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 Operational Analysis

Analyst: JP
 Agency/Co.: Florence & Hutcheson
 Date Performed: 1/10/2012
 Analysis Time Period: AM
 Freeway/Dir of Travel: I-385 NB C-D
 Weaving Location: Woodruff to I-85
 Analysis Year: 2035
 Description: I-85/I-385 Alternate 4A

 Inputs

Segment Type	C-D Roadway/ Multilane Highways	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	1500	ft
Freeway free-flow speed, FFS	55	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2250	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

 Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1158	1429	1498	335	veh/h
Peak hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	322	397	416	93	
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	1402	1731	1814	406	pc/h

Volume ratio, VR 0.662

 Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.00	int/mi
Minimum RF lane changes, LCRF	1	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

 Weaving and Non-Weaving Speeds

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	1.477	
Weaving segment flow rate, v	5353	pc/h
Weaving segment capacity, cW	3325	veh/h

_____Limitations on Weaving Segments_____

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	9784	1500	a,b
		Maximum	Analyzed	
Density-based capacity, cIWL (pc/h/ln)		2250	1616	c
		Maximum	Analyzed	
v/c ratio		1.00	1.477	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.