maneuver	285	319	724	275	300	612	1249	-	-	963	-	-
Stage 1	643	635	-	579	541	-	-	-	-	-	-	-
Stage 2	555	569	-	618	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	315	724	198	297	612	1249	-	-	963	-	-
Mov Cap-2 Maneuver	265	315	-	198	297	-	-	-	-	-	-	-
Stage 1	643	628	-	579	541	-	-	-	-	-	-	-
Stage 2	527	569	-	503	599	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	40.7		27.7		0		0.2					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1249	-	-	291	245	963	-	-				
HCM Lane V/C Ratio	-	-	-	0.687	0.359	0.011	-	-				
HCM Control Delay (s)	0	-	-	40.7	27.7	8.8	-	-				
HCM Lane LOS	A	-	-	E	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	4.7	1.6	0	-	-				

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	3	415	117	0	289
Future Vol, veh/h	89	3	415	117	0	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	295	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	24	0	22	16	0	25
Mvmt Flow	96	3	446	126	0	311
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	757	446	0	0	572	0
Stage 1	446	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.64	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.64	-	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-	-
Follow-up Hdwy	3.716	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	346	617	-	-	1011	-
Stage 1	601	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	346	617	-	-	1011	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.2	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 351		1011	-	
HCM Lane V/C Ratio	-	- 0.282		-	-	
HCM Control Delay (s)	-	- 19.2		0	-	
HCM Lane LOS	-	- C		A	-	
HCM 95th %tile Q(veh)	-	- 1.1		0	-	

Intersection

Int Delay, s/veh 2.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	82	57	235	246	2
Future Vol, veh/h	2	82	57	235	246	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	215	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	12	11	14	12	0
Mvmt Flow	2	84	58	240	251	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	607	251	253
Stage 1	251	-	-
Stage 2	356	-	-
Critical Hdwy	6.4	6.32	4.21
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.408	2.299
Pot Cap-1 Maneuver	463	764	1261
Stage 1	795	-	-
Stage 2	713	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	442	764	1261
Mov Cap-2 Maneuver	442	-	-
Stage 1	758	-	-
Stage 2	713	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.4	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SBLn1	SWT	SWR
Capacity (veh/h)	1261	-	751	-
HCM Lane V/C Ratio	0.046	-	0.114	-
HCM Control Delay (s)	8	-	10.4	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-

Intersection						
Int Delay, s/veh	4.6					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	167	16	320	93	9	369
Future Vol, veh/h	167	16	320	93	9	369
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	75	215	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	20	11	19	17	8
Mvmt Flow	180	17	344	100	10	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	761	344	0	0	444	0
Stage 1	344	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.46	6.4	-	-	4.27	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.48	-	-	2.353	-
Pot Cap-1 Maneuver	368	660	-	-	1041	-
Stage 1	709	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	660	-	-	1041	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	24.3	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	379	1041	-	
HCM Lane V/C Ratio	-	-	0.519	0.009	-	
HCM Control Delay (s)	-	-	24.3	8.5	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	2.9	0	-	

HCM 6th TWSC
13: McDougald St/Martin St & SR-52

06/19/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Future Vol, veh/h	2	404	13	2	535	2	19	0	5	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	215	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	13	0	100	7	100	0	0	33	0	0	0
Mvmt Flow	2	439	14	2	582	2	21	0	5	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	453	0	0	1034	1031	439	1039	1043	582
Stage 1	-	-	-	-	-	-	443	443	-	586	586	-
Stage 2	-	-	-	-	-	-	591	588	-	453	457	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.1	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.5	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	738	-	-	212	235	558	211	231	517
Stage 1	-	-	-	-	-	-	598	579	-	500	500	-
Stage 2	-	-	-	-	-	-	497	499	-	590	571	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1001	-	-	738	-	-	208	234	558	208	230	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	234	-	208	230	-
Stage 1	-	-	-	-	-	-	597	578	-	499	498	-
Stage 2	-	-	-	-	-	-	489	497	-	583	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			21.9			15.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	239	1001	-	-	738	-	-	346
HCM Lane V/C Ratio	0.109	0.002	-	-	0.003	-	-	0.028
HCM Control Delay (s)	21.9	8.6	-	-	9.9	0	-	15.7
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Future Vol, veh/h	0	446	31	4	648	0	19	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	215	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	8	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	551	38	5	800	0	23	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	800	0	0	589	0	0	1380	1380	570	1380	1399	800
Stage 1	-	-	-	-	-	-	570	570	-	810	810	-
Stage 2	-	-	-	-	-	-	810	810	-	570	589	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	832	-	-	996	-	-	123	146	525	123	142	388
Stage 1	-	-	-	-	-	-	510	509	-	377	396	-
Stage 2	-	-	-	-	-	-	377	396	-	510	499	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	832	-	-	996	-	-	123	145	525	120	141	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	145	-	120	141	-
Stage 1	-	-	-	-	-	-	510	509	-	377	394	-
Stage 2	-	-	-	-	-	-	375	394	-	500	499	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			33.5			0		
HCM LOS							D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	159	832	-	-	996	-	-	-
HCM Lane V/C Ratio	0.21	-	-	-	0.005	-	-	-
HCM Control Delay (s)	33.5	0	-	-	8.6	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary

1: US-84 & SR-167

06/19/2023

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Future Volume (veh/h)	86	206	442	74	270	95	25	593	74	328	751	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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			
Adj Sat Flow, veh/h/ln	1633	1856	1781	1900	1781	1900	1900	1826	1811	1811	1841	1900
Adj Flow Rate, veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	18	3	8	0	8	0	0	5	6	6	4	0
Cap, veh/h	124	675		136	333		71	842		381	1484	
Arrive On Green	0.08	0.19	0.00	0.08	0.19	0.00	0.04	0.24	0.00	0.22	0.42	0.00
Sat Flow, veh/h	1555	3526	1510	1810	1781	1610	1810	3469	1535	1725	3497	1610
Grp Volume(v), veh/h	90	215	0	77	281	0	26	618	0	342	782	0
Grp Sat Flow(s),veh/h/ln	1555	1763	1510	1810	1781	1610	1810	1735	1535	1725	1749	1610
Q Serve(g_s), s	4.2	3.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Cycle Q Clear(g_c), s	4.2	3.9	0.0	3.0	11.3	0.0	1.0	12.2	0.0	14.3	12.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	675		136	333		71	842		381	1484	
V/C Ratio(X)	0.73	0.32		0.57	0.84		0.37	0.73		0.90	0.53	
Avail Cap(c_a), veh/h	147	856		171	433		171	842		396	1484	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	25.8	0.0	33.1	29.1	0.0	34.7	25.9	0.0	28.1	15.8	0.0
Incr Delay (d2), s/veh	13.7	0.3	0.0	3.7	11.3	0.0	3.1	5.6	0.0	22.2	0.3	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	1.9	1.5	0.0	1.4	5.4	0.0	0.5	5.0	0.0	7.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	26.1	0.0	36.8	40.4	0.0	37.9	31.5	0.0	50.3	16.2	0.0
LnGrp LOS	D	C		D	D		D	C		D	B	
Approach Vol, veh/h	305				358				644			
Approach Delay, s/veh	32.2				39.6				31.7			
Approach LOS	C				D				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	23.0	10.9	18.9	7.9	36.5	10.6	19.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	17.0	18.0	7.0	18.0	7.0	28.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s	16.3	14.2	6.2	13.3	3.0	14.3	5.0	5.9				
Green Ext Time (p_c), s	0.1	1.3	0.0	0.6	0.0	4.1	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NER, NBR, SBR, SWR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: SR-167 & SR-52

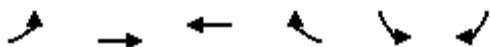
06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	266	33	25	344	57	83	292	58	175	396	98
Future Volume (veh/h)	28	266	33	25	344	57	83	292	58	175	396	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1737	1470	1618	1796	1811	1841	1781	1737	1796	1737	1856
Adj Flow Rate, veh/h	29	280	0	26	362	0	87	307	0	184	417	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	11	29	19	7	6	4	8	11	7	11	3
Cap, veh/h	267	439		295	449		325	441		424	497	
Arrive On Green	0.03	0.25	0.00	0.03	0.25	0.00	0.07	0.25	0.00	0.11	0.29	0.00
Sat Flow, veh/h	1810	1737	1246	1541	1796	1535	1753	1781	1472	1711	1737	1572
Grp Volume(v), veh/h	29	280	0	26	362	0	87	307	0	184	417	0
Grp Sat Flow(s),veh/h/ln	1810	1737	1246	1541	1796	1535	1753	1781	1472	1711	1737	1572
Q Serve(g_s), s	0.6	7.2	0.0	0.6	9.5	0.0	1.8	7.8	0.0	3.9	11.3	0.0
Cycle Q Clear(g_c), s	0.6	7.2	0.0	0.6	9.5	0.0	1.8	7.8	0.0	3.9	11.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	439		295	449		325	441		424	497	
V/C Ratio(X)	0.11	0.64		0.09	0.81		0.27	0.70		0.43	0.84	
Avail Cap(c_a), veh/h	388	626		403	648		395	660		427	644	
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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	16.6	0.0	13.7	17.6	0.0	13.2	17.1	0.0	12.3	16.7	0.0
Incr Delay (d2), s/veh	0.2	1.5	0.0	0.1	4.9	0.0	0.4	2.0	0.0	0.7	7.7	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	0.2	2.5	0.0	0.2	3.7	0.0	0.6	2.7	0.0	1.1	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	18.2	0.0	13.8	22.5	0.0	13.6	19.0	0.0	13.0	24.4	0.0
LnGrp LOS	B	B		B	C		B	B		B	C	
Approach Vol, veh/h	309			388			394			601		
Approach Delay, s/veh	17.8			21.9			17.8			20.9		
Approach LOS	B			C			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	16.9	6.0	17.1	8.0	18.8	6.2	17.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	5.9	9.8	2.6	9.2	3.8	13.3	2.6	11.5				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.9	0.0	1.0	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	19.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

14: SR-52 & SR-27

06/19/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	512	530	79	95	367
Future Volume (veh/h)	320	512	530	79	95	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1781	1796	1781	1781	1826
Adj Flow Rate, veh/h	372	595	616	0	110	427
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	4	8	7	8	8	5
Cap, veh/h	444	1103	650		323	295
Arrive On Green	0.16	0.62	0.36	0.00	0.19	0.19
Sat Flow, veh/h	1753	1781	1796	1510	1697	1547
Grp Volume(v), veh/h	372	595	616	0	110	427
Grp Sat Flow(s),veh/h/ln	1753	1781	1796	1510	1697	1547
Q Serve(g_s), s	6.2	10.0	17.5	0.0	2.9	10.0
Cycle Q Clear(g_c), s	6.2	10.0	17.5	0.0	2.9	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	444	1103	650		323	295
V/C Ratio(X)	0.84	0.54	0.95		0.34	1.45
Avail Cap(c_a), veh/h	527	1188	650		323	295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	5.7	16.3	0.0	18.4	21.2
Incr Delay (d2), s/veh	9.9	0.4	23.2	0.0	0.6	220.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.9	9.6	0.0	1.0	25.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	6.1	39.4	0.0	19.0	241.3
LnGrp LOS	C	A	D		B	F
Approach Vol, veh/h		967	616		537	
Approach Delay, s/veh		11.7	39.4		195.7	
Approach LOS		B	D		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.5		15.0	13.5	24.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		35.0		10.0	11.0	19.0
Max Q Clear Time (g_c+I1), s		12.0		12.0	8.2	19.5
Green Ext Time (p_c), s		3.6		0.0	0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	66.4
HCM 6th LOS	E

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 15: Commerce St & SR-52

06/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Future Volume (veh/h)	19	490	43	350	555	0	80	5	301	5	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1796	1900	1781	1856	1900	1870	1900	1811	1900	1900	1900
Adj Flow Rate, veh/h	21	533	47	380	603	0	87	5	0	5	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	8	3	0	2	0	6	0	0	0
Cap, veh/h	490	740	663	568	996	864	286	160		134	73	42
Arrive On Green	0.04	0.41	0.41	0.16	0.54	0.00	0.08	0.08	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1810	1796	1610	1697	1856	1610	1402	1900	0	332	869	501
Grp Volume(v), veh/h	21	533	47	380	603	0	87	5	0	17	0	0
Grp Sat Flow(s),veh/h/ln	1810	1796	1610	1697	1856	1610	1402	1900	0	1702	0	0
Q Serve(g_s), s	0.3	10.8	0.8	4.8	9.7	0.0	2.2	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	10.8	0.8	4.8	9.7	0.0	2.5	0.1	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	0.29		0.29
Lane Grp Cap(c), veh/h	490	740	663	568	996	864	286	160		249	0	0
V/C Ratio(X)	0.04	0.72	0.07	0.67	0.61	0.00	0.30	0.03		0.07	0.00	0.00
Avail Cap(c_a), veh/h	715	740	663	644	996	864	746	783		792	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	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	10.7	7.8	7.4	6.9	0.0	19.5	18.4	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.0	0.2	2.3	1.1	0.0	0.6	0.1	0.0	0.1	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	0.1	3.9	0.2	0.9	2.1	0.0	0.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	16.7	8.0	9.7	8.0	0.0	20.0	18.5	0.0	18.6	0.0	0.0
LnGrp LOS	A	B	A	A	A	A	C	B		B	A	A
Approach Vol, veh/h	601			983			92			17		
Approach Delay, s/veh	15.7			8.7			20.0			18.6		
Approach LOS	B			A			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	23.0		8.7	6.6	28.5		8.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	9.0	18.0		18.0	7.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	12.8		2.4	2.3	11.7		4.5				
Green Ext Time (p_c), s	0.3	1.5		0.0	0.0	2.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	12	138	187	749	476	6
Future Vol, veh/h	12	138	187	749	476	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	295
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	7	12	0
Mvmt Flow	13	147	199	797	506	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1701	506	512
Stage 1	506	-	-
Stage 2	1195	-	-
Critical Hdwy	6.4	6.2	4.13
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.227
Pot Cap-1 Maneuver	102	570	1048
Stage 1	610	-	-
Stage 2	290	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	83	570	1048
Mov Cap-2 Maneuver	83	-	-
Stage 1	494	-	-
Stage 2	290	-	-

Approach	WB	SE	NW
HCM Control Delay, s	20.6	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWRWBLn1	SEL	SET
Capacity (veh/h)	-	-	388	1048
HCM Lane V/C Ratio	-	-	0.411	0.19
HCM Control Delay (s)	-	-	20.6	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2	0.7

Intersection												
Int Delay, s/veh	178.8											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Future Vol, veh/h	25	384	34	40	565	55	37	129	58	68	233	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	295	-	295	295	-	295	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	9	9	8	5	11	0	10	11	9	8	9
Mvmt Flow	26	404	36	42	595	58	39	136	61	72	245	36

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	595	0	0	404	0	0	1258	1135	595	1203	1135	404
Stage 1	-	-	-	-	-	-	679	679	-	456	456	-
Stage 2	-	-	-	-	-	-	579	456	-	747	679	-
Critical Hdwy	4.23	-	-	4.18	-	-	7.1	6.6	6.31	7.19	6.58	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.19	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.19	5.58	-
Follow-up Hdwy	2.317	-	-	2.272	-	-	3.5	4.09	3.399	3.581	4.072	3.381
Pot Cap-1 Maneuver	930	-	-	1123	-	-	149	196	488	156	~ 197	632
Stage 1	-	-	-	-	-	-	445	439	-	571	558	-
Stage 2	-	-	-	-	-	-	504	555	-	394	442	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	930	-	-	1123	-	-	-	183	488	~ 51	~ 184	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	183	-	~ 51	~ 184	-
Stage 1	-	-	-	-	-	-	433	423	-	555	542	-
Stage 2	-	-	-	-	-	-	253	539	-	225	426	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	0.5	0.5		\$ 885.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	-	930	-	-	1123	-	-	126
HCM Lane V/C Ratio	-	0.028	-	-	0.037	-	-	2.799
HCM Control Delay (s)	-	9	-	-	8.3	-	-	\$ 885.2
HCM Lane LOS	-	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	32.4

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection												
Int Delay, s/veh	17.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Future Vol, veh/h	52	28	3	80	86	18	0	418	49	6	464	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	-	-	-	-	300	-	300	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	11	17	0	7	6	50	13	9
Mvmt Flow	60	32	3	92	99	21	0	480	56	7	533	78
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1077	1027	533	1043	1027	480	533	0	0	480	0	0
Stage 1	547	547	-	480	480	-	-	-	-	-	-	-
Stage 2	530	480	-	563	547	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.61	6.37	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.099	3.453	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	198	236	551	209	226	556	1045	-	-	873	-	-
Stage 1	525	521	-	571	540	-	-	-	-	-	-	-
Stage 2	536	558	-	514	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	234	551	185	224	556	1045	-	-	873	-	-
Mov Cap-2 Maneuver	124	234	-	185	224	-	-	-	-	-	-	-
Stage 1	525	517	-	571	540	-	-	-	-	-	-	-
Stage 2	422	558	-	475	499	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	60.4		90.9		0		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1045	-	-	154	225	873	-	-				
HCM Lane V/C Ratio	-	-	-	0.619	0.94	0.008	-	-				
HCM Control Delay (s)	0	-	-	60.4	90.9	9.2	-	-				
HCM Lane LOS	A	-	-	F	F	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	3.4	8.1	0	-	-				

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	178	6	372	160	3	491
Future Vol, veh/h	178	6	372	160	3	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	295	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	0	7	8	0	12
Mvmt Flow	187	6	392	168	3	517
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	915	392	0	0	560	0
Stage 1	392	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.49	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	294	661	-	-	1021	-
Stage 1	668	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	293	661	-	-	1021	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	37	0		0.1		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	298	1021	-	
HCM Lane V/C Ratio	-	-	0.65	0.003	-	
HCM Control Delay (s)	-	-	37	8.5	-	
HCM Lane LOS	-	-	E	A	-	
HCM 95th %tile Q(veh)	-	-	4.2	0	-	

Intersection

Int Delay, s/veh 2.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	95	66	285	282	5
Future Vol, veh/h	5	95	66	285	282	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	215	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	8	14	13	11	0
Mvmt Flow	6	106	73	317	313	6

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	776	313	319
Stage 1	313	-	-
Stage 2	463	-	-
Critical Hdwy	6.73	6.28	4.24
Critical Hdwy Stg 1	5.73	-	-
Critical Hdwy Stg 2	5.73	-	-
Follow-up Hdwy	3.797	3.372	2.326
Pot Cap-1 Maneuver	325	713	1176
Stage 1	676	-	-
Stage 2	574	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	305	713	1176
Mov Cap-2 Maneuver	305	-	-
Stage 1	634	-	-
Stage 2	574	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.5	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1176	-	668	-	-
HCM Lane V/C Ratio	0.062	-	0.166	-	-
HCM Control Delay (s)	8.3	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	139	13	372	184	27	434
Future Vol, veh/h	139	13	372	184	27	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	75	215	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	6	13	9	8	24	8
Mvmt Flow	149	14	400	198	29	467
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	925	400	0	0	598	0
Stage 1	400	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.46	6.33	-	-	4.34	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.417	-	-	2.416	-
Pot Cap-1 Maneuver	294	627	-	-	880	-
Stage 1	668	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	284	627	-	-	880	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	30.8	0	0.5			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	298	880	-	
HCM Lane V/C Ratio	-	-	0.548	0.033	-	
HCM Control Delay (s)	-	-	30.8	9.2	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	3.1	0.1	-	

HCM 6th TWSC
13: McDougald St/Martin St & SR-52

06/19/2023

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Future Vol, veh/h	11	552	25	8	561	3	19	2	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	215	-	215	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	8	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	12	594	27	9	603	3	20	2	0	5	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	606	0	0	621	0	0	1246	1242	594	1254	1266	603
Stage 1	-	-	-	-	-	-	618	618	-	621	621	-
Stage 2	-	-	-	-	-	-	628	624	-	633	645	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	982	-	-	969	-	-	152	176	509	150	171	503
Stage 1	-	-	-	-	-	-	480	484	-	478	482	-
Stage 2	-	-	-	-	-	-	474	481	-	471	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	969	-	-	146	171	509	146	167	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	171	-	146	167	-
Stage 1	-	-	-	-	-	-	474	478	-	472	475	-
Stage 2	-	-	-	-	-	-	458	474	-	463	465	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			33.7			19.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	982	-	-	969	-	-	269
HCM Lane V/C Ratio	0.153	0.012	-	-	0.009	-	-	0.056
HCM Control Delay (s)	33.7	8.7	-	-	8.7	0	-	19.2
HCM Lane LOS	D	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Future Vol, veh/h	0	531	46	16	602	0	8	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	215	-	-	215	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	5	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	610	53	18	692	0	9	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	663	0	0	1365	1365	637	1365	1391	692
Stage 1	-	-	-	-	-	-	637	637	-	728	728	-
Stage 2	-	-	-	-	-	-	728	728	-	637	663	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	912	-	-	935	-	-	126	149	481	126	143	447
Stage 1	-	-	-	-	-	-	469	475	-	418	432	-
Stage 2	-	-	-	-	-	-	418	432	-	469	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	912	-	-	935	-	-	124	146	481	123	140	447
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	146	-	123	140	-
Stage 1	-	-	-	-	-	-	469	475	-	418	424	-
Stage 2	-	-	-	-	-	-	410	424	-	466	462	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			30.3			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	155	912	-	-	935	-	-	-				
HCM Lane V/C Ratio	0.082	-	-	-	0.02	-	-	-				
HCM Control Delay (s)	30.3	0	-	-	8.9	-	-	0				
HCM Lane LOS	D	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	-				