

























HCM 6th Signalized Intersection Summary

3: University Ave & Towne Centre Dr

02/02/2023

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h) | 48 | 57 | 171 | 252 | 83 | 140 | 242 | 907 | 102 | 57 | 1692 | 57 |
| Future Volume (veh/h) | 48 | 57 | 171 | 252 | 83 | 140 | 242 | 907 | 102 | 57 | 1692 | 57 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 52 | 62 | 186 | 274 | 90 | 152 | 263 | 986 | 111 | 62 | 1839 | 62 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 87 | 465 | 207 | 317 | 702 | 313 | 307 | 3075 | 955 | 99 | 2768 | 859 |
| Arrive On Green | 0.03 | 0.13 | 0.13 | 0.09 | 0.20 | 0.20 | 0.09 | 0.60 | 0.60 | 0.06 | 1.00 | 1.00 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 5106 | 1585 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 52 | 62 | 186 | 274 | 90 | 152 | 263 | 986 | 111 | 62 | 1839 | 62 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1702 | 1585 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 2.2 | 2.3 | 17.3 | 11.7 | 3.1 | 12.8 | 11.3 | 14.3 | 4.5 | 2.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.2 | 2.3 | 17.3 | 11.7 | 3.1 | 12.8 | 11.3 | 14.3 | 4.5 | 2.6 | 0.0 | 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 | 87 | 465 | 207 | 317 | 702 | 313 | 307 | 3075 | 955 | 99 | 2768 | 859 |
| V/C Ratio(X) | 0.60 | 0.13 | 0.90 | 0.86 | 0.13 | 0.49 | 0.86 | 0.32 | 0.12 | 0.63 | 0.66 | 0.07 |
| Avail Cap(c_a), veh/h | 346 | 877 | 391 | 346 | 877 | 391 | 415 | 3075 | 955 | 415 | 2768 | 859 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.90 |
| Uniform Delay (d), s/veh | 72.4 | 57.7 | 64.2 | 67.2 | 49.6 | 53.4 | 67.4 | 14.7 | 12.8 | 69.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.4 | 0.0 | 5.4 | 17.4 | 0.0 | 0.4 | 10.0 | 0.3 | 0.2 | 2.2 | 1.2 | 0.1 |
| 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 | 1.0 | 1.1 | 7.4 | 6.0 | 1.4 | 5.2 | 5.4 | 5.6 | 1.7 | 1.2 | 0.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 74.8 | 57.7 | 69.6 | 84.6 | 49.6 | 53.9 | 77.4 | 15.0 | 13.0 | 72.1 | 1.2 | 0.1 |
| LnGrp LOS | E | E | E | F | D | D | E | B | B | E | A | A |
| Approach Vol, veh/h | 300 | | | | 516 | | | | 1360 | | | |
| Approach Delay, s/veh | 68.0 | | | | 69.5 | | | | 26.9 | | | |
| Approach LOS | E | | | | E | | | | C | | | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.3 | 96.3 | 18.8 | 25.6 | 18.3 | 87.3 | 8.8 | 35.6 | | | | |
| Change Period (Y+Rc), s | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | 5.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 18.0 | 58.0 | 15.0 | 37.0 | 18.0 | 58.0 | 15.0 | 37.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.6 | 16.3 | 13.7 | 19.3 | 13.3 | 2.0 | 4.2 | 14.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.7 | 0.0 | 0.3 | 0.1 | 9.3 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | 24.0 | | | | | | | | | | | |
| HCM 6th LOS | C | | | | | | | | | | | |

Educational Use Only