

| Intersection | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh | 5.2 | | | | |
| Intersection LOS | A | | | | |
| Approach | EB | WB | NB | SB | SE |
| Entry Lanes | 1 | 1 | 1 | 1 | 0 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 0 | 249 | 223 | 0 | 0 |
| Demand Flow Rate, veh/h | 0 | 254 | 227 | 0 | 0 |
| Vehicles Circulating, veh/h | 254 | 0 | 0 | 254 | 254 |
| Vehicles Exiting, veh/h | 0 | 0 | 254 | 0 | 0 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 0.0 | 5.3 | 5.1 | 0.0 | 0.0 |
| Approach LOS | - | A | A | - | - |
| Lane | Left | Left | Left | Left | |
| Designated Moves | R | L | R | T | |
| Assumed Moves | R | L | R | T | |
| RT Channelized | | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 | |
| Critical Headway, s | 4.113 | 4.113 | 4.113 | 4.113 | |
| Entry Flow, veh/h | 0 | 254 | 227 | 0 | |
| Cap Entry Lane, veh/h | 946 | 1130 | 1130 | 946 | |
| Entry HV Adj Factor | 1.000 | 0.980 | 0.982 | 1.000 | |
| Flow Entry, veh/h | 0 | 249 | 223 | 0 | |
| Cap Entry, veh/h | 946 | 1108 | 1110 | 946 | |
| V/C Ratio | 0.000 | 0.225 | 0.201 | 0.000 | |
| Control Delay, s/veh | 3.8 | 5.3 | 5.1 | 3.8 | |
| LOS | A | A | A | A | |
| 95th %tile Queue, veh | 0 | 1 | 1 | 0 | |

Intersection

Intersection Delay, s/veh

Intersection LOS

| Approach | NW |
|----------|----|
|----------|----|

| | |
|-------------|---|
| Entry Lanes | 0 |
|-------------|---|

| | |
|--------------------------|---|
| Conflicting Circle Lanes | 2 |
|--------------------------|---|

| | |
|--------------------------|---|
| Adj Approach Flow, veh/h | 0 |
|--------------------------|---|

| | |
|-------------------------|---|
| Demand Flow Rate, veh/h | 0 |
|-------------------------|---|

| | |
|-----------------------------|---|
| Vehicles Circulating, veh/h | 0 |
|-----------------------------|---|

| | |
|-------------------------|-----|
| Vehicles Exiting, veh/h | 227 |
|-------------------------|-----|

| | |
|----------------------|-------|
| Follow-Up Headway, s | 3.186 |
|----------------------|-------|

| | |
|---------------------------|---|
| Ped Vol Crossing Leg, #/h | 0 |
|---------------------------|---|

| | |
|-------------|-------|
| Ped Cap Adj | 1.000 |
|-------------|-------|

| | |
|-----------------------|-----|
| Approach Delay, s/veh | 0.0 |
|-----------------------|-----|

| | |
|--------------|---|
| Approach LOS | - |
|--------------|---|

Lane

Designated Moves

Assumed Moves

RT Channelized

Lane Util

Critical Headway, s

Entry Flow, veh/h

Cap Entry Lane, veh/h

Entry HV Adj Factor

Flow Entry, veh/h

Cap Entry, veh/h

V/C Ratio

Control Delay, s/veh

LOS

95th %tile Queue, veh