

Florence & Hutcheson
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Operational Analysis

Analyst: JP
 Agency or Company: Florence & Hutcheson
 Date Performed: 8/25/2011
 Analysis Time Period: PM
 Freeway/Direction: I-385SB
 From/To: I-385SB to I-85 (Post-Diverge)
 Jurisdiction: Greenville, SC
 Analysis Year: 2035
 Description: I-85/I-385 Alternate 4A

Flow Inputs and Adjustments

Volume, V	6352	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1764	v
Trucks and buses	18	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.917	
Driver population factor, fp	1.00	
Flow rate, vp	2564	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	55.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	55.0	mi/h

LOS and Performance Measures

Flow rate, vp	2564	pc/h/ln
Free-flow speed, FFS	55.0	mi/h
Average passenger-car speed, S	40.6	mi/h
Number of lanes, N	3	
Density, D	63.2	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.