ARTERIAL, HIGHWAY, AND FREEWAY SEGMENTS CAPACITY ANALYSIS

FREE-TAB Version 2.0

Freeway Level of Service Tables

Based on Chapter 3 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation

August 1995

DESCRIPTION

ROAD NAME: **I-526 and I-26**
DISTANCE (mi): **N/A**
STUDY TIME PERIOD: **PM PEAK**
ANALYSIS DATE: **September 1998**
NAME: **DN**
USER NOTES: **LOS assessment for Daniel I EIS**

TRAFFIC CHARACTERISTICS

		----Range----
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.550**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**2,000**	(1600 - 2400)

ROADWAY CHARACTERISTICS

FREE FLOW SPEED (mph): **60** (70, 60, 65, or 50)

NOTE: Press Alt-P to Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
LANES	A	B	C	D	E
2	1,030	1,660	2,490	3,150	3,800
3	1,490	2,380	3,570	4,520	5,700
4	1,980	3,170	4,760	6,030	7,600
5	2,480	3,960	5,950	7,530	9,500
6	2,980	4,750	7,140	9,040	11,400
7	3,470	5,550	8,330	10,550	13,300

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
LANES	A	B	C	D	E
4	1,900	3,000	4,500	5,700	6,900
6	2,700	4,300	6,500	8,200	10,400
8	3,600	5,800	8,700	11,000	13,800
10	4,500	7,200	10,800	13,700	17,300
12	5,400	8,600	13,000	16,400	20,700
14	6,300	10,100	15,100	19,200	24,200

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
LANES	A	B	C	D	E
4	20,900	33,500	50,300	63,600	76,800
6	30,100	48,000	72,100	91,300	115,200
8	40,100	64,000	96,100	121,800	153,500
10	50,100	80,000	120,100	152,200	191,900
12	60,100	96,000	144,200	182,600	230,300
14	70,100	112,000	168,200	213,100	268,700

R2LN-TAB Version 1.1

Rural Two-Lane Uninterrupted Highway Level of Service Tables

Based on the 1994 Highway Capacity Manual Update

Florida Department of Transportation

August 1995

DESCRIPTION

ROAD NAME: **CLEMENTS FERRY ROAD**
DISTANCE (mi): 7.8
STUDY TIME PERIOD: **PM PEAK**
ANALYSIS DATE: **Sept 1998**
NAME: **DN**
USER NOTES: **I-526 to Cainhoy Road**

TRAFFIC CHARACTERISTICS

		----Range----
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
BI-DIRECTION ADJUSTED SATURATION FLOW RATE:	**2,600**	(2000 - 2800)

ROADWAY CHARACTERISTICS

POSTED SPEED LIMIT (mph):	**45**	(55,50, 45 or 40)
PERCENT NO PASSING ZONES:	**25**	(0 - 100)
% EXCLUSIVE PASSING LANES:	**10**	(0 - 100)
LEFT TURN BAYS (Y/N):	**N**	

PEAK HOUR PEAK DIRECTION VOLUME

A	B	C	D	E
0	200	480	760	1,390

PEAK HOUR VOLUME (BOTH DIRECTIONS)

A	B	C	D	E
0	330	800	1,270	2,320

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

A	B	C	D	E
0	3,700	8,800	14,100	25,800

ART-TAB Version 2.0

Arterial Level of Service Volume Tables
Based on Chapter 11 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation
August 1995

DESCRIPTION

ROAD NAME:	**RHETT AVE**
From:	Remount Rd.
To:	I-26
>>>>>> PEAK DIRECTION:	**SB**
Study Time Period:	**AM peak**
Analysis Date:	**Sept 1998**
Number of Lanes:	**4L**
AADT:	**26100**
User Notes:	

TRAFFIC CHARACTERISTICS

		---Range---
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**1,900**	(1400 - 2000)
% TURNS FROM EXCLUSIVE LANES:	**12**	(0 - 100)

ROADWAY CHARACTERISTICS

URBAN, TRANSITIONING, OR RURAL AREA TYPE:	**U**	(U, T, or R)
ARTERIAL CLASS:	**2**	(1, 2, or 3)
FREE FLOW SPEED (mph):	**40**	(40,35,30,25)
TOTAL LENGTH OF ARTERIAL (mi):	**1**	
MEDIANS (Y/N):	**Y**	
LEFT TURN BAYS (Y/N):	**Y**	

SIGNALIZATION CHARACTERISTICS

NO. SIGNALIZED INTERSECTIONS:	**2**	
ARRIVAL TYPE, PEAK DIRECTION:	**3**	(1,2,3,4,5 or 6)
TYPE SIGNAL SYSTEM:	**A**	(P, S, or A)
(P=Pretimed, S=Semiactuated, A=Actuated)		
SYSTEM CYCLE LENGTH (sec):	**80**	(60 - 180)
WEIGHTED THRU MOVEMENT g/C:	**0.50**	(0.20 - 0.80)

PEAK HOUR PEAK DIRECTION VOLUME

(Includes vehicles in exclusive turn lanes)

2 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
1		930	1,040	1,080	1,080
2		1,930	2,120	2,160	2,160
3		2,950	3,210	3,240	3,240
4		3,990	4,300	4,320	4,320

PEAK HOUR VOLUME (BOTH DIRECTIONS)

(Includes vehicles in exclusive turn lanes)

2 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2		1,560	1,740	1,800	1,800
4		3,220	3,540	3,600	3,600
6		4,920	5,350	5,400	5,400
8		6,660	7,160	7,200	7,200

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

(Includes vehicles in exclusive turn lanes)

2 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2		17,300	19,300	20,000	20,000
4		35,800	39,300	40,000	40,000
6		54,700	59,400	60,000	60,000
8		74,000	79,600	80,000	80,000

Peak Hour Peak Direction Through/Right v/c Ratio for Full Hour

	Level of Service				
LANES	A	B	C	D	E
1		0.86	0.97	1.00	1.00
2		0.89	0.98	1.00	1.00
3		0.91	0.99	1.00	1.00
4		0.93	1.00	1.00	1.00

ART-TAB Version 2.0

Arterial Level of Service Volume Tables
Based on Chapter 11 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation
August 1995

DESCRIPTION

ROAD NAME:	**RIVERS AVENUE**
From:	I-526
To:	MONTAGUE AVE.
>>>>>> PEAK DIRECTION:	**SB**
Study Time Period:	**AM peak**
Analysis Date:	**Sept 1998**
Number of Lanes:	**6 lanes**
AADT:	**28000**
User Notes:	**per 1996 counts**

TRAFFIC CHARACTERISTICS

		----Range----
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**1,900**	(1400 - 2000)
% TURNS FROM EXCLUSIVE LANES:	**12**	(0 - 100)

ROADWAY CHARACTERISTICS

URBAN, TRANSITIONING, OR RURAL AREA TYPE:	**U**	(U, T, or R)
ARTERIAL CLASS:	**1**	(1, 2, or 3)
FREE FLOW SPEED (mph):	**45**	(45, 40, or 35)
TOTAL LENGTH OF ARTERIAL (mi):	**0.8**	
MEDIANS (Y/N):	**Y**	
LEFT TURN BAYS (Y/N):	**Y**	

SIGNALIZATION CHARACTERISTICS

NO. SIGNALIZED INTERSECTIONS:	**2**	
ARRIVAL TYPE, PEAK DIRECTION:	**3**	(1,2,3,4,5 or 6)
TYPE SIGNAL SYSTEM:	**A**	(P, S, or A)
(P=Pretimed, S=Semiactuated, A=Actuated)		
SYSTEM CYCLE LENGTH (sec):	**80**	(60 - 180)
WEIGHTED THRU MOVEMENT g/C:	**0.50**	(0.20 - 0.80)

PEAK HOUR PEAK DIRECTION VOLUME
(Includes vehicles in exclusive turn lanes)
2.5 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
1	N/A	660	930	1,030	1,080
2	N/A	1,410	1,930	2,100	2,160
3	N/A	2,180	2,950	3,170	3,240
4	N/A	2,960	3,990	4,240	4,320

PEAK HOUR VOLUME (BOTH DIRECTIONS)
(Includes vehicles in exclusive turn lanes)
2.5 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	1,100	1,550	1,710	1,800
4	N/A	2,360	3,220	3,490	3,600
6	N/A	3,640	4,920	5,280	5,400
8	N/A	4,930	6,650	7,070	7,200

AVERAGE ANNUAL DAILY TRAFFIC (AADT)
(Includes vehicles in exclusive turn lanes)
2.5 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	12,200	17,300	19,000	20,000
4	N/A	26,200	35,700	38,800	40,000
6	N/A	40,500	54,700	58,700	60,000
8	N/A	54,800	73,900	78,600	80,000

N/A means the level of service is not achievable

Peak Hour Peak Direction Through/Right v/c Ratio for Full Hour

	Level of Service				
LANES	A	B	C	D	E
1	N/A	0.61	0.86	0.95	1.00
2	N/A	0.65	0.89	0.97	1.00
3	N/A	0.67	0.91	0.98	1.00
4	N/A	0.69	0.92	0.98	1.00

ART-TAB Version 2.0

Arterial Level of Service Volume Tables
Based on Chapter 11 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation
August 1995

DESCRIPTION

ROAD NAME: **DORCHESTER ROAD** ALSO
From: **RIVERS** COSGROVE
To: **I-26** VIRGINIA
>>>>>> PEAK DIRECTION: **EB**
Study Time Period: **AM peak**
Analysis Date: **Sept 1998**
Number of Lanes: **4L**
AADT: **varies**
User Notes:

TRAFFIC CHARACTERISTICS

		----Range----
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**1,900**	(1400 - 2000)
% TURNS FROM EXCLUSIVE LANES:	**12**	(0 - 100)

ROADWAY CHARACTERISTICS

URBAN, TRANSITIONING, OR RURAL AREA TYPE:	**U**	(U, T, or R)
ARTERIAL CLASS:	**2**	(1, 2, or 3)
FREE FLOW SPEED (mph):	**35**	(40,35,30,25)
TOTAL LENGTH OF ARTERIAL (mi):	**0.75**	
MEDIANS (Y/N):	**N**	
LEFT TURN BAYS (Y/N):	**Y**	

SIGNALIZATION CHARACTERISTICS

NO. SIGNALIZED INTERSECTIONS:	**3**	
ARRIVAL TYPE, PEAK DIRECTION:	**3**	(1,2,3,4,5 or 6)
TYPE SIGNAL SYSTEM:	**A**	(P, S, or A)
:tuated, A=Actuated)		
SYSTEM CYCLE LENGTH (sec):	**80**	(60 - 180)
WEIGHTED THRU MOVEMENT g/C:	**0.50**	(0.20 - 0.80)

EAK DIRECTION VOLUME
(Includes vehicles in exclusive turn lanes)
4 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
1	N/A	N/A	800	920	1,010
2	N/A	N/A	1,710	1,910	2,050
3	N/A	N/A	2,640	2,930	3,080
4	N/A	N/A	3,550	3,920	4,100

R VOLUME (BOTH DIRECTIONS)
(Includes vehicles in exclusive turn lanes)
4 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	N/A	1,330	1,530	1,680
4	N/A	N/A	2,840	3,180	3,410
6	N/A	N/A	4,400	4,880	5,130
8	N/A	N/A	5,920	6,540	6,840

AVERAGE ANNUAL DAILY TRAFFIC (AADT)
(Includes vehicles in exclusive turn lanes)
4 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	N/A	14,800	17,000	18,600
4	N/A	N/A	31,600	35,400	37,900
6	N/A	N/A	48,900	54,200	57,000
8	N/A	N/A	65,800	72,600	76,000

N/A means the level of service is not achievable

Peak Hour Peak Direction Through/Right v/c Ratio for Full Hour

	Level of Service				
LANES	A	B	C	D	E
1	N/A	N/A	0.78	0.89	0.98
2	N/A	N/A	0.83	0.93	1.00
3	N/A	N/A	0.86	0.95	1.00
4	N/A	N/A	0.87	0.96	1.00

ART-TAB Version 2.0

Arterial Level of Service Volume Tables
Based on Chapter 11 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation
August 1995

DESCRIPTION

ROAD NAME: **SPRUILL AVE**
From: Mc Millan
To: I-26
>>>>>> PEAK DIRECTION: **SB**
Study Time Period: **AM peak**
Analysis Date: **Sept 1998**
Number of Lanes: **4L**
AADT: **varies**
User Notes:

TRAFFIC CHARACTERISTICS

		----Range----
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**1,900**	(1400 - 2000)
% TURNS FROM EXCLUSIVE LANES:	**12**	(0 - 100)

ROADWAY CHARACTERISTICS

URBAN, TRANSITIONING, OR RURAL AREA TYPE:	**U**	(U, T, or R)
ARTERIAL CLASS:	**2**	(1, 2, or 3)
FREE FLOW SPEED (mph):	**40**	(40,35,30,25)
TOTAL LENGTH OF ARTERIAL (mi):	**2.3**	
MEDIANS (Y/N):	**Y**	
LEFT TURN BAYS (Y/N):	**Y**	

SIGNALIZATION CHARACTERISTICS

NO. SIGNALIZED INTERSECTIONS:	**6**	
ARRIVAL TYPE, PEAK DIRECTION:	**3**	(1,2,3,4,5 or 6)
TYPE SIGNAL SYSTEM:	**A**	(P, S, or A)
:tuated, A=Actuated)		
SYSTEM CYCLE LENGTH (sec):	**80**	(60 - 180)
WEIGHTED THRU MOVEMENT g/C:	**0.50**	(0.20 - 0.80)

EAK DIRECTION VOLUME
(Includes vehicles in exclusive turn lanes)
2.6086957 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
1	N/A	810	980	1,060	1,080
2	N/A	1,720	2,050	2,150	2,160
3	N/A	2,670	3,100	3,240	3,240
4	N/A	3,660	4,160	4,320	4,320

R VOLUME (BOTH DIRECTIONS)
(Includes vehicles in exclusive turn lanes)
2.6086957 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	1,350	1,640	1,760	1,800
4	N/A	2,870	3,420	3,590	3,600
6	N/A	4,460	5,170	5,400	5,400
8	N/A	6,100	6,930	7,200	7,200

AVERAGE ANNUAL DAILY TRAFFIC (AADT)
(Includes vehicles in exclusive turn lanes)
2.6086957 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	15,000	18,200	19,600	20,000
4	N/A	31,900	38,000	39,900	40,000
6	N/A	49,500	57,400	60,000	60,000
8	N/A	67,800	77,000	80,000	80,000

N/A means the level of service is not achievable

Peak Hour Peak Direction Through/Right v/c Ratio for Full Hour

	Level of Service				
LANES	A	B	C	D	E
1	N/A	0.75	0.91	0.98	1.00
2	N/A	0.80	0.95	1.00	1.00
3	N/A	0.83	0.96	1.00	1.00
4	N/A	0.85	0.96	1.00	1.00

ART-TAB Version 2.0

Arterial Level of Service Volume Tables
Based on Chapter 11 of the 1994 Highway Capacity Manual Update

Florida Department of Transportation
August 1995

DESCRIPTION

ROAD NAME:	**MONTAGUE AVENUE**
From:	RIVERS AVE.
To:	I-526
>>>>>> PEAK DIRECTION:	**EB**
Study Time Period:	**AM peak**
Analysis Date:	**Sept 1998**
Number of Lanes:	**4 LANES**
AADT:	**VARIES**
User Notes:	

TRAFFIC CHARACTERISTICS

		---Range---
K FACTOR:	**0.090**	(0.06 - 0.20)
D FACTOR:	**0.600**	(0.50 - 1.00)
PHF:	**0.950**	(0.70 - 1.00)
ADJ. SATURATION FLOW RATE:	**1,900**	(1400 - 2000)
% TURNS FROM EXCLUSIVE LANES:	**12**	(0 - 100)

ROADWAY CHARACTERISTICS

URBAN, TRANSITIONING, OR RURAL AREA TYPE:	**U**	(U, T, or R)
ARTERIAL CLASS:	**1**	(1, 2, or 3)
FREE FLOW SPEED (mph):	**40**	(45, 40, or 35)
TOTAL LENGTH OF ARTERIAL (mi):	**1.7**	
MEDIANS (Y/N):	**N**	
LEFT TURN BAYS (Y/N):	**Y**	

SIGNALIZATION CHARACTERISTICS

NO. SIGNALIZED INTERSECTIONS:	**3**	
ARRIVAL TYPE, PEAK DIRECTION:	**3**	(1,2,3,4,5 or 6)
TYPE SIGNAL SYSTEM:	**A**	(P, S, or A)
(P=Pretimed, S=Semiactuated, A=Actuated)		
SYSTEM CYCLE LENGTH (sec):	**80**	(60 - 180)
WEIGHTED THRU MOVEMENT g/C:	**0.50**	(0.20 - 0.80)

PEAK HOUR PEAK DIRECTION VOLUME
(Includes vehicles in exclusive turn lanes)
1.7647059 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
1	N/A	800	950	1,020	1,030
2	N/A	1,720	1,960	2,050	2,050
3	N/A	2,650	2,970	3,080	3,080
4	N/A	3,570	3,970	4,100	4,100

PEAK HOUR VOLUME (BOTH DIRECTIONS)
(Includes vehicles in exclusive turn lanes)
1.7647059 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	1,340	1,580	1,700	1,710
4	N/A	2,870	3,270	3,420	3,420
6	N/A	4,420	4,940	5,130	5,130
8	N/A	5,940	6,620	6,840	6,840

AVERAGE ANNUAL DAILY TRAFFIC (AADT)
(Includes vehicles in exclusive turn lanes)
1.7647059 Intersections per mile

	Level of Service				
LANES	A	B	C	D	E
2	N/A	14,900	17,500	18,900	19,000
4	N/A	31,900	36,300	38,000	38,000
6	N/A	49,100	54,900	57,000	57,000
8	N/A	66,000	73,600	76,000	76,000

N/A means the level of service is not achievable

Peak Hour Peak Direction Through/Right v/c Ratio for Full Hour

	Level of Service				
LANES	A	B	C	D	E
1	N/A	0.78	0.92	1.00	1.00
2	N/A	0.84	0.96	1.00	1.00
3	N/A	0.86	0.96	1.00	1.00
4	N/A	0.87	0.97	1.00	1.00

INTERSECTIONS

Center For Microcomputers In Transportation
University of Florida
512 Weil Hall
Gainesville, FL 32611-2083
Ph: (904) 392-0378

Streets: (N-S) Clements Ferry Rd (E-W) I-526 (North Side)
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... DN
Date of Analysis..... 9/29/98
Other Information.....Existing conditions
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	> 0	< 0	1	2	0	0	2	< 0
Stop/Yield			N			N						
Volumes				47		78	48	358			111	371
PHF				.95		.95	.95	.95			.95	.95
Grade					0			0			0	
MC's (%)				0			0	0			0	0
SU/RV's (%)				15			15	15			15	15
CV's (%)				0			0	0			0	0
PCE's				1.08			1.08	1.08			1.08	1.08

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	55	381		11.0	0.5	C	
NB T	405	884		7.5	2.6	B	7.9
SB T	126	935	>				5.4
SB R	420	1320	> 1205	5.4	2.6	B	
WB L	53	1714		2.2	0.0	A	0.8

Intersection Delay = 5.9 sec/veh

Center For Microcomputers In Transportation
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512 Weil Hall
Gainesville, FL 32611-2083
Ph: (904) 392-0378

Streets: (N-S) Clements Ferry Rd (E-W) I-526 (South Side)
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... DN
Date of Analysis..... 9/29/98
Other Information.....Existing conditions
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	1	0	0	0	0	2	< 0	1	2	0
Stop/Yield			N			N						
Volumes			196					64	27	90	264	
PHF			.95					.95	.95	.95	.95	
Grade		0						0			0	
MC's (%)								0	0	0	0	
SU/RV's (%)								15	15	15	15	
CV's (%)								0	0	0	0	
PCE's								1.08	1.08	1.08	1.08	

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	0	
Potential Capacity: (pcph)	1385	
Movement Capacity: (pcph)	1385	
Prob. of Queue-Free State:	0.98	

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	0	206
Potential Capacity: (pcph)	1091	827
Capacity Adjustment Factor due to Impeding Movements	1.00	1.00
Movement Capacity: (pcph)	1091	827
Prob. of Queue-Free State:	0.93	0.64

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		47
Potential Capacity: (pcph)		988
Major LT, Minor TH Impedance Factor:		0.93
Adjusted Impedance Factor:		0.95
Capacity Adjustment Factor due to Impeding Movements		0.93
Movement Capacity: (pcph)		918

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB T	72	1091 >					3.4
NB R	30	1385 >	1164	3.4	0.2	A	
SB L	102	918		4.4	0.3	A	
SB T	299	827		6.8	1.8	B	6.2

Intersection Delay = 3.9 sec/veh

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Ph: (904) 392-0378

Streets: (N-S) Virginia Avenue (E-W) I-526 (North Side)
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... DN
Date of Analysis..... 9/29/98
Other Information.....Existing conditions PEAK HOUR
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	1	0	0	1	< 0
Stop/Yield			N			N						
Volumes							67	356			78	433
PHF							.95	.95			.95	.95
Grade								0			0	
MC's (%)							0	0			0	0
SU/RV's (%)							30	30			30	30
CV's (%)							0	0			0	0
PCE's							1.15	1.15			1.15	1.15

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		0
Potential Capacity: (pcph)		1385
Movement Capacity: (pcph)		1385
Prob. of Queue-Free State:		0.62

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	0	0
Potential Capacity: (pcph)	1091	1091
Capacity Adjustment Factor due to Impeding Movements	1.00	1.00
Movement Capacity: (pcph)	1091	1091
Prob. of Queue-Free State:	0.60	0.91

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	269	
Potential Capacity: (pcph)	713	
Major LT, Minor TH Impedance Factor:	0.91	
Adjusted Impedance Factor:	0.93	
Capacity Adjustment Factor due to Impeding Movements	0.58	
Movement Capacity: (pcph)	414	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	82	414		10.8	0.8	C	
NB T	431	1091		5.4	2.1	B	6.3
SB T	94	1091 >					5.0
SB R	524	1385 >	1330	5.0	2.7	B	

Intersection Delay = 5.6 sec/veh

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Streets: (N-S) Virginia Avenue (E-W) I-526 (South Side)
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... DN
Date of Analysis..... 9/29/98
Other Information.....Existing conditions PEAK HOUR
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	0	1	0	0	1	0
Stop/Yield			N			N						
Volumes	307		131					116			32	
PHF	.95		.95					.95			.95	
Grade		0						0			0	
MC's (%)	0							0			0	
SU/RV's (%)	30							30			30	
CV's (%)	0							0			0	
PCE's	1.15							1.15			1.15	

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.50	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.50	3.30
Left Turn Minor Road	7.00	3.40

Worksheet for TWSC Intersection

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		0
Potential Capacity: (pcph)		1714
Movement Capacity: (pcph)		1714
Prob. of Queue-Free State:		0.78

Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	323	461
Potential Capacity: (pcph)	706	586
Capacity Adjustment Factor due to Impeding Movements	0.78	0.78
Movement Capacity: (pcph)	553	459
Prob. of Queue-Free State:	0.75	0.92

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	T	140	553		8.7	1.1	B	8.7
SB	T	39	459		8.6	0.2	B	8.6
EB	L	371	1714		2.7	0.9	A	1.9

Intersection Delay = 3.6 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) I-526 (N-S) Rhett Av, North side
Analyst: DN File Name: RHETNEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	< 0
Volumes	312		130				73	399			924	276
PHF or PK15	0.95		0.95				0.95	0.95			0.95	0.95
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	
Grade		0						0			0	
% Heavy Veh	5		5				5	5			5	5
Parking	N	N					N	N		N	N	
Bus Stops			0						0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N					(Y/N)	N		(Y/N)	N	
Arr Type	3		3				3	3			3	
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	*				NB	Left	*			
Thru						Thru	*	*		
Right	*					Right		*		
Peds						Peds				
WB Left					SB	Left				
Thru						Thru		*		
Right						Right		*		
Peds						Peds				
NB Right					EB	Right	*			
SB Right					WB	Right				
Green	20.0A				Green		10.0A	38.0A		
Yellow/AR	4.0				Yellow/AR		4.0	4.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	439	1674	0.747	0.262	22.2	C	18.3	C
	R	655	1498	0.209	0.438	9.0	B		
NB	L	230	1674	0.335	0.138	20.5	C	6.0	B
	T	2335	3524	0.180	0.663	3.3	A		
SB	TR	1659	3402	0.762	0.488	12.3	B	12.3	B

Intersection Delay = 12.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.691

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) I-526 (N-S) Rhett Av, South side
Analyst: DN File Name: RHETEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
Volumes	282		141				153	190			684	552
PHF or PK15	0.95		0.95				0.95	0.90			0.95	0.95
Lane W (ft)	12.0		12.0				12.0	12.0			12.0	12.0
Grade		0						0			0	
% Heavy Veh	5		5				5	5			5	5
Parking	N	N					N	N		N	N	
Bus Stops			0						0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N					(Y/N)	N		(Y/N)	N	
Arr Type	3		3				3	3			3	3
RTOR Vols			0						0			0
Lost Time	3.00		3.00				3.00	3.00			3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	*				NB	Left	*			
Thru						Thru	*	*		
Right	*					Right		*		
Peds						Peds				
WB Left					SB	Left				
Thru						Thru		*		
Right						Right		*		
Peds						Peds				
NB Right					EB	Right	*			
SB Right	*				WB	Right				
Green	25.0A				Green		18.0A	25.0A		
Yellow/AR	4.0				Yellow/AR		4.0	4.0		

Cycle Length: 80 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	544	1674	0.546	0.325	15.2	C	11.7	B
	R	899	1498	0.165	0.600	4.6	A		
NB	L	398	1674	0.405	0.237	17.0	C	9.9	B
	T	2114	3524	0.100	0.600	4.4	A		
SB	T	1145	3524	0.629	0.325	15.6	C	10.7	B
	R	1030	1498	0.564	0.688	4.7	A		

Intersection Delay = 10.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.523

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) I-526 (N-S) Rivers Ave North Sde
Analyst: DN File Name: RIVERNEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	2	3	0	0	3	1
Volumes							144	618			910	181
PHF or PK15							0.95	0.90			0.95	0.95
Lane W (ft)							12.0	12.0			12.0	12.0
Grade								0			0	
% Heavy Veh							7	7			7	7
Parking							N	N		N	N	
Bus Stops									0			0
Con. Peds			0			0			0			0
Ped Button							(Y/N)	N		(Y/N)	N	
Arr Type							3	3			3	3
RTOR Vols									0			0
Lost Time							3.00	3.00			3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left	*			
Thru						Thru	*	*		
Right						Right				
Peds						Peds				
WB Left					SB	Left				
Thru						Thru		*		
Right						Right		*		
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green					Green		22.0A	30.0A		
Yellow/AR					Yellow/AR		4.0	4.0		

Cycle Length: 60 secs Phase combination order: #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
NB	L	1259	3285	0.121	0.383	7.7	B	1.4	A
	T	4928	5187	0.139	0.950	0.1	A		
SB	T	2680	5187	0.357	0.517	5.6	B	5.5	B
	R	759	1470	0.252	0.517	5.2	B		

Intersection Delay = 3.8 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.257

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) I-526 (N-S) Rivers Av South Side
Analyst: DN File Name: RIVERSEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	3	1	2	0	0
Volumes								618	63	43		
PHF or PK15								0.95	0.95	0.95		
Lane W (ft)								12.0	12.0	12.0		
Grade								0			0	
% Heavy Veh								7	3	3		
Parking							N	N		N	N	
Bus Stops									0			0
Con. Peds			0			0			0			0
Ped Button							(Y/N)	N		(Y/N)	N	
Arr Type								3	3	3		
RTOR Vols									0			0
Lost Time								3.00	3.00	3.00		
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left					NB	Left				
Thru						Thru		*		
Right						Right		*		
Peds						Peds				
WB Left					SB	Left	*			
Thru						Thru				
Right						Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green					Green		22.0A	30.0A		
Yellow/AR					Yellow/AR		4.0	4.0		

Cycle Length: 60 secs Phase combination order: #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
NB	T	2680	5187	0.243	0.517	5.2	B	5.1	B
	R	789	1527	0.093	0.517	4.8	A		
SB	L	1308	3413	0.035	0.383	7.5	B	7.5	B

Intersection Delay = 5.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.154

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) Cosgrove Ave (N-S) Spruill Ave
Analyst: DN File Name: SPCOEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	1	2	< 0	1	2	< 0	1	2	< 0
Volumes	6	31	9	213	206	41	1	145	113	30	184	1
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	22.0A				Green	30.0A			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1186	3095	0.040	0.383	7.5	B	7.5	B
WB	L	571	1491	0.392	0.383	8.9	B	8.4	B
	TR	1317	3436	0.197	0.383	8.0	B		
NB	L	574	1111	0.002	0.517	4.5	A	4.9	A
	TR	1701	3293	0.160	0.517	4.9	A		
SB	L	501	970	0.064	0.517	4.7	A	4.8	A
	TR	1819	3521	0.107	0.517	4.8	A		

Intersection Delay = 6.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.259

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g 09-29-1998
Center For Microcomputers In Transportation

Streets: (E-W) Reynolds Ave (N-S) Spruill Ave
Analyst: DN File Name: SPREEX.HC9
Area Type: Other 9-28-98 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	< 0	1	2	< 0	1	2	< 0	1	2	< 0
Volumes	20	95	36	7	61	22	25	217	8	38	379	27
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)		12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	22.0A				Green	30.0A			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	1202	3136	0.132	0.383	7.8	B	7.8	B
WB	L	454	1185	0.015	0.383	7.4	B	7.6	B
	TR	1297	3384	0.067	0.383	7.6	B		
NB	L	385	746	0.067	0.517	4.7	A	4.8	A
	TR	1811	3506	0.130	0.517	4.9	A		
SB	L	533	1032	0.075	0.517	4.7	A	5.1	B
	TR	1803	3489	0.237	0.517	5.2	B		

Intersection Delay = 5.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.192

RAMPS

Center For Microcomputers In Transportation
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Ph: (904) 392-0378

File Name .....
Location..... I-526 and Rivers EB On
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2627	176
Peak-Hour Factor	0.95	0.95
Percentage HV's	7.0	7.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 250 ft.

File Name .....

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.966	1.00	1.00
Ramp		1.50		0.966	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2627	55	2	12.0	1.00	0.966	1.00	2862
Ramp	ON	176	45	1	12.0	1.00	0.966	1.00	192

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2862

Capacity Checks:

VFO = 3054 VR12 = 3054

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	28
Computed Speed (mph)	50

Center For Microcomputers In Transportation
University of Florida
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Gainesville, FL 32611-2083
Ph: (904) 392-0378

File Name RIVWBNBEX.HC5
Location..... I-526 and Rivers WB to NB off
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1666	176
Peak-Hour Factor	0.95	0.95
Percentage HV's	7.0	7.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 250 ft.

File Name RIVWBNBEX.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.966	1.00	1.00
Ramp		1.50		0.966	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1666	55	2	12.0	1.00	0.966	1.00	1815
Ramp	ON	176	45	1	12.0	1.00	0.966	1.00	192

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1815

Capacity Checks:

VFO = 2007 VR12 = 2007

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	19
Computed Speed (mph)	51

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File Name RIVWBSBE.HC5
Location..... I-526 and Rivers WB to SB off
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1490	148
Peak-Hour Factor	0.95	0.95
Percentage HV's	7.0	7.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 250 ft.

File Name RIVWBSBE.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.966	1.00	1.00
Ramp		1.50		0.966	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1490	55	2	12.0	1.00	0.966	1.00	1623
Ramp	ON	148	45	1	12.0	1.00	0.966	1.00	161

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1623

Capacity Checks:

VFO = 1784 VR12 = 1784

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	18
Computed Speed (mph)	51

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File Name CFEBOFEX.HC5
Location..... I-526 and Clements Ferry EB off
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1688	196
Peak-Hour Factor	0.95	0.95
Percentage HV's	13.0	13.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 250 ft.

File Name CFEBOFEX.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.939	1.00	1.00
Ramp		1.50		0.939	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1688	55	2	12.0	1.00	0.939	1.00	1892
Ramp	OFF	196	45	1	12.0	1.00	0.939	1.00	220

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1892

Capacity Checks:

VFO+VR = 1892 V12 = 1892

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	18
Computed Speed (mph)	51

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File Name CFEBONEX.HC5
Location..... I-526 and Clements Ferry EB on
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1150	117
Peak-Hour Factor	0.95	0.95
Percentage HV's	13.0	13.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 250 ft.

File Name CFEBONEX.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.939	1.00	1.00
Ramp		1.50		0.939	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1150	55	2	12.0	1.00	0.939	1.00	1289
Ramp	ON	117	45	1	12.0	1.00	0.939	1.00	131

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1289

Capacity Checks:

VFO = 1420 VR12 = 1420

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	15
Computed Speed (mph)	51

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File Name CFWBOFEX.HC5
Location..... I-526 and Clements Ferry WB off
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2265	125
Peak-Hour Factor	0.95	0.95
Percentage HV's	13.0	13.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 250 ft.

File Name CFWBOFEX.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.939	1.00	1.00
Ramp		1.50		0.939	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2265	55	2	12.0	1.00	0.939	1.00	2539
Ramp	OFF	125	45	1	12.0	1.00	0.939	1.00	140

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2539

Capacity Checks:

VFO+VR = 2539 V12 = 2539

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	24
Computed Speed (mph)	51

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File Name CFWBONEX.HC5
Location..... I-526 and Clements Ferry WB on
Analyst..... DN
Time of Analysis..... AM PEAK HOUR
Driver Population Factor..... 1.00
Date of Analysis..... 9/29/98
Other Information..... EXISTING CONDITIONS

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2140	371
Peak-Hour Factor	0.95	0.95
Percentage HV's	13.0	13.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	55	45
Obstructions	2	2
Distance from Edge (ft)	6.0	6.0
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 250 ft.

File Name CFWBONEX.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.939	1.00	1.00
Ramp		1.50		0.939	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2140	55	2	12.0	1.00	0.939	1.00	2399
Ramp	ON	371	45	1	12.0	1.00	0.939	1.00	416

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2399

Capacity Checks:

VFO = 2815 VR12 = 2815

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	26
Computed Speed (mph)	50