Intersection

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↱		↰	↑↑
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	A		A		A	

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	0%	100%	0%	100%	0%	0%
Vol Thru, %	57%	0%	0%	0%	100%	100%
Vol Right, %	43%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	61	89	87	26	26
LT Vol	0	61	0	87	0	0
Through Vol	85	0	0	0	26	26
RT Vol	64	0	89	0	0	0
Lane Flow Rate	162	66	97	95	28	28
Geometry Grp	8	8	8	7	7	7
Degree of Util (X)	0.225	0.108	0.125	0.147	0.039	0.026
Departure Headway (Hd)	5.003	5.871	4.668	5.602	5.099	3.356
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	717	611	766	640	702	1063
Service Time	2.737	3.608	2.405	3.334	2.831	1.087
HCM Lane V/C Ratio	0.226	0.108	0.127	0.148	0.04	0.026
HCM Control Delay	9.2	9.3	8.1	9.3	8	6.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.4	0.5	0.1	0.1

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