

























HCM 6th Signalized Intersection Summary

6: University Ave & 1200 S

02/02/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	32	17	92	60	25	29	54	988	43	48	1608	63	
Future Volume (veh/h)	32	17	92	60	25	29	54	988	43	48	1608	63	
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	35	18	100	65	27	32	59	1074	47	52	1748	68	
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	105	143	121	128	54	69	270	3936	1222	487	3931	1220	
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.06	1.00	1.00	0.03	0.77	0.77	
Sat Flow, veh/h	1344	1870	1585	1074	710	903	1781	5106	1585	1781	5106	1585	
Grp Volume(v), veh/h	35	18	100	69	0	55	59	1074	47	52	1748	68	
Grp Sat Flow(s),veh/h/ln	1344	1870	1585	1147	0	1540	1781	1702	1585	1781	1702	1585	
Q Serve(g_s), s	3.8	1.3	9.3	7.9	0.0	5.1	1.0	0.0	0.0	0.9	18.0	1.5	
Cycle Q Clear(g_c), s	8.9	1.3	9.3	9.2	0.0	5.1	1.0	0.0	0.0	0.9	18.0	1.5	
Prop In Lane	1.00		1.00	0.94		0.59	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	105	143	121	134	0	118	270	3936	1222	487	3931	1220	
V/C Ratio(X)	0.33	0.13	0.83	0.52	0.00	0.46	0.22	0.27	0.04	0.11	0.44	0.06	
Avail Cap(c_a), veh/h	244	337	285	269	0	277	340	3936	1222	560	3931	1220	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	
Uniform Delay (d), s/veh	70.6	64.6	68.3	68.9	0.0	66.3	4.3	0.0	0.0	3.1	6.0	4.2	
Incr Delay (d2), s/veh	0.7	0.1	5.3	1.1	0.0	1.1	0.1	0.2	0.1	0.0	0.4	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	1.4	0.7	4.0	2.7	0.0	2.1	0.3	0.1	0.0	0.3	5.9	0.5	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	71.3	64.8	73.6	70.1	0.0	67.4	4.5	0.2	0.1	3.1	6.4	4.2	
LnGrp LOS	E	E	E	E	A	E	A	A	A	A	A	A	
Approach Vol, veh/h	153			124			1180			1868			
Approach Delay, s/veh	72.0			68.9			0.4			6.2			
Approach LOS	E			E			A			A			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	8.9	121.6		19.5	9.1	121.5		19.5					
Change Period (Y+Rc), s	4.5	6.0		8.0	4.5	6.0		8.0					
Max Green Setting (Gmax), s	10.5	94.0		27.0	10.5	94.0		27.0					
Max Q Clear Time (g_c+I1), s	2.9	2.0		11.3	3.0	20.0		11.2					
Green Ext Time (p_c), s	0.0	3.6		0.1	0.0	7.4		0.2					
Intersection Summary													
HCM 6th Ctrl Delay	9.5												
HCM 6th LOS	A												

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