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 Operational Analysis
 

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

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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	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

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 Conversion to pc/h Under Base Conditions
 

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	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1058	554	1255	161	veh/h
Peak hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v15	294	154	349	45	
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	1281	671	1520	195	pc/h

Volume ratio, VR 0.597

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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	0	lc/h
Weaving lane changes, LCW	240	lc/h
Non-weaving vehicle index, INW	0	
Non-weaving lane change, LCNW	498	lc/h
Total lane changes, LCALL	738	lc/h

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 Weaving and Non-Weaving Speeds
 

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Weaving intensity factor, W 0.113

Average weaving speed, SW	50.9	mi/h
Average non-weaving speed, SNW	50.6	mi/h

_____Weaving Segment Speed, Density, Level of Service and Capacity_____		
Weaving segment speed, S	50.8	mi/h
Weaving segment density, D	18.0	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.913	
Weaving segment flow rate, v	3667	pc/h
Weaving segment capacity, cW	3685	veh/h

_____Limitations on Weaving Segments_____				
If limit reached, see note.				

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8988	1780	a,b
		Maximum	Analyzed	
Density-based capacity, cIWL (pc/h/ln)		2250	1699	c
		Maximum	Analyzed	
v/c ratio		1.00	0.913	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.