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 Operational Analysis

Analyst: NJ
 Agency/Co.: Florence & Hutcheson
 Date Performed: 4/4/2011
 Analysis Time Period: AM
 Freeway/Dir of Travel: I-85SB C-D
 Weaving Location: b/t I-385 & Woodruff
 Analysis Year: 2010
 Description: I-85/I-385 Existing

 Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	2	ln
Weaving segment length, LS	556	ft
Freeway free-flow speed, FFS	45	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	832	473	537	21	veh/h
Peak hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	231	131	149	6	
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	1008	573	650	25	pc/h

Volume ratio, VR 0.542

 Configuration Characteristics

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	0	lc/h
Weaving lane changes, LCW	25	lc/h
Non-weaving vehicle index, INW	0	
Non-weaving lane change, LCNW	129	lc/h
Total lane changes, LCALL	154	lc/h

 Weaving and Non-Weaving Speeds

Weaving intensity factor, W 0.082

Average weaving speed, SW	42.7	mi/h
Average non-weaving speed, SNW	39.6	mi/h

_____Weaving Segment Speed, Density, Level of Service and Capacity_____		
Weaving segment speed, S	41.2	mi/h
Weaving segment density, D	27.4	pc/mi/ln
Level of service, LOS	C	
Weaving segment v/c ratio	0.681	
Weaving segment flow rate, v	2256	pc/h
Weaving segment capacity, cW	3039	veh/h

_____Limitations on Weaving Segments_____				
If limit reached, see note.				

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8323	556	a,b
		Maximum	Analyzed	
Density-based capacity, cIWL (pc/h/ln)		2250	1656	c
		Maximum	Analyzed	
v/c ratio		1.00	0.681	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.
