INTOTOCOTION							
Intersection	0.0						
Intersection Delay, s/veh	8.8						
Intersection LOS	А						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	7	7	ĵ»		7	^	
Traffic Vol, veh/h	61	89	85	64	87	51	
Future Vol, veh/h	61	89	85	64	87	51	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	66	97	92	70	95	55	
Number of Lanes	1	1	1	0	1	2	
Approach	WB		NB		SB		
Opposing Approach			SB		NB		
Opposing Lanes	0		3		1		
Conflicting Approach Left	NB				WB		
Conflicting Lanes Left	1		0		2		
Conflicting Approach Right	SB		WB		_		
Conflicting Lanes Right	3		2		0		
HCM Control Delay	8.6		9.2		8.5		
HCM LOS	Α		Α		Α		
Lane		NBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
			******	1102.12	000		000
VOLLETT %		Λ%	100%	0%	100%		0%
Vol Left, %		0% 57%	100%	0% 0%	100%	0%	0% 100%
Vol Thru, %		57%	0%	0%	0%	0% 100%	100%
Vol Thru, % Vol Right, %		57% 43%	0% 0%	0% 100%	0% 0%	0% 100% 0%	100% 0%
Vol Thru, % Vol Right, % Sign Control		57% 43% Stop	0% 0% Stop	0% 100% Stop	0% 0% Stop	0% 100% 0% Stop	100% 0% Stop
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		57% 43% Stop 149	0% 0% Stop 61	0% 100% Stop 89	0% 0% Stop 87	0% 100% 0% Stop 26	100% 0% Stop 26
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		57% 43% Stop 149	0% 0% Stop 61 61	0% 100% Stop 89 0	0% 0% Stop 87 87	0% 100% 0% Stop 26	100% 0% Stop 26 0
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		57% 43% Stop 149	0% 0% Stop 61 61	0% 100% Stop 89 0	0% 0% Stop 87	0% 100% 0% Stop 26	100% 0% Stop 26
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		57% 43% Stop 149 0 85 64	0% 0% Stop 61 61 0	0% 100% Stop 89 0 0	0% 0% Stop 87 87 0	0% 100% 0% Stop 26 0 26	100% 0% Stop 26 0 26
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		57% 43% Stop 149 0 85 64 162	0% 0% Stop 61 61 0 0	0% 100% Stop 89 0 0 89 97	0% 0% Stop 87 87	0% 100% 0% Stop 26 0	100% 0% Stop 26 0 26
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		57% 43% Stop 149 0 85 64 162 8	0% 0% Stop 61 61 0 0 66	0% 100% Stop 89 0 0 89 97	0% 0% Stop 87 87 0 0	0% 100% 0% Stop 26 0 26 0 28	100% 0% Stop 26 0 26 0 28
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		57% 43% Stop 149 0 85 64 162	0% 0% Stop 61 61 0 0	0% 100% Stop 89 0 0 89 97	0% 0% Stop 87 87 0 0 95	0% 100% 0% Stop 26 0 26 0	100% 0% Stop 26 0 26 0 28
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		57% 43% Stop 149 0 85 64 162 8 0.225	0% 0% Stop 61 61 0 0 66 8	0% 100% Stop 89 0 0 89 97 8	0% 0% Stop 87 87 0 0 95 7	0% 100% 0% Stop 26 0 26 0 28 7	100% 0% Stop 26 0 26 0 28 7 0.026
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		57% 43% Stop 149 0 85 64 162 8 0.225 5.003	0% 0% Stop 61 61 0 0 66 8 0.108 5.871	0% 100% Stop 89 0 0 89 97 8 0.125 4.668	0% 0% Stop 87 87 0 0 95 7 0.147 5.602	0% 100% 0% Stop 26 0 26 0 28 7 0.039 5.099	100% 0% Stop 26 0 26 0 28 7 0.026 3.356
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		57% 43% Stop 149 0 85 64 162 8 0.225 5.003 Yes	0% 0% Stop 61 61 0 0 66 8 0.108 5.871 Yes	0% 100% Stop 89 0 0 89 97 8 0.125 4.668 Yes	0% 0% Stop 87 87 0 0 95 7 0.147 5.602 Yes	0% 100% 0% Stop 26 0 26 0 28 7 0.039 5.099 Yes	100% 0% Stop 26 0 26 0 28 7 0.026 3.356 Yes
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		57% 43% Stop 149 0 85 64 162 8 0.225 5.003 Yes 717	0% 0% Stop 61 61 0 0 66 8 0.108 5.871 Yes 611	0% 100% Stop 89 0 0 89 97 8 0.125 4.668 Yes 766	0% 0% Stop 87 87 0 0 95 7 0.147 5.602 Yes 640	0% 100% 0% Stop 26 0 26 0 28 7 0.039 5.099 Yes 702	100% 0% Stop 26 0 26 0 28 7 0.026 3.356 Yes 1063
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		57% 43% Stop 149 0 85 64 162 8 0.225 5.003 Yes 717 2.737	0% 0% Stop 61 61 0 0 66 8 0.108 5.871 Yes 611 3.608	0% 100% Stop 89 0 0 89 97 8 0.125 4.668 Yes 766 2.405	0% 0% Stop 87 87 0 0 95 7 0.147 5.602 Yes 640 3.334	0% 100% 0% Stop 26 0 26 0 28 7 0.039 5.099 Yes 702 2.831	100% 0% Stop 26 0 26 0 28 7 0.026 3.356 Yes 1063 1.087

Educational Use Only

0.9

0.4

0.4

0.5

0.1

0.1

HCM 95th-tile Q