

# HCM6E Overview

The Transportation Research Board (TRB) is now finalizing the HCM 6<sup>th</sup> Edition (HCM6E). This one-day seminar will provide an overview of the changes as compared with the current HCM 2010, including many methodological details. The information provided in this workshop is fairly technical toward learning what to expect from the updated HCM6E procedures and their implementation in the Highway Capacity Software (*HCS7*). A general agenda is shown below.

Overview of the HCM 2010 and HCM6E Changes

Basic Freeway Segments and Merge & Diverge Segments  
(Speed-Flow Curves, Managed Lanes, Weather, Incidents, Calibration, Trucks)

Freeway Weaving Segments and Freeway Facilities  
(Travel Time Reliability, ATDM, Managed Lanes, Weather, Incidents, Trucks)

Multilane Highways and Two-Lane Highways

Unsignalized Intersections and Signalized Intersections  
Including Two-Way Stop Control, All-Way Stop Control, Roundabouts  
(Heavy Vehicle and Grade, Unsignalized Movements, Roundabout Capacity)

Urban Street Segments, Facilities and Alternative Intersections & Interchanges  
(Reliability, ATDM, Roundabout Corridors, Sustained Spillback, Lane Blockage)

Alternative Intersections (DDI, DLT, RCUT/ MUT), Experienced Travel Time

**Instructor:** William M. Sampson, P.E. is a faculty member of the University of Florida (UF) Department of Civil Engineering with over 40 years of experience. He is the Director of the *McTrans* Center and also is responsible for technical assistance and ongoing development of the Highway Capacity Software (HCS). He teaches two graduate courses (Traffic Engineering and Highway Capacity Analysis) at UF. He is a former member of the Transportation Research Board (TRB) Highway Capacity and Quality of Service (HCQS) committee.