

| Intersection | | | | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|-------|-------|------|
| Intersection Delay, s/veh | 5.9 | | | | | | | |
| Intersection LOS | A | | | | | | | |
| Approach | EB | WB | NB | SB | NE | | | |
| Entry Lanes | 0 | 0 | 2 | 2 | 2 | | | |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 | 2 | | | |
| Adj Approach Flow, veh/h | 0 | 0 | 131 | 397 | 82 | | | |
| Demand Flow Rate, veh/h | 0 | 0 | 134 | 405 | 84 | | | |
| Vehicles Circulating, veh/h | 449 | 120 | 378 | 118 | 449 | | | |
| Vehicles Exiting, veh/h | 74 | 392 | 155 | 410 | 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 | 0.0 | 5.2 | 6.3 | 5.6 | | | |
| Approach LOS | - | - | A | A | A | | | |
| Lane | Left | Right | Left | Right | Left | Right | Left | Left |
| Designated Moves | LT | R | LT | R | L | TR | L | L |
| Assumed Moves | LT | R | LT | R | L | TR | L | L |
| RT Channelized | | | | | | | | |
| Lane Util | 0.269 | 0.731 | 0.817 | 0.183 | 1.000 | 0.000 | 0.289 | |
| Critical Headway, s | 4.293 | 4.113 | 4.293 | 4.113 | 4.293 | 4.113 | 4.293 | |
| Entry Flow, veh/h | 36 | 98 | 331 | 74 | 84 | 0 | 118 | |
| Cap Entry Lane, veh/h | 851 | 867 | 1034 | 1040 | 807 | 825 | 1033 | |
| Entry HV Adj Factor | 0.980 | 0.980 | 0.980 | 0.986 | 0.976 | 1.000 | 0.983 | |
| Flow Entry, veh/h | 35 | 96 | 324 | 73 | 82 | 0 | 116 | |
| Cap Entry, veh/h | 834 | 850 | 1013 | 1026 | 788 | 825 | 1015 | |
| V/C Ratio | 0.042 | 0.113 | 0.320 | 0.071 | 0.104 | 0.000 | 0.114 | |
| Control Delay, s/veh | 4.7 | 5.3 | 6.8 | 4.1 | 5.6 | 4.4 | 4.6 | |
| LOS | A | A | A | A | A | A | A | |
| 95th %tile Queue, veh | 0 | 0 | 1 | 0 | 0 | 0 | 0 | |

Intersection

Intersection Delay, s/veh

Intersection LOS

| Approach | SW |
|----------|----|
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| Entry Lanes | 2 |
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| Conflicting Circle Lanes | 2 |
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| Adj Approach Flow, veh/h | 400 |
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| Demand Flow Rate, veh/h | 408 |
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| Vehicles Circulating, veh/h | 120 |
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| Vehicles Exiting, veh/h | 0 |
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| Follow-Up Headway, s | 3.186 |
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|---------------------------|---|
| Ped Vol Crossing Leg, #/h | 0 |
|---------------------------|---|

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|-------------|-------|
| Ped Cap Adj | 1.000 |
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| Approach Delay, s/veh | 5.8 |
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|--------------|---|
| Approach LOS | A |
|--------------|---|

| Lane | Right |
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|------------------|----|
| Designated Moves | TR |
|------------------|----|

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|---------------|----|
| Assumed Moves | TR |
|---------------|----|

RT Channelized

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| Lane Util | 0.711 |
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| Critical Headway, s | 4.113 |
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| Entry Flow, veh/h | 290 |
|-------------------|-----|

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| Cap Entry Lane, veh/h | 1039 |
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| Entry HV Adj Factor | 0.979 |
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| Flow Entry, veh/h | 284 |
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| Cap Entry, veh/h | 1017 |
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| V/C Ratio | 0.279 |
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| Control Delay, s/veh | 6.3 |
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| LOS | A |
|-----|---|

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| 95th %tile Queue, veh | 1 |
|-----------------------|---|