



































HCM 2010 Signalized Intersection Summary  
 1: SR-75 & Fox Acres

4/17/2017

								
Movement	SEL	SET	NWT	NWR	SWL	SWR		
Lane Configurations								
Traffic Volume (veh/h)	381	550	1389	176	101	772		
Future Volume (veh/h)	381	550	1389	176	101	772		
Number	1	6	2	12	3	18		
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		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	433	625	1578	200	115	877		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	343	2199	1357	170	570	509		
Arrive On Green	0.16	0.62	0.43	0.43	0.32	0.32		
Sat Flow, veh/h	1774	3632	3260	396	1774	1583		
Grp Volume(v), veh/h	433	625	872	906	115	877		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1793	1774	1583		
Q Serve(g_s), s	23.0	11.4	60.0	60.0	6.6	45.0		
Cycle Q Clear(g_c), s	23.0	11.4	60.0	60.0	6.6	45.0		
Prop In Lane	1.00			0.22	1.00	1.00		
Lane Grp Cap(c), veh/h	343	2199	758	768	570	509		
V/C Ratio(X)	1.26	0.28	1.15	1.18	0.20	1.72		
Avail Cap(c_a), veh/h	343	2199	758	768	570	509		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	48.5	12.2	40.0	40.0	34.5	47.5		
Incr Delay (d2), s/veh	139.6	0.3	82.1	94.0	0.2	333.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	26.5	5.7	46.6	49.7	3.3	66.8		
LnGrp Delay(d),s/veh	188.2	12.5	122.1	134.0	34.6	381.2		
LnGrp LOS	F	B	F	F	C	F		
Approach Vol, veh/h		1058	1778		992			
Approach Delay, s/veh		84.4	128.2		341.0			
Approach LOS		F	F		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	27.0	64.0				91.0		49.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	23.0	60.0				87.0		45.0
Max Q Clear Time (g_c+I1), s	25.0	62.0				13.4		47.0
Green Ext Time (p_c), s	0.0	0.0				19.8		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			171.2					
HCM 2010 LOS			F					

HCM 2010 Signalized Intersection Summary  
 11: SH-75 & Bullion

4/17/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	54	56	213	56	77	41	1270	56	33	581	17
Future Volume (veh/h)	150	54	56	213	56	77	41	1270	56	33	581	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	170	61	64	242	64	88	47	1443	64	38	660	19
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	458	389	401	458	389	451	1837	81	195	1870	54
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1106	1676	1423	1134	1676	1423	681	3107	137	312	3162	91
Grp Volume(v), veh/h	170	61	64	242	64	88	47	738	769	38	332	347
Grp Sat Flow(s),veh/h/ln	1106	1676	1423	1134	1676	1423	681	1593	1652	312	1593	1660
Q Serve(g_s), s	8.1	1.6	2.0	12.1	1.7	2.8	2.3	20.9	21.1	6.3	6.4	6.4
Cycle Q Clear(g_c), s	9.8	1.6	2.0	13.7	1.7	2.8	8.6	20.9	21.1	27.3	6.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	392	458	389	401	458	389	451	942	977	195	942	982
V/C Ratio(X)	0.43	0.13	0.16	0.60	0.14	0.23	0.10	0.78	0.79	0.19	0.35	0.35
Avail Cap(c_a), veh/h	408	482	409	416	482	409	451	942	977	195	942	982
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	16.2	16.4	21.4	16.2	16.7	8.5	9.2	9.2	19.7	6.2	6.2
Incr Delay (d2), s/veh	0.8	0.1	0.2	2.3	0.1	0.3	0.5	6.5	6.4	2.2	1.0	1.0
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	2.5	0.8	0.8	4.0	0.8	1.1	0.5	10.7	11.1	0.7	3.0	3.2
LnGrp Delay(d),s/veh	20.7	16.3	16.6	23.7	16.4	16.9	8.9	15.7	15.6	21.9	7.3	7.2
LnGrp LOS	C	B	B	C	B	B	A	B	B	C	A	A
Approach Vol, veh/h		295			394			1554			717	
Approach Delay, s/veh		18.9			21.0			15.5			8.0	
Approach LOS		B			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		20.2		39.0		20.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		35.0		17.0		35.0		17.0				
Max Q Clear Time (g_c+I1), s		23.1		11.8		29.3		15.7				
Green Ext Time (p_c), s		10.0		1.5		5.1		0.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 1: SR-75 & Fox Acres

























4/17/2017

Movement	SEL	SET	NWT	NWR	SWL	SWR		
Lane Configurations								
Traffic Volume (veh/h)	359	550	1389	165	96	736		
Future Volume (veh/h)	359	550	1389	165	96	736		
Number	1	6	2	12	3	18		
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		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	408	625	1578	188	109	836		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	344	2242	1404	165	556	496		
Arrive On Green	0.17	0.63	0.44	0.44	0.31	0.31		
Sat Flow, veh/h	1774	3632	3284	375	1774	1583		
Grp Volume(v), veh/h	408	625	866	900	109	836		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1797	1774	1583		
Q Serve(g_s), s	25.0	11.8	66.0	66.0	6.7	47.0		
Cycle Q Clear(g_c), s	25.0	11.8	66.0	66.0	6.7	47.0		
Prop In Lane	1.00			0.21	1.00	1.00		
Lane Grp Cap(c), veh/h	344	2242	779	790	556	496		
V/C Ratio(X)	1.19	0.28	1.11	1.14	0.20	1.69		
Avail Cap(c_a), veh/h	344	2242	779	790	556	496		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	52.8	12.2	42.0	42.0	37.7	51.5		
Incr Delay (d2), s/veh	109.7	0.3	67.5	77.5	0.2	317.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	24.7	5.8	46.8	49.7	3.3	64.2		
LnGrp Delay(d),s/veh	162.5	12.6	109.5	119.5	37.8	368.5		
LnGrp LOS	F	B	F	F	D	F		
Approach Vol, veh/h		1033	1766		945			
Approach Delay, s/veh		71.8	114.6		330.3			
Approach LOS		E	F		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	29.0	70.0				99.0		51.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	25.0	66.0				95.0		47.0
Max Q Clear Time (g_c+I1), s	27.0	68.0				13.8		49.0
Green Ext Time (p_c), s	0.0	0.0				19.7		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			157.2					
HCM 2010 LOS			F					

# HCM 2010 Signalized Intersection Summary

## 11: SH-75 & Bullion

4/17/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	67	56	241	63	84	41	1270	70	42	581	17
Future Volume (veh/h)	150	67	56	241	63	84	41	1270	70	42	581	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	170	76	64	274	72	95	47	1443	80	48	660	19
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	488	414	419	488	414	436	1730	96	184	1782	51
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1091	1676	1424	1118	1676	1424	681	3069	170	307	3162	91
Grp Volume(v), veh/h	170	76	64	274	72	95	47	747	776	48	332	347
Grp Sat Flow(s),veh/h/ln	1091	1676	1424	1118	1676	1424	681	1593	1646	307	1593	1660
Q Serve(g_s), s	7.5	1.9	1.8	13.3	1.8	2.8	2.2	21.2	21.4	8.4	6.3	6.3
Cycle Q Clear(g_c), s	9.3	1.9	1.8	15.1	1.8	2.8	8.6	21.2	21.4	29.8	6.3	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.05
Lane Grp Cap(c), veh/h	414	488	414	419	488	414	436	898	928	184	898	936
V/C Ratio(X)	0.41	0.16	0.15	0.65	0.15	0.23	0.11	0.83	0.84	0.26	0.37	0.37
Avail Cap(c_a), veh/h	414	488	414	419	488	414	436	898	928	184	898	936
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	14.5	14.5	20.1	14.4	14.8	9.0	9.9	9.9	22.2	6.6	6.6
Incr Delay (d2), s/veh	0.7	0.1	0.2	3.6	0.1	0.3	0.5	8.9	8.9	3.4	1.2	1.1
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	2.3	0.9	0.7	4.5	0.8	1.1	0.5	11.3	11.8	0.9	3.1	3.2
LnGrp Delay(d),s/veh	18.5	14.6	14.6	23.7	14.6	15.1	9.5	18.7	18.8	25.6	7.8	7.7
LnGrp LOS	B	B	B	C	B	B	A	B	B	C	A	A
Approach Vol, veh/h		310			441			1570			727	
Approach Delay, s/veh		16.8			20.4			18.5			8.9	
Approach LOS		B			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		23.4		11.3		31.8		17.1				
Green Ext Time (p_c), s		6.7		1.5		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				16.3								
HCM 2010 LOS				B								

























HCM 2010 Signalized Intersection Summary  
 1: SR-75 & Fox Acres

4/17/2017

Movement	SEL	SET	NWT	NWR	SWL	SWR		
Lane Configurations								
Traffic Volume (veh/h)	315	550	1389	145	87	665		
Future Volume (veh/h)	315	550	1389	145	87	665		
Number	1	6	2	12	3	18		
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		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	358	625	1578	165	99	756		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	291	2220	1501	155	532	475		
Arrive On Green	0.13	0.63	0.46	0.46	0.30	0.30		
Sat Flow, veh/h	1774	3632	3331	335	1774	1583		
Grp Volume(v), veh/h	358	625	854	889	99	756		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1804	1774	1583		
Q Serve(g_s), s	14.0	8.8	51.0	51.0	4.6	33.0		
Cycle Q Clear(g_c), s	14.0	8.8	51.0	51.0	4.6	33.0		
Prop In Lane	1.00			0.19	1.00	1.00		
Lane Grp Cap(c), veh/h	291	2220	820	836	532	475		
V/C Ratio(X)	1.23	0.28	1.04	1.06	0.19	1.59		
Avail Cap(c_a), veh/h	291	2220	820	836	532	475		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	36.8	9.3	29.5	29.5	28.5	38.5		
Incr Delay (d2), s/veh	129.5	0.3	42.7	49.1	0.2	276.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	19.3	4.4	34.6	36.7	2.3	50.8		
LnGrp Delay(d),s/veh	166.3	9.6	72.2	78.6	28.7	314.5		
LnGrp LOS	F	A	F	F	C	F		
Approach Vol, veh/h		983	1743		855			
Approach Delay, s/veh		66.7	75.5		281.4			
Approach LOS		E	E		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.0	55.0				73.0		37.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	14.0	51.0				69.0		33.0
Max Q Clear Time (g_c+I1), s	16.0	53.0				10.8		35.0
Green Ext Time (p_c), s	0.0	0.0				18.2		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			122.2					
HCM 2010 LOS			F					












HCM 2010 Signalized Intersection Summary  
 11: SH-75 & Bullion

4/17/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	41	56	185	49	70	41	1270	42	25	581	17
Future Volume (veh/h)	150	41	56	185	49	70	41	1270	42	25	581	17
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	170	47	64	210	56	80	47	1443	48	28	660	19
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	409	347	379	409	347	477	1946	65	217	1956	56
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1122	1676	1423	1148	1676	1423	681	3146	104	316	3162	91
Grp Volume(v), veh/h	170	47	64	210	56	80	47	729	762	28	332	347
Grp Sat Flow(s),veh/h/ln	1122	1676	1423	1148	1676	1423	681	1593	1658	316	1593	1660
Q Serve(g_s), s	8.1	1.3	2.1	10.1	1.5	2.6	2.1	18.8	18.9	4.0	5.9	5.9
Cycle Q Clear(g_c), s	9.6	1.3	2.1	11.4	1.5	2.6	7.9	18.8	18.9	22.8	5.9	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	368	409	347	379	409	347	477	985	1025	217	985	1027
V/C Ratio(X)	0.46	0.11	0.18	0.55	0.14	0.23	0.10	0.74	0.74	0.13	0.34	0.34
Avail Cap(c_a), veh/h	403	461	391	414	461	391	477	985	1025	217	985	1027
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	17.1	17.4	21.6	17.2	17.6	7.3	7.8	7.8	15.9	5.3	5.3
Incr Delay (d2), s/veh	0.9	0.1	0.3	1.3	0.2	0.3	0.4	5.0	4.9	1.2	0.9	0.9
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	2.6	0.6	0.8	3.3	0.7	1.1	0.4	9.5	9.8	0.4	2.7	2.9
LnGrp Delay(d),s/veh	21.9	17.2	17.7	22.9	17.4	18.0	7.7	12.8	12.7	17.1	6.3	6.2
LnGrp LOS	C	B	B	C	B	B	A	B	B	B	A	A
Approach Vol, veh/h		281			346			1538			707	
Approach Delay, s/veh		20.1			20.9			12.6			6.7	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		18.2		40.0		18.2				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+I1), s		20.9		11.6		24.8		13.4				
Green Ext Time (p_c), s		12.2		1.2		9.3		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.9								
HCM 2010 LOS				B								

























HCM 2010 Signalized Intersection Summary  
 1: SR-75 & Fox Acres

4/17/2017

								
Movement	SEL	SET	NWT	NWR	SWL	SWR		
Lane Configurations								
Traffic Volume (veh/h)	607	1469	550	86	67	308		
Future Volume (veh/h)	607	1469	550	86	67	308		
Number	1	6	2	12	3	18		
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		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	690	1669	625	98	76	350		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	747	2407	977	153	378	338		
Arrive On Green	0.31	0.68	0.32	0.32	0.21	0.21		
Sat Flow, veh/h	1774	3632	3161	480	1774	1583		
Grp Volume(v), veh/h	690	1669	360	363	76	350		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1778	1774	1583		
Q Serve(g_s), s	19.2	21.4	13.1	13.1	2.6	16.0		
Cycle Q Clear(g_c), s	19.2	21.4	13.1	13.1	2.6	16.0		
Prop In Lane	1.00			0.27	1.00	1.00		
Lane Grp Cap(c), veh/h	747	2407	563	566	378	338		
V/C Ratio(X)	0.92	0.69	0.64	0.64	0.20	1.04		
Avail Cap(c_a), veh/h	886	2407	563	566	378	338		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	13.4	7.3	21.9	21.9	24.2	29.5		
Incr Delay (d2), s/veh	13.6	1.7	5.5	5.5	0.3	58.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	16.2	10.8	7.3	7.3	1.3	12.4		
LnGrp Delay(d),s/veh	27.0	8.9	27.4	27.4	24.5	88.1		
LnGrp LOS	C	A	C	C	C	F		
Approach Vol, veh/h		2359	723		426			
Approach Delay, s/veh		14.2	27.4		76.8			
Approach LOS		B	C		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	27.1	27.9				55.0		20.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	29.0	18.0				51.0		16.0
Max Q Clear Time (g_c+I1), s	21.2	15.1				23.4		18.0
Green Ext Time (p_c), s	2.0	2.5				14.5		0.0
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			24.5					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary  
 11: SH-75 & Bullion

4/17/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	88	105	241	80	56	101	809	53	59	1305	50
Future Volume (veh/h)	101	88	105	241	80	56	101	809	53	59	1305	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
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
Adj Sat Flow, veh/h/ln	1676	1676	1676	1676	1676	1676	1676	1676	1710	1676	1676	1710
Adj Flow Rate, veh/h	115	100	119	274	91	64	115	919	60	67	1483	57
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	402	339	295	402	339	198	1982	129	355	2043	78
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1097	1676	1413	1036	1676	1413	302	3034	198	515	3127	120
Grp Volume(v), veh/h	115	100	119	274	91	64	115	482	497	67	754	786
Grp Sat Flow(s),veh/h/ln	1097	1676	1413	1036	1676	1413	302	1593	1640	515	1593	1654
Q Serve(g_s), s	7.1	3.6	5.2	14.4	3.3	2.7	25.4	11.3	11.3	5.6	23.4	23.6
Cycle Q Clear(g_c), s	10.3	3.6	5.2	18.0	3.3	2.7	49.0	11.3	11.3	16.9	23.4	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.07
Lane Grp Cap(c), veh/h	311	402	339	295	402	339	198	1041	1071	355	1041	1081
V/C Ratio(X)	0.37	0.25	0.35	0.93	0.23	0.19	0.58	0.46	0.46	0.19	0.72	0.73
Avail Cap(c_a), veh/h	311	402	339	295	402	339	198	1041	1071	355	1041	1081
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	23.0	23.7	32.3	22.9	22.7	26.2	6.5	6.5	10.7	8.6	8.6
Incr Delay (d2), s/veh	0.7	0.3	0.6	34.5	0.3	0.3	11.8	1.5	1.4	1.2	4.4	4.3
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	2.2	1.7	2.1	8.5	1.5	1.1	3.0	5.3	5.4	0.9	11.3	11.8
LnGrp Delay(d),s/veh	27.8	23.4	24.3	66.7	23.2	23.0	38.0	8.0	7.9	11.8	12.9	12.9
LnGrp LOS	C	C	C	E	C	C	D	A	A	B	B	B
Approach Vol, veh/h		334			429			1094			1607	
Approach Delay, s/veh		25.2			51.0			11.1			12.9	
Approach LOS		C			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		22.0		53.0		22.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		49.0		18.0		49.0		18.0				
Max Q Clear Time (g_c+I1), s		51.0		12.3		25.6		20.0				
Green Ext Time (p_c), s		0.0		1.8		20.3		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.2								
HCM 2010 LOS				B								