Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	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	155	68	93	92	28	28
LT Vol	0	68	0	92	0	0
Through Vol	93	0	0	0	28	28
RT Vol	62	0	93	0	0	0
Lane Flow Rate	168	74	101	100	30	30
Geometry Grp	8	8	8	7	7	7
Degree of Util (X)	0.238	0.122	0.133	0.157	0.043	0.029
Departure Headway (Hd)	5.084	5.922	4.719	5.647	5.144	3.4
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	704	605	757	635	695	1048
Service Time	2.827	3.665	2.462	3.386	2.883	1.138
HCM Lane V/C Ratio	0.239	0.122	0.133	0.157	0.043	0.029
HCM Control Delay	9.4	9.5	8.2	9.4	8.1	6.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.5	0.6	0.1	0.1