

Intersection							
Intersection Delay, s/veh	30.2						
Intersection LOS	D						
Approach	EB	WB	NB	SB	NE		
Entry Lanes	0	0	3	3	2		
Conflicting Circle Lanes	2	2	2	2	2		
Adj Approach Flow, veh/h	0	0	0	0	502		
Demand Flow Rate, veh/h	0	0	0	0	512		
Vehicles Circulating, veh/h	1108	1068	457	628	1108		
Vehicles Exiting, veh/h	566	601	1163	1110	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	0.0	0.0	20.9		
Approach LOS	-	-	-	-	C		
Lane					Left	Right	Left
Designated Moves					L	TR	L
Assumed Moves					L	TR	L
RT Channelized							
Lane Util					0.303	0.697	0.279
Critical Headway, s					4.293	4.113	4.293
Entry Flow, veh/h					155	357	187
Cap Entry Lane, veh/h					492	520	507
Entry HV Adj Factor					0.981	0.980	0.979
Flow Entry, veh/h					152	350	183
Cap Entry, veh/h					483	510	496
V/C Ratio					0.315	0.686	0.369
Control Delay, s/veh					12.4	24.5	13.3
LOS					B	C	B
95th %tile Queue, veh					1	5	2

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	657
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Demand Flow Rate, veh/h	670
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Vehicles Circulating, veh/h	1068
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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	37.3
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Approach LOS	E
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Lane	Right
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Designated Moves	TR
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Assumed Moves	TR
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RT Channelized

Lane Util	0.721
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Critical Headway, s	4.113
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Entry Flow, veh/h	483
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Cap Entry Lane, veh/h	535
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Entry HV Adj Factor	0.981
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Flow Entry, veh/h	474
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Cap Entry, veh/h	525
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V/C Ratio	0.903
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Control Delay, s/veh	46.6
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LOS	E
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95th %tile Queue, veh	11
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