

HCM 6th Signalized Intersection Summary
 3: Development Driveway/Veneto Boulevard & Laurel Road

03/17/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	302	89	37	227	52	88	35	17	33	16	81
Future Volume (veh/h)	132	302	89	37	227	52	88	35	17	33	16	81
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	143	328	97	40	247	57	96	38	18	36	17	88
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	383	983	438	355	796	180	137	33	830	134	39	830
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1075	3554	1585	962	2878	652	0	63	1585	0	75	1585
Grp Volume(v), veh/h	143	328	97	40	151	153	134	0	18	53	0	88
Grp Sat Flow(s),veh/h/ln	1075	1777	1585	962	1777	1753	63	0	1585	75	0	1585
Q Serve(g_s), s	5.5	3.3	2.1	1.6	3.0	3.1	0.0	0.0	0.2	0.0	0.0	1.3
Cycle Q Clear(g_c), s	8.6	3.3	2.1	4.9	3.0	3.1	23.6	0.0	0.2	23.6	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.37	0.72		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	383	983	438	355	491	485	170	0	830	174	0	830
V/C Ratio(X)	0.37	0.33	0.22	0.11	0.31	0.32	0.79	0.00	0.02	0.31	0.00	0.11
Avail Cap(c_a), veh/h	516	1421	634	474	711	701	170	0	830	174	0	830
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	13.0	12.5	14.9	12.9	12.9	16.8	0.0	5.2	10.9	0.0	5.4
Incr Delay (d2), s/veh	0.6	0.2	0.3	0.1	0.3	0.4	29.8	0.0	0.0	4.5	0.0	0.3
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	1.2	1.1	0.7	0.3	1.1	1.1	2.7	0.0	0.1	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	13.2	12.8	15.0	13.2	13.3	46.6	0.0	5.2	15.4	0.0	5.7
LnGrp LOS	B	B	B	B	B	B	D	A	A	B	A	A
Approach Vol, veh/h		568			344			152				141
Approach Delay, s/veh		14.0			13.5			41.7				9.3
Approach LOS		B			B			D				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.1		16.9		28.1		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		25.6		10.6		25.6		6.9				
Green Ext Time (p_c), s		0.0		1.9		0.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								