






Intersection

Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	83	83	55	82	50
Future Vol, veh/h	60	83	83	55	82	50
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	65	90	90	60	89	54
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	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	138	60	83	82	25	25
LT Vol	0	60	0	82	0	0
Through Vol	83	0	0	0	25	25
RT Vol	55	0	83	0	0	0
Lane Flow Rate	150	65	90	89	27	27
Geometry Grp	8	8	8	7	7	7
Degree of Util (X)	0.208	0.105	0.116	0.138	0.038	0.025
Departure Headway (Hd)	4.986	5.818	4.615	5.569	5.066	3.324
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	720	616	776	644	707	1074
Service Time	2.719	3.553	2.35	3.298	2.795	1.052
HCM Lane V/C Ratio	0.208	0.106	0.116	0.138	0.038	0.025
HCM Control Delay	9	9.2	8	9.2	8	6.1
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

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