

| Intersection | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh | 4.2 | | | | |
| Intersection LOS | A | | | | |
| Approach | EB | WB | SB | SE | NW |
| Entry Lanes | 1 | 1 | 2 | 0 | 0 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 46 | 160 | 125 | 0 | 0 |
| Demand Flow Rate, veh/h | 47 | 163 | 127 | 0 | 0 |
| Vehicles Circulating, veh/h | 74 | 47 | 0 | 74 | 47 |
| Vehicles Exiting, veh/h | 0 | 0 | 210 | 53 | 74 |
| 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 | 3.9 | 4.8 | 3.7 | 0.0 | 0.0 |
| Approach LOS | A | A | A | - | - |
| Lane | Left | Left | Left | Right | |
| Designated Moves | L | R | L | TR | |
| Assumed Moves | L | R | L | TR | |
| RT Channelized | | | | | |
| Lane Util | 1.000 | 1.000 | 0.583 | 0.417 | |
| Critical Headway, s | 5.193 | 5.193 | 5.193 | 5.193 | |
| Entry Flow, veh/h | 47 | 163 | 74 | 53 | |
| Cap Entry Lane, veh/h | 1049 | 1078 | 1130 | 1130 | |
| Entry HV Adj Factor | 0.979 | 0.982 | 0.986 | 0.981 | |
| Flow Entry, veh/h | 46 | 160 | 73 | 52 | |
| Cap Entry, veh/h | 1027 | 1058 | 1115 | 1109 | |
| V/C Ratio | 0.045 | 0.151 | 0.065 | 0.047 | |
| Control Delay, s/veh | 3.9 | 4.8 | 3.8 | 3.6 | |
| LOS | A | A | A | A | |
| 95th %tile Queue, veh | 0 | 1 | 0 | 0 | |