Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	238	136	0	0	546	0
Future Vol, veh/h	238	136	0	0	546	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	2	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	2	2	9	9
Mvmt Flow	259	148	0	0	593	0

Major/Minor	Minor2			Major2	
Conflicting Flow All	593	297		-	0
Stage 1	593	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.86	6.96		-	-
Critical Hdwy Stg 1	5.86	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.53	3.33		-	-
Pot Cap-1 Maneuver	434	696		-	0
Stage 1	512	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	434	696		-	-
Mov Cap-2 Maneuver	483	-		-	-
Stage 1	512	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	17.4	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	483	696	-
HCM Lane V/C Ratio	0.536	0.212	-
HCM Control Delay (s)	20.7	11.6	-
HCM Lane LOS	C	B	-
HCM 95th %tile Q(veh)	3.1	0.8	-

Intersection	
Int Delay, s/veh	8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	475	488	102	236	358
Future Vol, veh/h	0	475	488	102	236	358
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	25	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	0	552	567	119	274	416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	284	0	0	686	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.28	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.29	-
Pot Cap-1 Maneuver	0	713	-	-	858	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	713	-	-	858	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.2	0	4.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	858	-
HCM Lane V/C Ratio	-	-	0.775	0.32	-
HCM Control Delay (s)	-	-	25.2	11.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	7.5	1.4	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	129	0	0	100	0	911	129	0	1768	159
Future Vol, veh/h	0	0	129	0	0	100	0	911	129	0	1768	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	25	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	4	2	2	2
Mvmt Flow	0	0	139	0	0	108	0	980	139	0	1901	171

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	951	-	-	-	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	260	0	0	0	0	-	-	0	-	0
Stage 1	0	0	-	0	0	0	0	-	-	0	-	0
Stage 2	0	0	-	0	0	0	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	260	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.6	0	0	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	260	-	-
HCM Lane V/C Ratio	-	-	0.533	-	-
HCM Control Delay (s)	-	-	33.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.9	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	155	155	856	1772	0
Future Vol, veh/h	0	155	155	856	1772	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	600	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	0	168	168	930	1926	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	1926	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	0	0	302	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	302	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	4.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	302	-	-	-
HCM Lane V/C Ratio	0.558	-	-	-
HCM Control Delay (s)	31	-	0	-
HCM Lane LOS	D	-	A	-
HCM 95th %tile Q(veh)	3.2	-	-	-

HCS7 Freeway Merge Report

Project Information			
Analyst	Whipple Consulting Engineers	Date	03/05/2021
Agency	WSDOT	Analysis Year	2026 PM w Proj.
Jurisdiction	WSDOT	Time Analyzed	PM
Project Description	19-2318 Marshall Creek - Thorpe N MUT	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	43.6	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1772	155
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	2.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.980
Flow Rate (vi),pc/h	1965	172
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.47	0.09

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.282
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	43.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	43.6
Flow in Lanes 1 and 2 (v12), pc/h	1965	Ramp Junction Speed (S), mi/h	43.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	2137	Average Density (D), pc/mi/ln	24.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	16.5

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	86	954	0	86	1811
Future Vol, veh/h	0	86	954	0	86	1811
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	0	2	2
Mvmt Flow	0	93	1037	0	93	1968

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	-	1037	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	2.22	-
Pot Cap-1 Maneuver	0	0	-	0	666	-
Stage 1	0	0	-	0	-	-
Stage 2	0	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	666	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	-
HCM Lane V/C Ratio	-	-	0.14	-
HCM Control Delay (s)	-	0	11.3	-
HCM Lane LOS	-	A	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

HCS7 Freeway Merge Report

Project Information

Analyst	Whipple Consulting Engineers	Date	03/05/2021
Agency	WSDOT	Analysis Year	2026 PM w Proj.
Jurisdiction	WSDOT	Time Analyzed	AM
Project Description	19-2318 Marshall Creek - Thorpe S. MUT	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	43.6	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	954	86
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	4.00	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.962	0.980
Flow Rate (vi),pc/h	1078	95
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.05

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.294
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	43.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	43.6
Flow in Lanes 1 and 2 (v12), pc/h	1078	Ramp Junction Speed (S), mi/h	43.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1173	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.5

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	29	908	4	21	1404
Future Vol, veh/h	0	29	908	4	21	1404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	25	200	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	17	2	2	9	9
Mvmt Flow	0	32	987	4	23	1526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	494	0	0	991	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.24	-	-	4.28	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.47	-	-	2.29	-
Pot Cap-1 Maneuver	0	483	-	-	652	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	483	-	-	652	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	652	-
HCM Lane V/C Ratio	-	-	0.065	0.035	-
HCM Control Delay (s)	-	-	13	10.7	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	256	256	682	1168	0
Future Vol, veh/h	0	256	256	682	1168	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	-	0	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	278	278	741	1270	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	1270	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.25	-	-	-
Pot Cap-1 Maneuver	0	0	527	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	527	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	527	-	-	-
HCM Lane V/C Ratio	0.528	-	-	-
HCM Control Delay (s)	19.2	-	0	-
HCM Lane LOS	C	-	A	-
HCM 95th %tile Q(veh)	3.1	-	-	-

HCS7 Freeway Merge Report

Project Information			
Analyst	Whipple Consulting Engineers	Date	03/05/2021
Agency	WSDOT	Analysis Year	2026 PM w Proj.
Jurisdiction	WSDOT	Time Analyzed	PM
Project Description	19-2318 Marshall Creek - Meadowlane N MUT	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	43.6	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	1168	256
Peak Hour Factor (PHF)	0.92	0.92
Total Trucks, %	2.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.952
Flow Rate (vi),pc/h	1295	292
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.15

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.300
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	43.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	43.6
Flow in Lanes 1 and 2 (v12), pc/h	1295	Ramp Junction Speed (S), mi/h	43.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1587	Average Density (D), pc/mi/ln	18.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	82	0	0	1053	0
Future Vol, veh/h	81	82	0	0	1053	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	2	-	-	16979	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	2	2	9	9
Mvmt Flow	88	89	0	0	1145	0

Major/Minor	Minor2			Major2	
Conflicting Flow All	1145	573		-	0
Stage 1	1145	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.86	6.96		-	-
Critical Hdwy Stg 1	5.86	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.53	3.33		-	-
Pot Cap-1 Maneuver	192	460		-	0
Stage 1	263	-		-	0
Stage 2	-	-		-	0
Platoon blocked, %				-	
Mov Cap-1 Maneuver	192	460		-	-
Mov Cap-2 Maneuver	238	-		-	-
Stage 1	263	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	21.7	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	238	460	-
HCM Lane V/C Ratio	0.37	0.194	-
HCM Control Delay (s)	28.7	14.7	-
HCM Lane LOS	D	B	-
HCM 95th %tile Q(veh)	1.6	0.7	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	439	317	64	448	631
Future Vol, veh/h	0	439	317	64	448	631
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	25	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	0	453	327	66	462	651

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	164	0	0	393	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	852	-	-	1162	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	852	-	-	1162	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	4.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1162	-
HCM Lane V/C Ratio	-	-	0.531	0.397	-
HCM Control Delay (s)	-	-	13.9	10.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	3.2	1.9	-