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	2227		8		15	16
Arrive On Green	0.64	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3456	1585	-112222	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	0.6	0.0	0.1	0.0	0.1	0.1
Cycle Q Clear(g_c), s	0.6	0.0	0.1	0.0	0.1	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	2227		8		15	16
V/C Ratio(X)	0.11		2.89		6.51	1.52
Avail Cap(c_a), veh/h	2227		1372		768	4185
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	1.5	0.0	11.3	0.0	11.3	11.2
Incr Delay (d2), s/veh	0.1	0.0	875.0	0.0	2491.0	258.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.1	0.0	5.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	1.6	0.0	886.2	0.0	2502.2	269.3
LnGrp LOS	A		F		F	F
Approach Vol, veh/h	243		24			124
Approach Delay, s/veh	1.6		886.2			2070.0
Approach LOS	A		F			F

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	0.0			0.0	22.5
Change Period (Y+Rc), s	5.0	6.0			6.0	8.0
Max Green Setting (Gmax), s	5.0	16.5			26.5	14.5
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0	0.0
Green Ext Time (p_c), s	0.0	0.0			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	711.9
HCM 6th LOS	F

Notes

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