Intersection							
Intersection Delay, s/veh	8.9						
Intersection LOS	Α						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	7	7	f)		*	<b>^</b>	
Traffic Vol, veh/h	68	93	93	62	92	56	
Future Vol, veh/h	68	93	93	62	92	56	
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	74	101	101	67	100	61	
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	8.7		9.4		8.5		
HCM LOS	Α		А		Α		
Lane		NBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
		NBLn1	WBLn1 100%	WBLn2	SBLn1 100%	SBLn2	SBLn3
Lane							
Lane Vol Left, %		0%	100%	0%	100%	0%	0%
Lane Vol Left, % Vol Thru, %		0% 60%	100% 0%	0% 0%	100% 0%	0% 100%	0% 100%
Lane Vol Left, % Vol Thru, % Vol Right, %		0% 60% 40%	100% 0% 0%	0% 0% 100%	100% 0% 0%	0% 100% 0%	0% 100% 0%
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 60% 40% Stop	100% 0% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 100% 0% Stop	0% 100% 0% Stop 28
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol		0% 60% 40% Stop 155 0	100% 0% 0% Stop 68	0% 0% 100% Stop 93	100% 0% 0% Stop 92	0% 100% 0% Stop 28	0% 100% 0% Stop 28
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 60% 40% Stop 155 0 93 62	100% 0% 0% Stop 68 68 0	0% 0% 100% Stop 93 0 0	100% 0% 0% Stop 92 92 0	0% 100% 0% Stop 28 0 28	0% 100% 0% Stop 28 0 28
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 60% 40% Stop 155 0 93 62 168	100% 0% 0% Stop 68 68 0	0% 0% 100% Stop 93 0 0 93	100% 0% 0% Stop 92 92 0	0% 100% 0% Stop 28 0	0% 100% 0% Stop 28 0 28 0 30
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol		0% 60% 40% Stop 155 0 93 62 168	100% 0% 0% Stop 68 68 0 0	0% 0% 100% Stop 93 0 0 93 101	100% 0% 0% Stop 92 92 0 0	0% 100% 0% Stop 28 0 28 0 30	0% 100% 0% Stop 28 0 28 0 30
Lane Vol Left, % 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)		0% 60% 40% Stop 155 0 93 62 168 8	100% 0% 0% Stop 68 68 0 0 74 8	0% 0% 100% Stop 93 0 0 93 101 8	100% 0% 0% Stop 92 92 0 0 100 7	0% 100% 0% Stop 28 0 28 0 30 7	0% 100% 0% Stop 28 0 28 0 30 7
Lane Vol Left, % 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)		0% 60% 40% Stop 155 0 93 62 168	100% 0% 0% Stop 68 68 0 0	0% 0% 100% Stop 93 0 0 93 101	100% 0% 0% Stop 92 92 0 0	0% 100% 0% Stop 28 0 28 0 30	0% 100% 0% Stop 28 0 28 0 30
Lane Vol Left, % 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)		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes	100% 0% 0% Stop 92 92 0 0 100 7 0.157 5.647 Yes	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144 Yes	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes
Lane Vol Left, % 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		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes 704	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes 605	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes 757	100% 0% 0% Stop 92 0 0 100 7 0.157 5.647 Yes 635	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes 1048
Lane Vol Left, % 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		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes 704 2.827	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes 605 3.665	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes 757	100% 0% 0% Stop 92 92 0 0 100 7 0.157 5.647 Yes	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144 Yes 695 2.883	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes 1048 1.138
Lane Vol Left, % 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 HCM Lane V/C Ratio		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes 704 2.827 0.239	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes 605 3.665 0.122	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes 757 2.462 0.133	100% 0% 0% Stop 92 92 0 100 7 0.157 5.647 Yes 635 3.386 0.157	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144 Yes 695 2.883 0.043	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes 1048 1.138 0.029
Lane Vol Left, % 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 HCM Lane V/C Ratio HCM Control Delay		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes 704 2.827 0.239 9.4	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes 605 3.665 0.122 9.5	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes 757 2.462 0.133 8.2	100% 0% 0% Stop 92 92 0 100 7 0.157 5.647 Yes 635 3.386 0.157 9.4	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144 Yes 695 2.883 0.043 8.1	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes 1048 1.138 0.029 6.2
Lane Vol Left, % 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 HCM Lane V/C Ratio		0% 60% 40% Stop 155 0 93 62 168 8 0.238 5.084 Yes 704 2.827 0.239	100% 0% 0% Stop 68 68 0 0 74 8 0.122 5.922 Yes 605 3.665 0.122	0% 0% 100% Stop 93 0 0 93 101 8 0.133 4.719 Yes 757 2.462 0.133	100% 0% 0% Stop 92 92 0 100 7 0.157 5.647 Yes 635 3.386 0.157	0% 100% 0% Stop 28 0 28 0 30 7 0.043 5.144 Yes 695 2.883 0.043	0% 100% 0% Stop 28 0 28 0 30 7 0.029 3.4 Yes 1048 1.138 0.029

## **Educational Use Only**