Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	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	163	68	97	95	28	28
LT Vol	0	68	0	95	0	0
Through Vol	93	0	0	0	28	28
RT Vol	70	0	97	0	0	0
Lane Flow Rate	177	74	105	103	30	30
Geometry Grp	8	8	8	7	7	7
Degree of Util (X)	0.25	0.122	0.139	0.163	0.044	0.029
Departure Headway (Hd)	5.083	5.954	4.75	5.667	5.164	3.419
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	705	601	752	632	692	1041
Service Time	2.829	3.702	2.498	3.406	2.903	1.158
HCM Lane V/C Ratio	0.251	0.123	0.14	0.163	0.043	0.029
HCM Control Delay	9.5	9.5	8.3	9.5	8.1	6.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	1	0.4	0.5	0.6	0.1	0.1