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 Operational Analysis
 

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Analyst: JP  
 Agency/Co.: Florence & Hutcheson  
 Date Performed: 9/28/2011  
 Analysis Time Period: PM  
 Freeway/Dir of Travel: I-385 SB  
 Weaving Location: Roper Mtn to I-85  
 Analysis Year: 2015  
 Description: I-85/I-385 Alternate 4A

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 Inputs
 

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Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	4	ln
Weaving segment length, LS	1780	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2300	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

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 Conversion to pc/h Under Base Conditions
 

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	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	2447	1417	2351	379	veh/h
Peak hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	680	394	653	105	
Trucks and buses	18	18	18	18	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	0.917	0.917	0.917	0.917	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	2964	1716	2847	459	pc/h
Volume ratio, VR	0.571				

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 Configuration Characteristics
 

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Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.00	int/mi
Minimum RF lane changes, LCRF	0	lc/pc
Minimum FR lane changes, LCFR	0	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN		lc/h
Weaving lane changes, LCW		lc/h
Non-weaving vehicle index, INW		
Non-weaving lane change, LCNW		lc/h
Total lane changes, LCALL		lc/h

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 Weaving and Non-Weaving Speeds
 

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Weaving intensity factor, W

Average weaving speed, SW	mi/h
Average non-weaving speed, SNW	mi/h

_____Weaving Segment Speed, Density, Level of Service and Capacity_____		
Weaving segment speed, S		mi/h
Weaving segment density, D		pc/mi/ln
Level of service, LOS	F	
Weaving segment v/c ratio	1.901	
Weaving segment flow rate, v	7986	pc/h
Weaving segment capacity, cW	3854	veh/h

\_\_\_\_\_Limitations on Weaving Segments\_\_\_\_\_

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8673	1780	a,b
		Maximum	Analyzed	
Density-based capacity, cIWL (pc/h/ln)		2300	1773	c
		Maximum	Analyzed	
v/c ratio		1.00	1.901	d

- Notes:
- In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
  - Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
  - The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
  - Volumes exceed the weaving segment capacity. The level of service is F.