| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 13 | 56 | 7 | 0 | 4 | 27 | 6 | 0 | 3 | 56 | 15 |
| Future Vol, veh/h | 0 | 13 | 56 | 7 | 0 | 4 | 27 | 6 | 0 | 3 | 56 | 15 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 64 | 8 | 0 | 5 | 31 | 7 | 0 | 3 | 64 | 17 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 7.9 | 7.6 | 7.7 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 17% | 11% | 16% |
| Vol Thru, % | 76% | 74% | 73% | 81% |
| Vol Right, % | 20% | 9% | 16% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 74 | 76 | 37 | 94 |
| LT Vol | 3 | 13 | 4 | 15 |
| Through Vol | 56 | 56 | 27 | 76 |
| RT Vol | 15 | 7 | 6 | 3 |
| Lane Flow Rate | 84 | 86 | 42 | 107 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.099 | 0.105 | 0.051 | 0.126 |
| Departure Headway (Hd) | 4.23 | 4.387 | 4.382 | 4.339 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 851 | 820 | 821 | 831 |
| Service Time | 2.236 | 2.393 | 2.389 | 2.339 |
| HCM Lane V/C Ratio | 0.099 | 0.105 | 0.051 | 0.129 |
| HCM Control Delay | 7.7 | 7.9 | 7.6 | 8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.4 | 0.2 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 15 | 76 | 3 |
| Future Vol, veh/h | 0 | 15 | 76 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 86 | 3 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 8 |
| HCM LOS | A |

| Lane |
|---|

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS | A |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 13 | 74 | 7 | 0 | 5 | 36 | 8 | 0 | 3 | 56 | 19 |
| Future Vol, veh/h | 0 | 13 | 74 | 7 | 0 | 5 | 36 | 8 | 0 | 3 | 56 | 19 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 84 | 8 | 0 | 6 | 41 | 9 | 0 | 3 | 64 | 22 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 8.1 | 7.8 | 7.8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 14% | 10% | 19% |
| Vol Thru, % | 72% | 79% | 73% | 78% |
| Vol Right, % | 24% | 7% | 16% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 78 | 94 | 49 | 98 |
| LT Vol | 3 | 13 | 5 | 19 |
| Through Vol | 56 | 74 | 36 | 76 |
| RT Vol | 19 | 7 | 8 | 3 |
| Lane Flow Rate | 89 | 107 | 56 | 111 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.106 | 0.131 | 0.069 | 0.137 |
| Departure Headway (Hd) | 4.293 | 4.431 | 4.429 | 4.423 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 837 | 811 | 810 | 813 |
| Service Time | 2.308 | 2.449 | 2.447 | 2.439 |
| HCM Lane V/C Ratio | 0.106 | 0.132 | 0.069 | 0.137 |
| HCM Control Delay | 7.8 | 8.1 | 7.8 | 8.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.4 | 0.2 | 0.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 19 | 76 | 3 |
| Future Vol, veh/h | 0 | 19 | 76 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 22 | 86 | 3 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 8.1 |
| HCM LOS | A |

| Lane |
|---|

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.7 |
| Intersection LOS | A |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 13 | 38 | 7 | 0 | 3 | 18 | 4 | 0 | 3 | 56 | 10 |
| Future Vol, veh/h | 0 | 13 | 38 | 7 | 0 | 3 | 18 | 4 | 0 | 3 | 56 | 10 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 43 | 8 | 0 | 3 | 20 | 5 | 0 | 3 | 64 | 11 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 7.7 | 7.5 | 7.6 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 22% | 12% | 11% |
| Vol Thru, % | 81% | 66% | 72% | 85% |
| Vol Right, % | 14% | 12% | 16% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 69 | 58 | 25 | 89 |
| LT Vol | 3 | 13 | 3 | 10 |
| Through Vol | 56 | 38 | 18 | 76 |
| RT Vol | 10 | 7 | 4 | 3 |
| Lane Flow Rate | 78 | 66 | 28 | 101 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.089 | 0.078 | 0.034 | 0.117 |
| Departure Headway (Hd) | 4.098 | 4.238 | 4.331 | 4.161 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 863 | 831 | 832 | 852 |
| Service Time | 2.177 | 2.335 | 2.331 | 2.233 |
| HCM Lane V/C Ratio | 0.09 | 0.079 | 0.034 | 0.119 |
| HCM Control Delay | 7.6 | 7.7 | 7.5 | 7.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.3 | 0.1 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 10 | 76 | 3 |
| Future Vol, veh/h | 0 | 10 | 76 | 3 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 11 | 86 | 3 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 7.8 |
| HCM LOS | A |

| Lane |
|---|

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.1 |
| Intersection LOS | A |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 6 | 98 | 21 | 0 | 3 | 41 | 7 | 0 | 6 | 74 | 14 |
| Future Vol, veh/h | 0 | 6 | 98 | 21 | 0 | 3 | 41 | 7 | 0 | 6 | 74 | 14 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 111 | 24 | 0 | 3 | 47 | 8 | 0 | 7 | 84 | 16 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 8.3 | 7.8 | 8.1 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 6% | 5% | 6% | 19% |
| Vol Thru, % | 79% | 78% | 80% | 79% |
| Vol Right, % | 15% | 17% | 14% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 94 | 125 | 51 | 78 |
| LT Vol | 6 | 6 | 3 | 15 |
| Through Vol | 74 | 98 | 41 | 62 |
| RT Vol | 14 | 21 | 7 | 1 |
| Lane Flow Rate | 107 | 142 | 58 | 89 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.131 | 0.172 | 0.072 | 0.112 |
| Departure Headway (Hd) | 4.414 | 4.359 | 4.473 | 4.54 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 814 | 825 | 802 | 791 |
| Service Time | 2.433 | 2.377 | 2.493 | 2.559 |
| HCM Lane V/C Ratio | 0.131 | 0.172 | 0.072 | 0.113 |
| HCM Control Delay | 8.1 | 8.3 | 7.8 | 8.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.6 | 0.2 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Traffic Vol, veh/h | 0 | 15 | 62 | 1 |
| Future Vol, veh/h | 0 | 15 | 62 | 1 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 70 | 1 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 8.1 |
| HCM LOS | A |

| Lane |
|---|