

| Intersection | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection Delay, s/veh | 12.6 | | | | |
| Intersection LOS | B | | | | |
| Approach | EB | WB | NB | SB | SE |
| Entry Lanes | 0 | 0 | 2 | 2 | 3 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 0 | 0 | 237 | 193 | 0 |
| Demand Flow Rate, veh/h | 0 | 0 | 242 | 197 | 0 |
| Vehicles Circulating, veh/h | 1032 | 1560 | 1032 | 1560 | 600 |
| Vehicles Exiting, veh/h | 706 | 219 | 0 | 0 | 1157 |
| 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 | 10.1 | 15.7 | 0.0 |
| Approach LOS | - | - | B | C | - |
| Lane | Left | Right | Left | Right | |
| Designated Moves | L | LTR | L | TR | |
| Assumed Moves | L | LTR | L | TR | |
| RT Channelized | | | | | |
| Lane Util | 0.529 | 0.471 | 0.315 | 0.685 | |
| Critical Headway, s | 4.293 | 4.113 | 4.293 | 4.113 | |
| Entry Flow, veh/h | 128 | 114 | 62 | 135 | |
| Cap Entry Lane, veh/h | 521 | 549 | 351 | 379 | |
| Entry HV Adj Factor | 0.981 | 0.977 | 0.984 | 0.978 | |
| Flow Entry, veh/h | 126 | 111 | 61 | 132 | |
| Cap Entry, veh/h | 511 | 536 | 345 | 371 | |
| V/C Ratio | 0.246 | 0.208 | 0.177 | 0.356 | |
| Control Delay, s/veh | 10.5 | 9.5 | 13.5 | 16.8 | |
| LOS | B | A | B | C | |
| 95th %tile Queue, veh | 1 | 1 | 1 | 2 | |

Intersection

Intersection Delay, s/veh

Intersection LOS

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

| | |
|-------------|---|
| Entry Lanes | 3 |
|-------------|---|

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

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

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

| | |
|-----------------------------|-----|
| Vehicles Circulating, veh/h | 512 |
|-----------------------------|-----|

| | |
|-------------------------|-----|
| Vehicles Exiting, veh/h | 762 |
|-------------------------|-----|

| | |
|----------------------|-------|
| 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