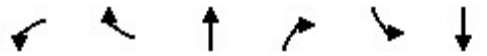

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	224	148	22	191	92	22
Future Volume (veh/h)	224	148	22	191	92	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	0	24	0	100	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	611		104		332	1167
Arrive On Green	0.18	0.00	0.06	0.00	0.10	0.33
Sat Flow, veh/h	3456	1585	1870	1585	3456	3647
Grp Volume(v), veh/h	243	0	24	0	100	24
Grp Sat Flow(s),veh/h/ln	1728	1585	1870	1585	1728	1777
Q Serve(g_s), s	1.8	0.0	0.3	0.0	0.8	0.1
Cycle Q Clear(g_c), s	1.8	0.0	0.3	0.0	0.8	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	611		104		332	1167
V/C Ratio(X)	0.40		0.23		0.30	0.02
Avail Cap(c_a), veh/h	2687		1587		2443	3015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	12.8	0.0	11.9	6.4
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	0.0	13.2	0.0	12.1	6.4
LnGrp LOS	B		B		B	A
Approach Vol, veh/h	243		24			124
Approach Delay, s/veh	10.5		13.2			11.0
Approach LOS	B		B			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.7	7.6		13.0		15.3
Change Period (Y+Rc), s	5.0	6.0		8.0		6.0
Max Green Setting (Gmax), s	20.0	24.0		22.0		24.0
Max Q Clear Time (g_c+I1), s	2.8	2.3		3.8		2.1
Green Ext Time (p_c), s	0.1	0.0		0.4		0.0

Intersection Summary			
HCM 6th Ctrl Delay		10.8	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.