Intersection Dolay s/yeh	8.6						
Intersection Delay, s/veh Intersection LOS	8.6 A						
IIILEI SECLIOII LOS	А						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	₽		7	<b>^</b>	
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	Α		Α		Α		
Lane		NBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %		0%	100%				
		0 / 0	100%	0%	100%	0%	0%
voi inru, %		60%	0%	0%	100%	0% 100%	0% 100%
Vol Thru, % Vol Right, %							
		60%	0%	0%	0%	100%	100%
Vol Right, %		60% 40%	0% 0%	0% 100%	0% 0%	100% 0%	100% 0%
Vol Right, % Sign Control		60% 40% Stop	0% 0% Stop	0% 100% Stop	0% 0% Stop	100% 0% Stop	100% 0% Stop
Vol Right, % Sign Control Traffic Vol by Lane		60% 40% Stop 138	0% 0% Stop 60	0% 100% Stop 83	0% 0% Stop 82	100% 0% Stop 25	100% 0% Stop 25
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		60% 40% Stop 138	0% 0% Stop 60 60	0% 100% Stop 83 0	0% 0% Stop 82 82	100% 0% Stop 25 0	100% 0% Stop 25 0
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		60% 40% Stop 138 0 83	0% 0% Stop 60 60	0% 100% Stop 83 0	0% 0% Stop 82 82 0	100% 0% Stop 25 0 25	100% 0% Stop 25 0 25
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		60% 40% Stop 138 0 83 55	0% 0% Stop 60 60 0	0% 100% Stop 83 0 0	0% 0% Stop 82 82 0	100% 0% Stop 25 0 25 0 27 7	100% 0% Stop 25 0 25
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		60% 40% Stop 138 0 83 55 150	0% 0% Stop 60 60 0 0	0% 100% Stop 83 0 0 83 90	0% 0% Stop 82 82 0 0	100% 0% Stop 25 0 25 0 27	100% 0% Stop 25 0 25 0 27
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		60% 40% Stop 138 0 83 55 150	0% 0% Stop 60 60 0 0	0% 100% Stop 83 0 0 83 90	0% 0% Stop 82 82 0 0 89	100% 0% Stop 25 0 25 0 27 7	100% 0% Stop 25 0 25 0 27 7
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		60% 40% Stop 138 0 83 55 150 8	0% 0% Stop 60 60 0 65 8 0.105	0% 100% Stop 83 0 0 83 90 8	0% 0% Stop 82 82 0 0 89 7	100% 0% Stop 25 0 25 0 27 7 0.038	100% 0% Stop 25 0 25 0 27 7
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)		60% 40% Stop 138 0 83 55 150 8 0.208 4.986	0% 0% Stop 60 60 0 0 65 8 0.105 5.818	0% 100% Stop 83 0 0 83 90 8 0.116 4.615	0% 0% Stop 82 82 0 0 89 7 0.138 5.569	100% 0% Stop 25 0 25 0 27 7 0.038 5.066	100% 0% Stop 25 0 25 0 27 7 0.025 3.324
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		60% 40% Stop 138 0 83 55 150 8 0.208 4.986 Yes	0% 0% Stop 60 0 0 65 8 0.105 5.818 Yes	0% 100% Stop 83 0 0 83 90 8 0.116 4.615 Yes	0% 0% Stop 82 82 0 0 89 7 0.138 5.569 Yes	100% 0% Stop 25 0 25 0 27 7 0.038 5.066 Yes	100% 0% Stop 25 0 25 7 0.025 3.324 Yes
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		60% 40% Stop 138 0 83 55 150 8 0.208 4.986 Yes 720	0% 0% Stop 60 0 0 65 8 0.105 5.818 Yes 616	0% 100% Stop 83 0 0 83 90 8 0.116 4.615 Yes 776	0% 0% Stop 82 82 0 0 89 7 0.138 5.569 Yes 644	100% 0% Stop 25 0 25 7 7 0.038 5.066 Yes 707	100% 0% Stop 25 0 25 7 7 0.025 3.324 Yes 1074
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		60% 40% Stop 138 0 83 55 150 8 0.208 4.986 Yes 720 2.719	0% 0% Stop 60 0 0 65 8 0.105 5.818 Yes 616 3.553	0% 100% Stop 83 0 0 83 90 8 0.116 4.615 Yes 776 2.35	0% 0% Stop 82 82 0 0 89 7 0.138 5.569 Yes 644 3.298	100% 0% Stop 25 0 25 0 27 7 0.038 5.066 Yes 707 2.795	100% 0% Stop 25 0 27 7 0.025 3.324 Yes 1074 1.052
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		60% 40% Stop 138 0 83 55 150 8 0.208 4.986 Yes 720 2.719 0.208	0% 0% Stop 60 0 0 65 8 0.105 5.818 Yes 616 3.553 0.106	0% 100% Stop 83 0 0 83 90 8 0.116 4.615 Yes 776 2.35 0.116	0% 0% Stop 82 82 0 0 89 7 0.138 5.569 Yes 644 3.298 0.138	100% 0% Stop 25 0 25 7 0.038 5.066 Yes 707 2.795 0.038	100% 0% Stop 25 0 27 7 0.025 3.324 Yes 1074 1.052 0.025

## **Educational Use Only**