Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	85	85	56	84	51
Future Vol, veh/h	61	85	85	56	84	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	92	92	61	91	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	8.5	9.1	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	100%	0%	100%	0%	0%
Vol Thru, %	60%	0%	0%	0%	100%	100%
Vol Right, %	40%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	61	85	84	26	26
LT Vol	0	61	0	84	0	0
Through Vol	85	0	0	0	26	26
RT Vol	56	0	85	0	0	0
Lane Flow Rate	153	66	92	91	28	28
Geometry Grp	8	8	8	7	7	7
Degree of Util (X)	0.213	0.108	0.119	0.142	0.039	0.026
Departure Headway (Hd)	5.006	5.839	4.636	5.582	5.08	3.337
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	716	614	772	643	705	1070
Service Time	2.741	3.574	2.371	3.313	2.811	1.067
HCM Lane V/C Ratio	0.214	0.107	0.119	0.142	0.04	0.026
HCM Control Delay	9.1	9.3	8	9.2	8	6.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.4	0.5	0.1	0.1