| Intersection | | | | | | | |
|---|------|--|--|---|--|--|---|
| Intersection Delay, s/veh | 9 | | | | | | |
| Intersection LOS | A | | | | | | |
| IIILGI 3GCLIOII LOG | | | | | | | |
| | | | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations | * | 7 | f» | | ሻ | ^ | |
| Traffic Vol, veh/h | 68 | 97 | 93 | 70 | 95 | 56 | |
| Future Vol, veh/h | 68 | 97 | 93 | 70 | 95 | 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 | 105 | 101 | 76 | 103 | 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 | 8.8 | | 9.5 | | 8.6 | | |
| HCM LOS | Α | | Α | | Α | | |
| | | | | | | | |
| 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 | | 163 | 68 | 97 | 95 | 28 | 28 |
| LT Vol | | 0 | 68 | 0 | 95 | 0 | 0 |
| Through Vol | | 93 | 0 | 0 | 0 | 28 | 28 |
| | | 70 | 0 | 97 | 0 | 0 | 0 |
| RT VOI | | | | | | | |
| RT Vol Lane Flow Rate | | 177 | 74 | 105 | 103 | 30 | 30 |
| | | | 74 8 | 105 8 | 103 7 | 30 7 | 30 7 |
| Lane Flow Rate | | 177 | | | | | |
| Lane Flow Rate Geometry Grp Degree of Util (X) | | 177 8 | 8 | 8 | 7 | 7 | 7 |
| Lane Flow Rate Geometry Grp | | 177 8 0.25 | 8 0.122 | 8 0.139 | 7 0.163 | 7 0.044 | 7 0.029 |
| Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) | | 177 8 0.25 5.083 | 8 0.122 5.954 | 8 0.139 4.75 | 7 0.163 5.667 | 7 0.044 5.164 | 7 0.029 3.419 |
| Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N | | 177 8 0.25 5.083 Yes | 8 0.122 5.954 Yes | 8 0.139 4.75 Yes | 7 0.163 5.667 Yes | 7 0.044 5.164 Yes | 7 0.029 3.419 Yes |
| Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap | | 177 8 0.25 5.083 Yes 705 | 8 0.122 5.954 Yes 601 | 8 0.139 4.75 Yes 752 | 7 0.163 5.667 Yes 632 | 7 0.044 5.164 Yes 692 | 7 0.029 3.419 Yes 1041 |
| Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time | | 177 8 0.25 5.083 Yes 705 2.829 | 8 0.122 5.954 Yes 601 3.702 | 8 0.139 4.75 Yes 752 2.498 | 7 0.163 5.667 Yes 632 3.406 | 7 0.044 5.164 Yes 692 2.903 | 7 0.029 3.419 Yes 1041 1.158 |

Educational Use Only

0.4

0.5

0.6

0.1

0.1

HCM 95th-tile Q