

Intersection						
Int Delay, s/veh	8.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗	↗	↗↗
Traffic Vol, veh/h	0	469	482	102	218	341
Future Vol, veh/h	0	469	482	102	218	341
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	545	560	119	253	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	280	0	0	679	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	717	-	-	864	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	717	-	-	864	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.1	0	4.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	717	864	-	
HCM Lane V/C Ratio	-	-	0.761	0.293	-	
HCM Control Delay (s)	-	-	24.1	10.9	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	7.1	1.2	-	

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↗↗	↗		↗↗	↗
Traffic Vol, veh/h	0	0	106	0	0	90	0	826	123	0	1638	145
Future Vol, veh/h	0	0	106	0	0	90	0	826	123	0	1638	145
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	114	0	0	97	0	888	132	0	1761	156
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	881	-	-	-	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	290	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	-	-	290	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	25.2		0		0		0					
HCM LOS	D		A									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBT							
Capacity (veh/h)	-		290		-							
HCM Lane V/C Ratio	-		0.393		-							
HCM Control Delay (s)	-		25.2		0							
HCM Lane LOS	-		D		A							
HCM 95th %tile Q(veh)	-		1.8		-							

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	131	131	783	1651	0
Future Vol, veh/h	0	131	131	783	1651	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	142	142	851	1795	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	-	1795	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	340	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	340	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	3.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT		
Capacity (veh/h)	340	-	-	-		
HCM Lane V/C Ratio	0.419	-	-	-		
HCM Control Delay (s)	23	-	0	-		
HCM Lane LOS	C	-	A	-		
HCM 95th %tile Q(veh)	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	20-2564 Latah Glen - 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)	1651	131
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	1831	145
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.44	0.07

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)	0.277
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	43.2
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	1831	Ramp Junction Speed (S), mi/h	43.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	1976	Average Density (D), pc/mi/ln	22.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.3

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗		↘	↗↗
Traffic Vol, veh/h	0	86	861	0	86	1657
Future Vol, veh/h	0	86	861	0	86	1657
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	936	0	93	1801
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	-	0	-	936	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	727	-
Stage 1	0	0	-	0	-	-
Stage 2	0	0	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	727	-
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	NBTWBLn1		SBL	SBT		
Capacity (veh/h)	-		727	-		
HCM Lane V/C Ratio	-		0.129	-		
HCM Control Delay (s)	-		10.7	-		
HCM Lane LOS	-		A	B		
HCM 95th %tile Q(veh)	-		0.4	-		

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	20-2564 Latah Glen - 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)	861	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	973	95
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.24	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)	0.292
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	973	Ramp Junction Speed (S), mi/h	43.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1068	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.7

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗	↗	↗	↗↗
Traffic Vol, veh/h	0	29	870	4	21	1368
Future Vol, veh/h	0	29	870	4	21	1368
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	946	4	23	1487
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	473	0	0	950	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	499	-	-	677	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	499	-	-	677	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.7	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	499	677	-	
HCM Lane V/C Ratio	-	-	0.063	0.034	-	
HCM Control Delay (s)	-	-	12.7	10.5	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↗↘	↗↘	
Traffic Vol, veh/h	0	136	136	657	1153	0
Future Vol, veh/h	0	136	136	657	1153	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	148	148	714	1253	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	-	1253	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	535	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	535	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	2.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT		
Capacity (veh/h)	535	-	-	-		
HCM Lane V/C Ratio	0.276	-	-	-		
HCM Control Delay (s)	14.3	-	0	-		
HCM Lane LOS	B	-	A	-		
HCM 95th %tile Q(veh)	1.1	-	-	-		

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	20-2564 Latah Glen - 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)	1153	136
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	1279	155
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.32	0.08

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)	0.297
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	1279	Ramp Junction Speed (S), mi/h	43.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	1434	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.5

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					 	
Traffic Vol, veh/h	81	74	0	0	1031	0
Future Vol, veh/h	81	74	0	0	1031	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	80	0	0	1121	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	1121	561			-	0
Stage 1	1121	-			-	-
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	199	468			-	0
Stage 1	271	-			-	0
Stage 2	-	-			-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	199	468			-	-
Mov Cap-2 Maneuver	246	-			-	-
Stage 1	271	-			-	-
Stage 2	-	-			-	-
Approach	EB		SB			
HCM Control Delay, s	21.3		0			
HCM LOS	C					
Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT			
Capacity (veh/h)	246	468	-			
HCM Lane V/C Ratio	0.358	0.172	-			
HCM Control Delay (s)	27.6	14.3	-			
HCM Lane LOS	D	B	-			
HCM 95th %tile Q(veh)	1.6	0.6	-			

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	420	298	64	436	620
Future Vol, veh/h	0	420	298	64	436	620
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	433	307	66	449	639
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	154	0	0	373	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	864	-	-	1182	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	864	-	-	1182	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.3	0		4.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	864		1182	-	
HCM Lane V/C Ratio	-	0.501		0.38	-	
HCM Control Delay (s)	-	13.3		9.9	-	
HCM Lane LOS	-	B		A	-	
HCM 95th %tile Q(veh)	-	2.9		1.8	-	