Intersection	2.7						
Intersection Delay, s/veh	8.7						
Intersection LOS	Α						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*	7	1		1	^	
Traffic Vol, veh/h	61	85	85	56	84	51	
Future Vol, veh/h	61	85	85	56	84	51	
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	66	92	92	61	91	55	
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		9.1		8.4		
HCM LOS	Α		Α		Α		
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		141	61	85	84	26	26
LT Vol		0	61	0	84		
Through Vol					04	U	0
THI OUGH VOI		85	0	0	04	0 26	26
RT Vol							
		85	0	0	0	26	26
RT Vol		85 56	0	0 85	0	26 0	26 0
RT Vol Lane Flow Rate		85 56 153	0 0 66	0 85 92	0 0 91	26 0 28	26 0 28
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		85 56 153 8	0 0 66 8	0 85 92 8	0 0 91 7	26 0 28 7	26 0 28 7
RT Vol Lane Flow Rate Geometry Grp		85 56 153 8 0.213	0 0 66 8 0.108	0 85 92 8 0.119	0 91 7 0.142	26 0 28 7 0.039	26 0 28 7 0.026
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		85 56 153 8 0.213 5.006	0 0 66 8 0.108 5.839	0 85 92 8 0.119 4.636	0 91 7 0.142 5.582	26 0 28 7 0.039 5.08	26 0 28 7 0.026 3.337
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		85 56 153 8 0.213 5.006 Yes	0 0 66 8 0.108 5.839 Yes	0 85 92 8 0.119 4.636 Yes	0 91 7 0.142 5.582 Yes	26 0 28 7 0.039 5.08 Yes	26 0 28 7 0.026 3.337 Yes
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		85 56 153 8 0.213 5.006 Yes 716	0 66 8 0.108 5.839 Yes 614	0 85 92 8 0.119 4.636 Yes 772	0 91 7 0.142 5.582 Yes 643	26 0 28 7 0.039 5.08 Yes 705	26 0 28 7 0.026 3.337 Yes 1070
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		85 56 153 8 0.213 5.006 Yes 716 2.741	0 66 8 0.108 5.839 Yes 614 3.574	0 85 92 8 0.119 4.636 Yes 772 2.371	0 91 7 0.142 5.582 Yes 643 3.313	26 0 28 7 0.039 5.08 Yes 705 2.811	26 0 28 7 0.026 3.337 Yes 1070 1.067
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		85 56 153 8 0.213 5.006 Yes 716 2.741 0.214	0 66 8 0.108 5.839 Yes 614 3.574 0.107	0 85 92 8 0.119 4.636 Yes 772 2.371 0.119	0 91 7 0.142 5.582 Yes 643 3.313 0.142	26 0 28 7 0.039 5.08 Yes 705 2.811 0.04	26 0 28 7 0.026 3.337 Yes 1070 1.067 0.026

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