TECHNICAL MEMORANDUM #5 (DRAFT)

DATE: May 24, 2024

TO: Virginia Elandt | ODOT

FROM: Scott Beaird, PE | Kittelson & Associates

Robert Olney | Kittelson & Associates

SUBJECT: OR 42-US 101 Passing Lanes Study

Operational Analysis - Existing Conditions

INTRODUCTION

US 101 (Oregon Coast Highway; ODOT Highway #009) and OR 42 (Coos Bay-Roseburg Highway; ODOT Highway #035) are two highways in southwestern Oregon. US 101 travels north-south along the Oregon Coast, spanning the length of the state and traversing seven counties. It is an important corridor for tourism and inter-state traffic flows. OR 42 generally travels east-west and traverses the Coast Range mountains. It is a designated freight route per the Oregon Highway Plan. US 101 is only designated as such from Florence in Lane County to south of Coos Bay in Coos County. Both US 101 and OR 42 are largely two-lane highways, and predominantly in a rural context.

Portions of US 101 and OR 42, identified in **Figure 1**, were identified for a passing lane study. Segments in red are along OR 42, and segments in purple are along US 101. Results from this study will inform discussions around proposed sites for passing lanes along US 101 and OR 42 within the study area. This memorandum presents the results of the existing conditions operational analysis element of that study.

DKS P#22129-004

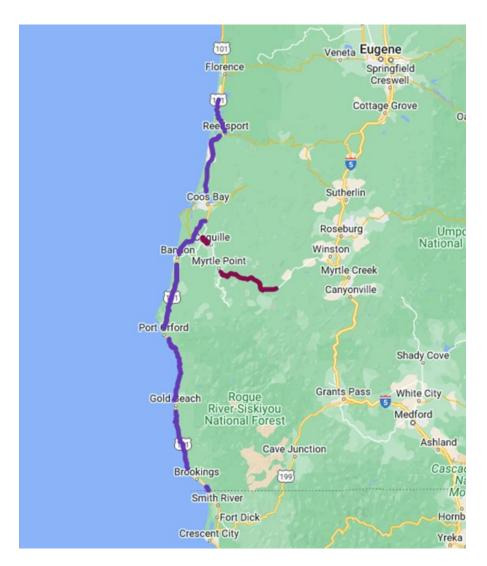


FIGURE 1: OR 42 AND US 101 STUDY CORRIDOR SEGMENTS

SEGMENTATION

Two-lane highway analysis methodology, as defined in the *Highway Capacity Manual, 7th Edition* (*HCM*), is structured in a hierarchy that requires the definition of three levels of roadway: facility, segment, and sub-segment. Facilities are composed of consecutive segments which, in turn, are composed of sub-segments. Therefore, facilities are continuous sections of a single highway.

FACILITIES

The study area only includes rural and unincorporated sections of each highway and, therefore, does not include any sections within a city's Urban Growth Boundary (UGB). US 101 and OR 42 were each partitioned into the facilities shown in **Table 1**. While the extents of each facility were the same in each direction of the highway, each direction was analyzed individually, resulting in a total of 22 facilities that were analyzed in this analysis. It should be noted that the segmentation process often resulted in a different set of segments for each direction; however, both directions were identical at the facility level.

TABLE 1. DEFINED FACILITIES FOR OR 42 AND US 101

HIGHWAY	BEGINNING MILE POINT	ENDING MILE POINT	DESCRIPTION	ANALYSIS NAME
	7.10	9.38	Lampa Ln to Coquille west UGB	Facility 42-A (Eastbound and Westbound)
OR 42	22.09	23.44	Myrtle Point east UGB to OR 542 junction	Facility 42-B (Eastbound and Westbound)
	23.72	47.75	OR 542 junction to OR 42 couplet	Facility 42-C (Eastbound and Westbound)
	198.59	211.07	Douglas County north county line to Reedsport north UGB	Facility 101-A (Northbound and Southbound)
	213.45	221.35	Reedsport south UGB to Lakeside north UGB	Facility 101-B (Northbound and Southbound)
	222.10	233.93	Lakeside south UGB to North Bend north UGB	Facility 101-C (Northbound and Southbound)
US 101	245.00	260.63	US 101/OR 42 junction to Bandon north UGB	Facility 101-D (Northbound and Southbound)
03 101	276.71	298.32	Bandon south UGB to Port Orford north UGB	Facility 101-E (Northbound and Southbound)
	303.30	326.21	Port Orford south UGB to Gold Beach north UGB	Facility 101-F (Northbound and Southbound)
	331.29	352.20	Gold Beach south UGB to Brookings north UGB	Facility 101-G (Northbound and Southbound)
	361.52	363.11	Brookings south UGB to California border	Facility 101-H (Northbound and Southbound)

SEGMENTS

A segment is a continuous section of a facility that exhibits consistent roadway and traffic characteristics. These characteristics are identified in the *HCM*, and include the following:

- Posted speed limit,
- Passing context (passing constrained, passing zone, or passing lane),
- Traffic volumes,
- Vertical classification, and
- Other roadway characteristics such as lane width, shoulder width, and access density

Vertical classification was determined using a matrix of vertical grade and segment length provided in Exhibit 15-11 of the *HCM*. Actual grades were taken from ODOT's Vertical Curve Reports and then converted into a representative grade for a segment that would maintain the vertical classification for the segment as a whole. For example, a vertical curve with a grade of 5% but of short length would have a vertical classification of 1 according to the *HCM* but applying that grade to the entire length of the segment would result in a higher classification. Therefore, a representative grade was assigned that maintained a vertical classification of 1 for the entire segment. Traffic volumes are represented by 30th highest hour design-hour volumes (DHV-30) for existing conditions.

SUB-SEGMENTS

Sub-segments are the most granular level of highway segmentation within the passing lane study methodology. Per the *HCM*, sub-segments are defined by changes in the horizontal curvature of a roadway. There are two classifications of horizontal geometry: tangents and curves. Tangents are characterized solely by their length, while curves are characterized by their length, curve radius, and superelevation. Per the *HCM*, each curve was assigned its own sub-segment, meaning each tangent was similarly assigned its own sub-segment.

Due to the specifications of segmentation, some sub-segments were split across segments. For example, a tangent of 2.00 miles in length may be split into multiple segments due to changes in the segment characteristics described above. Where the lengths of curve sub-segments were split between segments, their other characteristics (radius and superelevation) were maintained.

ANALYSIS INPUTS AND RESULTS

The existing conditions operational analysis was performed using HCS7 software, which implements methodologies described in the *HCM* 6th Edition. This was selected because Level-of-Service (LOS) results are provided, which more appropriately depicts driver experience than volume-to-capacity (V/C) ratios. As summarized in the Passing Lanes Study Methodology and Assumptions Memorandum (DKS and KAI, February 2024), the applicable mobility targets for the analysis corridors are a V/C ratio of 0.70 for segments designated as part of an *Oregon Highway Plan* Freight Route and a V/C ratio of 0.75 for those segments not part of a Freight Route.

The inputs required for the HCS evaluation and their respective sources used for this analysis are listed in **Table 2**.

TABLE 2. HCS7 INPUTS AND DATA SOURCES

VARIABLE	INPUT	DATA SOURCE
	SEGMENT-LEVEL	
ТҮРЕ	Passing Context	Review of aerial photography; ODOT lane striping GIS shapefile
SPEED LIMIT, MI/H	Speed Limit	ODOT TransGIS
DIRECTIONAL VOLUME, VEH/H	DHV-30	ODOT OTMS
OPPOSING VOLUME, VEH/H	DHV-30	ODOT OTMS
PEAK HOUR FACTOR	Peak Hour Factor	ODOT ATR
HEAVY VEHICLE PERCENTAGE	Heavy Vehicle Percentage	ODOT ATR
LANE WIDTH, FT	12 ft	[Default value]
SHOULDER WIDTH (PAVED), FT	6 ft	[Default value]
GRADE, %	Representative Grade	ODOT Vertical Curve Reports
ACCESS POINT DENSITY, POINTS/MI	Access Points per Mile	ODOT Lane Reports
	SUBSEGMENT-LEVEL	
ТҮРЕ	Tangent/Curve	ODOT Horizontal Curve Reports
LENGTH, FT	Length, ft	ODOT Horizontal Curve Reports
RADIUS, FT	Radius, ft	ODOT Horizontal Curve Reports ¹
SUPERELEVATION, %	Superelevation, %	ODOT Horizontal Curve Reports ²

Notes:

Table 3 provides the results of the HCS7 analysis at the facility level. In addition, **Table 3** summarizes how many segments within each facility meet the applicable V/C ratio mobility targets. Detailed results at the segment level for each facility are provided in **Appendix A**.

¹ Calculated using curve length and central angle

² Assumed 2% where not provided

TABLE 3. FACILITY PERFORMANCE - EXISTING CONDITIONS

HIGHWAY	FACILITY	DIRECTION	LOS	FOLLOWER DENSITY ¹	SEGMENTS NOT MEETING TARGET
	Lampa Ln to Coquille west UGB	EB	С	7.8	0/1
	(42-A)	WB	D	10.3	0/1
OR 42	Myrtle Point east UGB to OR 542	EB	В	3.5	0/2
OR 42	junction (42-B)	WB	С	4.8	0/2
	OR 542 junction to OR 42 couplet	EB	Α	1.4	0/31
	(42-C)	WB	В	2.9	0/24
	Douglas County north county line	NB	С	4.5	0/18
	to Reedsport north UGB (101-A)	SB	С	5.5	0/18
	Reedsport south UGB to Lakeside	NB	D	8.8	0/12
	north UGB (101-B)	SB	D	8.9	0/7
	Lakeside south UGB to North	NB	D	10.0	3/18
	Bend north UGB (101-C)	SB	D	11.5	3/18
	US 101/OR 42 junction to Bandon	NB	D	8.2	0/20
US 101	north UGB (101-D)	SB	С	7.1	0/22
00 101	Bandon south UGB to Port Orford	NB	С	4.1	0/26
	north UGB (101-E)	SB	В	3.9	0/26
	Port Orford south UGB to Gold	NB	В	2.3	0/30
	Beach north UGB (101-F)	SB	В	2.5	0/30
	Gold Beach south UGB to	NB	В	2.7	0/24
	Brookings north UGB (101-G)	SB	В	3.8	0/20
	Brookings south UGB to California	NB	D	10.7	0/3
	border (101-H)	SB	Е	12.0	0/3

Notes:

¹ Followers/mile/lane

As shown, only one facility is shown to operate at worse than LOS D under 30th highest hour design-hour volumes: US 101 from Brookings' south UGB to the California border in the southbound direction. Only six segments were found to not meet their respective mobility targets. All six segments were on Facility 101-C between Lakeside's south UGB boundary and North Bend's north UGB boundary. These segments and their mile points are provided in **Table 4**; all are near the unincorporated communities of Shorewood and Glasgow.

TABLE 4. SEGMENTS EXCEEDING MOBILITY TARGETS

DIRECTION	ENDING MILE POINT	BEGINNING MILE POINT	PASSING CONTEXT	DEMAND/CAPACITY
	233.93	233.54	Passing Constrained	0.89
NB	233.54	233.17	Passing Constrained	0.89
-	233.17	232.66	Passing Constrained	0.89
	230.48	231.15	Passing Lane	0.78
SB	232.81	233.27	Passing Lane	0.74
-	233.27	233.93	Passing Constrained	0.74

SAFETY ANALYSIS

The project team conducted a comprehensive analysis of the existing safety performance of the Passing Lanes Study facilities. The results of the analysis can be found in **Appendix B**.

BICYCLE CONDITIONS

The project team analyzed the bicycle level of traffic stress (BLTS) for the study segments on US 101. BLTS considers factors such as posted speeds, traffic volumes, and physical separation to score roadways from 1 to 4 on the level of comfort experienced by categories of bicyclists. A roadway with a score of 1 should induce no stress among any rider, while a roadway with a score of 4 is likely to only be navigable in a comfortable manner by the most experienced bicyclists. Two sources of BLTS data were used: the Active Transportation Needs Index (ATNI) from ODOT's Oregon Transportation Safety Data Explorer (OTSDE), and the Oregon Coast Bike Route (OCBR) Plan. The ATNI data was directional; northbound and southbound facilities did not necessarily have the same BLTS. The OCBR data was direction-agnostic. The OCBR data only covered US 101, while the OTSDE data covered both US 101 and OR 42. Therefore, only OTSDE data is presented for OR 42.

Because the segmentation of each BLTS data source did not necessarily align with the segmentation described previously in this memorandum (or with the other BLTS data source), segments could have multiple BLTS scores. Therefore, the range of BLTS scores was determined

for each segment of US 101; the maximum of this range was then highlighted as a worst-case score. The number of BLTS scores of 4 in each facility along the OR 42 study area are presented in Table 5. The number of BLTS scores of 4 along each US 101 facility are presented in Table 6.

TABLE 5. BLTS OF OR 42 FACILITIES

		ODO	T ATNI
FACILITY	DIRECTION	BLTS RANGE	SEGMENTS WITH MAX BLTS OF 4
LAMPA LN TO COQUILLE WEST UGB (42-	ЕВ	2 to 4	1/1
A)	WB	2 to 4	1/1
MYRTLE POINT EAST UGB TO OR 542	EB	2 to 4	1/2
JUNCTION (42-B)	WB	2 to 4	1/2
OR 542 JUNCTION TO OR 42 COUPLET	EB	2 to 4	1/31
(42-C)	WB	2 to 4	1/24

TABLE 6. BLTS OF US 101 FACILITIES

		ОДОТ	ATNI	ос	BR
FACILITY	DIRECTION	BLTS RANGE	SEGMENTS WITH MAX BLTS OF 4	BLTS RANGE	SEGMENTS WITH MAX BLTS OF 4
DOUGLAS COUNTY NORTH COUNTY LINE TO	NB	2 to 4	8/18	2 to 4	3/18
REEDSPORT NORTH UGB (101-A)	SB	2 to 4	3/18	2 to 4	3/18
REEDSPORT SOUTH UGB TO	NB	2 to 4	6/12	2 to 4	1/12
(101-B)	SB	2 to 4	1/7	2 to 4	1/7
LAKESIDE SOUTH UGB TO NORTH BEND NORTH UGB	NB	2 to 4	7/18	2 to 4	6/18
(101-C)	SB	2 to 4	6/18	2 to 4	5/18
US 101/OR 42 JUNCTION TO BANDON NORTH UGB	NB	2 to 4	1/20	2 to 4	1/20
(101-D)	SB	2 to 4	1/22	2 to 4	1/22
BANDON SOUTH UGB TO PORT ORFORD NORTH UGB	NB	2 to 4	5/26	2 to 4	1/26
(101-E)	SB	2 to 4	2/26	2 to 4	1/26
PORT ORFORD SOUTH UGB TO GOLD BEACH NORTH	NB	2 to 3	0/30	2 to 3	0/30
UGB (101-F)	SB	2 to 3	0/30	2 to 3	0/30
GOLD BEACH SOUTH UGB TO	NB	2 to 4	14/24	2 to 3	0/24
BROOKINGS NORTH UGB (101-G)	SB	2 to 4	5/24	2 to 3	0/24
BROOKINGS SOUTH UGB TO	NB	2 to 4	3/3	2 to 4	1/3
CALIFORNIA BORDER (101- H)	SB	2 to 4	1/3	2 to 4	1/3

As shown in Table 5, six of the 61 total analysis segments on OR 42 (eastbound and westbound) are characterized, at least in part, by a BLTS of 4. As shown in Table 6, 25 of the total 299 analysis segments on US 101 (northbound and southbound) are characterized, in whole or in part, by a BLTS of 4.

APPENDIX

CONTENTS

APPENDIX A: HIGHWAY OPERATIONS REPORTS

APPENDIX B: CRASH DATA ANALYSIS

APPENDIX A: HIGHWAY OPERATIONS REPORTS

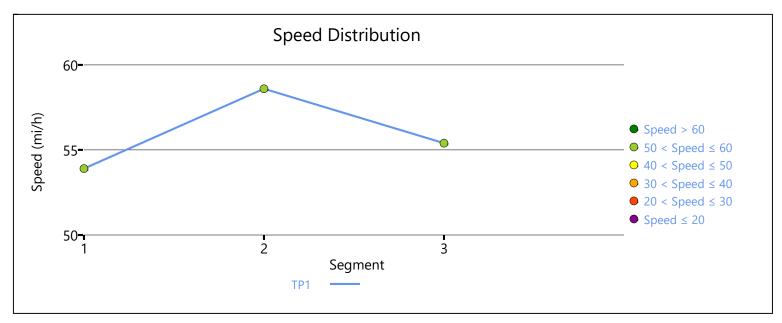
HCS7 RESULTS

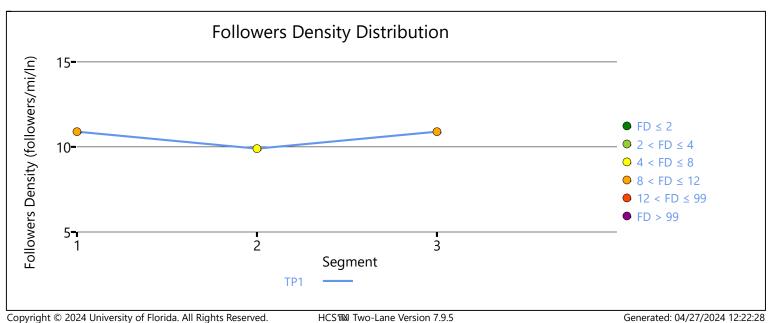
APPENDIX B: CRASH DATA ANALYSIS

	HCS7 Two-La	ne Highway	Report	
Project Information				
Analyst		Date		4/27/2024
Agency		Analysis Year		2024
Jurisdiction		Time Analyzed	d	
Project Description	CA border to Brooking south UGB	s Units		U.S. Customary
	Se	egment 1		
Vehicle Inputs				
Segment Type	Passing Constrained	Length, ft		5650
Lane Width, ft	12	Shoulder Wid	th, ft	6
Speed Limit, mi/h	55	Access Point [Density, pts/mi	9.3
Demand and Capacity				
Directional Demand Flow Rate, veh/h	845	Opposing Der	mand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6	23.90
Segment Capacity, veh/h	1700	Demand/Capa	acity (D/C)	0.50
Intermediate Results				
Segment Vertical Class	2	Free-Flow Spe	eed, mi/h	58.1
Speed Slope Coefficient	4.79071	Speed Power	Coefficient	0.47129
PF Slope Coefficient	-1.33928	PF Power Coe	fficient	0.75116
In Passing Lane Effective Length?	No	Total Segmen	t Density, veh/mi/ln	10.9
%Improved % Followers	0.0	% Improved A	vg Speed	0.0
Subsegment Data				
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	5650	-	-	53.9
Vehicle Results				
Average Speed, mi/h	53.9	Percent Follov	vers, %	69.3
Segment Travel Time, minutes	1.19	Follower Dens	sity, followers/mi/ln	10.9
Vehicle LOS	D			
	Se	egment 2		
Vehicle Inputs				
Segment Type	Passing Zone	Length, ft		1267
Lane Width, ft	12	Shoulder Wid	th, ft	6
Speed Limit, mi/h	55	Access Point [Density, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	833	Opposing Der	mand Flow Rate, veh/h	940

Peak	Hour Factor	0.93		Total Trucks, %		23.90
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.49
Int	ermediate Results	_		<u>'</u>		,
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.9
Spe	ed Slope Coefficient	3.78023		Speed Power Coefficient		0.44089
PF S	lope Coefficient	-1.36952		PF Power Coefficie	ent	0.75929
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		9.9
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1267	-		-	58.6
Vel	nicle Results					
Aver	rage Speed, mi/h	58.6		Percent Followers	, %	69.7
Segr	ment Travel Time, minutes	0.25		Follower Density,	followers/mi/ln	9.9
Vehi	cle LOS	D				
			Segn	nent 3		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrain	ned	Length, ft		1478
Lane	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.6
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	833		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.93		Total Trucks, %		23.90
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.49
Int	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	59.8
Spe	ed Slope Coefficient	5.00194		Speed Power Coe	fficient	0.46539
PF S	lope Coefficient	-1.46637		PF Power Coefficient		0.73624
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	10.9
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1478			-	55.4
Vel	nicle Results					
Aver	rage Speed, mi/h	55.4		Percent Followers	, %	72.3
Segr	ment Travel Time, minutes	0.30		Follower Density,	followers/mi/ln	10.9
Vehi	cle LOS	D				

Facility Resu	lts	
Т	Follower Density, followers/mi/ln	LOS
1	10.7	D





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	HCS7 Two-Lar	ne Highway R	leport	
Project Information				
Analyst	T	Date		4/14/2024
Agency		Analysis Year		2024
Jurisdiction		Time Analyzed		
Project Description	Gold Beach south UGB t Brookings north UGB	o Units		U.S. Customary
	Se	gment 1		
Vehicle Inputs				
Segment Type	Passing Lanes	Length, ft		1267
Lane Width, ft	12	Shoulder Width,	ft	6
Speed Limit, mi/h	55	Access Point Der	nsity, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	440	Opposing Dema	nd Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %		22.00
Segment Capacity, veh/h	1700	Demand/Capacit	ty (D/C)	0.26
Intermediate Results		·		
Segment Vertical Class	1	Free-Flow Speed	, mi/h	62.0
Speed Slope Coefficient	3.88867	Speed Power Co	efficient	0.41674
PF Slope Coefficient	-1.31981	PF Power Coeffic	ient	0.76127
In Passing Lane Effective Length?	No	Total Segment D	ensity, veh/mi/ln	3.8
%Improved % Followers	0.0	% Improved Avg	Speed	0.0
Subsegment Data				
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1267	-	-	59.5
Vehicle Results				
Average Speed, mi/h	59.5	Percent Follower	s, %	50.7
Segment Travel Time, minutes	0.24	Follower Density	, followers/mi/ln	3.8
Vehicle LOS	В			
	Se	gment 2		·
Vehicle Inputs				
Segment Type	Passing Lanes	Length, ft		6232
Lane Width, ft	12	Shoulder Width,	ft	6
Speed Limit, mi/h	55	Access Point Der	nsity, pts/mi	1.7
Demand and Capacity				
Directional Demand Flow Rate, veh/h	440	Opposing Dema	nd Flow Rate, veh/h	-

Dool	Hour Factor	0.87	7		Total Trucks, %			22.00
	nent Capacity, veh/h	110			Demand/Capacity	(D/(<u>-</u>)	0.40
	<u> </u>	110			Demand/Capacity	(D)	-)	0.40
Int	ermediate Results							
Segr	ment Vertical Class	5			Free-Flow Speed, mi/h		55.4	
Spee	ed Slope Coefficient	17.0	00975		Speed Power Coefficient		1.12201	
PF S	ope Coefficient	-0.9	93548		PF Power Coefficient		0.95436	
In Pa	ssing Lane Effective Length?	No			Total Segment Density, veh/mi/ln		3.0	
%lm	proved % Followers	0.0	0.0		% Improved Avg	Spee	d	0.0
Sul	osegment Data							
#	Segment Type	Len	gth, ft	Rad	ius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	248	2482 -			-		50.3
2	Horizontal Curve	792	792 104		2	2		50.3
3	Tangent	53		-		-		50.3
4	Horizontal Curve	845		996		2		50.3
5	Tangent	53		-		-		50.3
6	Horizontal Curve	898		104	2	2		50.3
7	Tangent	53		-		-		50.3
8	Horizontal Curve	950		955		2		50.3
9	Tangent	106		-		-		50.3
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		258				182	
Perc	entage of Heavy Vehicles (HV%), %		8.80				40.77	
Initia	al Average Speed (Sint), mi/h		57.9				48.5	
Aver	age Speed at Midpoint (SPLmid), mi/	h	59.8				46.6	
Perc	ent Followers at Midpoint (PFPLmid),	%	24.4				9.6	
Vel	nicle Results		<u>'</u>					
Aver	age Speed, mi/h	50.3	3		Percent Followers,	, %		34.8
Segr	ment Travel Time, minutes	1.41	1		Follower Density,	follo	wers/mi/ln	3.0
Vehi	cle LOS	В						
			Se	egn	nent 3			
Vel	nicle Inputs							
	ment Type	Pace	sing Lanes		Length, ft			2165
_	Width, ft	12			Shoulder Width, f	t		6
	ed Limit, mi/h	55			Access Point Dens		ots/mi	2.4
•	mand and Capacity					-,,,,		
	ctional Demand Flow Rate, veh/h	440			Opposing Deman	d Flo	w Rate veh/h	 -
	Hour Factor	0.87				u 110	vv Nate, veii/II	22.00
- Edk	. Hour ractor	0.07	, 		Total Trucks, %		LL.00	

	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.26
Int	ermediate Results					
Seg	ment Vertical Class	4		Free-Flow Speed,	mi/h	54.9
Spe	ed Slope Coefficient	10.00261		Speed Power Coe	fficient	0.62812
PF S	Slope Coefficient	-1.56591		PF Power Coefficient		0.71551
In P	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		5.3
%ln	nproved % Followers	21.2		% Improved Avg	Speed	2.5
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	581	955	5	2	49.8
2	Tangent	53	-		-	49.8
3	Horizontal Curve	1056	716	5	2	46.0
4	Tangent	53	-		-	49.8
5	Horizontal Curve	422	955	, ,	2	49.8
Ve	hicle Results				•	<u>'</u>
Ave	rage Speed, mi/h	49.1		Percent Followers	, %	58.1
Seg	ment Travel Time, minutes	0.50		Follower Density,	followers/mi/ln	4.1
		С				
Veh	icle LOS	C				
Veh	icle LOS	С	Segn	nent 4		
	hicle Inputs	С	Segn	nent 4		
Ve	hicle Inputs		Segn			1267
Ve l		Passing Lanes	Segn	Length, ft Shoulder Width, f	it	1267
Ve l Seg	hicle Inputs ment Type	Passing Lanes	Segn	Length, ft		
Vel Seg Land	hicle Inputs ment Type e Width, ft ed Limit, mi/h	Passing Lanes	Segn	Length, ft Shoulder Width, f		6
Vel Seg Land Spe	hicle Inputs ment Type e Width, ft	Passing Lanes	Segn	Length, ft Shoulder Width, f Access Point Den		6
Vel Seg Land Spe Dere	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity	Passing Lanes 12 55	Segn	Length, ft Shoulder Width, f Access Point Den	sity, pts/mi	0.0
Vel Seg Land Spe Dere Dire	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h	Passing Lanes 12 55	Segn	Length, ft Shoulder Width, f Access Point Dens	sity, pts/mi nd Flow Rate, veh/h	6 0.0
Vel Seg Land Spe Dere Dire Peal Seg	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor	Passing Lanes 12 55 440 0.87	Segn	Length, ft Shoulder Width, f Access Point Dens Opposing Deman	sity, pts/mi nd Flow Rate, veh/h	- 22.00
Vel Seg Land Spe Dire Peal Seg	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h	Passing Lanes 12 55 440 0.87	Segn	Length, ft Shoulder Width, f Access Point Dens Opposing Deman	od Flow Rate, veh/h	- 22.00
Vel Seg Land Spe Direction Peal Seg Int	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results	Passing Lanes 12 55 440 0.87 1700	Segn	Length, ft Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	nd Flow Rate, veh/h (D/C) mi/h	- 22.00 0.26
Vel Seg Land Spe Dire Peal Seg Int Seg Spe	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class	Passing Lanes 12 55 440 0.87 1700	Segn	Length, ft Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	ad Flow Rate, veh/h (D/C) mi/h officient	6 0.0 - 22.00 0.26
Vel Seg Land Spe Dire Peal Seg Int Seg Spe PF S	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient	Passing Lanes 12 55 440 0.87 1700 1 3.88867	Segn	Length, ft Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	sity, pts/mi Ind Flow Rate, veh/h If (D/C) mi/h Ifficient ent	6 0.0 - 22.00 0.26 62.0 0.41674
Vel Seg Land Spe Dire Peal Seg Int Seg Spe PF S	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h rermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient	Passing Lanes 12 55 440 0.87 1700 1 3.88867 -1.31981	Segn	Length, ft Shoulder Width, ft Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficient	sity, pts/mi Id Flow Rate, veh/h If (D/C) mi/h Ifficient ent ensity, veh/mi/ln	6 0.0 - 22.00 0.26 62.0 0.41674 0.76127
Vel Seg Land Spe Dire Peal Seg Int Seg Spe PF S In P	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h remediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length? proved % Followers	Passing Lanes 12 55 440 0.87 1700 1 3.88867 -1.31981 Yes	Segn	Length, ft Shoulder Width, ft Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De	sity, pts/mi Id Flow Rate, veh/h If (D/C) mi/h Ifficient ent ensity, veh/mi/ln	6 0.0 - 22.00 0.26 62.0 0.41674 0.76127 3.8
Vel Seg Land Spe Dire Peal Seg Int Seg Spe PF S In P	hicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length?	Passing Lanes 12 55 440 0.87 1700 1 3.88867 -1.31981 Yes		Length, ft Shoulder Width, ft Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De	sity, pts/mi Id Flow Rate, veh/h If (D/C) mi/h Ifficient ent ensity, veh/mi/ln	6 0.0 - 22.00 0.26 62.0 0.41674 0.76127 3.8

	age Speed, mi/h	60.8		Percent Follow	vers, %	50.7
Segn	nent Travel Time, minutes	0.24		Follower Dens	ity, followers/mi/ln	2.9
Vehic	le LOS	В				
			Segn	nent 5		
Veh	icle Inputs					
Segn	nent Type	Passing Constrain	ned	Length, ft		6128
Lane	Width, ft	12	12		h, ft	6
Spee	d Limit, mi/h	55		Access Point D	Density, pts/mi	1.5
Der	nand and Capacity					
Direc	tional Demand Flow Rate, veh/h	440		Opposing Den	nand Flow Rate, veh/h	-
Peak Hour Factor		0.87		Total Trucks, %	,)	22.00
Segn	nent Capacity, veh/h	1700		Demand/Capa	acity (D/C)	0.26
Inte	ermediate Results					
Segment Vertical Class		1		Free-Flow Spe	ed, mi/h	61.6
Speed Slope Coefficient		3.90644		Speed Power Coefficient		0.41674
PF Slope Coefficient		-1.27693		PF Power Coefficient		0.76604
In Pa	ssing Lane Effective Length?	Yes	Yes		: Density, veh/mi/ln	3.9
%lm _l	proved % Followers	15.7		% Improved Avg Speed		1.4
Sub	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
	Segment Type Tangent	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h 59.1
#		-				
#	Tangent	264	-		-	59.1
# 1 2	Tangent Horizontal Curve	264 1531	-	73	-	59.1 58.8
# 1 2 3	Tangent Horizontal Curve Tangent	264 1531 264	- 127 -	73	2 -	59.1 58.8 59.1
# 1 2 3 4	Tangent Horizontal Curve Tangent Horizontal Curve	264 1531 264 1214	- 127 -	3	2 -	59.1 58.8 59.1 52.6
# 1 2 3 4	Tangent Horizontal Curve Tangent Horizontal Curve Tangent	264 1531 264 1214 53	- 127 - 955	3	- 2 - 2 -	59.1 58.8 59.1 52.6 59.1
# 1 2 3 4 5 6 7	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve	264 1531 264 1214 53 1693	- 127 - 955	3	- 2 - 2 -	59.1 58.8 59.1 52.6 59.1 52.6
# 1 2 3 4 5 6 7 Veh	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Tangent	264 1531 264 1214 53 1693	- 127 - 955	3	- 2 - 2 - 2 -	59.1 58.8 59.1 52.6 59.1 52.6
# 1 2 3 4 5 6 7 Veh	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Tangent icle Results	264 1531 264 1214 53 1693 1109	- 127 - 955	Percent Follow	- 2 - 2 - 2 -	59.1 58.8 59.1 52.6 59.1 52.6 59.1
# 1 2 3 4 5 6 7 Veh Avera	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Tangent icle Results age Speed, mi/h	264 1531 264 1214 53 1693 1109	- 127 - 955	Percent Follow	- 2 - 2 - 2 - 2 	59.1 58.8 59.1 52.6 59.1 52.6 59.1
# 1 2 3 4 5 6 7 Veh Avera	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent icle Results age Speed, mi/h ment Travel Time, minutes	264 1531 264 1214 53 1693 1109 56.7 1.23	- 127 - 955 - 104	Percent Follow	- 2 - 2 - 2 - 2 	59.1 58.8 59.1 52.6 59.1 52.6 59.1
# 1 2 3 4 5 6 7 Veh Avera Segn	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent icle Results age Speed, mi/h ment Travel Time, minutes	264 1531 264 1214 53 1693 1109 56.7 1.23	- 127 - 955 - 104	Percent Follow Follower Dens	- 2 - 2 - 2 - 2 	59.1 58.8 59.1 52.6 59.1 52.6 59.1
# 1 2 3 4 5 6 7 Veh Avera Segn Vehic	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent icle Results age Speed, mi/h ment Travel Time, minutes	264 1531 264 1214 53 1693 1109 56.7 1.23	- 127 - 955 - 104	Percent Follow Follower Dens	- 2 - 2 - 2 - 2 	59.1 58.8 59.1 52.6 59.1 52.6 59.1
# 1 2 3 4 5 6 7 Veh Avera Segn Vehice	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent icle Results age Speed, mi/h ment Travel Time, minutes ale LOS	264 1531 264 1214 53 1693 1109 56.7 1.23 B	- 127 - 955 - 104	Percent Follow Follower Dens	- 2 - 2 - 2 - 2	59.1 58.8 59.1 52.6 59.1 52.6 59.1 49.4 3.2

Dire	ctional Demand Flow Rate, veh/h	447		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.91		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.26
Into	ermediate Results					
Segr	ment Vertical Class	5		Free-Flow Speed, mi/h		48.9
Speed Slope Coefficient 14.87794		14.87794		Speed Power Coe	efficient	0.38460
PF S	lope Coefficient	-2.07860		PF Power Coeffic	ient	0.85487
In Passing Lane Effective Length?		Yes		Total Segment De	ensity, veh/mi/ln	7.4
%Improved % Followers		11.6		% Improved Avg	Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-		-	39.0
2	Horizontal Curve	1795	881		2	39.0
3	Tangent	528	-		-	39.0
4	Horizontal Curve	634	114	-6	2	39.0
5	Tangent	53	-		-	39.0
6	Horizontal Curve	792	881		2	39.0
7	Tangent	686	-		-	39.0
8	Horizontal Curve	1109	955		2	39.0
9	Tangent	264	-		-	39.0
10	Horizontal Curve	1214	104	2	2	39.0
11	Tangent	739	-		-	39.0
Veł	nicle Results					·
Aver	rage Speed, mi/h	39.0		Percent Followers, %		64.8
Segr	ment Travel Time, minutes	2.67		Follower Density, followers/mi/ln		6.6
Vehi	cle LOS	С		J		
		<u> </u>	Segn	nent 7		<u>'</u>
Vel	nicle Inputs					
	ment Type	Passing Constrained	d	Length, ft		8501
	e Width, ft	12	-	Shoulder Width,	ft	6
	ed Limit, mi/h	55		Access Point Den		1.9
•	mand and Capacity					
	ctional Demand Flow Rate, veh/h	447		Opposing Demar	nd Flow Rate, veh/h	-
	· Hour Factor	0.91		Total Trucks, %		22.00
	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.26
	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.5
	ed Slope Coefficient	3.92073		Speed Power Coe		0.41674

				PF Power Coefficie		1
	lope Coefficient	-1.27854				0.75451
	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		4.0
%lm	proved % Followers	9.0	9.0 % Improved Avg Speed		Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	950	-		-	59.0
2	Horizontal Curve	1109	955	5	2	52.6
3	Tangent	53	-		-	59.0
4	Horizontal Curve	1637	955	5	2	52.6
5	Tangent	370	-		-	59.0
6	Horizontal Curve	1267	955	5	2	52.6
7	Tangent	158	-		-	59.0
8	Horizontal Curve	1056	191	0	2	58.8
9	Tangent	1901	-		-	59.0
Vel	nicle Results					
Aver	rage Speed, mi/h	55.9		Percent Followers,	, %	50.2
Segr	ment Travel Time, minutes	1.73		Follower Density, followers/mi/ln		3.7
Vehi	cle LOS	В				
			Segn	nent 8		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone	Passing Zone			6494
Lane	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55	Access Point Der		ity, pts/mi	0.8
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	398		Opposing Demand Flow Rate, veh/h		339
Peak	Hour Factor	0.95		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.23
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Spee	ed Slope Coefficient	3.70855		Speed Power Coef	fficient	0.50752
PF S	lope Coefficient	-1.22120		PF Power Coefficie	ent	0.80613
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.9
%Improved % Followers		8.0		% Improved Avg S	Speed	0.0
,						
	osegment Data					
	Segment Data Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
Sul		Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h 59.8
Sul #	Segment Type	-	Rac -	dius, ft	Superelevation, %	

Segment Travel Time, minutes 1.23			T	Follower Density,	followers/mi/ln	2.7
	ele LOS	В		2 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	7,	
			eam	nent 9		
Voh	icle Inputs		9'''			
	-	Passing Constrained		Longth ft		E420
	nent Type Width, ft	Passing Constrained 12	_	Length, ft Shoulder Width, ft		5438
	d Limit, mi/h	55		Access Point Dens		1.0
		133		Access Fourt Dells	ncy, posmi	1.0
	nand and Capacity	1				
· · ·		398	_	,, ,	d Flow Rate, veh/h	-
	Hour Factor	0.95		Total Trucks, %		22.00
Segm	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.23
Inte	ermediate Results					
Segm	nent Vertical Class	1		Free-Flow Speed,	mi/h	61.7
Spee	d Slope Coefficient	3.90678		Speed Power Coe	fficient	0.41674
PF Slo	ope Coefficient	-1.27916		PF Power Coefficient		0.76791
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.1
%lmp	proved % Followers	6.8		% Improved Avg S	Speed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Radi	ius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5438	-		-	59.4
Veh	icle Results					
Avera	0 1 1 1	59.4				
Average Speed, mi/h		59.4		Percent Followers	, %	46.8
Segm	age Speed, mi/h nent Travel Time, minutes	59.4 1.04		Percent Followers, Follower Density,		46.8
_						
_	nent Travel Time, minutes	1.04 B				
Vehic	nent Travel Time, minutes	1.04 B		Follower Density,		
Vehic	nent Travel Time, minutes	1.04 B		Follower Density,		
Vehico Veh Segm	icle Inputs	1.04 B	gme	Follower Density, ent 10	followers/mi/ln	2.9
Vehico Veh Segm Lane	icle Inputs nent Type	1.04 B Se Passing Lanes	egme	Follower Density, ent 10 Length, ft	followers/mi/ln	2.9 4593
Vehico Veh Segm Lane Speed	icle Inputs nent Type Width, ft	1.04 B Se Passing Lanes 12	egme	Follower Density, ent 10 Length, ft Shoulder Width, f	followers/mi/ln	2.9 4593 6
Vehico Veh Segm Lane Speed Den	icle Inputs nent Type Width, ft d Limit, mi/h	1.04 B Se Passing Lanes 12	egme	Follower Density, ent 10 Length, ft Shoulder Width, f	followers/mi/ln	2.9 4593 6
Vehico Vehico Vehico Segm Lane Speed Den Direc	icle Inputs nent Type Width, ft d Limit, mi/h nand and Capacity	1.04 B Se Passing Lanes 12 55	egme	Follower Density, ent 10 Length, ft Shoulder Width, f	t sity, pts/mi	2.9 4593 6 0.0
Vehico Vehico Vehico Segm Lane Speed Den Direcc Peak	icle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h	Passing Lanes 12 55	egme	Follower Density, ent 10 Length, ft Shoulder Width, f Access Point Dens Opposing Deman	t sity, pts/mi	2.9 4593 6 0.0
Vehico Vehico Vehico Segm Lane Speed Den Direcc Peak Segm	icle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor	1.04 B Se Passing Lanes 12 55 398 0.95	egme	Follower Density, ent 10 Length, ft Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	t sity, pts/mi	2.9 4593 6 0.0
Vehico Vehico Vehico Segm Lane Speed Den Direct Peak Segm Inte	icle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor nent Capacity, veh/h	1.04 B Se Passing Lanes 12 55 398 0.95	egme	Follower Density, ent 10 Length, ft Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	t sity, pts/mi d Flow Rate, veh/h	2.9 4593 6 0.0
Vehico Vehico Vehico Vehico Segm Lane Speed Den Direcc Peak Segm Inte Segm	icle Inputs enent Travel Time, minutes ele LOS icle Inputs enent Type Width, ft d Limit, mi/h enand and Capacity tional Demand Flow Rate, veh/h Hour Factor enent Capacity, veh/h ermediate Results	1.04 B Se Passing Lanes 12 55 398 0.95 1100	egme	Follower Density, ent 10 Length, ft Shoulder Width, ft Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	t sity, pts/mi d Flow Rate, veh/h	2.9 4593 6 0.0 - 22.00 0.36

In Passing Lane Effective Length?		No			Total Segment De	nsity, veh/mi/ln	2.7	2.7
%Improved % Followers		0.0	0.0		% Improved Avg Speed		0.0	
Sul	bsegment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Superelevation,	% Average Speed,	mi/h
1	Tangent	332	6	T-		-		
2	Horizontal Curve	126	267 191		0	2	51.7	
Pas	ssing Lane Results							
			Faster Lane			Slower Lar	ne	
Flov	v Rate, veh/h		237			161		
Percentage of Heavy Vehicles (HV%), %			8.80			41.39		
Initi	al Average Speed (Sint), mi/h		58.6			49.4		
Ave	rage Speed at Midpoint (SPLmid), m	i/h	60.5			47.5		
Perc	ent Followers at Midpoint (PFPLmid), %	25.0			10.8		
Vel	hicle Results							
Ave	rage Speed, mi/h	51.7	7		Percent Followers	Percent Followers, %		
Seg	ment Travel Time, minutes	1.01	.01		Follower Density, followers/mi/ln		2.7	
Vehi	icle LOS	В						
			S	Segm	ent 11			
Vel	hicle Inputs							
Seg	ment Type	Pass	sing Constrained		Length, ft		3537	
Lane	e Width, ft	12	12		Shoulder Width, ft		6	
Spe	ed Limit, mi/h	55	,		Access Point Dens	ity, pts/mi	4.5	
De	mand and Capacity						·	
	ctional Demand Flow Rate, veh/h	398			Opposing Deman	d Flow Rate, veh,	/h -	
Directional Demand Flow Rate, veh/h			0.95		Total Trucks, %			
	k Hour Factor	0.95)		Iotal Irucks, %		22.00	
Peal	k Hour Factor ment Capacity, veh/h	0.95			Demand/Capacity	(D/C)	0.23	
Peal Seg		_				(D/C)		
Peal Segi	ment Capacity, veh/h	_						
Peal Seg Int	ment Capacity, veh/h ermediate Results	170			Demand/Capacity	mi/h	0.23	
Segnation Segnation Special Sp	ment Capacity, veh/h ermediate Results ment Vertical Class	1 1 3.83	0		Demand/Capacity Free-Flow Speed,	mi/h fficient	0.23	
Peal Segr Segr Spec	ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient	1 1 3.83	9915		Demand/Capacity Free-Flow Speed, Speed Power Coe	mi/h fficient ent	0.23 60.8 0.41674	
Peal Segr Segr Spec PF S	ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient clope Coefficient	1 3.83 -1.3	0 8915 0913		PF Power Coefficie	mi/h fficient ent nsity, veh/mi/ln	0.23 60.8 0.41674 0.76387	
Peal Segi Int Segi Spec PF S In Pa	ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient clope Coefficient assing Lane Effective Length?	1 1 3.83 -1.3 Yes	0 8915 0913		PF Power Coefficient Total Segment De	mi/h fficient ent nsity, veh/mi/ln	0.23 60.8 0.41674 0.76387 3.2	
Peal Segr Int Segr Spec PF S In Pa	ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length?	170 1 3.83 -1.3 Yes 20.4	0 8915 0913	Rad	PF Power Coefficient Total Segment De	mi/h fficient ent nsity, veh/mi/ln	0.23 60.8 0.41674 0.76387 3.2 2.1	mi/h
Peak Segi Int Segi Spee PF S In Pa	ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length? aproved % Followers bsegment Data	170 1 3.83 -1.3 Yes 20.4	0 8915 0913	Rad	Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De % Improved Avg S	mi/h fficient ent nsity, veh/mi/ln Speed	0.23 60.8 0.41674 0.76387 3.2 2.1	mi/h

_	rage Speed, mi/h	59.8		Percent Followers	-	47.7
_	ment Travel Time, minutes	0.67		Follower Density,	followers/mi/ln	2.5
Vehi	cle LOS	В				
			Segn	nent 12		
Veł	nicle Inputs					
Segr	ment Type	Passing Constr	Passing Constrained			2323
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	2.3
Dei	mand and Capacity					
Directional Demand Flow Rate, veh/h 398				Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.23
Inte	ermediate Results					
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.0
Spee	ed Slope Coefficient	8.42234		Speed Power Coe	fficient	0.61640
PF S	lope Coefficient	-1.37014		PF Power Coefficient		0.76390
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.6
%lm	proved % Followers	18.2		% Improved Avg Speed		1.8
Sul	osegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	2112	14	32	2	54.0
2	Tangent	211	-	-		54.0
Vel	nicle Results					
Aver	rage Speed, mi/h	54.9		Percent Followers	;, %	49.2
Segr	ment Travel Time, minutes	0.48		Follower Density, followers/mi/ln		2.9
Vehi	cle LOS	В				
			Segn	nent 13		
Vel	nicle Inputs					
Segr	ment Type	Passing Constr	ained	Length, ft		1373
_	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	398		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.23
lnt	ermediate Results					
mu			3			

Speed Slope Coefficient 8.19		9723		Speed Power Coe	fficient	0.61142	
	Slope Coefficient	+	-1.43155		PF Power Coefficie		0.75838
	assing Lane Effective Length?	Yes			Total Segment De	nsity, veh/mi/ln	3.8
	nproved % Followers	17.2	17.2		% Improved Avg S		1.5
Sul	bsegment Data				<u> </u>	<u> </u>	
#	Segment Type	Len	gth, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve		1267 1		12	2	52.6
2 Tangent		106		-		-	54.6
Vel	hicle Results						
Ave	rage Speed, mi/h	53.6	5		Percent Followers	 , %	50.9
	ment Travel Time, minutes	0.29	9		Follower Density,		3.1
	icle LOS	В			,		
			Se	gm	ent 14		
Vel	hicle Inputs						
	ment Type	Pace	sing Lanes		Length, ft		2851
	e Width, ft	12	sing Lanes		Shoulder Width, ft		6
	ed Limit, mi/h	55			Access Point Density, pts/mi		3.7
	mand and Capacity	1 3 3			7.00000 7 0.110 2 0.10		
	ectional Demand Flow Rate, veh/h	416			Opposing Deman	d Flow Rate, veh/h	T-
	K Hour Factor	0.96			Total Trucks, %		22.00
	ment Capacity, veh/h	120			Demand/Capacity (D/C)		0.35
	ermediate Results	1	_			(- / -/	1.00
	ment Vertical Class	4			Free-Flow Speed,	mi/h	57.2
	ed Slope Coefficient	+)8813		Speed Power Coefficient		1.08475
	Slope Coefficient)8740		PF Power Coefficient		0.87947
	assing Lane Effective Length?	No			Total Segment Density, veh/mi/ln		3.0
	proved % Followers	0.0			% Improved Avg S		0.0
	bsegment Data	1			1		
#	Segment Type	Len	gth, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	126		127		2	54.1
2	Tangent	53		-		-	54.1
3	Horizontal Curve	100	3	127	73	2	54.1
4	Tangent	528		-		-	54.1
	ssing Lane Results						
	•		Faster Lane			Slower Lane	
Flov	v Rate, veh/h		246			170	
Perc	entage of Heavy Vehicles (HV%), %		8.80			41.12	
Initi	al Average Speed (Sint), mi/h		58.7			52.8	

Aver	rage Speed at Midpoint (SPLmid), m	i/h 60.7			50.9	
Perc	ent Followers at Midpoint (PFPLmid)	, % 28.6			13.2	
Veł	nicle Results					
Aver	rage Speed, mi/h	54.1		Percent Followers,	, %	39.5
Segr	ment Travel Time, minutes	0.60		Follower Density,	followers/mi/ln	3.0
Vehi	cle LOS	В				
			Segm	ent 15		
Veł	nicle Inputs					
Segr	ment Type	Passing Constra	ined	Length, ft		3010
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.8
Dei	mand and Capacity					
Directional Demand Flow Rate, veh/h 416		Opposing Deman	d Flow Rate, veh/h	-		
Peak Hour Factor 0.96 1		Total Trucks, %		22.00		
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.24
Int	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	55.0
Spee	ed Slope Coefficient	10.19061	Speed Pow		fficient	0.61972
PF S	lope Coefficient	-1.57717		PF Power Coefficie	ent	0.72811
In Pa	assing Lane Effective Length?	Yes	Yes		nsity, veh/mi/ln	4.7
%lm	proved % Followers	21.9	21.9		Speed	2.5
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	2006	191	0	2	50.0
2	Tangent	106	-		-	50.0
3	Horizontal Curve	898	104	12	0	50.0
Veł	nicle Results					
Aver	rage Speed, mi/h	51.3		Percent Followers,	, %	56.5
Segr	ment Travel Time, minutes	0.67		Follower Density,	followers/mi/ln	3.6
Vehi	cle LOS	В				
			Segm	ent 16		
Vel	nicle Inputs					
Segr	ment Type	Passing Constra	ined	Length, ft		9875
	e Width, ft	12		Shoulder Width, fr	t	6
	ed Limit, mi/h	55		Access Point Dens		1.6
•	mand and Capacity					
	ctional Demand Flow Rate, veh/h	416		Opposing Deman	d Flow Rate, veh/h	 -
				1 1 2 3 2 5 u.n.	,,	

						100.00
	Hour Factor	0.96		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.24
Int	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	, mi/h	54.8
Spe	ed Slope Coefficient	11.33982		Speed Power Coe	efficient	0.44931
PF Slope Coefficient		-1.86542		PF Power Coeffic	ient	0.77738
In Pa	assing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	5.3
%lm	proved % Followers	13.2		% Improved Avg	Speed	1.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1426	104	12	0	48.1
2	Tangent	317	317 -		-	48.1
3	Horizontal Curve	2006	127	'3	2	48.1
4	Tangent	53	-		-	48.1
5	Horizontal Curve	898	114	16	2	48.1
6	Tangent	739	-		-	48.1
7	Horizontal Curve	1056	163	37	2	48.1
8	Tangent	264	-		-	48.1
9	Horizontal Curve	1426	955		2	48.1
10	Tangent	1690	-		-	48.1
Vel	nicle Results					
Aver	rage Speed, mi/h	48.6	8.6 Percent Followers, %		s, %	61.0
Segr	ment Travel Time, minutes	2.31	2.31		followers/mi/ln	4.5
Vehi	cle LOS	С				
		<u>'</u>	Segm	ent 17		
Vel	nicle Inputs					
	ment Type	Passing Zone		Length, ft		1742
	e Width, ft	12		Shoulder Width,		6
	ed Limit, mi/h	55		Access Point Den		0.0
	mand and Capacity			Access Forme Den	3.ty, p.3,	0.0
	ctional Demand Flow Rate, veh/h	416		Opposing Domar	nd Flow Rate, veh/h	354
					id Flow Rate, ven/n	
	t Hour Factor ment Capacity, veh/h	0.96		Total Trucks, % Demand/Capacit	v (D/C)	22.00
		1700		Demand/Capacit	y (D/C)	0.24
	ermediate Results					
	ment Vertical Class	1		Free-Flow Speed,		62.0
•	ed Slope Coefficient	3.66862		Speed Power Coe		0.50471
	lope Coefficient	-1.29900		PF Power Coeffic		0.78907
In Pa	assing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	3.3

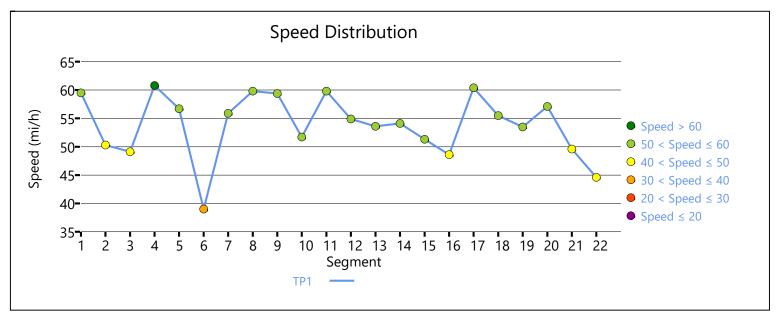
%lm	proved % Followers	12.3		% Improved Avg S	Speed	0.8
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1742	1-	<u> </u>	-	59.9
Vel	nicle Results					
Aver	rage Speed, mi/h	60.4		Percent Followers	 . %	47.8
Segment Travel Time, minutes		0.33		Follower Density,		2.9
Vehicle LOS		В			· · ·	
			Seam	nent 18		
Val	aiala lamuta		egii			
	nicle Inputs					1
	ment Type	Passing Constrained		Length, ft		15206
	e Width, ft	12		Shoulder Width, f		6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.4
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	416		Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.96	0.96			22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.24
Int	ermediate Results					
Segi	ment Vertical Class	1	1		mi/h	61.6
Spe	ed Slope Coefficient	3.97156		Speed Power Coefficient		0.41674
PF S	lope Coefficient	-1.34056		PF Power Coefficient		0.69492
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.9
%lm	proved % Followers	6.8		% Improved Avg Speed		0.0
Sul	bsegment Data	•				
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1637	254	47	2	59.2
2	Tangent	317	-		-	59.2
3	Horizontal Curve	1267	955	5	2	52.6
4	Tangent	317	-		-	59.2
5	Horizontal Curve	898	955	5	2	52.6
6	Tangent	106	-		-	59.2
7	Horizontal Curve	1003	716	5	2	46.0
8	Tangent	106	-		-	59.2
9	Horizontal Curve	739	716	5	2	46.0
10	Tangent	264	-		-	59.2
11	Horizontal Curve	1162	955	5	2	52.6
12	Tangent	422	-		-	59.2
13	Horizontal Curve	1478	114	46	2	52.6

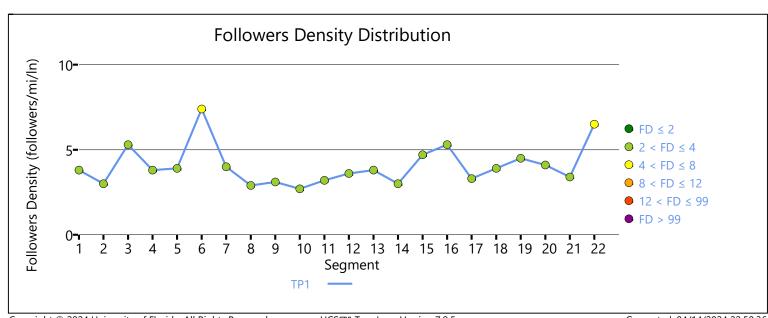
14	Tangent	686	-		-	59.2
15	Horizontal Curve	2323	19 ⁻	10	2	58.8
16	Tangent	53	-		-	59.2
17	Horizontal Curve	1214	127	73	2	58.8
18	Tangent	1214	-		-	59.2
Veł	nicle Results					
Aver	age Speed, mi/h	55.5		Percent Followers	, %	51.7
Segr	ment Travel Time, minutes	3.11		Follower Density,	followers/mi/ln	3.6
Vehi	cle LOS	В				
		<u> </u>	Segm	nent 19		•
Vel	nicle Inputs					
Segment Type Passing C			ed	Length, ft		2481
_	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.1
Dei	mand and Capacity					<u>'</u>
Directional Demand Flow Rate, veh/h 457				Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.93	Total Trucks, %			22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.27
Inte	ermediate Results					1
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.0
_	ed Slope Coefficient	8.50328		Speed Power Coefficient		0.61856
PF S	ope Coefficient	-1.36320		PF Power Coefficient		0.76477
In Pa	ssing Lane Effective Length?	Yes	+		nsity, veh/mi/ln	4.5
%lm	proved % Followers	5.8		% Improved Avg Speed		0.0
Sul	osegment Data	_				•
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1478	127	73	2	53.5
2	Tangent	1003	-		-	53.5
Vel	nicle Results	•			<u> </u>	
Aver	age Speed, mi/h	53.5		Percent Followers	, %	52.7
Segr	ment Travel Time, minutes	0.53		Follower Density,	followers/mi/ln	4.2
Vehi	cle LOS	С				
		,	Segm	nent 20		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrain	ed	Length, ft		4805
	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.4
						1

De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	457		Opposing Dem	and Flow Rate, veh/h	-
Peak	Hour Factor	0.93		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.27
Int	ermediate Results					
Segment Vertical Class		1		Free-Flow Spee	ed, mi/h	60.9
Speed Slope Coefficient		3.85445		Speed Power C	oefficient	0.41674
PF S	lope Coefficient	-1.29156		PF Power Coeff	icient	0.76622
In Pa	assing Lane Effective Length?	Yes		Total Segment	Density, veh/mi/ln	4.1
%lm	proved % Followers	4.7		% Improved Av	rg Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1901	143	32	2	58.4
2	Tangent	211	211 -		-	58.4
3	Horizontal Curve	1426	143	32	2	58.4
4	Tangent	211	-		-	58.4
5	Horizontal Curve	1056	955	5	2	52.5
Vel	nicle Results					
Aver	age Speed, mi/h	57.1		Percent Followe	ers, %	50.8
Segi	ment Travel Time, minutes	0.96	Follower Densit		ty, followers/mi/ln	3.9
Vehi	cle LOS	В				
			Segm	ent 21		
Vel	nicle Inputs					
Segi	ment Type	Passing Lanes		Length, ft		5704
Lane	· Width, ft	12		Shoulder Width	n, ft	6
Spe	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	4.6
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	457		Opposing Dem	and Flow Rate, veh/h	-
	Hour Factor	0.93		Total Trucks, %		22.00
Peak		1100		Demand/Capac	city (D/C)	0.42
	ment Capacity, veh/h	1100				
Segi	ment Capacity, veh/h ermediate Results	1100				
Segi		5		Free-Flow Spee	ed, mi/h	54.7
Segr Int Segr	ermediate Results			Free-Flow Spee		54.7 1.12350
Segi Int Segi Spee	ermediate Results ment Vertical Class	5			oefficient	
Segr Segr Spec	ermediate Results ment Vertical Class ed Slope Coefficient	5 16.22209		Speed Power C PF Power Coeff	oefficient	1.12350

	I	1.		l		١.		1
#			gth, ft	Rad	lius, ft Su		erelevation, %	Average Speed, mi/h
1	Tangent	106		-	-			49.6
2	Horizontal Curve	-	-		2	2		49.6
3	Tangent	53						49.6
4	Horizontal Curve	-	1162		55			49.6
5	Tangent	370	370					49.6
6	Horizontal Curve 1162		2	143	1432			49.6
7	Tangent	153	1	-	-			49.6
Pas	sing Lane Results							
		Faster Lane				Slower Lane		
Flow	Rate, veh/h		267				190	
Perce	entage of Heavy Vehicles (HV%), %		8.80				40.54	
Initia	ll Average Speed (Sint), mi/h		57.2				48.0	
Aver	age Speed at Midpoint (SPLmid), mi	/h	59.1				46.0	
Perce	ent Followers at Midpoint (PFPLmid)	, %	25.7				11.0	
Veh	nicle Results							
Aver	age Speed, mi/h	49.6	5		Percent Followers,	%		36.6
Segn	nent Travel Time, minutes	1.31	1		Follower Density, followers/mi/ln			3.4
Vehic	cle LOS	В						
			Se	gm	ent 22			
Veh	nicle Inputs							
Segn	nent Type	Pass	sing Constrained		Length, ft			5228
Lane	Width, ft	12			Shoulder Width, ft	t		6
Spee	d Limit, mi/h	55		Access Point Density, pts/mi			ts/mi	3.0
Der	mand and Capacity							
Direc	ctional Demand Flow Rate, veh/h	457	,		Opposing Demand	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.93	3		Total Trucks, %			22.00
Segn	nent Capacity, veh/h	170	0	Demand/Capacity (D/C)			0.27	
Inte	ermediate Results							
Segn	nent Vertical Class	5			Free-Flow Speed,	mi/h		51.9
Spee	d Slope Coefficient	14.8			Speed Power Coef			0.58231
PF SI	ope Coefficient	-1.8	37122		PF Power Coefficie			0.84644
In Passing Lane Effective Length? Yes					Total Segment De			6.5
%Improved % Followers 18.4			4	% Improved Avg Speed			<u> </u>	1.9
	osegment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	211		-		-		43.8
2	Horizontal Curve	142		191	0	2		43.8
	<u> </u>			<u>L</u>				1

3	Tangent		1690			-	43.8	
Vehicle Results								
Aver	age Speed, m	i/h	44.6	Percent	rcent Followers, %			
Segment Travel Time, minutes			1.33	Follower	Follower Density, followers/mi/ln			
Vehic	cle LOS		С					
Facility Results								
T Follower Density, followers/mi/ln					LOS			
1 3.8					В			





		Н	CS7 Two-La	ne	Highway Re	ерс	ort		
Pro	ject Information								
Analyst					Date	Date		4/27/2024	
Agency					Analysis Year			2024	
Jurisdiction					Time Analyzed				
			okings north UGB to d Beach south UGB		Units			U.S. Customary	
			Se	gn	nent 1				
Vel	hicle Inputs								
Segi	ment Type	Pass	sing Lanes		Length, ft			5809	
Lane	e Width, ft	12			Shoulder Width, f	t		6	
Spe	ed Limit, mi/h	55			Access Point Dens	sity, p	ts/mi	0.0	
De	mand and Capacity								
Dire	ctional Demand Flow Rate, veh/h	389			Opposing Deman	d Flo	w Rate, veh/h	-	
Peak Hour Factor		0.93	3		Total Trucks, %			22.00	
Segi	ment Capacity, veh/h	110	0		Demand/Capacity (D/C)		<u> </u>	0.35	
Int	ermediate Results								
Segi	ment Vertical Class	5	Free-Flow Speed, m		mi/h		55.9		
Spe	ed Slope Coefficient	17.1	10441	Speed Power Coeffic		fficie	nt	1.11767	
PF S	lope Coefficient	-0.9	4737	PF Power Coefficient			0.94070		
In Pa	assing Lane Effective Length?	No	Total Segment Dens		nsity,	veh/mi/ln	2.4		
%lm	proved % Followers	0.0			% Improved Avg Speed			0.0	
Sul	bsegment Data							·	
#	Segment Type	Len	gth, ft	Rad	ius, ft Superelevation, %		erelevation, %	Average Speed, mi/h	
1	Tangent	169	0	-	-			51.6	
2	Horizontal Curve	142	6	191	0	2		51.6	
3	Tangent	269	3	-		-		51.6	
Pas	ssing Lane Results								
			Faster Lane				Slower Lane	ower Lane	
Flow	v Rate, veh/h		232				157		
Percentage of Heavy Vehicles (HV%), %			8.80			41.52			
Initial Average Speed (Sint), mi/h			58.6				49.1		
Aver	rage Speed at Midpoint (SPLmid), mi/	60.5				47.2			
Perc	ent Followers at Midpoint (PFPLmid),	22.9				8.5			
Vel	hicle Results								
Aver	rage Speed, mi/h	51.6	5		Percent Followers,	, %		32.3	
Segi	ment Travel Time, minutes	1.28	3		Follower Density,	follo	wers/mi/ln	2.4	

Vehi	cle LOS	В								
Segment 2										
Veh	nicle Inputs									
Segr	nent Type	Length, ft		5123						
Lane	Width, ft	12		Shoulder Width, f	ft	6				
Spee	d Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0				
Der	mand and Capacity	·								
Dire	ctional Demand Flow Rate, veh/h	389		Opposing Demar	nd Flow Rate, veh/h	-				
Peak	Hour Factor	0.93		Total Trucks, %		22.00				
Segr	nent Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.23				
Inte	ermediate Results									
Segr	nent Vertical Class	5		Free-Flow Speed,	mi/h	52.8				
Spee	d Slope Coefficient	15.39723		Speed Power Coe	efficient	0.58755				
PF SI	ope Coefficient	-1.86522		PF Power Coeffici	ent	0.84774				
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	4.9				
%Improved % Followers		17.3		% Improved Avg Speed		0.5				
Suk	segment Data									
#	Segment Type	Length, ft	Rac	ius, ft Superelevation, %		Average Speed, mi/h				
1	Tangent	950	-	-		45.3				
2	Horizontal Curve	1162	143	2 2		45.3				
3	Tangent	370	-	-		45.3				
4	Horizontal Curve	1162	955	; 	2	45.3				
5	Tangent	53	-	-		45.3				
6	Horizontal Curve	1320	143	2	2	45.3				
7	Tangent	106	-	-		45.3				
Veh	nicle Results									
Aver	age Speed, mi/h	45.6		Percent Followers	5, %	56.8				
Segr	nent Travel Time, minutes	1.28	1.28		followers/mi/ln	4.0				
Vehi	cle LOS	С								
		9	Segn	nent 3						
Veh	nicle Inputs									
Segment Type		Passing Constrained		Length, ft		4330				
Lane Width, ft		12		Shoulder Width, f	ft	6				
Speed Limit, mi/h 55		55		Access Point Den	sity, pts/mi	10.3				
Demand and Capacity										
Direc	ctional Demand Flow Rate, veh/h	389	Opposing Demar	nd Flow Rate, veh/h	-					
Peak	Hour Factor	0.93		Total Trucks, %		22.00				

Segi	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.23	
Int	ermediate Results						
Segi	ment Vertical Class	1	1 Free-Flo		d, mi/h	59.4	
Speed Slope Coefficient		3.76952		Speed Power Co	pefficient	0.41674	
PF Slope Coefficient		-1.30935		PF Power Coeffic	cient	0.76214	
In Pa	assing Lane Effective Length?	Yes		Total Segment D	Density, veh/mi/ln	3.3	
%lm	proved % Followers	14.4		% Improved Avo	g Speed	0.0	
Sul	osegment Data						
# Segment Type		Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Horizontal Curve	1056	955)	2	52.6	
2	Tangent	211	-		-	57.1	
3	Horizontal Curve	1426	143	32	2	57.1	
4	Tangent	211	-		-	57.1	
5	Horizontal Curve	1426	143	32	2	57.1	
Vel	nicle Results						
Avei	rage Speed, mi/h	56.0		Percent Followe	rs, %	47.2	
Segi	ment Travel Time, minutes	0.88		Follower Density, followers/mi/ln		2.8	
Vehicle LOS		В					
			Segn	nent 4			
Vel	nicle Inputs						
Segi	ment Type	Passing Lanes		Length, ft		1478	
Lane	e Width, ft	12		Shoulder Width,	, ft	6	
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		22.2	
De	mand and Capacity			•			
Dire	ctional Demand Flow Rate, veh/h	389		Opposing Dema	and Flow Rate, veh/h	-	
Peak	Hour Factor	0.93		Total Trucks, %		22.00	
 Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.23	
Int	ermediate Results	•					
Segi	ment Vertical Class	3		Free-Flow Speed, mi/h		53.0	
Spe	ed Slope Coefficient	6.57060		Speed Power Co	pefficient	0.57420	
PF S	lope Coefficient	-1.38904		PF Power Coeffic	cient	0.74769	
In Passing Lane Effective Length?		Yes	Total Segment D		Density, veh/mi/ln	3.9	
%Improved % Followers		13.6		% Improved Avg Speed		0.0	
Sul	osegment Data						
# Segment Type		Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Horizontal Curve 475 143		32 2		49.8		
2 Tangent		1003	-		-	49.8	

Vehicle Results										
Average Speed, mi/h			49.8		Percent Followers, %			49.6		
Segment Travel Time, minutes			0.34		Follower Density,	follo	wers/mi/ln	3.4		
Vehicle LOS B			В							
Segment 5										
Vel	hicle Inputs									
Seg	ment Type	Pass	sing Lanes		Length, ft			2692		
Lane	e Width, ft	12			Shoulder Width, f	t		6		
Spe	ed Limit, mi/h	55			Access Point Dens	ity, p	ts/mi	0.0		
De	mand and Capacity							<u>'</u>		
Dire	ctional Demand Flow Rate, veh/h	389			Opposing Deman	d Flo	w Rate, veh/h	-		
Peal	K Hour Factor	0.93	3		Total Trucks, %			22.00		
Seg	ment Capacity, veh/h	120	0		Demand/Capacity	(D/C	<u> </u>	0.32		
Int	ermediate Results									
Seg	ment Vertical Class	4	4		Free-Flow Speed, mi/h		58.2			
Spe	ed Slope Coefficient	11.60796		Speed Power Coefficient		nt	1.07320			
PF S	lope Coefficient	-1.10063		PF Power Coefficient		0.87959				
In P	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.7				
%Improved % Followers		0.0			% Improved Avg S	Speed	d	0.0		
Su	bsegment Data									
#	Segment Type	Len	gth, ft	Rac	lius, ft Superelevation, %		erelevation, %	Average Speed, mi/h		
1	Horizontal Curve	147	8	127	73 2			55.1		
2	Tangent	121	4	-	-			55.1		
Pas	ssing Lane Results									
			Faster Lane			Slower Lane				
Flov	v Rate, veh/h		232				157			
Perc	entage of Heavy Vehicles (HV%), %		8.80				41.52			
Initi	al Average Speed (Sint), mi/h		59.7				53.8			
Ave	rage Speed at Midpoint (SPLmid), mi/	h	61.6				51.9			
Perc	ent Followers at Midpoint (PFPLmid),	% 27.7			12.2					
Vel	hicle Results									
Average Speed, mi/h 55			55.1		Percent Followers, %		38.1			
Segment Travel Time, minutes		0.56	0.56		Follower Density, followers/mi/ln		wers/mi/ln	2.7		
Vehicle LOS		В								
			Se	gn	nent 6					
Vehicle Inputs										
Seq	ment Type	Pass	sing Constrained		Length, ft			13147		

	e Width, ft	12			ft	6
Spe	ed Limit, mi/h	55	55		nsity, pts/mi	2.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	354		Opposing Dema	and Flow Rate, veh/h	-
Peak	Hour Factor	0.96		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.21
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed	d, mi/h	61.5
Spe	ed Slope Coefficient	3.95118		Speed Power Co	pefficient	0.41674
PF S	lope Coefficient	-1.31541		PF Power Coeffic	cient	0.71583
In Pa	assing Lane Effective Length?	Yes		Total Segment D	Density, veh/mi/ln	3.0
%lm	proved % Followers	13.5		% Improved Avo	g Speed	1.2
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1214	127	'3	2	59.0
2	Tangent	53	-		-	59.2
3	Horizontal Curve	2323	191	0	2	59.0
4	Tangent	686	-		-	59.2
5	Horizontal Curve	1478	114	6	2	52.7
6	Tangent	422	-		-	59.2
7	Horizontal Curve	1162	955		2	52.7
8	Tangent	264	-		-	59.2
9	Horizontal Curve	739	716		2	46.1
10	Tangent	106	-		-	59.2
11	Horizontal Curve	1003	716		2	46.1
12	Tangent	106	-		-	59.2
13	Horizontal Curve	898	955		2	52.7
14	Tangent	317	-		-	59.2
15	Horizontal Curve	1267	955		2	52.7
16	Tangent	317	-		-	59.2
17	Horizontal Curve	792	254	.7	2	59.2
Vel	nicle Results					
Avei	rage Speed, mi/h	55.7		Percent Follower	rs, %	46.5
Segi	ment Travel Time, minutes	2.68		Follower Density	/, followers/mi/ln	2.6
Vehi	cle LOS	В				
			Segn	nent 7		
Vel	nicle Inputs					
	ment Type	Passing Zone		Length, ft		1690
	e Width, ft	12		Shoulder Width,	ft	6

Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	354		Opposing Demand	d Flow Rate, veh/h	416
Peal	k Hour Factor	0.96		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.21
Int	ermediate Results	<u>'</u>				<u>'</u>
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spe	ed Slope Coefficient	3.68398 S		Speed Power Coef	fficient	0.49432
PF S	Slope Coefficient	-1.31017		PF Power Coefficie	ent	0.78522
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.6
%lm	nproved % Followers	12.6		% Improved Avg S	Speed	0.9
Su	bsegment Data					·
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	845	254	47	2	60.1
2	Tangent	845	-		-	60.1
Ve	hicle Results					
Ave	rage Speed, mi/h	60.6		Percent Followers,	%	44.0
Segment Travel Time, minutes		0.32		Follower Density,	followers/mi/ln	2.2
Veh	icle LOS	В				
			Segr	nent 8		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrained	 d	Length, ft		9346
Lan	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		1.6
De	mand and Capacity	•				
Dire	ectional Demand Flow Rate, veh/h	354		Opposing Demand	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.96		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.21
Int	ermediate Results					·
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.6
Spe	ed Slope Coefficient	3.93113		Speed Power Coef	fficient	0.41674
PF S	Slope Coefficient	-1.28164		PF Power Coefficie	ent	0.74900
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.7
%lm	nproved % Followers	8.8		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2587	-		-	59.3

Horizontal Curve	1426	955	5	2	52.7
Tangent	264	-		-	59.3
Horizontal Curve	1056	163	37	2	59.0
Tangent	739	-		-	59.3
Horizontal Curve	898	114	16	2	52.7
Tangent	53	-		-	59.3
Horizontal Curve	2006	127	73	2	59.0
Tangent	317			-	59.3
icle Results					
age Speed, mi/h	57.6		Percent Followers,	. %	44.5
nent Travel Time, minutes	1.84		Follower Density,	followers/mi/ln	2.5
le LOS	В				
	9	Segn	nent 9		
icle Inputs					
nent Type	Passing Lanes		Length, ft		2323
Width, ft	12	-		t	6
Speed Limit, mi/h 55			Access Point Dens	ity, pts/mi	0.8
nand and Capacity					
tional Demand Flow Rate, veh/h		Opposing Demand	d Flow Rate, veh/h	-	
Hour Factor	0.96		Total Trucks, %		22.00
nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.21
rmediate Results					
nent Vertical Class	4		Free-Flow Speed,	mi/h	55.3
d Slope Coefficient	10.25557		Speed Power Coefficient		0.63025
ope Coefficient	-1.56477		PF Power Coefficient		0.71652
ssing Lane Effective Length?	Yes	Yes		nsity, veh/mi/ln	3.6
proved % Followers	8.1		% Improved Avg Speed		0.0
segment Data					
Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
Horizontal Curve	2323	104	12	0	50.9
icle Results					
age Speed, mi/h	50.9		Percent Followers,	%	52.5
nent Travel Time, minutes	0.52			followers/mi/ln	3.4
le LOS	В				
	S	egm	ent 10		
icle Inputs					
	Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Horizontal Curve Tangent Aicle Results age Speed, mi/h ment Travel Time, minutes cle LOS Aicle Inputs ment Type Width, ft d Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h Permediate Results ment Vertical Class d Slope Coefficient ope Coefficient ssing Lane Effective Length? proved % Followers psegment Data Segment Type	Tangent 264 Horizontal Curve 1056 Tangent 739 Horizontal Curve 898 Tangent 53 Horizontal Curve 2006 Tangent 317 Tangent 317 Tangent 317 Tangent 317 Tangent 317 Tangent 318 Tangent 318 Tangent 317 Ta	Tangent 264 - Horizontal Curve 1056 163 Tangent 739 - Horizontal Curve 898 114 Tangent 53 - Horizontal Curve 2006 127 Tangent 317 - Tangent 317 - Micle Results Tangent 184 Tangent 184 Tangent 184 Tangent 184 Tangent 188 Tangent 18	Tangent	Tangent

Lane Width, ft 12			Shoulder Width, ft	t	6	
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	354		Opposing Demand	d Flow Rate, veh/h	-
Peak Hour Factor 0.96			Total Trucks, %		22.00	
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.21
Int	ermediate Results					
Seg	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.5
Spe	ed Slope Coefficient	8.77159		Speed Power Coef	fficient	0.62509
PF S	lope Coefficient	-1.35444		PF Power Coefficie	ent	0.76708
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.0
%lm	proved % Followers	7.5		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	R	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	106	106 -		-	54.8
2	Horizontal Curve	2006	19	910	2	54.8
Vel	hicle Results					·
Ave	rage Speed, mi/h	54.8		Percent Followers,	%	45.7
Seg	ment Travel Time, minutes	0.44		Follower Density,	followers/mi/ln	2.7
Veh	icle LOS	В				
			Segi	ment 11		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		4435
Lane	e Width, ft	12		Shoulder Width, ft	i	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.9
De	mand and Capacity			'		·
Dire	ctional Demand Flow Rate, veh/h	354		Opposing Demand	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.96		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.21
Int	ermediate Results					
Seg	ment Vertical Class	5		Free-Flow Speed,	mi/h	53.2
Spe	ed Slope Coefficient	15.09084		Speed Power Coef	fficient	0.62191
PF S	Slope Coefficient	-1.83412		PF Power Coefficie	ent	0.83425
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.1
%lm	proved % Followers	6.3	% Improved Avg		Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	R	adius, ft	Superelevation, %	Average Speed, mi/h

1	Tangent	528		-		-		46.7
2	Horizontal Curve	100	3	127	3	2		46.7
3	Tangent	53		-		-		46.7
4	Horizontal Curve	126	7	127	3	2		46.7
5	Tangent	106		-		-		46.7
6	Horizontal Curve	126	7	104	2	2		46.7
7	Tangent	211		-		-		46.7
Veł	nicle Results							
Average Speed, mi/h			7		Percent Followers,	%		53.8
Segr	nent Travel Time, minutes	1.08	3		Follower Density,	follo	wers/mi/ln	3.8
Vehi	cle LOS	В						
			Se	gm	ent 12			
Vel	nicle Inputs							
Segment Type			sing Lanes		Length, ft			3326
Lane Width, ft					Shoulder Width, ft	į		6
Speed Limit, mi/h				Access Point Density, pts/mi			2.9	
Der	mand and Capacity							
Directional Demand Flow Rate, veh/h					Opposing Demand	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.95	5		Total Trucks, %			22.00
Segr	nent Capacity, veh/h	120	0		Demand/Capacity	(D/0	<u> </u>	0.28
Inte	ermediate Results							
Segr	nent Vertical Class	4	4		Free-Flow Speed,	mi/h		57.4
Spee	ed Slope Coefficient	11.2	11.24989		Speed Power Coefficient		1.09561	
PF SI	ope Coefficient	-1.0	-1.06349		PF Power Coefficient		0.90257	
In Pa	ssing Lane Effective Length?	No	No		Total Segment Density, veh/mi/ln		2.0	
%lm	proved % Followers	0.0			% Improved Avg Speed			0.0
Suk	osegment Data							
#	Segment Type	Len	gth, ft	Rad	ius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Horizontal Curve	211	2	143	2	2		55.1
2	Tangent	121	4	-		-		55.1
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		206				133	
Perce	entage of Heavy Vehicles (HV%), %		8.80				42.38	
Initia	ıl Average Speed (Sint), mi/h		59.3		53.0			
Aver	age Speed at Midpoint (SPLmid), mi/	'n	61.2			51.1		
Perce	ent Followers at Midpoint (PFPLmid),	%	24.2				9.1	
Vel	nicle Results							

Aver	rage Speed, mi/h	55.1		Percent Followers	5, %	33.0
Segr	ment Travel Time, minutes	0.69		Follower Density,	followers/mi/ln	2.0
Vehi	cle LOS	В				
			Segr	nent 13		
Veł	nicle Inputs					
Segr	ment Type	Passing Const	rained	Length, ft		3591
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spee	Speed Limit, mi/h 55			Access Point Den	sity, pts/mi	1.6
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	339		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.20
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.6
Spee	ed Slope Coefficient	3.87909		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.30170	-1.30170		ent	0.76590
In Pa	assing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	2.5
%lm	proved % Followers	22.0	22.0		Speed	3.1
Suk	osegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-		-	59.4
2	Horizontal Curve	2218	19	910	2	59.0
Veł	nicle Results					
Aver	rage Speed, mi/h	61.0		Percent Followers, %		43.4
Segr	ment Travel Time, minutes	0.67		Follower Density, followers/mi/ln		1.9
Vehi	cle LOS	А				
			Segr	nent 14		
Veł	nicle Inputs					
Segr	ment Type	Passing Const	rained	Length, ft		3432
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	339		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.20
Inte	ermediate Results					

Speed Slope Coefficient 10.58564		Speed Day C	officion+	0.61162		
	<u> </u>	10.58564		Speed Power Coeffic		0.61163
	Slope Coefficient	-1.58995				
	assing Lane Effective Length?	Yes			ensity, veh/mi/ln	3.4
%Improved % Followers		18.5		% Improved Avg	Speed	2.6
Su	bsegment Data					
#	Segment Type	Length, ft	R	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3432	-	-		51.0
Vel	hicle Results					
Ave	rage Speed, mi/h	52.4		Percent Followers	s, %	51.0
Seg	ment Travel Time, minutes	0.74		Follower Density,	followers/mi/ln	2.7
Veh	icle LOS	В				
			Segr	ment 15		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		4435
Lane	e Width, ft	-		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	50.0
De	mand and Capacity	·				
Dire	Directional Demand Flow Rate, veh/h 339		Opposing Demai	nd Flow Rate, veh/h	-	
Peal	k Hour Factor	0.95		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.20
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed	, mi/h	52.0
Spe	ed Slope Coefficient	3.36821	3.36821		efficient	0.41674
PF S	Slope Coefficient	-1.36210	-1.36210		ient	0.74195
In P	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.1
%Im	proved % Followers	15.4		% Improved Avg	Speed	1.9
Su	bsegment Data					
#	Segment Type	Length, ft	R	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4435	-		-	50.1
Ve	hicle Results					
Ave	rage Speed, mi/h	51.1		Percent Followers	s, %	45.7
Seg	ment Travel Time, minutes	0.99		Follower Density,	followers/mi/ln	2.6
Veh	icle LOS	В				
			Segr	ment 16		
Vel	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		6389
Lane	e Width, ft	12		Shoulder Width,	ft	6

Speed Limit, mi/h 55				2.3		
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	354		Opposing Demand Flow Rate, veh/h		415
Peal	k Hour Factor	0.91		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.21
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Spe	ed Slope Coefficient	3.70773		Speed Power Coe	fficient	0.49436
PF S	Slope Coefficient	-1.23401		PF Power Coefficie	ent	0.80128
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.5
%ln	nproved % Followers	12.1		% Improved Avg S	Speed	0.9
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	6389	-		-	59.5
Ve	hicle Results					
Ave	rage Speed, mi/h	60.0		Percent Followers,	. %	41.5
Segment Travel Time, minutes		1.21		Follower Density,	followers/mi/In	2.2
Veh	icle LOS	В				
			Segm	ent 17		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		9610
Lan	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	1.7
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	381		Opposing Deman	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.91		Total Trucks, %		22.00
Sea	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.22
- 9						
	ermediate Results					
Int	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.5
Int Seg		1 3.93169		Free-Flow Speed, Speed Power Coe		61.5 0.41674
Int Seg Spe	ment Vertical Class			·	fficient	
Seg Spe PF S	ment Vertical Class ed Slope Coefficient	3.93169		Speed Power Coe	fficient	0.41674
Seg Spe PF S	ment Vertical Class ed Slope Coefficient Slope Coefficient	3.93169 -1.28334		Speed Power Coefficie	fficient ent nsity, veh/mi/ln	0.41674 0.74701
Seg Spe PF S In P	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length?	3.93169 -1.28334 Yes		Speed Power Coe PF Power Coefficie Total Segment De	fficient ent nsity, veh/mi/ln	0.41674 0.74701 3.1
Seg Spe PF S In P	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? approved % Followers	3.93169 -1.28334 Yes	Rac	Speed Power Coe PF Power Coefficie Total Segment De	fficient ent nsity, veh/mi/ln	0.41674 0.74701 3.1
Seg Spe PF S In P %Im	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? hproved % Followers bsegment Data	3.93169 -1.28334 Yes 8.5	Rac	Speed Power Coefficient Total Segment De % Improved Avg S	fficient ent nsity, veh/mi/In Speed	0.41674 0.74701 3.1 0.0

3	Tangent	158	-		-	59.2
4	Horizontal Curve	1267	955		2	52.6
5	Tangent	370	<u> -</u>		-	59.2
6	Horizontal Curve	1637	955		2	52.6
7	Tangent	53	-		-	59.2
8	Horizontal Curve	1109	955		2	52.6
9	Tangent	1056	-		-	59.2
Veh	icle Results					
Avera	age Speed, mi/h	56.4		Percent Followers,	, %	46.4
Segn	nent Travel Time, minutes	1.93		Follower Density,	followers/mi/ln	2.9
Vehic	cle LOS	В				
		Se	gm	ent 18		
Veh	icle Inputs					
Segn	nent Type	Passing Lanes		Length, ft		7482
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	d Limit, mi/h	55 Access		Access Point Density, pts/mi		1.0
Der	nand and Capacity					
Directional Demand Flow Rate, veh/h 39		399		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segn	nent Capacity, veh/h	1100		Demand/Capacity	, (D/C)	0.36
	ermediate Results					
Segn	nent Vertical Class	5		Free-Flow Speed,	mi/h	55.5
Spee	d Slope Coefficient	17.67194			fficient	1.12697
	ope Coefficient	-0.91272			ent	0.99960
In Pa	ssing Lane Effective Length?	No			nsity, veh/mi/ln	2.4
%lmı	proved % Followers	0.0		% Improved Avg S		0.0
Sub	segment Data				·	
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	634	-		-	50.9
2	Horizontal Curve	1214	104	2	2	50.9
3	Tangent	264	-		-	50.9
4	Horizontal Curve	1109	955		2	50.9
5	Tangent	686	-		-	50.9
6	Horizontal Curve	792	881		2	50.9
7	Tangent	53	-		-	50.9
8	Horizontal Curve	634	114	6	2	50.9
9	Tangent	528	-		-	50.9
10	Horizontal Curve	195	881		2	50.9
11	Tangent	1373	-		-	50.9

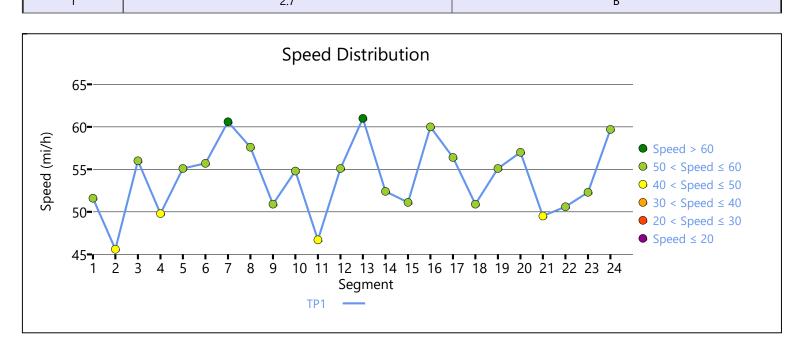
Passing Lane Results								
		Faster Lane	Faster Lane		Slov			
Flow Rate, veh/h		237				162		
Percentage of Heavy Vehicles (HV%), %		8.80				41.37		
Initial Average Speed (Sint), mi/h	58.3				48.5			
Average Speed at Midpoint (SPLmid), m	60.2				46.6			
Percent Followers at Midpoint (PFPLmid)	21.4				7.0			
Vehicle Results								
Average Speed, mi/h	50.9			Percent Followers,	%		30.5	
Segment Travel Time, minutes	1.67	7		Follower Density, f	follo	wers/mi/ln	2.4	
Vehicle LOS	В							
		Se	gm	ent 19				
Vehicle Inputs								
Segment Type	Pas	sing Lanes		Length, ft			3168	
Lane Width, ft	12		Shoulder Width, ft			6		
Speed Limit, mi/h	55	Access Point Density, p		ts/mi	0.0			
Demand and Capacity				<u>'</u>				
Directional Demand Flow Rate, veh/h	375			Opposing Demand	d Flo	w Rate, veh/h	-	
Peak Hour Factor	0.87	7		Total Trucks, %			22.00	
Segment Capacity, veh/h	130	0		Demand/Capacity	(D/C	<u> </u>	0.29	
Intermediate Results								
Segment Vertical Class	1	Fre		Free-Flow Speed,	mi/h		62.0	
Speed Slope Coefficient	7.60	0765 Spe		Speed Power Coefficient		0.87306		
PF Slope Coefficient	-1.1	5694		PF Power Coefficie	ient		0.78069	
In Passing Lane Effective Length?	No			Total Segment Density, veh/mi/ln		2.8		
%Improved % Followers	0.0			% Improved Avg S	% Improved Avg Speed		0.0	
Subsegment Data								
# Segment Type	Len	gth, ft	Rad	dius, ft	Sup	erelevation, %	Average Speed, mi/h	
1 Tangent	110	9	-		-		59.5	
2 Horizontal Curve	205	9	104	12	2		52.7	
Passing Lane Results								
		Faster Lane				Slower Lane		
Flow Rate, veh/h		225				150		
Percentage of Heavy Vehicles (HV%), %		8.80				41.76		
Initial Average Speed (Sint), mi/h		61.3				60.7		
Average Speed at Midpoint (SPLmid), m	/h	63.2				58.8		
Percent Followers at Midpoint (PFPLmid)	, %	31.0				21.7		

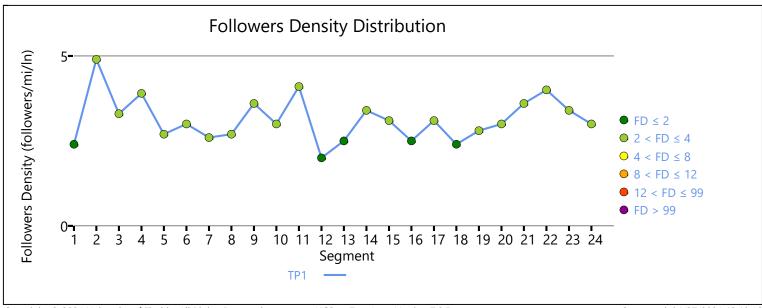
Veh	icle Results					
Aver	age Speed, mi/h	55.1		Percent Follow	 ers, %	41.6
	nent Travel Time, minutes	0.65		Follower Densi	ty, followers/mi/ln	2.8
	cle LOS	В			•	
			Segm	ent 20		-
Veh	nicle Inputs					
-		Length, ft		5227		
	Width, ft	12		Shoulder Widtl	h, ft	6
Spee	d Limit, mi/h	55		Access Point D	ensity, pts/mi	1.7
	mand and Capacity					
	tional Demand Flow Rate, veh/h	375		Opposing Dem	nand Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segn	nent Capacity, veh/h	1700		Demand/Capa	city (D/C)	0.22
Inte	ermediate Results			<u>'</u>		
Segment Vertical Class		1		Free-Flow Speed, mi/h		61.5
Speed Slope Coefficient		3.89525		Speed Power C	Coefficient	0.41674
PF Slope Coefficient		-1.28213		PF Power Coeff	ficient	0.76773
In Passing Lane Effective Length?		Yes		Total Segment	Density, veh/mi/ln	3.0
%lm	proved % Followers	17.5		% Improved Av	/g Speed	0.4
Suk	segment Data					
#	Segment Type	Length, ft	Rac	ius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	634	104	12	2	52.7
2	Tangent	53	-		-	59.3
3	Horizontal Curve	1214	955	5	2	52.7
4	Tangent	264	-		-	59.3
5	Horizontal Curve	1531	127	7 3	2	58.9
6	Tangent	1531	-		-	59.3
Veh	nicle Results		·			
Aver	age Speed, mi/h	57.0		Percent Followers, %		45.3
Segn	nent Travel Time, minutes	1.04		Follower Densi	ty, followers/mi/ln	2.5
Vehic	cle LOS	В				
			Segm	ent 21		
Veh	icle Inputs					
	nent Type	Passing Constrain	ned	Length, ft		2165
	Width, ft	12		Shoulder Widtl	h, ft	6
Spee	d Limit, mi/h	55		Access Point D		1.3
	mand and Capacity					1

	ctional Demand Flow Rate, veh/h	375		Opposing Demand Flow Rate, veh/h Total Trucks, %		-
	K Hour Factor	0.87				22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.22
Int	ermediate Results					
Segment Vertical Class		3		Free-Flow Speed,	mi/h	58.2
Spe	ed Slope Coefficient	8.45373		Speed Power Coe	fficient	0.61698
PF S	lope Coefficient	-1.37631		PF Power Coefficie	ent	0.76388
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.6
%lm	proved % Followers	15.5		% Improved Avg S	Speed	0.0
Sul	bsegment Data					
# Segment Type		Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	955		2	52.7
2	Tangent	53	-		-	54.4
3	Horizontal Curve	1056	716		2	46.0
4	Tangent	53	-		-	54.4
5	Horizontal Curve	581	955		2	52.7
Vel	hicle Results					·
Avei	rage Speed, mi/h	49.5		Percent Followers	, %	47.8
Segi	ment Travel Time, minutes	0.50		Follower Density,	followers/mi/ln	3.1
Vehi	icle LOS	В				
		<u>'</u>	Segm	ent 22		
Vel	hicle Inputs					
	ment Type	Passing Constrained		Length, ft		3750
	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	mand and Capacity					
	ctional Demand Flow Rate, veh/h	375		Opposing Deman	d Flow Rate, veh/h	-
	· Hour Factor	0.87		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.22
	ermediate Results					
	ment Vertical Class	4		Free-Flow Speed,	mi/h	55.4
	ed Slope Coefficient	10.65976		Speed Power Coe		0.60372
	lope Coefficient	-1.60099		PF Power Coefficie		0.74834
	assing Lane Effective Length?	Yes		Total Segment De		4.0
	proved % Followers	12.8		% Improved Avg S		0.0
	bsegment Data					1
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
#	9 - 16-	Length, ft Radius,		-,		J J

2	Horizontal Curve	950	955	5	2	50.6
3	Tangent	53	-		-	50.6
4	Horizontal Curve	898	104	12	2	50.6
5	Tangent	53	-		-	50.6
6	Horizontal Curve	845	996	5	2	50.6
7	Tangent	53	-		-	50.6
8	Horizontal Curve	792	1042		2	50.6
Veh	icle Results					
Avera	age Speed, mi/h	50.6		Percent Followers,	%	53.6
Segment Travel Time, minutes		0.84		Follower Density,	followers/mi/ln	3.5
Vehic	cle LOS	В				
			Segm	ent 23		
Veh	icle Inputs					
Segn	nent Type	Passing Constrained		Length, ft		2482
_	Width, ft	12		Shoulder Width, ft		6
Spee	d Limit, mi/h	55		Access Point Dens	ity, pts/mi	11.1
	mand and Capacity					
	tional Demand Flow Rate, veh/h	375		Opposing Demand	d Flow Rate, veh/h	
	Hour Factor	0.87		Total Trucks, %		22.00
	nent Capacity, veh/h	1700	1700		(D/C)	0.22
	ermediate Results			, ,		
Segn	Segment Vertical Class 3			Free-Flow Speed,	mi/h	55.8
Spee	d Slope Coefficient	7.62366		Speed Power Coefficient		0.59794
PF SI	ope Coefficient	-1.37647		PF Power Coefficie	ent	0.75713
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.4
%lm _l	proved % Followers	11.4		% Improved Avg S	Speed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2482	-		-	52.3
Veh	icle Results					
Avera	age Speed, mi/h	52.3		Percent Followers,	%	48.0
Segn	nent Travel Time, minutes	0.54		Follower Density,	followers/mi/ln	3.1
Vehic	cle LOS	В				
			Segm	ent 24		
Veh	icle Inputs					
Segn	nent Type	Passing Constraine	ed	Length, ft		1267
_	Width, ft	12		Shoulder Width, ft	t	6
	ne width, it		1			

Spe	ed Limit, mi/h		55	55 A		Access Point Density, pts/mi		0.0
De	mand and	Capacity						
Dire	ectional Demai	nd Flow Rate, veh/h	375		Opposin	Opposing Demand Flow Rate, veh/h		-
Pea	k Hour Factor		0.87		Total Tru	cks, %		22.00
Seg	ment Capacity	, veh/h	1700		Demand	/Capacity	(D/C)	0.22
Int	termediate	Results						
Seg	ment Vertical	Class	1		Free-Flov	w Speed,	mi/h	62.0
Spe	ed Slope Coef	ficient	3.86735	3.86735 S		Speed Power Coefficient		0.41674
PF S	Slope Coefficie	nt	-1.37557		PF Power Coefficient		ent	0.74346
In Passing Lane Effective Length? Yes To		Total Seg	gment De	nsity, veh/mi/ln	3.0			
%Improved % Followers 10.8		% Impro	ved Avg S	Speed	0.0			
Su	bsegment	Data						
#	Segment Ty	pe	Length, ft	Rad	ius, ft Superelevation, %		Superelevation, %	Average Speed, mi/h
1	Tangent		1267	-	-		-	59.7
Ve	hicle Resu	lts						
Ave	rage Speed, m	ni/h	59.7		Percent I	Followers,	%	48.5
Seg	ment Travel Ti	me, minutes	0.24		Follower	Density, 1	followers/mi/ln	2.7
Veh	icle LOS		В					
Fac	cility Resu	lts						
	т	Follower	Density, followers	s/mi/ln	LOS			S
1 2.7			В					





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HCSTM Two-Lane Version 7.9.5 US 101 - Facility J (NB).xuf

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		HCS7 Two-La	ane	Highway Re	eport	
Pro	ject Information					
Anal	yst	Τ		Date		4/14/2024
Age	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proj	ect Description	Port Orford south UG Gold Beach north UGI		Units		U.S. Customary
		S	egn	nent 1		
Veł	nicle Inputs					
 Segr	ment Type	Passing Constrained		Length, ft		2746
Lane	Width, ft	12		Shoulder Width, ft	t	6
Spe	ed Limit, mi/h	55	55		sity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	323		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor 0.87		0.87		Total Trucks, %		22.00
Segment Capacity, veh/h 1700		1700		Demand/Capacity	(D/C)	0.19
Int	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Speed Slope Coefficient 3.89011		3.89011		Speed Power Coef	fficient	0.41674
PF Slope Coefficient -1.31685		-1.31685	-1.31685		ent	0.76212
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.4
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1637	1-		-	59.9
2	Horizontal Curve	1109	873	l	0	52.7
Vel	nicle Results					
Aver	rage Speed, mi/h	57.0		Percent Followers,	, %	42.7
Segr	ment Travel Time, minutes	0.55		Follower Density,	followers/mi/ln	2.4
Vehi	cle LOS	В		,, ,,		
		S	egn	nent 2		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		1795
	e Width, ft	12		Shoulder Width, ft	t	6
Lane						

Dire	ctional Demand Flow Rate, veh/h	323		Opposing Demand	d Flow Rate, veh/h	310
	Hour Factor			Total Trucks, %		22.00
	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.19
	ermediate Results	1		.,		
	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
	ed Slope Coefficient	3.65704		Speed Power Coefficient		0.51309
	lope Coefficient	-1.28947		PF Power Coefficie		0.79224
	assing Lane Effective Length?	No		Total Segment De		2.6
	proved % Followers	0.0		% Improved Avg S		0.0
	osegment Data	10.0		70 Improved 7 kg s		0.0
		1	_		l	1
#	Segment Type	Length, ft	_	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve		739 573		0	39.4
2	Tangent	1056 -			-	60.3
Veh	nicle Results					
Aver	age Speed, mi/h	51.7		Percent Followers,	%	40.9
Segn	Segment Travel Time, minutes 0.39			Follower Density,	followers/mi/In	2.6
Vehic	cle LOS	В				
			Segn	nent 3		
Veh	nicle Inputs					
Segn	ment Type	Passing Constrained		Length, ft		950
Lane	Width, ft	12	12		t	6
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	5.6
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	323		Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segn	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.19
Inte	ermediate Results					
Segn	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.6
Spee	ed Slope Coefficient	3.79147		Speed Power Coef	fficient	0.41674
PF SI	lope Coefficient	-1.38900		PF Power Coefficie	ent	0.74041
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.5
	In Passing Lane Effective Length? No %Improved % Followers 0.0			% Improved Avg S	Speed	0.0
%lm _l	proved 70 renowers					
	osegment Data					
		Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
Sub	osegment Data	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h 58.5
Sub #	Segment Type		Rac	lius, ft		5 .

Segn	nent Travel Time, minutes	0.18	3		Follower Density,	follov	wers/mi/ln	2.5
Vehic	cle LOS	В						
			Se	ean	nent 4			
Veh	icle Inputs							
Segn	nent Type	Pass	sing Lanes		Length, ft			3115
Lane	Width, ft	12			Shoulder Width, ft	t		6
Spee	d Limit, mi/h	55			Access Point Dens	sity, p	ts/mi	1.7
Der	mand and Capacity							
Direc	tional Demand Flow Rate, veh/h	323			Opposing Demand	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.87	7		Total Trucks, %			22.00
Segment Capacity, veh/h 1300		Demand/Capacity	, (D/C	<u></u>	0.25			
Inte	ermediate Results							
Segn	nent Vertical Class	3			Free-Flow Speed,	mi/h		58.5
Speed Slope Coefficient		9.39	9.39564		Speed Power Coefficient		1.05207	
PF Slope Coefficient		-0.8	-0.84408		PF Power Coefficient		0.66141	
In Pa	ssing Lane Effective Length?	No			Total Segment De	nsity,	veh/mi/ln	1.9
%lm _l	proved % Followers	0.0			% Improved Avg S	Speed	t	0.0
Sub	segment Data							
#	Segment Type	Len	gth, ft	Rac	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	311	3115 -		-			56.6
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		197				126	
Perce	entage of Heavy Vehicles (HV%), %		8.80				42.68	
Initia	l Average Speed (Sint), mi/h		59.9				54.9	
Aver	age Speed at Midpoint (SPLmid), mi	/h	61.8				53.0	
Perce	ent Followers at Midpoint (PFPLmid)	, %	26.1				18.3	
Veh	icle Results							
Aver	age Speed, mi/h	56.6	5		Percent Followers,	, %		32.9
Segn	nent Travel Time, minutes	0.63	3		Follower Density,	follov	wers/mi/ln	1.9
Vehic	cle LOS	А						
			Se	gn	nent 5			
Veh	icle Inputs							
Segn	nent Type	Pass	sing Constrained		Length, ft			6019
Lane	Width, ft	12			Shoulder Width, ft	t		6
Spee	d Limit, mi/h	55			Access Point Dens	sity, p	ts/mi	0.0
Der	mand and Capacity	•						

Dire	ectional Demand Flow Rate, veh/h	323		Opposing Deman	d Flow Rate, veh/h	-
	k Hour Factor				<u> </u>	22.00
	ment Capacity, veh/h	1700		Total Trucks, % Demand/Capacity (D/C)		0.19
	termediate Results	1		Tomana, capacity	(= / = /	10.10
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
	ed Slope Coefficient	3.92577		Speed Power Coe	fficient	0.41674
PF S	PF Slope Coefficient -1.27403			PF Power Coefficie	ent	0.76732
	Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.5
%In	nproved % Followers	18.6		% Improved Avg S	Speed	2.0
Su	bsegment Data	·		<u>'</u>		
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2218	-		-	59.9
2	Horizontal Curve	950	573	3	2	46.1
3	Tangent	53	-		-	59.9
4	Horizontal Curve	1214	573	3	2	46.1
5	Tangent	634	-		-	59.9
6	Horizontal Curve	950	716	5	2	46.1
Ve	hicle Results					
Ave	erage Speed, mi/h	53.8		Percent Followers	, %	41.4
Seg	ment Travel Time, minutes	1.27		Follower Density,	followers/mi/ln	2.0
Vehicle LOS		В				
			Segn	nent 6		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrain	ed	Length, ft	2270	
Lan	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	emand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	323		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.87		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.19
Int	termediate Results					
Seg	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.5
Spe	ed Slope Coefficient	8.62180		Speed Power Coe	fficient	0.62110
PF S	Slope Coefficient	-1.36937		PF Power Coefficie	ent	0.76552
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.9
%In	nproved % Followers	16.7		% Improved Avg S	Speed	1.6
Su	bsegment Data					•
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h

1	Tangent	211	-		-	55.2
2	Horizontal Curve	317	254	8	2	55.2
3	Horizontal Curve	1742	615		2	46.1
Vel	nicle Results	•				
Aver	age Speed, mi/h	49.0		Percent Follo	wers, %	43.8
Segr	ment Travel Time, minutes	0.53		Follower Der	nsity, followers/mi/ln	2.4
Vehi	cle LOS	В				
		<u> </u>	Segn	nent 7		
Veł	nicle Inputs					
 Segr	ment Type	Passing Constrai	ined	Length, ft		8293
Lane	Width, ft	12		Shoulder Wid	dth, ft	6
Spee	ed Limit, mi/h	55		Access Point	Density, pts/mi	2.5
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	323		Opposing De	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks,	%	22.00
Segr	nent Capacity, veh/h	1700		Demand/Cap	pacity (D/C)	0.19
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Sp	eed, mi/h	61.3
Spee	ed Slope Coefficient	3.91099		Speed Power	Coefficient	0.41674
PF Slope Coefficient		-1.27917		PF Power Co	efficient	0.75540
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		2.7
%lm	proved % Followers	11.9		% Improved	Avg Speed	0.4
Suk	segment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581	-		-	59.2
2	Horizontal Curve	634	143	3	2	59.1
3	Tangent	106	-		-	59.2
4	Horizontal Curve	1373	716		2	46.1
5	Tangent	370	-		-	59.2
6	Horizontal Curve	158	259		2	32.7
7	Tangent	53	-		-	59.2
8	Horizontal Curve	211	673		2	46.1
9	Tangent	106			-	59.2
10	Horizontal Curve	53	128	0	2	59.1
11	Tangent	106			-	59.2
12	Horizontal Curve	106	243		2	32.7
13	Tangent	53	-		-	59.2
14	Horizontal Curve	264	190		2	32.7
15	Tangent	317	-		-	59.2

16	Horizontal Curve	264	787	<u> </u>	2	52.7
17	Horizontal Curve	370	305		2	39.4
18	Tangent	158	-		-	59.2
19	Horizontal Curve	158	292	2	2	32.7
20	Tangent	53	-		-	59.2
21	Horizontal Curve	158	266	5	2	32.7
22	Horizontal Curve	106	235	5	2	32.7
23	Tangent	581	-		-	59.2
24	Horizontal Curve	1954	955	5	2	52.7
Veh	nicle Results					
Aver	age Speed, mi/h	51.2		Percent Followers,	%	42.0
Segr	nent Travel Time, minutes	1.84		Follower Density,	followers/mi/ln	2.3
Vehi	cle LOS	В				
		S	egn	nent 8		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		2112
_	Width, ft	12		Shoulder Width, ft	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	2.5
Der	mand and Capacity	<u>'</u>		<u>'</u>		
Dire	ctional Demand Flow Rate, veh/h	323		Opposing Demand	d Flow Rate, veh/h	310
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.19
Inte	ermediate Results	<u>'</u>		<u>'</u>		
Segr	ment Vertical Class	1	Free-Flow Speed, mi/h			61.3
Spee	ed Slope Coefficient	3.62825	3.62825		fficient	0.51309
PF SI	lope Coefficient	-1.28064	-1.28064		ent	0.79519
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		2.2
%lm	proved % Followers	11.0		% Improved Avg S	Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	264	955	5	2	52.7
2	Tangent	1848	-		-	59.7
Veh	nicle Results					
Aver	age Speed, mi/h	58.8		Percent Followers,	%	40.6
Segr	ment Travel Time, minutes	0.41		Follower Density,	followers/mi/ln	2.0
Vehi	cle LOS	А				
		C	Sagn	nent 9		
			,eg ii	ilelit 9		

Vehicle Inputs					
Segment Type	Passing Constraine	nd	Length, ft		1848
Lane Width, ft	12	:u	Shoulder Width, fi	<u> </u>	6
Speed Limit, mi/h	55		Access Point Dens		0.0
] 33		Access Follit Delis	ity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	323		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor	0.87		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.19
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Speed Slope Coefficient	3.87678		Speed Power Coe	fficient	0.41674
PF Slope Coefficient	-1.34801	-1.34801 F		ent	0.75252
In Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.4
%Improved % Followers	10.3		% Improved Avg S	Speed	0.0
Subsegment Data	·				
# Segment Type	Length, ft	Rá	adius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1848	1848 -		-	59.9
Vehicle Results	<u> </u>				
Average Speed, mi/h	59.9		Percent Followers,	, %	43.8
Segment Travel Time, minutes 0.35			Follower Density,	followers/mi/ln	2.1
Vehicle LOS B					
	<u>'</u>	Segr	ment 10		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		3010
Lane Width, ft	12		Shoulder Width, fr	<u> </u>	6
Speed Limit, mi/h	55		Access Point Dens		0.0
Demand and Capacity				•	
Directional Demand Flow Rate, veh/h	323		Opposing Deman	d Flow Rate, veh/h	310
Peak Hour Factor	0.87		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.19
Intermediate Results					
Segment Vertical Class	2		Free-Flow Speed,	mi/h	61.1
Speed Slope Coefficient	4.95899		Speed Power Coe		0.59377
PF Slope Coefficient	-1.23226		PF Power Coefficie		0.80579
In Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.1
%Improved % Followers	9.3		% Improved Avg S		0.0
Subsegment Data	1				1

#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3010	-		-	59.1
Vel	nicle Results		·			
Aver	rage Speed, mi/h	59.1		Percent Followe	ers, %	39.1
Segr	ment Travel Time, minutes	0.58		Follower Densit	y, followers/mi/ln	1.9
Vehi	cle LOS	А				
			Segm	ent 11		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		2270
Lane	e Width, ft	12		Shoulder Width	, ft	6
Spe	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	323		Opposing Dem	and Flow Rate, veh/h	310
Peak	Hour Factor	0.87	0.87			22.00
Segr	ment Capacity, veh/h	1700		Demand/Capac	ity (D/C)	0.19
Int	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Spee	d, mi/h	61.1
Spe	ed Slope Coefficient	4.85828		Speed Power C	pefficient	0.59120
PF S	lope Coefficient	-1.26098		PF Power Coeff	icient	0.79828
In Pa	assing Lane Effective Length?	Yes		Total Segment	Density, veh/mi/ln	2.2
%lm	proved % Followers	8.6		% Improved Av	g Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	ius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	2270	-		-	59.1
Vel	nicle Results					
Aver	rage Speed, mi/h	59.1		Percent Followe	ers, %	40.0
Segr	ment Travel Time, minutes	0.44		Follower Densit	y, followers/mi/ln	2.0
Vehi	cle LOS	А				
			Segm	ent 12		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrai	ned	Length, ft		3907
Lane	e Width, ft	12		Shoulder Width	, ft	6
Spe	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	0.0
De	mand and Capacity					
	ctional Demand Flow Rate, veh/h	323		Opposing Dem	and Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
	ment Capacity, veh/h	1700		Demand/Capac		0.19

Intermediate Results					
33 33 33 33			F	. a	
Segment Vertical Class	2		Free-Flow Speed, mi/h		60.7
Speed Slope Coefficient	5.44376		Speed Power Coe		0.47984
PF Slope Coefficient	-1.34497		PF Power Coeffic		0.75568
In Passing Lane Effective Length?	Yes		Total Segment Do		2.5
%Improved % Followers	7.5		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Length, ft Radiu		Superelevation, %	Average Speed, mi/h
1 Tangent	475	475 -		-	58.0
2 Horizontal Curve	686	143	32	2	58.0
3 Tangent	1320	-		-	58.0
4 Horizontal Curve	792	716	5	2	46.1
5 Tangent	634	634 -		-	58.0
Vehicle Results					
Average Speed, mi/h	55.6		Percent Followers	s, %	43.6
Segment Travel Time, minutes	0.80		Follower Density,	, followers/mi/ln	2.3
Vehicle LOS	В				
		Segm	ent 13		
Vehicle Inputs					
Segment Type	Passing Constrai	ned	Length, ft		4488
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	300		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.94		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
Intermediate Results			<u>'</u>		
Segment Vertical Class	2		Free-Flow Speed	, mi/h	60.6
Speed Slope Coefficient	5.49563		Speed Power Coe	efficient	0.48185
PF Slope Coefficient	-1.33390		PF Power Coeffic	ient	0.75686
In Passing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	2.3
%Improved % Followers	6.6		% Improved Avg	Speed	0.0
Subsegment Data			<u>'</u>		,
# Segment Type	Length, ft	Rac	 dius, ft	Superelevation, %	Average Speed, mi/h
" Segment Type				<u> </u>	
Segment Type Horizontal Curve	1214			0	46.1
3 71	1214 3274	669)	0 -	58.1

Seg	Length Should Access	, ft er Width, ft Point Density, pts/mi	2.1 3644 6 1.4
	Length Should Access Oppos	, ft er Width, ft Point Density, pts/mi	6
	Length Should Access Oppos	, ft er Width, ft Point Density, pts/mi	6
rained	Should Access Oppos	er Width, ft Point Density, pts/mi	6
trained	Should Access Oppos	er Width, ft Point Density, pts/mi	6
	Access	Point Density, pts/mi	
	Oppos		1.4
		ing Domand Flow Data yok /h	
		ing Demand Flow Bate web/b	
	Total T	ing Demand Flow Rate, veh/h	-
	IOLAI I	ucks, %	22.00
	Demai	nd/Capacity (D/C)	0.18
	Free-F	ow Speed, mi/h	55.1
10.40263		Power Coefficient	0.60449
	PF Pov	er Coefficient	0.74511
	Total S	egment Density, veh/mi/ln	3.0
	% Imp	oved Avg Speed	0.0
Length, ft Rad		Superelevation, %	6 Average Speed, mi/h
	716	2	46.1
	-	-	51.2
	573	2	46.1
	-	-	51.2
	637	2	46.1
	-	-	51.2
	902	2	51.2
	Percen	t Followers, %	47.9
	Follow	er Density, followers/mi/ln	2.8
Seg	gment 1	5	
rained	Length	, ft	5439
Passing Constrained 12			6
	Access	Point Density, pts/mi	1.0
st		strained Length	Segment 15 Strained Length, ft Shoulder Width, ft Access Point Density, pts/mi

Dire	ctional Demand Flow Rate, veh/h	300		Opposing Demar	nd Flow Rate, veh/h	-
	K Hour Factor	0.94		Total Trucks, %		22.00
	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
	ermediate Results				, , , ,	
	ment Vertical Class	5		Free-Flow Speed,	mi/h	52.2
	ed Slope Coefficient	15.26525		Speed Power Coe		0.57177
	lope Coefficient	-1.88067		PF Power Coeffici		0.85124
	assing Lane Effective Length?	No		Total Segment De		3.2
	aproved % Followers	0.0		% Improved Avg		0.0
	·	0.0		70 Improved 7 tvg	<u> </u>	0.0
	bsegment Data	T	1-		I	1
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	53	-		-	46.2
2	Horizontal Curve	475	819		0	46.2
3	Horizontal Curve	581	819)	0	46.2
4	Horizontal Curve	1214	163	37	0	46.2
5	Tangent	264	-		-	46.2
6	Horizontal Curve	898	958	3	2	46.2
7	Horizontal Curve	1056	143	2	2	46.2
8	Tangent	898	-		-	46.2
Vel	hicle Results					
Aver	rage Speed, mi/h	46.2		Percent Followers	5, %	49.1
Segi	ment Travel Time, minutes	1.34		Follower Density, followers/mi/ln		3.2
Vehi	icle LOS	В				
			Segm	ent 16		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrai	ined	Length, ft		2270
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	2.3
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	300		Opposing Demar	nd Flow Rate, veh/h	-
Peak	k Hour Factor	0.94		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.18
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Spe	ed Slope Coefficient	3.85221		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.33684		PF Power Coeffici	ent	0.75639
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	2.1
		No 0.0		% Improved Avg Speed		

Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1056	143	32	2	59.1
2	Tangent	1214	-		-	59.4
Vel	hicle Results	•				
Ave	rage Speed, mi/h	59.3	59.3		, %	41.6
Seg	ment Travel Time, minutes	0.44		Follower Density,	followers/mi/ln	2.1
Veh	icle LOS	В				
		S	egm	ent 17		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrained		Length, ft		3011
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.8
De	mand and Capacity					
Directional Demand Flow Rate, veh/h		300		Opposing Demand Flow Rate, veh/h		-
Peal	k Hour Factor	0.94		Total Trucks, %		22.00
Segment Capacity, veh/h		1700		Demand/Capacity	/ (D/C)	0.18
Int	ermediate Results					
Seg	ment Vertical Class	4		Free-Flow Speed,	mi/h	55.0
Spe	ed Slope Coefficient	10.19086		Speed Power Coe	fficient	0.61969
PF S	Slope Coefficient	-1.57720		PF Power Coefficient		0.72814
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.8
%lm	nproved % Followers	0.0		% Improved Avg Speed		0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1373	881		2	51.3
2	Tangent	106	-		-	51.3
3	Horizontal Curve	898	955	5	2	51.3
4	Tangent	634			-	51.3
Vel	hicle Results					
Ave	rage Speed, mi/h	51.3		Percent Followers	, %	48.1
Seg	ment Travel Time, minutes	0.67		Follower Density,	followers/mi/ln	2.8
Veh	icle LOS	В				
		S	egm	ent 18		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrained		Length, ft		11298
	e Width, ft	12		Shoulder Width, f	t	6

Snee	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	1.9
			Access Form De	Σποιτίχ, φτο/ππ	1	
	mand and Capacity					
	ctional Demand Flow Rate, veh/h	312		Opposing Demand Flow Rate, veh/h		-
Peak	C Hour Factor	0.90	0.90			22.00
Segr	ment Capacity, veh/h	1700		Demand/Capac	city (D/C)	0.18
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Spee	ed, mi/h	61.5
Spe	ed Slope Coefficient	3.94068		Speed Power C	oefficient	0.41674
PF S	lope Coefficient	-1.29627		PF Power Coeff	icient	0.73316
In Pa	assing Lane Effective Length?	No		Total Segment	Density, veh/mi/ln	2.5
%lm	proved % Followers	0.0		% Improved Av	g Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1109	955		2	52.7
2	Horizontal Curve	898	143	2	2	59.1
3	Tangent	53	-		-	59.4
4	Horizontal Curve	1056	573		2	46.1
5	Tangent	211	-		-	59.4
6	Horizontal Curve	1373	1432		2	59.1
7	Tangent	739	-		-	59.4
8	Horizontal Curve	686	716		2	46.1
9	Tangent	158	-		-	59.4
10	Horizontal Curve	686	716		2	46.1
11	Tangent	53	-		-	59.4
12	Horizontal Curve	792	111	5	2	52.7
13	Horizontal Curve	739	573		2	46.1
14	Tangent	106	-		-	59.4
15	Horizontal Curve	1056	955		2	52.7
16	Horizontal Curve	686	651		2	46.1
17	Tangent	158	-		-	59.4
18	Horizontal Curve	739	573		2	46.1
Vel	nicle Results					
Aver	rage Speed, mi/h	52.2		Percent Followe	ers, %	42.4
Segr	ment Travel Time, minutes	2.46		Follower Densi	ty, followers/mi/ln	2.5
Vehi	cle LOS	В				
		•	Segm	ent 19		
Vel	nicle Inputs					
	ment Type	Passing Constrain	ned	Length, ft		2534
	e Width, ft	12		Shoulder Width	n ft	6

Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	312		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.90	0.90			22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.18
Int	termediate Results			<u>'</u>		
Seg	ment Vertical Class	3	3		mi/h	58.5
Spe	ed Slope Coefficient	8.72982		Speed Power Coe	fficient	0.62395
PF S	Slope Coefficient	-1.35826		PF Power Coefficie	ent	0.76671
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.4
%ln	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data					·
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	950	127	73	2	55.2
2	Tangent	1584	-		-	55.2
Ve	hicle Results					
Average Speed, mi/h 55.2			Percent Followers,	, %	42.7	
Seg	ment Travel Time, minutes	0.52		Follower Density,	followers/mi/ln	2.4
Veh	icle LOS	В				
		9	Segm	nent 20		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrained		Length, ft		1478
Lan	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		3.6
De	mand and Capacity			<u>'</u>		
Dire	ectional Demand Flow Rate, veh/h	312		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.90		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
Int	termediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.1
Spe	ed Slope Coefficient	3.82157		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.37491		PF Power Coefficie	ent	0.74454
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.3
%In	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1478	143			59.1

Ve	hicle Results					
Ave	rage Speed, mi/h	59.1		Percent Follower	rs, %	43.9
Seg	ment Travel Time, minutes	0.28		Follower Density	, followers/mi/ln	2.3
Veh	icle LOS	В				
		<u>'</u>	Segm	ent 21		
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		3116
Lan	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Der	nsity, pts/mi	0.0
De	mand and Capacity			,		
Dire	ectional Demand Flow Rate, veh/h	312		Opposing Dema	nd Flow Rate, veh/h	288
Peal	k Hour Factor	0.90		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.18
Int	ermediate Results	<u>'</u>		<u> </u>		
Segment Vertical Class 1		1		Free-Flow Speed, mi/h		62.0
Speed Slope Coefficient 3.60		3.66933	3.66933		efficient	0.51778
PF Slope Coefficient		-1.24502		PF Power Coeffic	ient	0.80761
In Passing Lane Effective Length?		No		Total Segment D	ensity, veh/mi/ln	2.0
%ln	nproved % Followers	0.0		% Improved Avg	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	370	143	32	2	59.1
2	Tangent	2746	-		-	60.3
Ve	hicle Results					
Ave	rage Speed, mi/h	60.2		Percent Follower	rs, %	38.5
Seg	ment Travel Time, minutes	0.59		Follower Density	, followers/mi/ln	2.0
Veh	icle LOS	А				
			Segm	ent 22		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ined	Length, ft		2112
Lan	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	326		Opposing Dema	nd Flow Rate, veh/h	-
Peal	k Hour Factor	0.85		Total Trucks, %		22.00
Seg	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.19

Inte	rmediate Results					
Segm	ent Vertical Class	1		Free-Flow Spee	d, mi/h	62.0
Speed	l Slope Coefficient	3.88098		Speed Power C	pefficient	0.41674
PF Slo	pe Coefficient	-1.33723		PF Power Coeff	icient	0.75596
In Pas	sing Lane Effective Length?	No		Total Segment	Density, veh/mi/ln	2.4
%lmp	roved % Followers	0.0		% Improved Av	g Speed	0.0
Sub	segment Data	·		•		·
#	Segment Type	Length, ft	П	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112	2112 -		-	59.9
Vehi	icle Results				•	
Avera	ge Speed, mi/h	59.9		Percent Followe	ers, %	43.6
	ent Travel Time, minutes	0.40			y, followers/mi/ln	2.4
Vehicl		В				
		1	Sec	ment 23		,
Vehi	icle Inputs					
	ent Type	Passing Zone		Length, ft		3432
	Width, ft	12		Shoulder Width	ı ft	6
	I Limit, mi/h	55		Access Point De		1.5
	nand and Capacity	133		/ teeess i onit be		1.3
	ional Demand Flow Rate, veh/h	326		Opposing Dom	and Flow Rate, veh/h	301
	Hour Factor	0.85		Total Trucks, %	and Flow Rate, veniin	22.00
	ent Capacity, veh/h	1700		Demand/Capac	ity (D/C)	0.19
	rmediate Results	1700		Ветина, сарас		0.13
		1		Fran Flans Cana	: //-	61.6
	ent Vertical Class I Slope Coefficient	3.65696		Free-Flow Spee		0.51496
	pe Coefficient	-1.24322		Speed Power Coeff		0.80760
	sing Lane Effective Length?	No			Density, veh/mi/ln	2.1
	roved % Followers	0.0		% Improved Av	-	0.0
·	segment Data	0.0		70 Improved Av	g speed	0.0
Jubi	Segment Type	Length ft		Radius, ft	Superelevation, %	Average Speed, mi/h
#		3432	-		Superelevation, 76	59.9
	Tangont	3432			1-	39.9
1	Tangent					
1 Vehi	icle Results	500		Daniel 5 II	0/	20.5
1 Vehi	i cle Results ge Speed, mi/h	59.9		Percent Followe		39.5
1 Vehi	ge Speed, mi/h ent Travel Time, minutes	59.9 0.65 B			ers, % y, followers/mi/ln	39.5

Vehicle Inputs						
-			. ,	1		27.16
Segment Type		Passing Constra	ined	Length, ft	6	2746
Lane Width, ft		12		Shoulder Width		6
Speed Limit, mi/h		55		Access Point De	nsity, pts/mi	3.8
Demand and Capaci	ty					
Directional Demand Flow Ra	te, veh/h	326	326 C		and Flow Rate, veh/h	-
Peak Hour Factor		0.85	0.85			22.00
Segment Capacity, veh/h		1700		Demand/Capac	ity (D/C)	0.19
Intermediate Results	•					
Segment Vertical Class		1		Free-Flow Spee	d, mi/h	61.0
Speed Slope Coefficient		3.83862		Speed Power Co	pefficient	0.41674
PF Slope Coefficient		-1.32551		PF Power Coeff	cient	0.75981
In Passing Lane Effective Len	gth?	No		Total Segment I	Density, veh/mi/ln	2.4
%Improved % Followers		0.0		% Improved Av	g Speed	0.0
Subsegment Data		·				•
# Segment Type		Length, ft		Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent		2746		-	-	59.0
Vehicle Results		<u> </u>			_	
Average Speed, mi/h		59.0		Percent Followe	ers, %	43.2
Segment Travel Time, minute	:S	0.53		Follower Densit	y, followers/mi/ln	2.4
Vehicle LOS		В				
		<u>'</u>	Seg	ıment 25		
Vehicle Inputs						
Segment Type		Passing Zone		Length, ft		2059
Lane Width, ft		12		Shoulder Width	ft	6
Speed Limit, mi/h		55		Access Point De		0.0
Demand and Capaci	hv			Access Fourt De		0.0
Directional Demand Flow Ra		337		Onnasing Dam	and Flaur Data wala /h	310
Peak Hour Factor	te, ven/n	0.87		Total Trucks, %	and Flow Rate, veh/h	22.00
Segment Capacity, veh/h		1700		Demand/Capac	ity (D/C)	0.20
Intermediate Results		1700		Бептапи/Сарас	ity (D/C)	0.20
Segment Vertical Class		2		Free-Flow Spee		61.2
Speed Slope Coefficient		4.82581		Speed Power Co		0.59047
PF Slope Coefficient	.1.0	-1.27156		PF Power Coeff		0.79550
In Passing Lane Effective Len	gth?	No		_	Density, veh/mi/ln	2.4
%Improved % Followers		0.0		% Improved Av	g Speed	0.0
Subsegment Data						

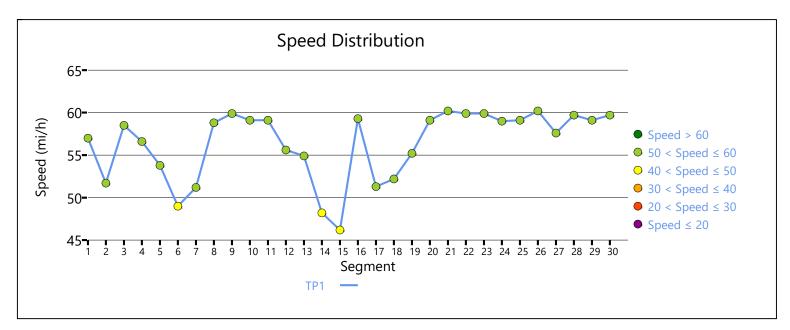
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2059	-		-	59.1
Veł	nicle Results				•	
Aver	rage Speed, mi/h	59.1		Percent Follower	rs, %	41.4
Segr	ment Travel Time, minutes	0.40		Follower Density	r, followers/mi/ln	2.4
Vehi	cle LOS	В				
			Segm	ent 26		
Veł	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		5597
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spee	ed Limit, mi/h	55		Access Point Der	nsity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	337		Opposing Dema	nd Flow Rate, veh/h	310
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.20
Int	ermediate Results					
Segment Vertical Class 1		Free-Flow Speed	l, mi/h	62.0		
Spee	ed Slope Coefficient	3.70299		Speed Power Co	efficient	0.51309
PF S	lope Coefficient	-1.21884		PF Power Coeffic	cient	0.81077
In Pa	assing Lane Effective Length?	No		Total Segment D	ensity, veh/mi/ln	2.2
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	lius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	5597	-		-	60.2
Veł	nicle Results					
Aver	rage Speed, mi/h	60.2		Percent Follower	rs, %	39.6
Segr	ment Travel Time, minutes	1.06		Follower Density	r, followers/mi/ln	2.2
Vehi	cle LOS	В				
			Segm	ent 27		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrai	ned	Length, ft		3485
	e Width, ft	12		Shoulder Width,	ft	6
Spee	ed Limit, mi/h	55		Access Point Der	9.1	
Dei	mand and Capacity	•				
	ctional Demand Flow Rate, veh/h	337		Opposing Dema	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segment Capacity, veh/h 1700			Demand/Capaci	0.20		

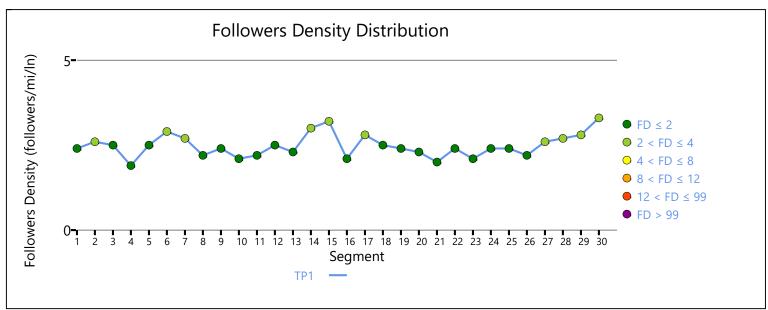
Intermediate Results					
Segment Vertical Class	1		Free-Flow S	peed, mi/h	59.7
Speed Slope Coefficient	3.77620		Speed Powe	r Coefficient	0.41674
PF Slope Coefficient	-1.32009		PF Power Co	pefficient	0.76077
In Passing Lane Effective Length?	No		Total Segme	ent Density, veh/mi/ln	2.6
%Improved % Followers	0.0		% Improved	Avg Speed	0.0
Subsegment Data					·
# Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1 Horizontal Curve	1584	22	92	2	57.6
2 Tangent	1901	-		-	57.6
Vehicle Results	·				
Average Speed, mi/h	57.6		Percent Follo	owers, %	43.8
Segment Travel Time, minutes	0.69		Follower De	nsity, followers/mi/ln	2.6
Vehicle LOS	В				
		Segn	nent 28		
Vehicle Inputs					
Segment Type Passing Zone		Length, ft		3379	
Lane Width, ft	12		Shoulder Wi	idth, ft	6
Speed Limit, mi/h	imit, mi/h 55		Access Point	t Density, pts/mi	1.6
Demand and Capacity					
Directional Demand Flow Rate, ve	n/h 373		Opposing D	emand Flow Rate, veh/h	344
Peak Hour Factor	0.84		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Ca	pacity (D/C)	0.22
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed, mi/h		61.6
Speed Slope Coefficient	3.66734		Speed Power Coefficient		0.50657
PF Slope Coefficient	-1.25134		PF Power Coefficient		0.80479
In Passing Lane Effective Length?	No		Total Segme	ent Density, veh/mi/ln	2.7
%Improved % Followers	0.0		% Improved	Avg Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	3379	-		-	59.7
Vehicle Results					
Average Speed, mi/h	59.7		Percent Follo	owers, %	43.2
Segment Travel Time, minutes	0.64		Follower De	nsity, followers/mi/ln	2.7
Vehicle LOS	В				

Regment Type Passing Zone Length, ft 11774 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 4.0 Demand and Capacity Directional Demand Flow Rate, veh/h 373 Opposing Demand Flow Rate, veh/h 344 Peak Hour Factor 0.84 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.22 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.0 Speed Slope Coefficient 3.69803 Speed Power Coefficient 0.50657 PF Slope Coefficient -1.23915 PF Power Coefficient 0.77806 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 Kimproved % Followers 0.0 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Tangent 11774 - 59.1 Vehicle Results Average Speed, mi/h 59.1 Percent Followers, % 43.7 Follower Density, followers/mi/ln 2.8 Everage Speed, mi/h 59.1 Percent Followers, % 43.7 Follower Density, followers/mi/ln 2.8	Vehicle Inputs					
Shoulder Width, ft 12	-	D		Leady 6		11774
Separat Limit, mi/h SS Access Point Density, pts/mi 4.0		-		-		+
Demand and Capacity						
Directional Demand Flow Rate, veh/h 373 Opposing Demand Flow Rate, veh/h 344	·	55	55		sity, pts/mi	4.0
Peak Hour Factor 0.84	Demand and Capacity					
	Directional Demand Flow Rate, ve	h/h 373	373		d Flow Rate, veh/h	344
Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.0 Speed Slope Coefficient 3.69803 Speed Power Coefficient 0.50657 PF Slope Coefficient -1.23915 PF Power Coefficient 0.77806 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 Segment Jane Effective Length? No Total Segment Density, veh/mi/ln 2.8 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Tangent 11774 -	Peak Hour Factor	0.84	0.84			22.00
Free-Flow Speed, mi/h 61.0	Segment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.22
Speed Stope Coefficient 3.69803 Speed Power Coefficient 0.50657	Intermediate Results					
## Slope Coefficient -1.23915 PF Power Coefficient 0.77806 ## Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 ## Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h ## Tangent 11774 -	Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.0
In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 2.8 Mimproved % Followers 0.0	Speed Slope Coefficient	3.69803		Speed Power Coe	fficient	0.50657
Mimproved % Followers 0.0 % Improved Avg Speed 0.0 Subsegment Data ** Segment Type	PF Slope Coefficient	-1.23915		PF Power Coefficie	ent	0.77806
Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Tangent 11774 - 59.1 Vehicle Results Average Speed, mi/h 59.1 Percent Followers, % 43.7 Segment Travel Time, minutes 2.27 Follower Density, followers/mi/ln 2.8 Vehicle LOS B Segment 30 Vehicle Inputs Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 Der Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.8
Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h	%Improved % Followers	0.0		% Improved Avg S	Speed	0.0
Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h	Subsegment Data	<u>'</u>				•
Wehicle Results Average Speed, mi/h Segment Travel Time, minutes 2.27 Follower Density, followers/mi/ln 2.8 Wehicle LOS Segment 30 Wehicle Inputs Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi Directional Demand Flow Rate, veh/h 1700 Peak Hour Factor Segment Capacity, veh/h 1700 Demand/Capacity (D/C) Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 56 Free-Flow Speed, mi/h 57 Free-Flow Speed, mi/h 58 Free-Flow Speed, mi/h 59 Free-Flow Speed, mi/h 50 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 56 Free-Flow Speed, mi/h 57 Free-Flow Speed, mi/h 58 Free-Flow Speed, mi/h 59 Free-Flow Speed, mi/h 50 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 52 Free-Flow Speed, mi/h 53 Free-Flow Speed, mi/h 54 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 56 Free-Flow Speed, mi/h 57 Free-Flow Speed, mi/h 58 Free-Flow Speed, mi/h 59 Free-Flow Speed, mi/h 50 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 52 Free-Flow Speed, mi/h 53 Free-Flow Speed, mi/h 54 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 56 Free-Flow Speed, mi/h 57 Free-Flow Speed, mi/h 58 Free-Flow Speed, mi/h 59 Free-Flow Speed, mi/h 50 Free-Flow Speed, mi/h 51 Free-Flow Speed, mi/h 52 Free-Flow Speed, mi/h 53 Free-Flow Speed, mi/h 54 Free-Flow Speed, mi/h 55 Free-Flow Speed, mi/h 56 Free-Flow Speed, mi/h 57 Free-Flow Speed, mi/h 58 Free-Flow Speed Spe	# Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
Average Speed, mi/h Segment Travel Time, minutes 2.27 Follower Density, followers/mi/ln 2.8 Segment 30 Vehicle LOS B Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 2eak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) Demand/Capacity (D/C) Intermediate Results Speed Slope Coefficient 3.75789 Free-Flow Speed, mi/h 53 Speed Slope Coefficient 1.24072 Fr Power Coefficient 0.777792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	1 Tangent	11774	-		-	59.1
Segment Travel Time, minutes Vehicle LOS B Segment 30 Vehicle Inputs Segment Type Passing Zone Length, ft 10771 Jane Width, ft 12 Shoulder Width, ft Speed Limit, mi/h Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Segment Capacity, veh/h Segment Capacity, veh/h Segment Capacity Segment Vertical Class 1 Free-Flow Speed, mi/h Sepeed Slope Coefficient 3.75789 Speed Power Coefficient 1.24072 Per Source Demand Play, ft Pollower Density, followers/mi/ln 2.8 Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 1.24072 PF Power Coefficient 0.77792 Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	Vehicle Results					
Segment Travel Time, minutes Vehicle LOS B Segment 30 Vehicle Inputs Segment Type Passing Zone Length, ft 10771 Jane Width, ft 12 Shoulder Width, ft Speed Limit, mi/h Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Segment Capacity, veh/h Segment Capacity, veh/h Segment Capacity Segment Vertical Class 1 Free-Flow Speed, mi/h Sepeed Slope Coefficient 3.75789 Speed Power Coefficient 1.24072 Per Source Demand Play, ft Pollower Density, followers/mi/ln 2.8 Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 1.24072 PF Power Coefficient 0.77792 Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	Average Speed, mi/h	59.1		Percent Followers	 , %	43.7
Segment 30 Vehicle Inputs Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	Segment Travel Time, minutes	2.27		Follower Density,	followers/mi/ln	2.8
Vehicle Inputs Segment Type Passing Zone Length, ft 10771 Jane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	Vehicle LOS	В				
Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3			Segn	ment 30		
Segment Type Passing Zone Length, ft 10771 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	Vehicle Inputs					
Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 0.5 Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	-	Passing Zone		Length, ft		10771
Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00		-				
Demand and Capacity Directional Demand Flow Rate, veh/h 422 Opposing Demand Flow Rate, veh/h 390 Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3		55				
Directional Demand Flow Rate, veh/h Peak Hour Factor 0.90 Total Trucks, % 22.00 Demand/Capacity (D/C) Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.75789 Speed Power Coefficient -1.24072 PF Power Coefficient 0.77792 Total Segment Density, veh/mi/ln 3.3						
Peak Hour Factor 0.90 Total Trucks, % 22.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.25 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3	1 2	h/h 422		Opposing Deman	d Flow Rate veh/h	390
Segment Capacity, veh/h Intermediate Results Segment Vertical Class Intermediate Results				+	a riow Rate, veri, ii	
Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 n Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3					, (D/C)	+
Segment Vertical Class 1 Free-Flow Speed, mi/h 61.8 Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3		1100		Demana, capacity		0.23
Speed Slope Coefficient 3.75789 Speed Power Coefficient 0.49848 PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3		1		Fran Flow Spand	mi/h	61.0
PF Slope Coefficient -1.24072 PF Power Coefficient 0.77792 n Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3				<u> </u>		
n Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 3.3				· ·		
	·					
70 IIIproved Avg Speed 0.0				_		
	Subsegment Data	0.0		76 improved Avg S	opeeu	0.0

#	Segment Typ	oe .	Length, ft	Radius, ft	Sup	perelevation, %	Average Speed, mi/h	
1	Tangent		10771	-	-		59.7	
Vel	Vehicle Results							
Average Speed, mi/h		59.7	Percent Fo	Percent Followers, %		47.0		
Segi	ment Travel Tir	ne, minutes	2.05	Follower D	Follower Density, followers/mi/ln		3.3	
Vehicle LOS B			В					
Fac	Facility Results							
T Falls and Descript Calls and Calls						100		

Т	Follower Density, followers/mi/ln	LOS
1	2.5	В





	HCS7 Two-L	ane	Highway Re	eport	
Project Information					
Analyst			Date		4/27/2024
Agency			Analysis Year		2024
Jurisdiction			Time Analyzed		
Project Description		Gold Beach north UGB to Port Orford south UGB			U.S. Customary
	9	Segn	nent 1		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		7920
Lane Width, ft	12	-		t	6
Speed Limit, mi/h	55	55		sity, pts/mi	1.8
Demand and Capacity					
Directional Demand Flow Rate, v	eh/h 390		Opposing Deman	d Flow Rate, veh/h	422
Peak Hour Factor	0.90		Total Trucks, %		22.00
Segment Capacity, veh/h	egment Capacity, veh/h 1700		Demand/Capacity	, (D/C)	0.23
Intermediate Results	·				
Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.5
Speed Slope Coefficient	3.72907		Speed Power Coe	fficient	0.49328
PF Slope Coefficient	-1.23398		PF Power Coefficie	ent	0.79426
In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.9
%Improved % Followers	0.0		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	7920	-		-	59.5
Vehicle Results					
Average Speed, mi/h	59.5		Percent Followers	, %	44.2
Segment Travel Time, minutes	1.51		Follower Density, followers/mi/ln		2.9
Vehicle LOS	В				
		Segn	nent 2		
Vehicle Inputs					
Segment Type	Passing Constrained		Length, ft		1690
Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, v	eh/h 344		Opposing Deman	d Flow Rate, veh/h	-

Peak	ak Hour Factor 0.84		Total Trucks, %		22.00	
Segr	ment Capacity, veh/h	veh/h 1700		Demand/Capacity (D/C)		0.20
Int	ermediate Results	<u>'</u>		<u>'</u>		
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spe	ed Slope Coefficient	3.87412		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.35531	-1.35531 PF		ent	0.75014
In Pa	assing Lane Effective Length?	No	No To		nsity, veh/mi/ln	2.6
%lm	proved % Followers	llowers 0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Length, ft Radiu		Superelevation, %	Average Speed, mi/h
1	Tangent	1690	-		-	59.8
Vel	nicle Results	•				
Average Speed, mi/h 59.8				Percent Followers	, %	45.6
Segr	ment Travel Time, minutes	0.32		Follower Density,	followers/mi/ln	2.6
Vehi	cle LOS	В	В			
		·	Segn	nent 3		·
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		15365
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		75.0
De	mand and Capacity	·				·
Dire	ctional Demand Flow Rate, veh/h	344		Opposing Demand Flow Rate, veh/h		373
Peak	Hour Factor	0.84		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.20
Int	ermediate Results	<u>'</u>		<u>'</u>		
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	52.0
Spe	ed Slope Coefficient	3.21805		Speed Power Coe	fficient	0.50144
PF S	lope Coefficient	-1.28178		PF Power Coefficie	ent	0.75046
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	3.0
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15365	-		-	50.4
Vel	nicle Results					
Aver	rage Speed, mi/h	50.4		Percent Followers,	, %	43.8
Segr	ment Travel Time, minutes	3.47		Follower Density,	followers/mi/ln	3.0
Vehicle LOS		В	+			

		S	egn	nent 4		
Veh	nicle Inputs					
Segn	ment Type	Passing Constrained		Length, ft		3801
Lane	ne Width, ft 12 5		Shoulder Width, f	t	6	
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	21.9
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segn	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.18
Inte	ermediate Results					
Segn	ment Vertical Class	1		Free-Flow Speed,	mi/h	56.5
Spee	ed Slope Coefficient	3.60647		Speed Power Coe	fficient	0.41674
PF SI	lope Coefficient	-1.34031		PF Power Coeffici	ent	0.75354
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.4
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2851	1-	-		54.6
2	Horizontal Curve	950	229	92	2	54.6
Veh	nicle Results	·				·
Aver	rage Speed, mi/h	54.6		Percent Followers	, %	42.6
Segn	ment Travel Time, minutes	0.79		Follower Density, followers/mi/ln		2.4
Vehic	cle LOS	В				
		S	egn	nent 5		
Veh	nicle Inputs					
Segn	ment Type	Passing Zone		Length, ft		6231
_	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Der	mand and Capacity			<u> </u>		
	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	337
	: Hour Factor	0.87		Total Trucks, %		22.00
Segn	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.18
Inte	ermediate Results					
Segn	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
	ed Slope Coefficient	3.71645		Speed Power Coe	fficient	0.50793
PF SI	lope Coefficient	-1.22040		PF Power Coeffici	ent	0.80766
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.9

%lm	proved % Followers	0.0	0.0		Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	634 2292)2	2	60.3
2	Tangent	5597 -			-	60.3
Vel	nicle Results					
Aver	Average Speed, mi/h 60.3			Percent Followers	, %	37.8
Segr	ment Travel Time, minutes	1.17		Follower Density,	followers/mi/ln	1.9
Vehi	cle LOS	А				
			Segn	nent 6		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		1162
Lane	Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h 55		55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	301		Opposing Deman	d Flow Rate, veh/h	326
Peak	Hour Factor	0.85		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.18
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spee	ed Slope Coefficient	3.65301		Speed Power Coefficient		0.51001
PF S	lope Coefficient	-1.31604	-1.31604		ent	0.78249
In Pa	essing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.0
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-		-	60.4
Vel	nicle Results					
Aver	age Speed, mi/h	60.4		Percent Followers	, %	40.2
Segr	ment Travel Time, minutes	0.22		Follower Density,	followers/mi/ln	2.0
Vehi	cle LOS	В				
		9	Segn	nent 7		
Vel	nicle Inputs					
	ment Type	Passing Constrained		Length, ft		2957
	Width, ft	12		Shoulder Width, f	t	6
		55		Access Point Density, pts/mi		5.6

Demand and Capacity					
Directional Demand Flow Rate, veh/h	301		Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor	0.85		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.18
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	60.6
Speed Slope Coefficient	3.81703	3.81703		fficient	0.41674
PF Slope Coefficient	-1.32403		PF Power Coefficie	ent	0.76020
In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.1
%Improved % Followers	0.0		% Improved Avg S	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft Radio		lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	2957	-		-	58.6
Vehicle Results					
Average Speed, mi/h	58.6		Percent Followers,	%	41.2
Segment Travel Time, minutes	0.57	0.57		followers/mi/ln	2.1
Vehicle LOS	В	В			
		Segn	nent 8		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		3326
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Density, pts/mi		1.6
Demand and Capacity					
Directional Demand Flow Rate, veh/h	301		Opposing Demand Flow Rate, veh/h		326
Peak Hour Factor	0.85		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
Intermediate Results	•		<u>'</u>		
Segment Vertical Class	1		Free-Flow Speed, mi/h		61.6
Speed Slope Coefficient	3.66155		Speed Power Coef	fficient	0.51001
PF Slope Coefficient	-1.24950		PF Power Coefficie	ent	0.80553
In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.9
%Improved % Followers	0.0		% Improved Avg S	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	3326	-		-	60.0
Vehicle Results	,				
Average Speed, mi/h	60.0		Percent Followers,	%	37.8

Seam	nent Travel Time, minutes	0.63	F	ollower Density, f	followers/mi/ln	1.9
	:le LOS	A				
			egme	ent 9		
Voh	icle Inputs		9			
	-	Davis Carataina	١.	and fi		1740
	nent Type Width, ft	Passing Constrained 12		∟ength, ft Shoulder Width, ft		1742
	d Limit, mi/h	55				0.0
		33	_ _	Access Point Dens	ιτγ, ρτο/πι	0.0
	nand and Capacity	L				I
	tional Demand Flow Rate, veh/h	301			d Flow Rate, veh/h	-
	Hour Factor	0.85		Total Trucks, %		22.00
Segm	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.18
Inte	ermediate Results					
Segm	nent Vertical Class	1	F	ree-Flow Speed,	mi/h	62.0
Spee	d Slope Coefficient	3.87501	S	Speed Power Coef	ficient	0.41674
PF Slo	ope Coefficient	-1.35283	Р	PF Power Coefficient		0.75095
In Passing Lane Effective Length?		No		Total Segment Density, veh/mi/ln		2.1
%Improved % Followers		0.0	%	% Improved Avg S	peed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Radius	s, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1742	-		-	60.0
Veh	icle Results					
Avera	age Speed, mi/h	60.0	Р	Percent Followers, %		42.3
Segn	nent Travel Time, minutes	0.33	F	Follower Density, followers/mi/ln		2.1
Vehic	ile LOS	В				
		Sa				
		36	gme	nt 10		
Veh	icle Inputs		gme	nt 10		
	icle Inputs					3432
Segm	icle Inputs nent Type Width, ft	Passing Zone	L	ength, ft		3432 6
Segm Lane	nent Type	Passing Zone	L	ength, ft		
Segm Lane Speed	nent Type Width, ft	Passing Zone	L	ength, ft Shoulder Width, ft		6
Segm Lane Speed	ment Type Width, ft d Limit, mi/h	Passing Zone	L S A	ength, ft Shoulder Width, ft Access Point Dens		6
Segm Lane Speed Den Direc	width, ft d Limit, mi/h nand and Capacity	Passing Zone 12 55	L S S A	ength, ft Shoulder Width, ft Access Point Dens	ity, pts/mi	6 0.0
Segm Lane Speed Den Direct Peak	width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h	Passing Zone 12 55	L S A	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	d Flow Rate, veh/h	6 0.0 312
Segm Lane Speed Den Direc Peak Segm	width, ft d Limit, mi/h nand and Capacity tional Demand Flow Rate, veh/h Hour Factor	Passing Zone 12 55 288 0.90	L S A	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand Total Trucks, %	d Flow Rate, veh/h	312 22.00
Segm Lane Speed Den Direct Peak Segm Inte	width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h	Passing Zone 12 55 288 0.90	L S A	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand Total Trucks, %	d Flow Rate, veh/h	312 22.00
Segm Lane Speed Den Direct Peak Segm Inte	width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h ermediate Results	Passing Zone 12 55 288 0.90 1700	L S S A	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand Total Trucks, % Demand/Capacity	d Flow Rate, veh/h (D/C)	6 0.0 312 22.00 0.17

In F	assing Lane Effective Length?	No	No		Total Segment Density, veh/mi/ln	
%lr	nproved % Followers	0.0	0.0		% Improved Avg Speed	
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3432 -			-	60.4
Ve	hicle Results					
Ave	erage Speed, mi/h	60.4		Percent Followers	5, %	36.5
Seg	ment Travel Time, minutes	0.65		Follower Density,	followers/mi/ln	1.7
Vehicle LOS		А				
			Segn	nent 11		
Ve	hicle Inputs					
Segment Type Passing Constrained		Length, ft		2323		
Lan	e Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h		55	55		Access Point Density, pts/mi	
De	emand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	288		Opposing Deman	Opposing Demand Flow Rate, veh/h	
Pea	k Hour Factor	0.90	0.90			22.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.17
Int	termediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.7
Spe	ed Slope Coefficient	3.86790	3.86790		efficient	0.41674
PF:	Slope Coefficient	-1.33247		PF Power Coeffici	ent	0.75760
In F	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.0
%Ir	nproved % Followers	0.0		% Improved Avg Speed		0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	475	-		-	59.7
2	Horizontal Curve	1848	14:	32	2	59.2
Ve	hicle Results					
Ave	erage Speed, mi/h	59.3		Percent Followers	;, %	40.5
Seg	ment Travel Time, minutes	0.45		Follower Density,	followers/mi/ln	2.0
Veh	icle LOS	А				
			Segn	nent 12		
Ve	hicle Inputs		•		Length, ft	
	ment Type	Passing Lanes		Length, ft		2534
Sec	•	Passing Lanes		Length, ft Shoulder Width, f	t	2534 6

Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.90		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.17
Int	ermediate Results					
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.5
Spee	ed Slope Coefficient	8.77159		Speed Power Coe	fficient	0.62509
PF S	lope Coefficient	-1.35444		PF Power Coefficie	ent	0.76708
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	2.1
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft Radiu		dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1584	-		-	55.5
2	Horizontal Curve	950 1273		73	2	55.5
Veł	nicle Results					
Aver	Average Speed, mi/h 55.5		Percent Followers, %		40.6	
Segr	Segment Travel Time, minutes 0.52		Follower Density,		followers/mi/ln	2.1
Vehi	cle LOS	В				
		9	Segm	nent 13		
Vel	nicle Inputs					
Segr	ment Type	Passing Lanes		Length, ft		2639
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Dei	mand and Capacity	•				
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.90		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.17
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spee	ed Slope Coefficient	3.88867		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.31981		PF Power Coefficie	ent	0.76127
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	2.3
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	739	573	3	2	46.1
2	Tangent	158	-		-	60.0
	<u> </u>	1	136		I .	

3	Horizontal Curve	686	651	1	2	46.1
4	Horizontal Curve	1056	955	5	2	52.8
Vel	nicle Results				·	·
Aver	rage Speed, mi/h	49.6	Percent Followe	ers, %	40.0	
Segi	ment Travel Time, minutes	0.60		Follower Densit	y, followers/mi/ln	2.3
Vehi	cle LOS	В				
			Segm	nent 14		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrain	ned	Length, ft		8659
Lane	e Width, ft	12		Shoulder Width	, ft	6
Spe	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	3.8
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Dema	and Flow Rate, veh/h	-
Peak	K Hour Factor	0.94		Total Trucks, %		22.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)		0.17
Int	ermediate Results					<u>'</u>
Segment Vertical Class		1		Free-Flow Spee	d, mi/h	61.0
Spe	ed Slope Coefficient	3.89619		Speed Power Co	pefficient	0.41674
PF S	lope Coefficient	-1.28324		PF Power Coeffi	icient	0.75225
In Pa	assing Lane Effective Length?	Yes		Total Segment [Density, veh/mi/ln	2.2
%lm	proved % Followers	18.8		% Improved Av	g Speed	1.8
Sul	bsegment Data	·				·
#	Segment Type	Length, ft	Rad	dius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	106	-		-	59.1
2	Horizontal Curve	739	573	3	2	46.1
3	Horizontal Curve	792	111	15	2	52.8
4	Tangent	53	-		-	59.1
5	Horizontal Curve	686	716	5	2	46.1
6	Tangent	158	-		-	59.1
7	Horizontal Curve	686	716	5	2	46.1
8	Tangent	739	-		-	59.1
	Horizontal Curve	1373	143	32	2	59.1
9		211	-		-	59.1
	Tangent	11 Horizontal Curve 1056 573		 3	2	46.1
10	-	1056	5/:			
10 11	-	1056 53	-		-	59.1
9 10 11 12 13	Horizontal Curve		- 143	32	2	59.1 59.1

Aver	age Speed, mi/h	53.0		Percent Followers	5, %	39.6
Segr	nent Travel Time, minutes	1.86		Follower Density, followers/mi/ln		2.2
Vehi	cle LOS	В				
			Segm	ent 15		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained	d k	Length, ft		3011
Lane	Width, ft	12		Shoulder Width, 1	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.94		Total Trucks, %		22.00
Segr	nent Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.17
Inte	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	55.5
Speed Slope Coefficient		10.48118		Speed Power Coefficient		0.62210
PF S	lope Coefficient	-1.57592		PF Power Coefficient		0.72926
In Passing Lane Effective Length?		Yes		Total Segment De	ensity, veh/mi/ln	2.6
%lm	proved % Followers	15.6		% Improved Avg	Speed	1.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	ius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	634	-		-	51.8
2	Horizontal Curve	898	955	5	2	51.8
3	Tangent	106	-		-	51.8
4	Horizontal Curve	1373	881	2		51.8
Vel	nicle Results					
Aver	age Speed, mi/h	51.8		Percent Followers	5, %	47.1
Segr	ment Travel Time, minutes	0.66		Follower Density,	followers/mi/ln	2.6
Vehi	cle LOS	В				
		9	Segm	ent 16		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained	d	Length, ft		2904
Lane	Width, ft	12		Shoulder Width, t	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	6.5
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Demar	nd Flow Rate, veh/h	-
	: Hour Factor	0.94		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.17

Into	ermediate Results					
Sear	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.3
	ed Slope Coefficient	3.80414		Speed Power Coe		0.41674
	lope Coefficient	-1.32735		PF Power Coefficie		0.75929
	assing Lane Effective Length?	Yes		Total Segment De		2.0
	proved % Followers	13.3		% Improved Avg S		0.2
	osegment Data	13.3		170 Improved 7 kg s		0.2
		Lead to Bet		Jina Gr	Company lawation 0/	Average Connection: (In
#	Segment Type	-	Length, ft Radiu		Superelevation, %	Average Speed, mi/h
1	Tangent	1214	-		-	58.4
2	Horizontal Curve	1056	143	32	2	58.4
3	Tangent	634			-	58.4
Veł	nicle Results					
Aver	rage Speed, mi/h	58.4		Percent Followers	, %	40.3
Segr	ment Travel Time, minutes	0.56	0.56		followers/mi/ln	2.0
Vehi	cle LOS	A				
			Segm	ent 17		
Veł	nicle Inputs					
Segment Type Pas:		Passing Constraine	d	Length, ft		4805
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Dei	mand and Capacity			<u>'</u>		
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.94		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.17
Inte	ermediate Results			'		
Segr	ment Vertical Class	5		Free-Flow Speed,	mi/h	53.1
	ed Slope Coefficient	15.33504		Speed Power Coefficient		0.60343
	lope Coefficient	-1.85038		PF Power Coefficient		0.84240
	assing Lane Effective Length?	Yes		Total Segment De		2.9
	proved % Followers	11.5		% Improved Avg S		0.0
Suk	osegment Data			<u>'</u>		
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	264	-		-	47.5
2	Horizontal Curve	1056	143	32	2	47.5
3	Horizontal Curve	898	958	3	2	47.5
4	Tangent	264	-		-	47.5
5	Horizontal Curve	1214	163	37	0	47.5
	Horizontal Curve	581	819	`	0	47.5

7	Horizontal Curve	475	819		0	47.5
8	Tangent	53	-	,	_	47.5
						17.5
	hicle Results					
	rage Speed, mi/h	47.5		Percent Followers,		47.7
	ment Travel Time, minutes	1.15		Follower Density,	followers/mi/In	2.9
Vehi	icle LOS	В				
			Segm	ent 18		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrai	Passing Constrained			1267
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	5.9
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Deman	d Flow Rate, veh/h	-
Peak	k Hour Factor	0.94		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.17
Int	ermediate Results					
Segment Vertical Class		3		Free-Flow Speed,	mi/h	57.1
Spe	ed Slope Coefficient	7.66098	7.66098		fficient	0.59732
PF S	lope Coefficient	-1.44589		PF Power Coefficie	ent	0.75314
In Pa	assing Lane Effective Length?	Yes	Yes T		nsity, veh/mi/ln	2.3
%lm	proved % Followers	10.0		% Improved Avg Speed		0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	lius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	950	902	2	2	52.8
2	Tangent	317	-		-	54.2
Vel	hicle Results					
Aver	rage Speed, mi/h	53.1		Percent Followers,	, %	43.3
Segi	ment Travel Time, minutes	0.27		Follower Density,	followers/mi/ln	2.3
Vehi	icle LOS	В				
			Segm	ent 19		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrai	ned	Length, ft		2377
	e Width, ft	12		Shoulder Width, fr	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
	mand and Capacity					<u> </u>
	ectional Demand Flow Rate, veh/h	288		Opposing Deman	d Flow Rate, veh/h	-
	K Hour Factor	0.94		Opposing Demand Flow Rate, veh/h Total Trucks, %		22.00

Segment Capacity, veh/h		1700		Demand/Capac	ity (D/C)	0.17
Int	ermediate Results					
Segment Vertical Class		3		Free-Flow Speed, mi/h		58.5
Spe	ed Slope Coefficient	8.66630		Speed Power Co	pefficient	0.62225
PF S	lope Coefficient	-1.36458		PF Power Coeffi	cient	0.76605
In Pa	assing Lane Effective Length?	Yes		Total Segment [Density, veh/mi/ln	2.5
%lm	proved % Followers	8.7		% Improved Av	g Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	739	637	,	2	46.1
2	Tangent	106	-		-	55.5
3	Horizontal Curve	845	573	}	2	46.1
4	Tangent	106	-		-	55.5
5	Horizontal Curve	581 716		;	2	46.1
Vel	nicle Results					
Aver	rage Speed, mi/h	47.0		Percent Followe	ers, %	40.9
Segi	ment Travel Time, minutes	0.58	0.58		y, followers/mi/ln	2.5
Vehi	cle LOS	В				
			Segm	ent 20		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrained		Length, ft		4488
Lane	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	288		Opposing Dema	and Flow Rate, veh/h	-
Peak	Hour Factor	0.94		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.17
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Spee	d, mi/h	62.0
Spe	ed Slope Coefficient	3.91077		Speed Power Co	pefficient	0.41674
	lope Coefficient	-1.28518		PF Power Coeffi	cient	0.76892
In Pa	assing Lane Effective Length?	Yes		Total Segment I	Density, veh/mi/ln	2.0
%lm	proved % Followers	7.6		% Improved Av	g Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3274	-		-	60.0
2	Horizontal Curve	1214	669		0	46.1

املا	hicle Results					
		E6.2		Dorcant Call	0/	20.0
	rage Speed, mi/h	56.3		Percent Followers, % Follower Density, followers/mi/ln		39.0
	ment Travel Time, minutes	0.91		Follower Density,	followers/mi/in	2.0
veni	icle LOS	A				<u> </u>
			Segm	ent 21		
Vel	hicle Inputs					
Segi	ment Type	Passing Constraine	Passing Constrained Le			2060
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	-
Peak	K Hour Factor	0.87		Total Trucks, %		22.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.18
Int	ermediate Results					
Segi	ment Vertical Class	3		Free-Flow Speed,	mi/h	58.5
Spe	ed Slope Coefficient	8.53130		Speed Power Coefficient		0.61883
PF S	lope Coefficient	-1.38009	-1.38009		ent	0.76430
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	2.6
%lm	proved % Followers	6.4		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	634	-		-	55.3
2	Horizontal Curve	792	716	5	2	46.1
3	Tangent	634	-		-	55.3
Vel	hicle Results		-			·
Aver	rage Speed, mi/h	51.8		Percent Followers	, %	43.1
Segi	ment Travel Time, minutes	0.45		Follower Density, followers/mi/ln		2.6
Vehi	icle LOS	В				
			Segm	ent 22		
Vel	hicle Inputs					
	ment Type	Passing Constraine	ed	Length, ft		3009
	e Width, ft	12		Shoulder Width, f	t	6
	ed Limit, mi/h	55		Access Point Dens		0.0
	mand and Capacity					•
	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	T-
	K Hour Factor	0.87		Total Trucks, %	,	22.00
	ment Capacity, veh/h	1700		Demand/Capacity	, (D/C)	0.18

Segme Speed PF Slop In Pass %Impr Subs	pe Coefficient sing Lane Effective Length? roved % Followers	1 3.89358 -1.31015		Free-Flow Speed,	mi/h	62.0
Speed PF Slop In Pass %Impr Subs	Slope Coefficient pe Coefficient sing Lane Effective Length? roved % Followers	3.89358 -1.31015		,	mi/h	62.0
PF Slop In Pass %Impr Subs	pe Coefficient sing Lane Effective Length? roved % Followers	-1.31015				
In Pass %Impr Subs	sing Lane Effective Length?				fficient	0.41674
%Impr	roved % Followers	Voc	efficient -1.31015 PI		ent	0.76397
Subs		Yes To		Total Segment De	nsity, veh/mi/ln	2.2
# !		5.5		% Improved Avg S	Speed	0.0
	segment Data					
	Segment Type	Length, ft	Length, ft Radius,		Superelevation, %	Average Speed, mi/h
1	Tangent	686	-		-	59.9
2	Horizontal Curve	686	143	32	2	59.1
3	Tangent	1637	-		-	59.9
Vehi	cle Results					
Averaç	ge Speed, mi/h	59.7		Percent Followers,	%	41.5
Segme	ent Travel Time, minutes	0.57		Follower Density,	followers/mi/ln	2.2
Vehicle	e LOS	В				
		•	Segm	ent 23		
Vehi	cle Inputs					
Segment Type Passing Zone			Length, ft		3221	
Lane V	Vidth, ft	12		Shoulder Width, f	t .	6
 Speed	Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
Dem	and and Capacity					
 Directi	ional Demand Flow Rate, veh/h	310		Opposing Demand Flow Rate, veh/h		323
Peak F	Hour Factor	0.87		Total Trucks, %		22.00
Segme	ent Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
Inte	rmediate Results	·				
Segme	ent Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Speed	Slope Coefficient	3.68110		Speed Power Coefficient		0.51058
PF Slo	pe Coefficient	-1.24883		PF Power Coefficient		0.80617
In Pass	sing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.0
%lmpr	roved % Followers	0.0		% Improved Avg Speed		0.0
Subs	segment Data					
# Segment Type Length, ft Ra		Rac	lius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	3221	-		-	60.3
Vehi	cle Results					
Averac	ge Speed, mi/h	60.3		Percent Followers,	%	38.5
	ent Travel Time, minutes	0.61		Follower Density,		2.0
Vehicle		A		3 3 3,	· ·	

			Segn	nent 24		
Veł	nicle Inputs					
Segr	ment Type	e Passing Constrained		Length, ft		1901
Lane	· Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.18
Into	ermediate Results	·				
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spee	ed Slope Coefficient	3.87765		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.34571		PF Power Coefficie	ent	0.75326
In Passing Lane Effective Length? No			Total Segment De	nsity, veh/mi/ln	2.2	
%Improved % Followers		0.0		% Improved Avg Speed		0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1901	-		-	59.9
Vel	nicle Results					
Aver	rage Speed, mi/h	59.9		Percent Followers	, %	42.7
Segr	ment Travel Time, minutes	0.36		Follower Density,	followers/mi/ln	2.2
Vehi	cle LOS	В				
			Segn	nent 25		
Veł	nicle Inputs					
Sear	ment Type	Passing Zone		Length, ft		2112
	e Width, ft	12		Shoulder Width, f	t	6
	ed Limit, mi/h	55		Access Point Dens		0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	323
Peak	: Hour Factor	0.87		Total Trucks, %		22.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	, (D/C)	0.18
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
	ed Slope Coefficient	3.66581		Speed Power Coe		0.51058
•	lope Coefficient	-1.27914		PF Power Coefficie	ent	0.79610
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.0
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0

Suk	osegment Data						
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	2112	-		-	60.3	
Veł	nicle Results	·					
Aver	age Speed, mi/h	60.3		Percent Follo	owers, %	39.6	
Segr	nent Travel Time, minutes	0.40		Follower De	nsity, followers/mi/ln	2.0	
Vehi	cle LOS	В					
		<u>'</u>	Segm	ent 26			
Vel	nicle Inputs						
Segr	nent Type	Passing Constrai	ned	Length, ft		9508	
Lane	Width, ft	12		Shoulder Wi	dth, ft	6	
Spe	ed Limit, mi/h	55		Access Point	Density, pts/mi	1.0	
Dei	mand and Capacity					·	
Dire	ctional Demand Flow Rate, veh/h	310		Opposing D	emand Flow Rate, veh/h	-	
Peak	Hour Factor	0.87		Total Trucks, %		22.00	
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)		0.18	
Inte	ermediate Results	<u> </u>				_	
Segr	nent Vertical Class	1		Free-Flow S _I	peed, mi/h	61.7	
Spee	ed Slope Coefficient	3.94044		Speed Power Coefficient		0.41674	
PF S	ope Coefficient	-1.28122		PF Power Coefficient		0.74821	
In Pa	ssing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.5	
%lm	proved % Followers	0.0		% Improved	Avg Speed	0.0	
Suk	segment Data						
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	581	-		-	59.7	
2	Horizontal Curve	2218	955	5	2	52.7	
3	Tangent	581	-	-		59.7	
4	Horizontal Curve	106	235	5	2	32.7	
5	Horizontal Curve	158	266	5	2	32.7	
6	Tangent	53				59.7	
7	Horizontal Curve	158	292	2	2	32.7	
8	Tangent	158	-		-	59.7	
9	Horizontal Curve	370	305	5	2	39.4	
10	Horizontal Curve	264	787	7	2	52.7	
11	Tangent	317	-		-	59.7	
12	Horizontal Curve	264	190)	2	32.7	
13	Tangent	53	-		-	59.7	
14	Horizontal Curve	106	243	3	2	32.7	

15	Tangent	106	-		-	59.7
16	Horizontal Curve	53	128	30	2	59.1
17	Tangent	106	-		-	59.7
18	Horizontal Curve	211	673	:	2	46.1
19	Tangent	53	-		-	59.7
20	Horizontal Curve	158	259)	2	32.7
21	Tangent	370	-		-	59.7
22	Horizontal Curve	1373	716	j	2	46.1
23	Tangent	106	-		-	59.7
24	Horizontal Curve	634	143	3	2	59.1
25	Tangent	581	-		-	59.7
26	Horizontal Curve	370	615		2	46.1
Veh	icle Results					
Aver	age Speed, mi/h	51.5		Percent Followers	, %	41.4
Segment Travel Time, minutes		2.10		Follower Density,	followers/mi/ln	2.5
Vehicle LOS		В				
		S	egm	ent 27		
Veh	icle Inputs					
Segn	nent Type	Passing Lanes		Length, ft		2851
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	d Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	310		Opposing Deman	d Flow Rate, veh/h	-
 Peak	Hour Factor	0.87		Total Trucks, %		22.00
Segn	nent Capacity, veh/h	1200		Demand/Capacity (D/C)		0.26
Inte	ermediate Results					
Segn	nent Vertical Class	4		Free-Flow Speed,	mi/h	58.2
Spee	d Slope Coefficient	11.62596		Speed Power Coefficient		1.07737
PF SI	ope Coefficient	-1.09139		PF Power Coefficie	ent	0.88720
	ssing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	2.1
	proved % Followers	0.0		% Improved Avg S		0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1373	615		2	46.1
2	Horizontal Curve	317	254	8	2	56.0
	Tangent	211	-		-	56.0
3						
3 4	Horizontal Curve	950	716)	2	46.1

		Faster Lan	e		Slower Lane		
Flow Rate, veh/h					120	120	
Percentage	of Heavy Vehicles (HV%), %	8.80			42.93		
Initial Avera	age Speed (Sint), mi/h	60.1			53.7		
Average Sp	peed at Midpoint (SPLmid), mi,	/h 61.9			51.9		
Percent Fol	llowers at Midpoint (PFPLmid)	% 23.7			8.6		
Vehicle	Results						
Average Sp	peed, mi/h	47.9		Percent Follow	vers, %	32.1	
Segment Tr	ravel Time, minutes	0.68		Follower Dens	sity, followers/mi/ln	2.1	
Vehicle LOS	S	В					
			Segm	ent 28			
Vehicle	Inputs						
Segment Ty	ype	Passing Constra	ained	Length, ft		5861	
Lane Width	ı, ft	12		Shoulder Wid	th, ft	6	
Speed Limit, mi/h 55		55	Acc		Density, pts/mi	0.0	
Demano	d and Capacity						
Directional Demand Flow Rate, veh/h 310		310	0		mand Flow Rate, veh/h	-	
Peak Hour	Factor	0.87	87		6	22.00	
Segment C	apacity, veh/h	1700		Demand/Cap	acity (D/C)	0.18	
Interme	diate Results						
Segment V	ertical Class	1		Free-Flow Spe	eed, mi/h	62.0	
Speed Slop	e Coefficient	3.92432		Speed Power	Coefficient	0.41674	
PF Slope Co	oefficient	-1.27469		PF Power Coefficient Total Segment Density, veh/mi/ln		0.76772 2.3	
In Passing I	Lane Effective Length?	Yes					
%Improved	d % Followers	18.5	 .5		Avg Speed	1.7	
Subsegr	ment Data			'			
# Segm	nent Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1 Tange	ent	634	-		-	59.9	
2 Horiz	zontal Curve	1214	573	3	2	46.1	
3 Tange	ent	53	-		-	59.9	
4 Horiz	zontal Curve	950	573	3	2	46.1	
5 Tange	ent	3010	-		-	59.9	
Vehicle	Results						
Average Sp	peed, mi/h	55.7		Percent Follow	vers, %	40.5	
	ravel Time, minutes	1.20		Follower Dens	sity, followers/mi/ln	1.8	
Segment II	Vehicle LOS A						

V 1 1 1 1					
Vehicle Inputs					
Segment Type	Passing Constrai	ined	Length, ft		1373
Lane Width, ft	12		Shoulder Width, f	ft	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	3.1
Demand and Capacity					
Directional Demand Flow Rate, veh/h	310		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.87		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.18
Intermediate Results					
Segment Vertical Class	2		Free-Flow Speed,	mi/h	60.1
Speed Slope Coefficient	4.94053		Speed Power Coe	efficient	0.46648
PF Slope Coefficient	-1.47554		PF Power Coeffici	ent	0.73416
In Passing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	2.5
%Improved % Followers	17.2		% Improved Avg	Speed	1.5
Subsegment Data					<u>'</u>
# Segment Type	Length, ft	ı	 Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1373	-		-	57.7
Vehicle Results					
Average Speed, mi/h	58.5		Percent Followers	5, %	46.5
Segment Travel Time, minutes	0.27		Follower Density,	followers/mi/ln	2.0
Vehicle LOS	В				
		Seg	ment 30		
Vehicle Inputs					
Segment Type	Passing Constrai	ined	Length, ft		6442
Lane Width, ft	12		Shoulder Width, 1	ft	6
Speed Limit, mi/h	55		Access Point Den		0.0
Demand and Capacity				, ·	
Directional Demand Flow Rate, veh/h	310		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.87		Total Trucks, %		22.00
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.18
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Speed Slope Coefficient	3.92956		Speed Power Coe		0.41674
PF Slope Coefficient	-1.27273		PF Power Coeffici		0.76602
In Passing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	2.2
%Improved % Followers	12.9		% Improved Avg		0.5
Subsegment Data					•

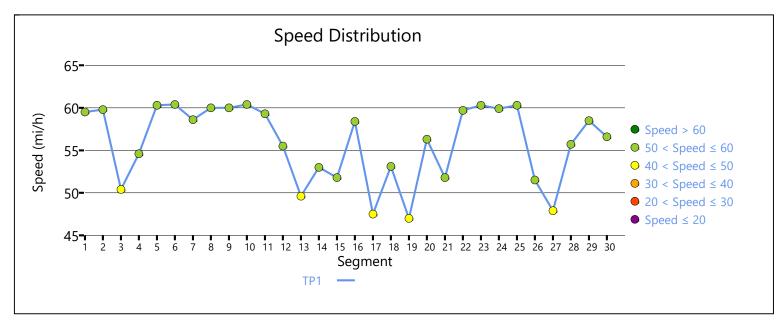
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2957	-	-	59.9
2	Horizontal Curve	739	573	0	39.4
3	Horizontal Curve	1109	873	0	52.7
4	Tangent	1637	-	-	59.9

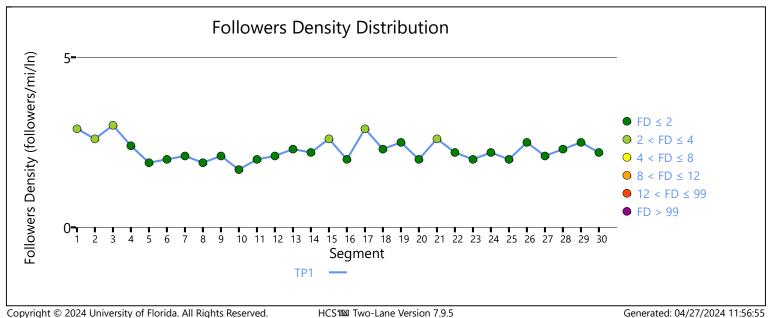
Vehicle Results

Average Speed, mi/h	56.6	Percent Followers, %	40.5
Segment Travel Time, minutes	1.29	Follower Density, followers/mi/ln	1.9
Vehicle LOS	А		

Facility Results

Т	Follower Density, followers/mi/ln	LOS
1	2.3	В





		HCS7 Two-La	ane	Highway Re	eport	
Pro	ject Information					
Anal	yst	Τ		Date		4/27/2024
Ageı	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proje	ect Description	Port Orford north UGB Bandon south UGB	3 to	Units		U.S. Customary
		So	egn	nent 1		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		6020
Lane	Width, ft	12		Shoulder Width, ft	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	12.9
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	392		Opposing Demand	d Flow Rate, veh/h	-
Peak Hour Factor		0.95		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.23
Int	ermediate Results					·
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	57.1
Spee	ed Slope Coefficient	8.21304		Speed Power Coefficient		0.51902
PF S	lope Coefficient	-1.71709		PF Power Coefficient		0.75838
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		4.2
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5650	-		-	52.7
2	Horizontal Curve	370	191	0	2	52.7
Veł	nicle Results					
Aver	age Speed, mi/h	52.7		Percent Followers,	. %	57.0
	ment Travel Time, minutes	1.30		Follower Density, followers/mi/ln		4.2
Vehi	cle LOS	С				
		Se	egn	nent 2		
Vel	nicle Inputs					
Segr	ment Type	Passing Lanes		Length, ft		4224
	· Width, ft	12		Shoulder Width, ft	t	6
Lane		55		Access Point Density, pts/mi		

Direc	ctional Demand Flow Rate, veh/h	400			Opposing Demand	4 El ^	w Rate voh/h	-
	Hour Factor	0.94			Total Trucks, %	u FIO	w Nate, Vell/II	7.18
	nent Capacity, veh/h	150			Demand/Capacity	(D/C	-1	0.27
	ermediate Results	130	0		Demand/Capacity	(D/C	-)	0.27
	nent Vertical Class	4			Free-Flow Speed,	mi/h		56.2
	ed Slope Coefficient	_	5561		Speed Power Coef			1.02023
	ope Coefficient	-	5987		PF Power Coefficie			0.84920
	ssing Lane Effective Length?	No	3301		Total Segment De		veh/mi/ln	2.8
	proved % Followers	0.0			% Improved Avg S			0.0
	osegment Data				, ,	<u> </u>		
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Horizontal Curve	845		191		2		54.5
2	Tangent	337	9	-		-		54.5
Pas	sing Lane Results							•
Faster Lane					Slower Lane			
Flow	Rate, veh/h		245		155			
Perce	entage of Heavy Vehicles (HV%), %		2.87		13.98			
Initia	ıl Average Speed (Sint), mi/h		56.4			54.5		
Aver	age Speed at Midpoint (SPLmid), mi	/h	58.1			52.8		
Perce	ent Followers at Midpoint (PFPLmid)	, %	29.9				19.4	
Vel	nicle Results							
Aver	age Speed, mi/h	54.5	<u> </u>		Percent Followers, %			38.5
Segr	nent Travel Time, minutes	0.88	3		Follower Density, followers/mi/ln		2.8	
Vehi	cle LOS	В						
			Se	gn	nent 3			·
Vel	nicle Inputs							
Segr	nent Type	Pass	sing Constrained		Length, ft			5069
Lane	Width, ft	12			Shoulder Width, ft	į		6
Spee	ed Limit, mi/h	55			Access Point Dens	ity, p	ots/mi	3.4
Der	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	395			Opposing Demand	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.95	·)		Total Trucks, %			7.18
Segr	nent Capacity, veh/h	170	0		Demand/Capacity	(D/C	<u> </u>	0.23
Inte	ermediate Results							
Segr	nent Vertical Class	3			Free-Flow Speed,	mi/h		60.5
Spee	ed Slope Coefficient	7.57	'296		Speed Power Coef	fficie	nt	0.62051
PF SI	ope Coefficient	-1.3	5655		PF Power Coefficie	ent		0.74785
In Pa	ssing Lane Effective Length?	Yes			Total Segment De	nsity,	, veh/mi/ln	3.4

%lm	proved % Followers	20.0		% Improved Avg S	Speed	2.9
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5069	-		-	56.9
Veł	nicle Results					
Average Speed, mi/h		58.6		Percent Followers,	, %	49.2
Segment Travel Time, minutes		0.98		Follower Density,	followers/mi/ln	2.6
Vehi	cle LOS	В				
			Segr	ment 4		
Veł	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		1690
Lane	Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.4
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	395	395 C		d Flow Rate, veh/h	395
Peak	: Hour Factor	0.95		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.23
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.1
Spee	ed Slope Coefficient	3.68638		Speed Power Coe	fficient	0.49769
PF S	lope Coefficient	-1.30818		PF Power Coefficient		0.78439
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		3.1
%lm	proved % Followers	18.6		% Improved Avg Speed		2.7
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1690	-		-	60.1
Veł	nicle Results					
Aver	rage Speed, mi/h	61.7		Percent Followers,	, %	46.8
Segr	ment Travel Time, minutes	0.31		Follower Density,	followers/mi/ln	2.4
Vehi	cle LOS	В				
			Segr	ment 5		
Vel	nicle Inputs					
Soar	ment Type	Passing Constrain	ned	Length, ft		5069
segi	e Width, ft	12		Shoulder Width, ft		6
	e width, it	55		Access Point Density, pts/mi		

Dire	ectional Demand Flow Rate, veh/h	395		Opposing Deman	d Flow Rate, veh/h	-
	k Hour Factor	0.95		Total Trucks, %		7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.23
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.5
Spe	ed Slope Coefficient	3.94348	3.94348		fficient	0.41674
PF S	Slope Coefficient	-1.27690		PF Power Coefficie	ent	0.76806
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.2
%Improved % Followers		15.2		% Improved Avg S	Speed	1.9
Sul	bsegment Data	·				·
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1056	955	;	2	53.0
2	Tangent	845	-		-	60.1
3	Horizontal Curve	634	788	}	2	53.0
4	Tangent	2534	-		-	60.1
Vel	hicle Results					·
Ave	rage Speed, mi/h	58.8		Percent Followers	, %	46.5
Seg	ment Travel Time, minutes	0.98	0.98		followers/mi/ln	2.6
Vehi	icle LOS	В				
			Segn	nent 6		
Vel	hicle Inputs					
Seg	mont Tune	D	-			
Segment Type Passing Zone			Length, ft		1531	
	e Width, ft	Passing Zone 12		Length, ft Shoulder Width, f	t	1531
Lane		-		-		
Lane	e Width, ft	12		Shoulder Width, f		6
Specific De	e Width, ft ed Limit, mi/h mand and Capacity	12		Shoulder Width, f Access Point Dens	sity, pts/mi	6
Specific Directions of the Direction of	e Width, ft ed Limit, mi/h	12 55		Shoulder Width, f Access Point Dens Opposing Deman		1.2
Special Direction Peals	e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h	12 55 446		Shoulder Width, f Access Point Dens	d Flow Rate, veh/h	6 1.2 412
Direct Peal Segri	e Width, ft ed Limit, mi/h emand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor	12 55 446 0.95		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	6 1.2 412 7.18
De Dire Peal Segr	e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h	12 55 446 0.95		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	6 1.2 412 7.18
Direct Peak Seguint	e Width, ft ed Limit, mi/h emand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results	12 55 446 0.95 1700		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	d Flow Rate, veh/h (D/C)	6 1.2 412 7.18 0.26
Dee Direction Seguination Segu	e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h cermediate Results ment Vertical Class	12 55 446 0.95 1700		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	d Flow Rate, veh/h (D/C) mi/h fficient	6 1.2 412 7.18 0.26 62.2
Direction Direction Seguint Se	e Width, ft ed Limit, mi/h mand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h cermediate Results ment Vertical Class ed Slope Coefficient	12 55 446 0.95 1700		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	d Flow Rate, veh/h (D/C) mi/h fficient	6 1.2 412 7.18 0.26 62.2 0.49496
Lane Specification of the control of	e Width, ft ed Limit, mi/h emand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient	12 55 446 0.95 1700 1 3.69063 -1.31794		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	6 1.2 412 7.18 0.26 62.2 0.49496 0.78091
Lane Specification of the control of	e Width, ft ed Limit, mi/h emand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h cermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length?	12 55 446 0.95 1700 1 3.69063 -1.31794 Yes		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficient Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	6 1.2 412 7.18 0.26 62.2 0.49496 0.78091 3.8
Lane Specification of the control of	e Width, ft ed Limit, mi/h emand and Capacity ectional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h cermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? hproved % Followers	12 55 446 0.95 1700 1 3.69063 -1.31794 Yes	Rac	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficient Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	6 1.2 412 7.18 0.26 62.2 0.49496 0.78091 3.8

Vel	nicle Results					
Avei	age Speed, mi/h	60.8		Percent Follo	owers, %	50.4
Segi	nent Travel Time, minutes	0.29		Follower Density, followers/mi/ln		3.2
Vehi	cle LOS	В				
			Segn	nent 7		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrai	Passing Constrained L			10876
Lane	Width, ft	12		Shoulder Wi	idth, ft	6
Spe	ed Limit, mi/h	55		Access Point	t Density, pts/mi	2.7
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	461		Opposing D	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.92		Total Trucks,	, %	7.18
Segi	ment Capacity, veh/h	1700		Demand/Ca	pacity (D/C)	0.27
Int	ermediate Results					
Segment Vertical Class 1		Free-Flow S	peed, mi/h	61.8		
Spe	ed Slope Coefficient	3.95375		Speed Powe	er Coefficient	0.41674
PF S	lope Coefficient	-1.29186		PF Power Co	pefficient	0.73539
In Pa	assing Lane Effective Length?	Yes		Total Segme	ent Density, veh/mi/ln	4.1
%lm	proved % Followers	9.6		% Improved	l Avg Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5333	-		-	59.2
2	Horizontal Curve	264	229)2	2	59.2
3	Tangent	739	-		-	59.2
4	Horizontal Curve	317	716	j	2	46.3
5	Tangent	634	-		-	59.2
6	Horizontal Curve	950	163	37	2	59.1
7	Tangent	1214	-		-	59.2
8	Horizontal Curve	686	114	16	2	52.9
9	Tangent	53	-		-	59.2
10	Horizontal Curve	686	114	l 6	2	52.9
Vel	nicle Results					
Avei	rage Speed, mi/h	58.0		Percent Follo	owers, %	51.8
Segi	ment Travel Time, minutes	2.13		Follower De	nsity, followers/mi/ln	3.7
Vehi	cle LOS	В				
			Segn	nent 8		
Val	nicle Inputs					
	c iiipato					

Segment Type Passing Lanes L		Length, ft	2165			
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Der	mand and Capacity					
Directional Demand Flow Rate, veh/h 461			Opposing Deman	d Flow Rate, veh/h	-	
Peak Hour Factor 0.92		Total Trucks, %		7.18		
Segn	nent Capacity, veh/h	1700		Demand/Capacity	γ (D/C)	0.27
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	62.5
Spee	ed Slope Coefficient	3.91541		Speed Power Coe	fficient	0.41674
PF SI	ope Coefficient	-1.31699		PF Power Coefficie	ent	0.76030
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.0
%lm _l	proved % Followers	8.9		% Improved Avg S	Speed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rad	ius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1426	-		-	59.9
2	Horizontal Curve	317	143	2	2	59.1
3	Tangent	422	-		-	59.9
Veh	nicle Results					
Aver	age Speed, mi/h	59.8		Percent Followers	, %	51.8
Segn	nent Travel Time, minutes	0.41		Follower Density, followers/mi/ln		3.6
Vehic	cle LOS	В				
			Segn	nent 9		
Veh	nicle Inputs					
Segn	nent Type	Passing Constrain	ned	Length, ft	6759	
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		1.1
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	461		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segn	nent Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.27
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	62.2
Spee	ed Slope Coefficient	3.94417		Speed Power Coe	fficient	0.41674
PF SI	ope Coefficient	-1.27197		PF Power Coefficie	ent	0.76323
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.0
	proved % Followers			% Improved Avg Speed		0.0

ш	Comment Time	Language C	-	adia ft	Command of the Of	Avores Const. in
# 1	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h 59.6
2	Tangent Horizontal Curve	528	95		2	52.9
			95))	-	
3	Tangent	264	1910			59.6
4	Horizontal Curve	422			2	59.1
5	Tangent	1109			-	59.6
6	Horizontal Curve	317			2	52.9
7	Tangent	1901	-	110	-	59.6
8	Horizontal Curve		317 1910		2	59.1
9	Tangent	1531	-		<u> </u>	59.6
Ve	hicle Results					
Ave	rage Speed, mi/h	58.7		Percent Follow	vers, %	50.6
Seg	ment Travel Time, minutes	1.31		Follower Dens	sity, followers/mi/ln	3.7
Veh	icle LOS	В				
			Segr	nent 10		
Ve	hicle Inputs					
Seg	ment Type	Passing Lanes		Length, ft		4646
Lan	e Width, ft	12		Shoulder Wid	th, ft	6
Spe	ed Limit, mi/h	55		Access Point I	Density, pts/mi	1.7
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	461		Opposing De	mand Flow Rate, veh/h	-
Peal	k Hour Factor	0.92		Total Trucks, 9	6	7.18
Seg	ment Capacity, veh/h	1500		Demand/Cap	acity (D/C)	0.31
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Spe	eed, mi/h	62.0
Spe	ed Slope Coefficient	5.83329		Speed Power	Coefficient	0.91415
PF S	Slope Coefficient	-1.17880		PF Power Coe	fficient	0.84429
In P	assing Lane Effective Length?	No		Total Segmen	t Density, veh/mi/ln	3.5
%ln	nproved % Followers	0.0		% Improved A	Avg Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4646	-		-	59.7
Pas	ssing Lane Results					
		Faster Lane			Slower Lane	
Flov	v Rate, veh/h	278			183	
Perc	centage of Heavy Vehicles (HV%), %	2.87			13.75	
lm:+:	al Average Speed (Sint), mi/h	61.1			61.2	

Average Speed at Midpoint (S	PLmid), mi/h	62.7			59.5	59.5	
Percent Followers at Midpoint	(PFPLmid), %	34.5		24.3			
Vehicle Results							
Average Speed, mi/h	59.	7		Percent Followers, %		45.8	
Segment Travel Time, minutes	0.88	3		Follower Density, f	followers/mi/ln	3.5	
Vehicle LOS	В	В					
		Sc	egm	ent 11			
Vehicle Inputs							
Segment Type	Pas	Passing Constrained L		Length, ft		1003	
Lane Width, ft	12			Shoulder Width, ft		6	
Speed Limit, mi/h	55			Access Point Dens	ity, pts/mi	0.0	
Demand and Capacity	,						
Directional Demand Flow Rate	veh/h 461			Opposing Demand	d Flow Rate, veh/h	-	
Peak Hour Factor	0.92	<u>2</u>		Total Trucks, %		7.18	
Segment Capacity, veh/h	170	00		Demand/Capacity	(D/C)	0.27	
Intermediate Results	·						
Segment Vertical Class 1			Free-Flow Speed,	mi/h	62.5		
Speed Slope Coefficient	3.89	9410		Speed Power Coef	ficient	0.41674	
PF Slope Coefficient	-1.3	37258		PF Power Coefficie	ent	0.74241	
In Passing Lane Effective Lengt	h? Yes			Total Segment De	nsity, veh/mi/ln	4.1	
%Improved % Followers	23.4	4		% Improved Avg S	ipeed	2.6	
Subsegment Data							
# Segment Type	Len	gth, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h	
1 Tangent	100	3	-		-	59.9	
Vehicle Results							
Average Speed, mi/h	61.4	4		Percent Followers, %		53.8	
Segment Travel Time, minutes	0.19	9		Follower Density, followers/mi/ln		3.1	
Vehicle LOS	В						
		Se	egm	ent 12			
Vehicle Inputs							
Segment Type	Pas	sing Zone		Length, ft		2798	
Lane Width, ft	12			Shoulder Width, ft		6	
Speed Limit, mi/h	55			Access Point Dens	ity, pts/mi	25.0	
Demand and Capacity	,					•	
Directional Demand Flow Rate	veh/h 461			Opposing Demand	d Flow Rate, veh/h	425	
Peak Hour Factor	0.92	2		Total Trucks, %		7.18	
Segment Capacity, veh/h	170	nn		Demand/Capacity	(D/C)	0.27	

	ate Results					
Segment Verti	ical Class	1		Free-Flow Spe	eed, mi/h	56.2
Speed Slope C		3.39104		Speed Power		0.49285
PF Slope Coef		-1.30568	-1.30568		fficient	0.78023
·	ne Effective Length?	Yes		Total Segmen	t Density, veh/mi/ln	4.3
%Improved %		19.9		% Improved A		2.1
Subsegme	ent Data			·		
# Segmen		Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	* *	-	2798 -		-	54.2
Vehicle Re						
		55.3		Percent Follow	ware 9/	51.0
Average Speed						
Vehicle LOS	el Time, minutes	0.57		Follower Dens	sity, followers/mi/ln	3.4
venicie LOS		В				
			Segr	ment 13		
Vehicle In	puts					
Segment Type	2	Passing Constrai	ned	Length, ft		581
Lane Width, ft	:	12		Shoulder Wid	th, ft	6
Speed Limit, n	ni/h	55		Access Point [Density, pts/mi	0.0
Demand a	and Capacity					
Directional De	emand Flow Rate, veh/h	461		Opposing Der	mand Flow Rate, veh/h	-
Peak Hour Fac	ctor	0.92		Total Trucks, 9	6	7.18
Segment Capa	acity, veh/h	1700		Demand/Capa	acity (D/C)	0.27
Intermedi	ate Results					
Segment Verti	ical Class	1		Free-Flow Speed, mi/h		62.5
Segment Vertical Class		3.89410		Speed Power Coefficient		0.41674
Speed Slope C	Speed Slope Coefficient					
Speed Slope C	ficient	-1.37258		PF Power Coe	fficient	0.74241
PF Slope Coef	ficient ne Effective Length?	-1.37258 Yes			fficient t Density, veh/mi/ln	0.74241 4.2
PF Slope Coef	ne Effective Length?				t Density, veh/mi/ln	
PF Slope Coef	ne Effective Length? Followers	Yes		Total Segmen	t Density, veh/mi/ln	4.2
PF Slope Coeff In Passing Lan %Improved % Subsegme	e Effective Length? Followers ent Data	Yes 19.3	Ri	Total Segmen	t Density, veh/mi/ln	2.0
PF Slope Coeff In Passing Lan %Improved % Subsegme	ne Effective Length? Followers ent Data nt Type	Yes	Ra	Total Segmen % Improved A	t Density, veh/mi/ln	4.2
PF Slope Coeff In Passing Lan %Improved % Subsegme # Segmen 1 Tangent	ne Effective Length? Followers ent Data nt Type	Yes 19.3 Length, ft	-	Total Segmen % Improved A	t Density, veh/mi/ln	4.2 2.0 Average Speed, mi/h
PF Slope Coeff In Passing Lan %Improved % Subsegme # Segmen 1 Tangent 2 Horizon	ent Data In Type In tall Curve	Yes 19.3 Length, ft 264	-	Total Segmen % Improved A	Superelevation, %	4.2 2.0 Average Speed, mi/h 59.9
PF Slope Coeff In Passing Lan %Improved % Subsegme # Segmen 1 Tangent 2 Horizon Vehicle Re	ent Data In Type It all Curve	Yes 19.3 Length, ft 264	-	Total Segmen % Improved A	Superelevation, % - 2	4.2 2.0 Average Speed, mi/h 59.9
PF Slope Coeff In Passing Lan %Improved % Subsegme # Segmen 1 Tangent 2 Horizon Vehicle Re Average Speece	ne Effective Length? Followers ent Data Int Type Intal Curve esults d, mi/h	Yes 19.3 Length, ft 264 317	-	Total Segment % Improved A adius, ft Percent Follow	Superelevation, % - 2	4.2 2.0 Average Speed, mi/h 59.9 59.1
PF Slope Coeff In Passing Lan %Improved % Subsegme # Segmen 1 Tangent 2 Horizon Vehicle Re Average Speece	ent Data In Type It all Curve	Yes 19.3 Length, ft 264 317	-	Total Segment % Improved A adius, ft Percent Follow	Superelevation, % - 2	4.2 2.0 Average Speed, mi/h 59.9 59.1

Vel	hicle Inputs					
Seg	ment Type	Passing Constrained	k	Length, ft		4858
Lane	e Width, ft	12		Shoulder Width, ft	i	6
Spe	ed Limit, mi/h	40		Access Point Dens	ity, pts/mi	99.0
De	mand and Capacity					·
Directional Demand Flow Rate, veh/h 461		Opposing Demand	d Flow Rate, veh/h	-		
Peal	k Hour Factor	0.92		Total Trucks, %		7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.27
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	35.4
Spe	ed Slope Coefficient	2.47253		Speed Power Coef	fficient	0.41674
PF S	lope Coefficient	-1.39343		PF Power Coefficie	ent	0.67872
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.7
%lm	proved % Followers	15.5		% Improved Avg S	Speed	1.3
Sul	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	792	19	10	2	33.7
2	Tangent	4066	-		-	33.7
Vel	hicle Results					<u>'</u>
Ave	rage Speed, mi/h	34.2		Percent Followers,	%	56.1
Seg	ment Travel Time, minutes	1.61		Follower Density,	followers/mi/ln	6.4
Vehi	icle LOS	С				
		9	Segn	nent 15		·
Vel	hicle Inputs					
Seg	ment Type	Passing Constrained	k	Length, ft		1531
Lane	e Width, ft	12		Shoulder Width, ft	i	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
De	mand and Capacity					·
Dire	ctional Demand Flow Rate, veh/h	461		Opposing Demand	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.92		Total Trucks, %		7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.27
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.5
Spe	ed Slope Coefficient	3.89806		Speed Power Coef	fficient	0.41674
PF S	lope Coefficient	-1.36046		PF Power Coefficie	ent	0.74645
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.1
0/ 1	proved % Followers	14.6		% Improved Avg S	Speed	1.1

Sul	osegment Data					
#	Segment Type	Length, ft	Ra	idius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	14	32	2	59.1
2	Tangent	1109	-		-	59.9
Vel	nicle Results					
Avei	rage Speed, mi/h	60.3		Percent Followe	rs, %	53.4
Segment Travel Time, minutes		0.29		Follower Density	y, followers/mi/ln	3.5
Vehicle LOS		В				
			Segn	nent 16		
Vel	nicle Inputs					
Segi	ment Type	Passing Zone		Length, ft		1531
Lane	Width, ft	12		Shoulder Width	, ft	6
Spe	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	10.5
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 461 C		Opposing Dema	and Flow Rate, veh/h	425		
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segi	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.27
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed	d, mi/h	59.8
Spe	ed Slope Coefficient	3.56802		Speed Power Co	pefficient	0.49285
PF S	lope Coefficient	-1.33410		PF Power Coeffi	cient	0.77454
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		4.1
%lm	proved % Followers	13.8	13.8		% Improved Avg Speed	
Sul	osegment Data					
#	Segment Type	Length, ft	Ra	idius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1531	-		-	57.7
Vel	nicle Results					
Avei	rage Speed, mi/h	58.2		Percent Followe	rs, %	51.9
Segi	ment Travel Time, minutes	0.30		Follower Density	y, followers/mi/ln	3.5
Vehi	cle LOS	В				
			Segn	nent 17		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrai	ned	Length, ft		10876
		12		Shoulder Width	, ft	6
Laric	Speed Limit, mi/h 55		Access Point De			0.8

Direc	ctional Demand Flow Rate, veh/h	461		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.27
Inte	ermediate Results					
Segment Vertical Class		1		Free-Flow Speed,	mi/h	62.3
Speed Slope Coefficient		3.97950		Speed Power Coe	efficient	0.41674
PF SI	lope Coefficient	-1.28761		PF Power Coeffici	ent	0.73661
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	4.0
%lm	proved % Followers	9.5		% Improved Avg	Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	6072	-		-	59.7
2	Horizontal Curve	317	955	i	2	52.9
3	Tangent	106	-		-	59.7
4	Horizontal Curve	264	995	5	2	59.7
5	Tangent	1320	-		-	59.7
6	Horizontal Curve	158	573	}	2	46.3
7	Tangent	792	-		-	59.7
8	Horizontal Curve	211	955		2	52.9
9	Tangent	1003	-		-	59.7
10	Horizontal Curve	158	955		2	52.9
11	Tangent	475	-		-	59.7
Vel	nicle Results					
Aver	age Speed, mi/h	59.0		Percent Followers, %		51.7
Segr	nent Travel Time, minutes	2.09		Follower Density, followers/mi/ln		3.7
Vehi	cle LOS	В		,		
		1	Segm	ent 18		
Veh	nicle Inputs					
	ment Type	Passing Lanes		Length, ft		2059
	Width, ft	12		Shoulder Width, f	ft	6
	ed Limit, mi/h	55		Access Point Den		42.9
	mand and Capacity				2·1 ·	
	ctional Demand Flow Rate, veh/h	502		Opposing Deman	nd Flow Rate, veh/h	-
	Hour Factor	0.89		Total Trucks, %		7.18
	ment Capacity, veh/h	1700		Demand/Capacity	v (D/C)	0.30
	ermediate Results	1		Tanana, Sapacity	, . · · - ·	
	ment Vertical Class	1		Free-Flow Sneed	mi/h	52.5
Sear				Free-Flow Speed, mi/h Speed Power Coefficient		JL.J

PF Slope Coefficient		-1.39752		PF Power Co	efficient	0.73487
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		5.7
%lm	proved % Followers	8.4		% Improved	Avg Speed	0.0
Sul	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent		2059	-		-	50.2
Vel	nicle Results					
Aver	age Speed, mi/h	50.2		Percent Follo	wers, %	56.9
Segr	ment Travel Time, minutes	0.47		Follower Den	sity, followers/mi/ln	5.2
Vehi	cle LOS	С				
			Segm	ent 19		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrai	ned	Length, ft		4858
Lane	Width, ft	12		Shoulder Wid	dth, ft	6
Speed Limit, mi/h 55		Access Point Density, pts/mi		6.2		
De	mand and Capacity	•				
Directional Demand Flow Rate, veh/h		502		Opposing De	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.89		Total Trucks,	%	7.18
Segr	nent Capacity, veh/h	1700		Demand/Cap	pacity (D/C)	0.30
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Sp	eed, mi/h	60.9
Spe	ed Slope Coefficient	3.85734		Speed Power Coefficient		0.41674
PF S	lope Coefficient	-1.29243		PF Power Coefficient		0.76416
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		4.7
%lm	proved % Followers	7.1		% Improved Avg Speed		0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1584	-		-	58.3
2	Horizontal Curve	106	573		2	46.3
3	Tangent	845	-		-	58.3
4	Horizontal Curve	264	716	;	2	46.3
5	Tangent	2059	-		-	58.3
Vel	nicle Results					
Aver	age Speed, mi/h	57.4		Percent Follo	wers, %	53.4
Segr	ment Travel Time, minutes	0.96		Follower Den	sity, followers/mi/ln	4.3
Vehicle LOS		С				

Vehicle Inputs					
Segment Type	Passing Zone	ssing Zone			2429
Lane Width, ft	12		Shoulder Width, 1	ft	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	3.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	502		Opposing Demar	nd Flow Rate, veh/h	464
Peak Hour Factor	0.89		Total Trucks, %		7.18
Segment Capacity, veh/h	nent Capacity, veh/h 1700			y (D/C)	0.30
Intermediate Results					
Segment Vertical Class	1	1		mi/h	61.7
Speed Slope Coefficient	3.69362	3.69362		efficient	0.48704
PF Slope Coefficient -1.29136			PF Power Coeffici	ent	0.78991
In Passing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	4.5
%Improved % Followers	6.5	6.5		Speed	0.0
Subsegment Data					·
# Segment Type	Length, ft	F	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	2429	-	-	-	59.3
Vehicle Results				<u> </u>	
Average Speed, mi/h	59.3	59.3		5, %	52.7
Segment Travel Time, minutes	0.47	0.47		followers/mi/ln	4.2
Vehicle LOS	С	С			
	<u> </u>	Seg	ment 21		
Vehicle Inputs					
Segment Type	Passing Constrai	Passing Constrained			6758
Lane Width, ft	3			ft	6
Speed Limit, mi/h	55		Shoulder Width, to Access Point Den		2.7
Demand and Capacity				2.1	
Directional Demand Flow Rate, veh/h	490		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.93		Total Trucks, %		7.18
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.29
Intermediate Results					
Segment Vertical Class 1			Free-Flow Speed,	mi/h	61.8
Speed Slope Coefficient	3.92248		Speed Power Coe		0.41674
PF Slope Coefficient	-1.27550		PF Power Coeffici	ent	0.76219
n Passing Lane Effective Length? Yes			Total Segment De	ensity, veh/mi/ln	4.4
%Improved % Followers	5.2		% Improved Avg	Speed	0.0
Subsegment Data	<u> </u>				•

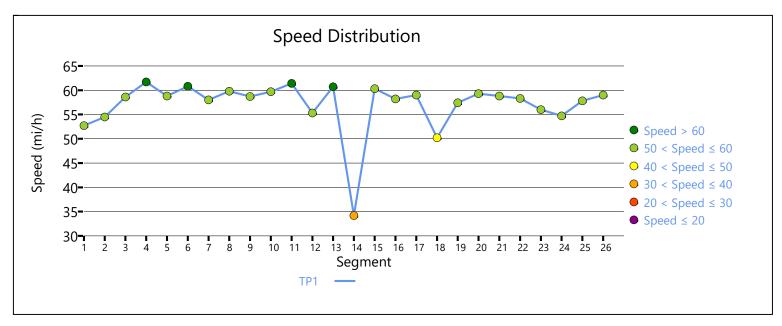
Segment As41	#	Segment Type	Lone	nth ft	Pad	ius ft	Cun	orolovation %	Average Speed, mi/h				
Horizontal Curve	<u>"</u> 1	5 7.			Nau	ius, it	Superelevation, %						
Tangent	2			ı	572								
Horizontal Curve				<i></i>	5/3		2		+				
Segment Sell	3	-		4	- 442	2	-						
Vehicle Results Werage Speed, mi/h Segment Travel Time, minutes 1.31 Follower Density, followers/mi/ln 4.1 Vehicle LOS Segment 22 Vehicle Inputs Werage Speed, mi/h Segment Type Passing Lanes Length, ft 12 Shoulder Width, ft 6 Access Point Density, pts/mi 6.2 Demand and Capacity Directional Demand Flow Rate, veh/h 490 Opposing Demand Flow Rate, veh/h 7 Passed Hour Factor 0.93 Total Trucks, % Total Segment Opposing Demand Flow Rate, veh/mi/ln 1500 Demand/Capacity (D/C) 0.33 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 60.9 Speed Slope Coefficient 5.63146 Speed Power Coefficient 0.79859 FS Spee Coefficient 1.31101 PF Power Coefficient 0.79935 Total Segment Density, veh/mi/ln 4.4 Kimproved & Followers 0.0 Supproved & Followers 0.0 Supproved Avg Speed 0.0 Supproved	4				143	2 2							
werage Speed, mi/h S8.8 Percent Followers, % Segment Trave Time, minutes 1.31 Follower Density, followers/mi/ln 4.1 Segment 12 Segment 22 Segment 17pe Passing Lanes Length, ft Speed Limit, mi/h S5 Access Point Density, pts/mi 6.2 Demand and Capacity Directional Demand Flow Rate, veh/h Speed Limit Capacity, veh/e Segment Capacity, veh/e Segment Capacity, veh/e Segment Vertical Class Singulate Results Segment Vertical Class Singulate Results Segment Porton Segmen	5		581		-		<u> -</u>		59.1				
segment Travel Time, minutes 1.31 Follower Density, followers/mi/ln 4.1 **Pehicle LOS** **Segment 22** **Jehicle Inputs** **Segment Type	Veł	nicle Results											
Segment 22 Segment 22 Segment 22 Segment 22 Segment 19pe	Average Speed, mi/h 58.			3.8		Percent Followers, %			52.3				
Segment 22 Segment 72 Segment 72 Shoulder Width, ft 2746 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 6.2 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 6.2 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 6.2 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 6.2 Shoulder Width, ft 6 Speed Limit, mi/h 50 Shoulder Width, ft 50 Shoulder Width, f	Segment Travel Time, minutes		1.31	1.31		Follower Density, followers/mi/ln		wers/mi/ln	4.1				
Passing Lane Herticive Length? No Total Segment Data	Vehicle LOS C												
Passing Lane Passing Lane Length, ft 2746	Segment 22												
Shoulder Width, ft 12	Veł	nicle Inputs											
Segment Speed Limit, mi/h S5 Access Point Density, pts/mi 6.2	Segr	ment Type	Pass	sing Lanes		Length, ft			2746				
Demand and Capacity Directional Demand Flow Rate, veh/h 490 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.93 Total Trucks, % 7.18 Demand/Capacity, Veh/h 1500 Demand/Capacity (D/C) 0.33 Intermediate Results Demand/Capacity (D/C) 0.33 Demand/Capacity (D/C) 0.33 Intermediate Results Demand/Capacity (D/C) 0.33 Demand/Capacit	Lane	Width, ft	12			Shoulder Width, ft			6				
Directional Demand Flow Rate, veh/h 490 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.93 Total Trucks, % 7.18	Spee	ed Limit, mi/h	55			Access Point Density, pts/mi			6.2				
Peak Hour Factor 0.93	Dei	mand and Capacity											
Demand/Capacity, veh/h 1500 Demand/Capacity (D/C) 0.33	Dire	ctional Demand Flow Rate, veh/h	490			Opposing Demand Flow Rate, veh/h			-				
intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 60.9 Speed Slope Coefficient 5.63146 Speed Power Coefficient 0.79859 PF Slope Coefficient -1.31101 PF Power Coefficient 0.79135 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 4.4 Mimproved % Followers 0.0 % Improved Avg Speed 0.0 Subsegment Data ### Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h In Tangent 370 - 58.3 It Horizontal Curve 264 1432 2 58.3 Passing Lane Results Passing Lane Results Faster Lane Slower Lane Flow Rate, veh/h 294 196 Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed at Midpoint (SPLmid), mi/h 61.3 Percent Followers at Midpoint (SPLmid), mi/h 61.3 Percent Followers at Midpoint (SPLmid), mi/h 61.3 Percent Followers at Midpoint (PFPLmid), % 41.4	Peak	Hour Factor	0.93			Total Trucks, %			7.18				
Free-Flow Speed, mi/h Speed Slope Coefficient Speed Slope Speed Speed Slope Speed Sp	Segr	ment Capacity, veh/h	1500			Demand/Capacity (D/C)			0.33				
Speed Slope Coefficient 5.63146 Speed Power Coefficient 0.79859 PF Slope Coefficient -1.31101 PF Power Coefficient 0.79135 PF Slope Coefficient 0.79859 PF Sl	Int	ermediate Results	·										
PF Slope Coefficient -1.31101 PF Power Coefficient 0.79135 In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 4.4 Milmproved % Followers 0.0 % Improved Avg Speed 0.0 Subsegment Data ## Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h Tangent 370 58.3 ## Horizontal Curve 264 1432 2 58.3 ## Tangent 2112 58.3 Passing Lane Results Passing Lane Results Faster Lane Slower Lane Flow Rate, veh/h 294 196 Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h 59.6 59.8 Average Speed at Midpoint (SPLmid), mi/h 61.3 Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	Segr	ment Vertical Class	1			Free-Flow Speed, mi/h			60.9				
Total Segment Density, veh/mi/ln 4.4 Mimproved % Followers 0.0 % Improved Avg Speed 0.0 Mimproved Avg Speed 0.0 Mimpro	Speed Slope Coefficient 5.63146			146	Speed Power Coeffici		fficie	nt	0.79859				
Subsegment Data For Segment Type Length, ft Segment Type Length, ft I angent Segment Type Segment	PF Slope Coefficient		-1.3	-1.31101		PF Power Coefficient			0.79135				
Segment Type	In Passing Lane Effective Length?		No	No		Total Segment Density, veh/mi/ln			4.4				
Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h Tangent 370 - - 58.3 Segment Type 264 1432 2 58.3 Segment Type 264 Segment Type	%Improved % Followers (0.0	٥.0		% Improved Avg Speed		t	0.0				
Tangent 370 - - 58.3 Horizontal Curve 264 1432 2 58.3 Tangent 2112 - - 58.3 Passing Lane Results Faster Lane Slower Lane Flow Rate, veh/h 294 196 Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h 59.6 59.8 Average Speed at Midpoint (SPLmid), mi/h 61.3 58.1 Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	Sul	osegment Data	<u> </u>										
Horizontal Curve 264 1432 2 58.3 Tangent 2112 - - 58.3 Passing Lane Results Faster Lane Slower Lane Flow Rate, veh/h 294 196 Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h 59.6 59.8 Average Speed at Midpoint (SPLmid), mi/h 61.3 Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	#	Segment Type		Length, ft		Radius, ft		erelevation, %	Average Speed, mi/h				
Faster Lane Flow Rate, veh/h Percentage of Heavy Vehicles (HV%), % Initial Average Speed (Sint), mi/h Percent Followers at Midpoint (SPLmid), mi/h Percent Followers at Midpoint (PFPLmid), % 41.4 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3 58.3	1	Tangent	370		-		-		58.3				
Passing Lane Results Faster Lane Slower Lane Flow Rate, veh/h Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h Average Speed at Midpoint (SPLmid), mi/h Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	2	Horizontal Curve	264		143	2	2		58.3				
Faster Lane Flow Rate, veh/h 294 196 Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h Average Speed at Midpoint (SPLmid), mi/h Percent Followers at Midpoint (PFPLmid), % 41.4 Slower Lane 196 294 196 2.87 59.8 59.8 29.9	3	Tangent	211	2112 -					58.3				
Flow Rate, veh/h Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h Average Speed at Midpoint (SPLmid), mi/h Percent Followers at Midpoint (PFPLmid), % 41.4 196 13.65 59.8 59.8 29.9	Pas	sing Lane Results											
Percentage of Heavy Vehicles (HV%), % 2.87 13.65 Initial Average Speed (Sint), mi/h 59.6 59.8 Average Speed at Midpoint (SPLmid), mi/h 61.3 58.1 Percent Followers at Midpoint (PFPLmid), % 41.4 29.9				Faster Lane			Slower Lane						
nitial Average Speed (Sint), mi/h Solution Speed (Sint), mi/h Average Speed at Midpoint (SPLmid), mi/h Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	Flow Rate, veh/h			294			196						
Average Speed at Midpoint (SPLmid), mi/h 61.3 58.1 Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	Percentage of Heavy Vehicles (HV%), %			2.87				13.65					
Percent Followers at Midpoint (PFPLmid), % 41.4 29.9	Initial Average Speed (Sint), mi/h			59.6				59.8					
	Average Speed at Midpoint (SPLmid), mi/h			61.3				58.1					
/ehicle Results	Percent Followers at Midpoint (PFPLmid), %			41.4				29.9					
	Vel	nicle Results											

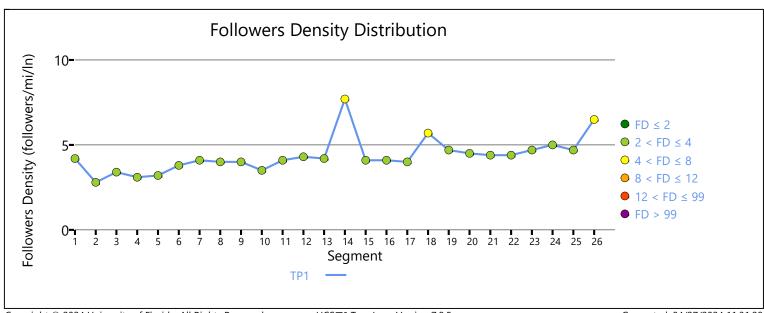
A	58.3		Degrand Fallerman	. 0/	F2.C
Average Speed, mi/h Segment Travel Time, minutes	0.54		Percent Followers		52.6
Vehicle LOS	C C		Follower Density,	Tollowers/IIII/III	4.4
verlicle LO3		_			
		Segm	nent 23		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		3749
Lane Width, ft	12		Shoulder Width, t	t	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	21.9
Demand and Capacity					
Directional Demand Flow Rate, veh/h	490		Opposing Demar	d Flow Rate, veh/h	453
Peak Hour Factor	0.93		Total Trucks, %		7.18
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.29
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	57.0
Speed Slope Coefficient	3.45169		Speed Power Coefficient		0.48868
PF Slope Coefficient	-1.28588	-1.28588		ent	0.78614
In Passing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	4.7
%Improved % Followers	20.2	20.2		Speed	2.2
Subsegment Data					
# Segment Type	Length, ft	ngth, ft Radius, ft		Superelevation, %	Average Speed, mi/h
1 Tangent	3749	-		-	54.8
Vehicle Results					
Average Speed, mi/h	56.0		Percent Followers	5, %	52.0
Segment Travel Time, minutes	0.76		Follower Density, followers/mi/ln		3.6
Vehicle LOS	В				
		_			
		Segm	ent 24		
Vehicle Inputs		Segm	nent 24		
Vehicle Inputs Seament Type					3221
Segment Type	Passing Constrained		Length, ft	it .	3221 6
<u> </u>	Passing Constrained				
Segment Type Lane Width, ft	Passing Constrained		Length, ft Shoulder Width, t		6
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capacity	Passing Constrained 12 50		Length, ft Shoulder Width, the Access Point Den	sity, pts/mi	6
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h	Passing Constrained 12 50 490		Length, ft Shoulder Width, the Access Point Den Opposing Deman		6 0.0
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor	Passing Constrained 12 50		Length, ft Shoulder Width, ft Access Point Den Opposing Demar Total Trucks, %	sity, pts/mi nd Flow Rate, veh/h	0.0
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h	Passing Constrained 12 50 490 0.93		Length, ft Shoulder Width, the Access Point Den Opposing Deman	sity, pts/mi nd Flow Rate, veh/h	6 0.0 - 7.18
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h	Passing Constrained 12 50 490 0.93		Length, ft Shoulder Width, ft Access Point Den Opposing Demar Total Trucks, %	od Flow Rate, veh/h	6 0.0 - 7.18

PF Slope Coefficient		-1.35138	PF	Power Coefficie	ent	0.74994
In Pa	ssing Lane Effective Length?	Yes Total Segment Density, veh/mi/ln		5.0		
%lm _l	proved % Followers	16.7	%	mproved Avg S	peed	1.7
Sub	segment Data					
#	Segment Type	Length, ft	Radius,	ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3115	-		-	54.3
2	Horizontal Curve	106	358		2	37.7
Veh	icle Results					
Aver	age Speed, mi/h	54.7	Pei	cent Followers,	%	54.7
Segn	nent Travel Time, minutes	0.67	Fol	lower Density, f	followers/mi/ln	4.1
Vehic	cle LOS	В				
		<u>'</u>	Segmen	t 25		
Veh	icle Inputs					
Segn	nent Type	Passing Constrai	ined Ler	ngth, ft		1478
	Width, ft			Shoulder Width, ft		6
Spee	d Limit, mi/h	55	Ace	cess Point Dens	ity, pts/mi	0.0
Der	mand and Capacity		<u> </u>			
Directional Demand Flow Rate, veh/h		490	Ор	posing Demand	d Flow Rate, veh/h	-
Peak	Hour Factor	0.93	Tot	al Trucks, %		7.18
Segn	nent Capacity, veh/h	1700	De	mand/Capacity	(D/C)	0.29
Inte	ermediate Results					
Segn	nent Vertical Class	1	Fre	e-Flow Speed, 1	mi/h	62.5
Spee	d Slope Coefficient	3.89709	Spo	Speed Power Coefficient		0.41674
PF SI	ope Coefficient	-1.36334	PF	PF Power Coefficient		0.74549
In Pa	ssing Lane Effective Length?	Yes	Tot	Total Segment Density, veh/mi/ln		4.7
%lm _l	proved % Followers	15.5	%	mproved Avg S	Speed	1.5
Sub	segment Data					
#	Segment Type	Length, ft	Radius,	ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581	-		-	59.8
2	Horizontal Curve	211	358		2	39.7
3	Tangent	686	-		-	59.8
Veh	icle Results					
Aver	age Speed, mi/h	57.8	Per	cent Followers,	%	55.1
	nent Travel Time, minutes	0.29		lower Density, f		4.0
	cle LOS	В				
VCIII						

Vehicle Inputs

Seg	ment Type		Passing Constrained		Length, ft			15575
Lane	Width, ft		12		Shoulde	r Width, f	t	6
Spe	ed Limit, mi/h		55		Access Point Density, pts/mi		0.0	
De	mand and	Capacity						
Dire	ctional Demai	nd Flow Rate, veh/h	618		Opposin	g Deman	d Flow Rate, veh/h	-
Peal	Hour Factor		0.95		Total Tru	cks, %		7.18
Seg	ment Capacity	, veh/h	1700		Demand	/Capacity	(D/C)	0.36
Int	ermediate	Results						
Seg	ment Vertical	Class	1		Free-Flo	w Speed,	mi/h	62.5
Spe	ed Slope Coef	ficient	4.01938		Speed P	ower Coe	fficient	0.41674
PF S	lope Coefficie	nt	-1.33984		PF Powe	r Coefficie	ent	0.69081
In P	assing Lane Ef	fective Length?	Yes	Yes		Total Segment Density, veh/mi/ln		6.5
%Improved % Followers		6.6		% Improved Avg Speed		Speed	0.0	
Su	bsegment	Data						
#	Segment Ty	pe	Length, ft	Rad	ius, ft		Superelevation, %	Average Speed, mi/h
1	Horizontal (Curve	158	716	5		2	46.2
2	Tangent		1478	-			-	59.4
3	Horizontal (Curve	106	573			2	46.2
4	Tangent		317	-			-	59.4
5	Horizontal (Curve	475	143	2		2	58.8
6	Tangent		528	-			-	59.4
7	Horizontal (Curve	211	716			2	46.2
8	Tangent		12302	-			-	59.4
Vel	nicle Resu	lts						
Ave	rage Speed, m	ni/h	59.0		Percent	Followers,	, %	61.7
Seg	ment Travel Ti	me, minutes	3.00		Follower	Density,	followers/mi/ln	6.0
Veh	cle LOS		С					
Fac	ility Resu	lts						
	T	Follower	Density, followers,	/mi/ln			LO	os
	1		4.1					 C





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HCSTM Two-Lane Version 7.9.5 US 101 - Facility H (NB).xuf

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		HCS7 Two	o-Lane	Highway	Report	
Pro	ject Information					
Analy	/st	Τ		Date		4/14/2024
Ager	icy			Analysis Year		2024
Juriso	diction			Time Analyzed		
Proje	ct Description	Bandon south UG Orford north UG		Units		U.S. Customary
			Segn	nent 1		
Veh	icle Inputs					
Segn	nent Type	Passing Constrair	ned	Length, ft		15417
Lane	Width, ft	12		Shoulder Widt	h, ft	6
Spee	d Limit, mi/h	55		Access Point D	Pensity, pts/mi	4.8
Der	nand and Capacity					
	tional Demand Flow Rate, veh/h	571		Opposing Den	nand Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		7.18
Segn	nent Capacity, veh/h	1700		Demand/Capacity (D/C)		0.34
Inte	ermediate Results					
Segment Vertical Class 1				Free-Flow Spe	ed, mi/h	61.3
Spee	d Slope Coefficient	3.95344		Speed Power (Coefficient	0.41674
PF SI	ope Coefficient	-1.34871		PF Power Coefficient		0.68967
In Pa	ssing Lane Effective Length?	No	No 7		Density, veh/mi/ln	5.9
%lm _l	proved % Followers	0.0		% Improved Avg Speed		0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12302	-		-	58.4
2	Horizontal Curve	211	716		2	46.3
3	Tangent	528	-		-	58.4
4	Horizontal Curve	475	143	2	2	58.4
5	Tangent	317	-		-	58.4
6	Horizontal Curve	106	573		2	46.3
7	Tangent	1478	-		-	58.4
Veh	icle Results					
Avera	age Speed, mi/h	58.1		Percent Follow	vers, %	60.0
	nent Travel Time, minutes	3.01		Follower Dens	ity, followers/mi/ln	5.9
	:le LOS	С				
			Sean	nent 2		

	nent Type	Passing Constrained	d	Length, ft		1636
Lane	Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	571		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.95		Total Trucks, %		7.18
Segr	nent Capacity, veh/h	1700		Demand/Capacity	, (D/C)	0.34
Into	ermediate Results					
Segr	nent Vertical Class	3		Free-Flow Speed,	mi/h	61.3
Spe	ed Slope Coefficient	6.29432		Speed Power Coe	fficient	0.59126
PF S	ope Coefficient	-1.43299		PF Power Coefficie	ent	0.74843
In Pa	ssing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	6.4
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	158	716		2	46.3
2	Tangent	686	-		-	57.3
3	Horizontal Curve	211	358	8 2		39.7
4	Tangent	581	-	-		57.3
Vel	nicle Results					
Aver	age Speed, mi/h	54.0		Percent Followers	, %	61.0
Segr	nent Travel Time, minutes	0.34		Follower Density, followers/mi/ln		6.4
Vehi	cle LOS	С				
			Segn	nent 3		
Vel	nicle Inputs					
		Passing Constrained		Length, ft		3221
Segment Type Pa		-	-		Shoulder Width, ft	
	Lane Width, ft 12		Access Point Density, pts/mi		6	
Lane	ed Limit, mi/h	50				8.2
Lane	ed Limit, mi/h					
Lane Spee De i	nand and Capacity			Access Point Dens	sity, pts/mi	
Lane Spece Dei	ed Limit, mi/h	50		Access Point Dens		8.2
Lane Spee Dei Direc	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h	453		Access Point Dens	d Flow Rate, veh/h	8.2
Der Direct Peak	mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor	50 453 0.93		Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	8.2 - 7.18
Der Direct Peak Segr	mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor nent Capacity, veh/h ermediate Results	453 0.93 1700		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	d Flow Rate, veh/h	- 7.18 0.27
Der Direct Peak Segri	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class	50 453 0.93 1700		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	d Flow Rate, veh/h (D/C)	8.2 - 7.18 0.27
Lane Spee Direct Peak Segri Inte	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient	50 453 0.93 1700 1 3.50297		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	d Flow Rate, veh/h (D/C) mi/h fficient	8.2 - 7.18 0.27 54.7 0.41674
Lane Spee Der Direct Peak Segr Inte Segr Spee	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class	50 453 0.93 1700		Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	d Flow Rate, veh/h (D/C) mi/h fficient	8.2 - 7.18 0.27

Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	106	358	3	2	37.7
2	Tangent	3115	-		-	52.4
Vel	nicle Results					
Aver	rage Speed, mi/h	52.0		Percent Follower	rs, %	53.1
Segi	ment Travel Time, minutes	0.70		Follower Density	, followers/mi/ln	4.6
Vehi	cle LOS	В				
			Segr	ment 4		
Vel	nicle Inputs					
Segi	ment Type	Passing Zone		Length, ft		2376
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	13.3
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 453		Opposing Demand Flow Rate, veh/h		490		
Peak	Hour Factor	0.93		Total Trucks, %		7.18
Segi	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.27
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed	d, mi/h	59.1
Spe	ed Slope Coefficient	3.55953		Speed Power Co	efficient	0.48338
PF S	lope Coefficient	-1.31154	PF Power Coefficient		0.78157	
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		4.0
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2376	-		-	57.0
Vel	nicle Results					
Aver	rage Speed, mi/h	57.0		Percent Follower	rs, %	50.6
Segi	ment Travel Time, minutes	0.47		Follower Density	/, followers/mi/ln	4.0
Vehi	cle LOS	С				
			Segr	ment 5		
Vel	nicle Inputs					
	ment Type	Passing Constrain	ned	Length, ft		10137
Segi		-		Shoulder Width, ft		6
	e Width, ft	55		Access Point Density, pts/mi		

Directional Demand Flow Rate, veh/h	453			nd Flow Rate, veh/h	-
Peak Hour Factor	0.93		Total Trucks, %		7.18
Segment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.27
ntermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Speed Slope Coefficient	3.92832		Speed Power Coe	efficient	0.41674
PF Slope Coefficient	-1.28960		PF Power Coeffici	ent	0.74047
n Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	3.9
6Improved % Followers	0.0		% Improved Avg	Speed	0.0
Subsegment Data					
segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
Tangent	3485	-		-	58.9
2 Horizontal Curve	264	143	32	2	58.9
Tangent	950	-		-	58.9
Horizontal Curve	264	143	32	2	58.9
Tangent	1214	-		-	58.9
Horizontal Curve	158	573	3	2	46.4
' Tangent	3802	-		-	58.9
/ehicle Results					
Average Speed, mi/h	58.7		Percent Followers	5, %	51.2
Segment Travel Time, minutes	1.96	1.96		followers/mi/ln	3.9
/ehicle LOS	В	В			
		Segn	ment 6		
/ehicle Inputs					
Segment Type	Passing Zone		Length, ft		2323
ane Width, ft	12		Shoulder Width, ft		6
ipeed Limit, mi/h	55		Access Point Den	sity, pts/mi	4.5
Demand and Capacity					
Directional Demand Flow Rate, veh/h	453		Opposing Demar	nd Flow Rate, veh/h	490
Peak Hour Factor	0.93		Total Trucks, %		7.18
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.27
ntermediate Results	,				
Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.3
Speed Slope Coefficient	3.67799		Speed Power Coe	efficient	0.48338
PF Slope Coefficient	-1.30006		PF Power Coeffici	ent	0.78669
n Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	3.8
ir rassing Lane Lifective Length:		-			
6/8/8/19 Carle Effective Length:	0.0		% Improved Avg	Speed	0.0

#	Segment Type	Length, ft	Radi	ius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	-		-	59.1
Ve	hicle Results					
Ave	rage Speed, mi/h	59.1		Percent Follo	wers, %	50.2
Seg	ment Travel Time, minutes	0.45		Follower Den	sity, followers/mi/ln	3.8
Veh	icle LOS	В				
			Segm	nent 7		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		8079
Lan	e Width, ft	12		Shoulder Wic	dth, ft	6
Spe	ed Limit, mi/h	55		Access Point	Density, pts/mi	4.6
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	464		Opposing De	emand Flow Rate, veh/h	-
Peal	K Hour Factor	0.89		Total Trucks, ^c	%	7.18
Seg	ment Capacity, veh/h	1700		Demand/Cap	acity (D/C)	0.27
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Sp	eed, mi/h	61.3
Speed Slope Coefficient		3.90761		Speed Power	Coefficient	0.41674
PF S	lope Coefficient	-1.28059		PF Power Coe	efficient	0.75442
In P	assing Lane Effective Length?	No		Total Segmer	nt Density, veh/mi/ln	4.1
%ln	proved % Followers	0.0		% Improved	Avg Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Radi	lius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	2904	-		-	58.7
2	Horizontal Curve	264	716		2	46.3
3	Tangent	845			-	58.7
4	Horizontal Curve	106	573		2	46.3
5	Tangent	3960	-		-	58.7
Ve	hicle Results					
Ave	rage Speed, mi/h	58.2		Percent Follo	wers, %	51.2
Seg	ment Travel Time, minutes	1.58		Follower Den	sity, followers/mi/ln	4.1
Veh	icle LOS	С				
			Segm	nent 8		
Ve	hicle Inputs					
Seg	ment Type	Passing Lanes		Length, ft		2480
Lan	e Width, ft	12		Shoulder Wic	lth, ft	6
	ed Limit, mi/h	55		Access Point Density, pts/mi		2.1

Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	464		Opposing De	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.89		Total Trucks, %		7.18
Segr	nent Capacity, veh/h	1700		Demand/Cap	pacity (D/C)	0.27
Inte	ermediate Results					
Segr	nent Vertical Class	1		Free-Flow Sp	eed, mi/h	61.9
Spee	ed Slope Coefficient	3.88696		Speed Power	Coefficient	0.41674
PF SI	ope Coefficient	-1.32188		PF Power Co	efficient	0.75904
In Pa	ssing Lane Effective Length?	No		Total Segmer	nt Density, veh/mi/ln	4.2
%lm	proved % Followers	0.0		% Improved	Avg Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Length, ft Radi		Superelevation, %	Average Speed, mi/h
1	Tangent	158	-		-	59.4
2	Horizontal Curve	158	955		2	52.9
3	Tangent	1003	-		-	59.4
4	Horizontal Curve	211	955		2	52.9
5	Tangent	792	-		-	59.4
6	Horizontal Curve	158	573		2	46.3
Vel	nicle Results					·
Aver	age Speed, mi/h	57.6		Percent Follo	wers, %	52.2
Segr	nent Travel Time, minutes	0.49	49		sity, followers/mi/ln	4.2
Vehi	cle LOS	С				
			Segn	nent 9		
Vel	nicle Inputs					
Segr	nent Type	Passing Constrai	ined	Length, ft		4911
Lane	Width, ft	12		Shoulder Wid	dth, ft	6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	464		Opposing De	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.89		Total Trucks,	%	7.18
Segr	nent Capacity, veh/h	1700		Demand/Cap	pacity (D/C)	0.27
Inte	ermediate Results					
Segr	nent Vertical Class	1		Free-Flow Sp	eed, mi/h	62.5
Spee	ed Slope Coefficient	3.94189		Speed Power	Coefficient	0.41674
PF SI	ope Coefficient	-1.27823		PF Power Co	efficient	0.76813
In Pa	ssing Lane Effective Length?	Yes		Total Segmer	nt Density, veh/mi/ln	4.0
% lm	proved % Followers	9.5		% Improved	Ava Speed	0.0

Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-		-	59.9
2	Horizontal Curve	264	955	5	2	52.9
3	Tangent	106	-		-	59.9
4	Horizontal Curve	317	955	5	2	52.9
5	Tangent	2904	-		-	59.9
Ve	hicle Results					
Ave	rage Speed, mi/h	59.1		Percent Followers	, %	50.8
Seg	ment Travel Time, minutes	0.95		Follower Density,	followers/mi/ln	4.0
Veh	icle LOS	В				
		S	egm	ent 10		
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		3485
Lan	e Width, ft	12		Shoulder Width, f	Shoulder Width, ft	
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		1.5
De	mand and Capacity	•		•		
Directional Demand Flow Rate, veh/h 464			Opposing Deman	d Flow Rate, veh/h	502	
Peal	k Hour Factor	0.89	0.89			7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.27
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed, mi/h		62.1
Spe	ed Slope Coefficient	3.73676		Speed Power Coefficient		0.48178
PF S	Slope Coefficient	-1.26766		PF Power Coefficient		0.79664
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.9
%ln	nproved % Followers	8.2		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3485	-		-	59.8
Ve	hicle Results					
Ave	rage Speed, mi/h	59.8		Percent Followers	, %	49.7
Seg	ment Travel Time, minutes	0.66		Follower Density,	followers/mi/ln	3.9
Veh	icle LOS	В				
		S	egm	ent 11		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrained		Length, ft		2745
	e Width, ft	12		Shoulder Width, f	t	6

Spe	ed Limit, mi/h	50		Access Point Dens	sity, pts/mi	5.8
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.92		Total Trucks, %		7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Int	ermediate Results			'		<u>'</u>
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	55.3
Spe	ed Slope Coefficient	3.52932		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.37455		PF Power Coefficie	ent	0.74333
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.1
%ln	nproved % Followers	7.5		% Improved Avg S	Speed	0.0
Su	bsegment Data			<u>'</u>		<u>'</u>
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2323	1-		-	53.1
2	Horizontal Curve	422	143	32	2	53.1
Ve	hicle Results					
Average Speed, mi/h 53.1				Percent Followers,	, %	51.7
Seg	ment Travel Time, minutes	0.59		Follower Density,	followers/mi/ln	4.1
Veh	icle LOS	В				
		S	egm	ent 12		
Ve	hicle Inputs					
	ment Type	Passing Constrained		Length, ft		4541
Lan	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		19.8
De	mand and Capacity			<u>'</u>		<u>'</u>
Dire	ectional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.92		Total Trucks, %		7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Int	ermediate Results			'		<u>'</u>
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	57.5
Spe	ed Slope Coefficient	3.66979		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.32386		PF Power Coefficie	ent	0.75524
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.9
%ln	nproved % Followers	6.5		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4066	-		-	55.2

2	Horizontal Curve	475	300	00	0	55.2
Vel	hicle Results					1
Avei	rage Speed, mi/h	55.2		Percent Followers	, %	50.0
	ment Travel Time, minutes	0.93		Follower Density,	followers/mi/ln	3.9
Vehi	icle LOS	В				
		-	Segm	ent 13		
Vel	hicle Inputs					
Segi	ment Type	Passing Zone		Length, ft		2482
	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					<u>'</u>
Dire	ectional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	461
Peak	k Hour Factor	0.92		Total Trucks, %		7.18
Segi	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed, mi/h		62.5
Spe	ed Slope Coefficient	3.73427		Speed Power Coe	fficient	0.48750
PF S	Slope Coefficient	-1.28458		PF Power Coefficie	ent	0.79248
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.4
%lm	nproved % Followers	5.6		% Improved Avg S	Speed	0.0
Sul	bsegment Data	<u>'</u>		<u>'</u>		
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	317	191	10	2	59.2
2	Horizontal Curve	317	191	10	2	59.2
3	Tangent	1848	-		-	60.3
Vel	hicle Results					
Avei	rage Speed, mi/h	60.0		Percent Followers	, %	47.9
Segi	ment Travel Time, minutes	0.47		Follower Density,	followers/mi/ln	3.4
Vehi	icle LOS	В				
			Segm	ent 14		
Vel	hicle Inputs					
Segi	ment Type	Passing Constraine	ed	Length, ft		2218
	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.8
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	T-
Peak	k Hour Factor	0.92		Total Trucks, %		7.18

Segment Capacity, veh/h	170	0		Demand/Capacity	(D/C)		0.25
Intermediate Results							
Segment Vertical Class	1			Free-Flow Speed,	mi/h		61.3
Speed Slope Coefficient	3.84	1431		Speed Power Coe	fficient		0.41674
PF Slope Coefficient -1.3		34170		PF Power Coefficie	ent		0.75338
In Passing Lane Effective Length?				Total Segment De	nsity, veh/mi/ln		3.7
%Improved % Followers	0.0			% Improved Avg S	Speed		0.0
Subsegment Data							
# Segment Type	Len	gth, ft	Rac	dius, ft	Superelevation,	%	Average Speed, mi/h
1 Tangent	221	8	-		-		58.9
Vehicle Results							
Average Speed, mi/h	58.9)		Percent Followers	%		50.5
Segment Travel Time, minutes	0.43	3		Follower Density,	followers/mi/ln		3.7
Vehicle LOS	В						
		Se	egm	ent 15			
Vehicle Inputs							
Segment Type	Pass	sing Lanes		Length, ft			3062
Lane Width, ft 12		Shoulder Width, f	t		6		
Speed Limit, mi/h	55			Access Point Dens	ity, pts/mi		0.0
Demand and Capacity							
Directional Demand Flow Rate, veh/h	425			Opposing Deman	d Flow Rate, veh/	/h	-
Peak Hour Factor	0.92)		Total Trucks, %			7.18
Segment Capacity, veh/h	150	0		Demand/Capacity (D/C)			0.28
Intermediate Results							
Segment Vertical Class	1			Free-Flow Speed,	mi/h		62.5
Speed Slope Coefficient	5.79	9327		Speed Power Coe	fficient		0.81022
PF Slope Coefficient	-1.2	7697		PF Power Coefficient			0.80408
In Passing Lane Effective Length?	No			Total Segment Density, veh/mi/ln			3.3
%Improved % Followers	0.0			% Improved Avg S	Speed		0.0
Subsegment Data							
# Segment Type	Len	gth, ft	Rac	dius, ft	Superelevation,	%	Average Speed, mi/h
1 Tangent	306	2]-		-		60.1
Passing Lane Results							
		Faster Lane			Slower Lan	e	
Flow Rate, veh/h		259			166		
Percentage of Heavy Vehicles (HV%), %		2.87			13.88		
Initial Average Speed (Sint), mi/h		61.4			61.6		

Aver	age Speed at Midpoint (SPLmid), m	i/h 63.0			59.9			
Perc	ent Followers at Midpoint (PFPLmid), % 36.9			25.7	25.7		
Veł	nicle Results							
Aver	age Speed, mi/h	60.1		Percent Followe	ers, %	47.4		
Segr	ment Travel Time, minutes	0.58		Follower Densi	ty, followers/mi/ln	3.3		
Vehi	cle LOS	В						
			Segm	ent 16				
Veł	nicle Inputs							
Segr	ment Type	Passing Cons	strained	Length, ft		11194		
Lane	Width, ft	12		Shoulder Width	n, ft	6		
Spe	ed Limit, mi/h	55		Access Point De	ensity, pts/mi	1.9		
Dei	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	425		Opposing Dem	and Flow Rate, veh/h	-		
Peak	Hour Factor	0.92		Total Trucks, %		7.18		
Segment Capacity, veh/h 17		1700		Demand/Capacity (D/C)		0.25		
Int	ermediate Results							
Segment Vertical Class 1		1		Free-Flow Spee	ed, mi/h	62.0		
-		3.96673		Speed Power C	oefficient	0.41674		
		-1.29275		PF Power Coeff	ïcient	0.73317		
In Pa	assing Lane Effective Length?	Yes		Total Segment	Density, veh/mi/ln	3.6		
%lm	proved % Followers	14.2	14.2		rg Speed	1.2		
Sul	osegment Data					·		
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h		
1	Tangent	3115	-		-	59.5		
2	Horizontal Curve	317	191	0	2	59.2		
3	Tangent	1901	-		-	59.5		
4	Horizontal Curve	317	881		2	53.0		
5	Tangent	1109	-		-	59.5		
6	Horizontal Curve	422	191	0	2	59.2		
7	Tangent	264	-		-	59.5		
8	Horizontal Curve	528	955	;	2	53.0		
9	Tangent	792	-		-	59.5		
10	Horizontal Curve	317	143	2	2	59.2		
11	Tangent	1426	-		-	59.5		
12	Horizontal Curve	686	114	6	2	53.0		
Veł	nicle Results							
Aver	age Speed, mi/h	59.3		Percent Follow	ers, %	49.9		
Segment Travel Time, minutes 2.15				Follower Densi	ty, followers/mi/ln	3.1		

Vehi	cle LOS	В				
		Se	gm	ent 17		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		1953
Lane	· Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	5.4
Dei	mand and Capacity					
Directional Demand Flow Rate, veh/h 425		Opposing Deman	d Flow Rate, veh/h	-		
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Inte	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	60.7
Spee	ed Slope Coefficient	3.98000		Speed Power Coe	fficient	0.45706
PF S	lope Coefficient	-1.43801		PF Power Coefficie	ent	0.73314
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	4.0
%Improved % Followers		13.1	13.1		Speed	0.9
Suk	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	53	-		-	58.4
2	Horizontal Curve	686	114	16	2	53.0
3	Tangent	1214	-		-	58.4
Veł	nicle Results					
Aver	rage Speed, mi/h	57.0	.0 Pe		, %	53.6
Segr	ment Travel Time, minutes	0.39		Follower Density, followers/mi/ln		3.5
Vehi	cle LOS	В				
		Se	egm	ent 18		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		7445
	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.1
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	-
Peak	: Hour Factor	0.92		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.9
Spee	ed Slope Coefficient	3.93639		Speed Power Coe	fficient	0.41674

PF S	lope Coefficient	-1.27406		PF Power Coeffic	cient	0.75949
ln Pa	assing Lane Effective Length?	Yes		Total Segment D	Density, veh/mi/ln	3.5
%Improved % Followers 9		9.8	9.8		g Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	950	950 1637		2	59.2
2	Tangent	634	-		-	59.5
3	Horizontal Curve	317	716	5	2	46.4
4	Tangent	739	-		-	59.5
5	Horizontal Curve	264	229)2	2	59.5
6	Tangent	4541	-		-	59.5
Vel	nicle Results					
Aver	rage Speed, mi/h	58.9		Percent Followe	rs, %	48.6
Segr	ment Travel Time, minutes	1.44		Follower Density	/, followers/mi/ln	3.2
Vehi	cle LOS	В				
			Segm	ent 19		
Vel	nicle Inputs					
Segment Type Passing Zor				Length, ft		1426
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	0.0
De	mand and Capacity	•				·
Dire	ctional Demand Flow Rate, veh/h	425		Opposing Dema	and Flow Rate, veh/h	461
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segr	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.25
Int	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed	d, mi/h	62.5
Spe	ed Slope Coefficient	3.71719		Speed Power Co	pefficient	0.48750
•	lope Coefficient	-1.32777		PF Power Coeffic		0.77741
	assing Lane Effective Length?	Yes			Density, veh/mi/ln	3.5
%lm	proved % Followers	9.3		% Improved Avo		0.0
Sul	bsegment Data					·
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1426	-		-	60.3
Vel	nicle Results				<u>'</u>	
Aver	rage Speed, mi/h	60.3		Percent Followers, %		49.5
		0.27			, followers/mi/ln	3.2
Vehicle LOS B				1 '		1

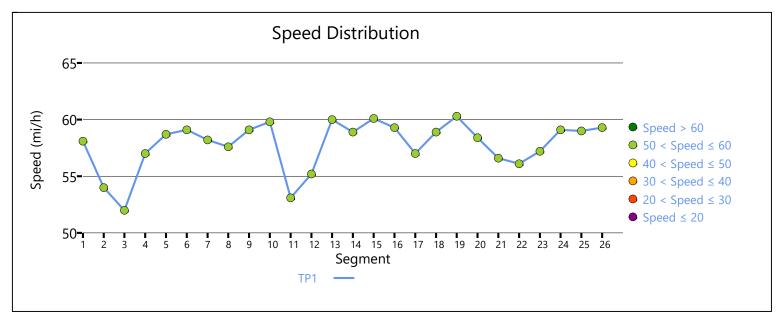
		S	egm	ent 20		
Veh	nicle Inputs					
Segn	ment Type	Passing Constrained		Length, ft		4066
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	nit, mi/h 55		Access Point Dens	sity, pts/mi	2.6
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	425		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.92		Total Trucks, %		7.18
Segn	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.25
Inte	ermediate Results					
Segn	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Spee	ed Slope Coefficient	3.89772		Speed Power Coe	fficient	0.41674
PF SI	lope Coefficient	-1.29367		PF Power Coefficie	ent	0.76574
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.6
%Improved % Followers		7.9		% Improved Avg S	Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3432	-		-	59.4
2	Horizontal Curve	634	788	3	2	53.0
Veh	nicle Results					
Aver	rage Speed, mi/h	58.4		Percent Followers	, %	48.9
Segn	ment Travel Time, minutes	0.79	Follower Density,		followers/mi/ln	3.3
Vehic	cle LOS	В				
		S	egm	nent 21		
Veh	nicle Inputs					
	ment Type	Passing Constrained		Length, ft		1267
	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Der	mand and Capacity			<u> </u>		
Direc	ctional Demand Flow Rate, veh/h	395		Opposing Deman	d Flow Rate, veh/h	-
Peak	: Hour Factor	0.95		Total Trucks, %		7.18
Segn	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.23
Inte	ermediate Results					
Segn	ment Vertical Class	3		Free-Flow Speed,	mi/h	61.3
Spee	ed Slope Coefficient	6.08907		Speed Power Coe	fficient	0.58785
PF SI	lope Coefficient	-1.46238		PF Power Coefficie	ent	0.74548
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.6

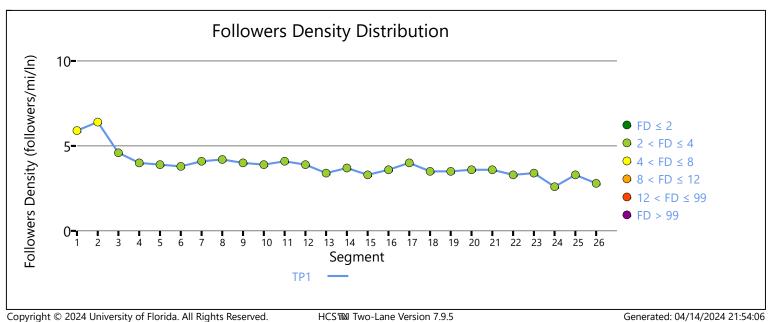
%In	nproved % Followers	7.9		% Improved Avg	Speed	0.0
Su	bsegment Data	<u>'</u>		<u>'</u>		,
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	845	-		-	58.4
2	Horizontal Curve	422	955	5	2	53.0
Ve	hicle Results		·		-	·
Ave	erage Speed, mi/h	56.6		Percent Followers	s, %	51.9
Seg	ment Travel Time, minutes	0.25		Follower Density,	, followers/mi/ln	3.3
Veh	icle LOS					
		<u>'</u>	Segn	nent 22		<u>'</u>
Ve	hicle Inputs					
Seg	ment Type	Passing Zone L		Length, ft		1426
Lan	e Width, ft	12	12		ft	6
Spe	peed Limit, mi/h 55		Access Point Den	sity, pts/mi	7.4	
De	emand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	395		Opposing Demai	nd Flow Rate, veh/h	395
Pea	k Hour Factor	0.95				7.18
Seg	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.23
Int	termediate Results					·
Seg	ment Vertical Class	1		Free-Flow Speed	, mi/h	60.6
Spe	ed Slope Coefficient	3.60034		Speed Power Coefficient		0.49769
PF S	Slope Coefficient	-1.33088		PF Power Coeffic	ient	0.77585
In P	Passing Lane Effective Length?	Yes		Total Segment D	ensity, veh/mi/ln	3.3
%In	nproved % Followers	7.5		% Improved Avg	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	634	955	5	2	53.0
2	Tangent	792	-		-	58.7
Ve	hicle Results					
Ave	erage Speed, mi/h	56.1		Percent Followers	s, %	47.6
Seg	ment Travel Time, minutes	0.29		Follower Density,	, followers/mi/ln	3.1
Veh	nicle LOS	В				
			Segm	nent 23		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		3326
_	e Width, ft	12		Shoulder Width,	ft	6
Lan						

Demand and Capacity							
Directional Demand Flow Rate, veh/h	395			Opposing Deman	d Elo	w Pata wah/h	-
Peak Hour Factor	0.95			Total Trucks, %	u rio	w Rate, ven/n	7.18
Segment Capacity, veh/h	1700	1		-	Demand/Capacity (D/C)		0.23
		Demand, Capacity	(D/C	-)	0.23		
Intermediate Results							
Segment Vertical Class	3			Free-Flow Speed,	mi/h		60.5
Speed Slope Coefficient	6.951	129		Speed Power Coe	fficie	nt	0.60216
PF Slope Coefficient	-1.36	5393		PF Power Coefficie	ent		0.75251
In Passing Lane Effective Length?	Yes			Total Segment De	nsity	, veh/mi/ln	3.4
%Improved % Followers	6.6			% Improved Avg S	Speed	d 	0.0
Subsegment Data							
# Segment Type	Leng	th, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1 Tangent	3326		-		-		57.2
Vehicle Results							
Average Speed, mi/h	57.2			Percent Followers,	, %		49.2
Segment Travel Time, minutes	0.66			Follower Density, followers/mi/ln		3.2	
Vehicle LOS	В	В					
		Se	gm	ent 24			
Vehicle Inputs							
Segment Type	Passi	ng Lanes		Length, ft			5122
Lane Width, ft	12	12		Shoulder Width, f	t		6
Speed Limit, mi/h	55	55		Access Point Dens	sity, p	ots/mi	2.1
Demand and Capacity							
Directional Demand Flow Rate, veh/h	400			Opposing Deman	d Flo	w Rate, veh/h	-
Peak Hour Factor	0.94			Total Trucks, %			7.18
Segment Capacity, veh/h	1500			Demand/Capacity (D/C)		0.27	
Intermediate Results							
Segment Vertical Class	3			Free-Flow Speed,	mi/h		61.0
Speed Slope Coefficient	6.762	267		Speed Power Coe	fficie	nt	1.09026
PF Slope Coefficient	-1.06	5016		PF Power Coefficie	ent		0.85035
In Passing Lane Effective Length?	No			Total Segment De	nsity	, veh/mi/ln	2.6
%Improved % Followers	0.0			% Improved Avg S	Speed	d	0.0
Subsegment Data							
# Segment Type	Leng	th, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1 Tangent	5122		-		-		59.1
Passing Lane Results							•
		Faster Lane				Slower Lane	

Flow	/ Rate, veh/h		245			155	
	entage of Heavy Vehicles (HV%), %		2.87			13.98	
Initia	al Average Speed (Sint), mi/h		60.9			59.5	
Aver	rage Speed at Midpoint (SPLmid), mi	/h	62.6			57.9	
Perc	ent Followers at Midpoint (PFPLmid)	, %	30.1			18.8	
Vel	nicle Results						
Aver	rage Speed, mi/h	59.	 1		Percent Followers,	%	38.5
	ment Travel Time, minutes	0.98			Follower Density,		2.6
	cle LOS	В					
			Se	gm	ent 25		
Vel	nicle Inputs						
Segi	ment Type	Pas	sing Constrained		Length, ft		3643
	e Width, ft	12	-		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55			Access Point Dens	ity, pts/mi	1.4
De	mand and Capacity						
Dire	ctional Demand Flow Rate, veh/h	392	<u> </u>		Opposing Demand	d Flow Rate, veh/h	-
Peak	c Hour Factor	0.95	 5		Total Trucks, %		7.18
Segi	ment Capacity, veh/h	170	00		Demand/Capacity	(D/C)	0.23
Int	ermediate Results						
Segi	ment Vertical Class	3			Free-Flow Speed,	mi/h	61.0
Spe	ed Slope Coefficient	7.19	9556		Speed Power Coef	ficient	0.60971
PF S	lope Coefficient	-1.3	35689		PF Power Coefficie	ent	0.75375
In Pa	assing Lane Effective Length?	Yes			Total Segment De	nsity, veh/mi/ln	3.3
%lm	proved % Followers	20.5	5		% Improved Avg S	peed	2.4
Sul	bsegment Data						·
#	Segment Type	Len	gth, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	898		-		-	57.6
2	Horizontal Curve	121	4	191	0	2	57.6
3	Tangent	153	1	-		-	57.6
Vel	nicle Results						
Aver	rage Speed, mi/h	59.0)		Percent Followers,	%	48.8
Segment Travel Time, minutes 0.70		Follower Density,	followers/mi/ln	2.6			
Vehi	cle LOS	В					
			Se	gm	ent 26		
Vel	nicle Inputs						
Segi	ment Type	Pas	sing Lanes		Length, ft		4118
Lane	e Width, ft	12			Shoulder Width, ft		6

Spe	ed Limit, mi/h		55	,	Access P	oint Dens	ty, pts/mi	5.1	
De	mand and C	Capacity							
Dire	ectional Demand	Flow Rate, veh/h	392	(Opposing Demand Flow Rate, veh/h			-	
Pea	k Hour Factor	().95	-	Total Tru	cks, %		7.18	
Seg	ment Capacity, v	eh/h	1500	ı	Demand,	/Capacity	(D/C)	0.26	
Int	ermediate R	Results							
Seg	ment Vertical Cla	SS	I	T	Free-Flov	w Speed, r	mi/h	61.2	
Spe	ed Slope Coeffici	ent 5	5.72664	9	Speed Po	ower Coef	ficient	0.88503	
PF S	Slope Coefficient	-	1.20973	ı	PF Powe	r Coefficie	nt	0.83026	
In P	assing Lane Effec	tive Length?	No	-	Total Sec	ment Der	nsity, veh/mi/ln	2.8	
%Improved % Followers			0.0	(% Impro	ved Avg S	peed	0.0	
Su	bsegment D	ata							
#	Segment Type	L	ength, ft	Radiu	ıs, ft		Superelevation, %	Average Speed, mi/h	
1	Tangent		1118	-			-	59.3	
Pa	ssing Lane R	lesults							
			Faster Lane				Slower Lane		
Flov	v Rate, veh/h		240	240			151		
Perd	centage of Heavy	Vehicles (HV%), %	2.87						
Initi	al Average Speed	d (Sint), mi/h	60.4			60.5			
Ave	rage Speed at Mi	idpoint (SPLmid), mi/h	62.0				58.9		
Perd	ent Followers at	Midpoint (PFPLmid), %	32.5				22.1		
Ve	hicle Results	•							
Ave	rage Speed, mi/h	1 5	59.3	T	Percent F	ollowers,	%	42.6	
Seg	ment Travel Time	e, minutes ().79	ı	Follower Density, followers/mi/ln		2.8		
Veh	icle LOS	E	3						
Fac	ility Results								
	т	Follower De	ensity, followers/mi/	'In		LOS			
	1 3.9					В			





US 101 - Facility H (SB).xuf

		11007 T				
		HCS/ IWO	-Lane	Highway R	eport	
Proj	ect Information					
Analy	st			Date		4/27/2024
Agen	су			Analysis Year		2024
Jurisd	liction			Time Analyzed		
Proje	ct Description	Bandon north UG 101/OR 42 junction		Units		U.S. Customary
		<u>'</u>	Segn	nent 1		•
Veh	icle Inputs					
Segm	ent Type	Passing Constrain	ned	Length, ft		11458
Lane	Width, ft	12		Shoulder Width, f	it	6
Speed	d Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Den	nand and Capacity	,		,		<u>'</u>
Direct	tional Demand Flow Rate, veh/h	724		Opposing Deman	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segm	ent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.43
Inte	rmediate Results	<u> </u>				
Segment Vertical Class 4		4		Free-Flow Speed,	mi/h	60.1
Speed Slope Coefficient		11.19658		Speed Power Coe	fficient	0.40379
PF Slope Coefficient		-1.96698		PF Power Coeffici	ent	0.75522
In Passing Lane Effective Length?		No		Total Segment De	ensity, veh/mi/ln	11.2
%lmp	roved % Followers	0.0		% Improved Avg	Speed	0.0
Sub	segment Data	·		•		
#	Segment Type	Length, ft	Rad	dius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	3749	-		-	50.8
2	Horizontal Curve	1056	191	10	2	50.8
3	Tangent	6653	-		-	50.8
Veh	icle Results					
Avera	ge Speed, mi/h	50.8		Percent Followers	;, %	78.6
	ent Travel Time, minutes	2.56		Follower Density,	followers/mi/ln	11.2
	le LOS	D		. E. St. S. St. St. St. St. St. St. St. St.		
		1	Segn	nent 2		
Veh	icle Inputs					
	ent Type	Passing Zone		Length, ft		3749
	Width, ft	12		Shoulder Width, f	t	6
	d Limit, mi/h	55		Access Point Dens		14.8
· .	nand and Capacity	1				
		1				
	tional Demand Flow Rate, veh/h	753		Opposing Deman	id Flow Rate, veh/h	724

Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.44
Int	ermediate Results					
Seg	ment Vertical Class	2		Free-Flow Speed,	mi/h	58.4
Spe	ed Slope Coefficient	3.45632		Speed Power Coef	fficient	0.49936
PF S	Slope Coefficient	-1.30991		PF Power Coefficie	ent	0.76850
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	8.8
%ln	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data	·				
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3749	-		-	55.6
Ve	hicle Results	•				
Ave	rage Speed, mi/h	55.6		Percent Followers	, %	65.1
Seg	ment Travel Time, minutes	0.77		Follower Density,	followers/mi/ln	8.8
Veh	icle LOS	D				
			Segi	ment 3		
Vel	hicle Inputs					
Sea	ment Type	Passing Constrai	Passing Constrained			2482
	e Width, ft	12	12		t	6
Speed Limit, mi/h		55		Shoulder Width, fi		7.1
De	mand and Capacity					
	ectional Demand Flow Rate, veh/h	753		Opposing Deman	d Flow Rate, veh/h	-
	k Hour Factor	0.89		Total Trucks, %	a How Rate, verial	7.70
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.44
	ermediate Results					
	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.7
	ed Slope Coefficient	3.81606		Speed Power Coef		0.41674
	Slope Coefficient	-1.33814		PF Power Coefficient		0.75470
	assing Lane Effective Length?	No		Total Segment De		8.7
	nproved % Followers	0.0		% Improved Avg S		0.0
	bsegment Data			1 1 3	'	
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2482	-		-	57.5
Vel	hicle Results	•				
Average Speed, mi/h 57.5		57.5		Percent Followers	, %	66.0
Segment Travel Time, minutes 0.49		0.49			followers/mi/ln	8.7
Voh	icle LOS	D				
VEII			Cogu			,
Ven			Segi	ment 4		
	hicle Inputs		Segi	ment 4		

Spec		12 Sł				
	ed Limit, mi/h	55		Access Point D	ensity, pts/mi	0.0
Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	753		Opposing Dem	nand Flow Rate, veh/h	724
Peak	Hour Factor	0.89		Total Trucks, %		7.70
Segr	nent Capacity, veh/h	1700		Demand/Capa	city (D/C)	0.44
Inte	ermediate Results					
Segr	nent Vertical Class	1		Free-Flow Spee	ed, mi/h	62.4
Spe	ed Slope Coefficient	3.78251		Speed Power C	Coefficient	0.45748
PF S	ope Coefficient	-1.32317		PF Power Coeff	ficient	0.77663
In Pa	ssing Lane Effective Length?	No		Total Segment	Density, veh/mi/ln	8.3
%lm	proved % Followers	0.0		% Improved Av	/g Speed	0.0
Suk	osegment Data					•
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2006	-		-	59.3
Vel	nicle Results					
Aver	age Speed, mi/h	59.3		Percent Follow	ers, %	65.4
	nent Travel Time, minutes	0.38		Follower Density, followers/mi/ln		8.3
Vehicle LOS		D			<u>. </u>	
			Segn	nent 5		
Vek	nicle Inputs					
	·	I Book of Control		1		12204
	ment Type	Passing Constraine	ed	Length, ft Shoulder Width, ft		3326
	Width, ft	12		Access Point Density, pts/mi		6
•	ed Limit, mi/h	55		Access Point D	ensity, pts/mi	3.4
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	753		Opposing Dem	nand Flow Rate, veh/h	-
Peak	Hour Factor	0.89		Total Trucks, %		7.70
Segr	nent Capacity, veh/h	1700		Demand/Capa	city (D/C)	0.44
Into	ermediate Results					
Segr	nent Vertical Class	1		Free-Flow Spee	ed, mi/h	61.6
Spe	ed Slope Coefficient	3.87731		Speed Power C	Coefficient	0.41674
PF S	ope Coefficient	-1.30825		PF Power Coeff	ficient	0.76274
In Pa	ssing Lane Effective Length?	No		Total Segment	Density, veh/mi/ln	8.4
%lm	proved % Followers	0.0		% Improved Av	/g Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3326	-		-	58.3
Vel	nicle Results					
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Segment Trav	vel Time, minutes	0.65		Follower Density,	followers/mi/ln	8.4
Vehicle LOS		D				
			Segn	nent 6		
Vehicle Ir	nputs					
Segment Typ	e	Passing Constrain	ned	Length, ft		4858
Lane Width, ft 12		Shoulder Width, f	t	6		
Speed Limit,	mi/h	55		Access Point Dens	sity, pts/mi	0.0
Demand a	and Capacity					
Directional D	emand Flow Rate, veh/h	753		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Fa	ctor	0.89		Total Trucks, %		7.70
Segment Cap	pacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.44
Intermed	iate Results					
Segment Ver	tical Class	4		Free-Flow Speed,	mi/h	60.1
Speed Slope	Coefficient	9.45901		Speed Power Coe	fficient	0.56714
PF Slope Coe	fficient	-1.65922		PF Power Coeffici	ent	0.75272
In Passing La	ne Effective Length?	No		Total Segment Density, veh/mi/ln		10.5
%Improved %	6 Followers	0.0		% Improved Avg Speed		0.0
Subsegm	ent Data					
# Segme	nt Type	Length, ft	Rad	dius, ft Superelevation, %		Average Speed, mi/h
1 Tangen	t	3168	-	-		52.7
2 Horizon	ntal Curve	1690	955	5	2	52.6
Vehicle R	esults					
Average Spee	ed, mi/h	52.7		Percent Followers	, %	73.8
Segment Trav	vel Time, minutes	1.05	1.05		followers/mi/ln	10.5
Vehicle LOS		D				
			Segn	nent 7		
Vehicle In	nputs					
Segment Typ	e	Passing Lanes		Length, ft		4119
Lane Width, f	t	12		Shoulder Width, f	t	6
Speed Limit,	mi/h	55		Access Point Density, pts/mi		1.3
Demand a	and Capacity					
Directional D	emand Flow Rate, veh/h	753		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Fa	ctor	0.89		Total Trucks, %		7.70
Segment Cap	pacity, veh/h	1400		Demand/Capacity	/ (D/C)	0.54
Intermed	iate Results					
Segment Ver	tical Class	5		Free-Flow Speed,	mi/h	60.0
Speed Slope	Coefficient	9.76952		Speed Power Coe	fficient	1.02347
PF Slope Coe	fficient	-1.01573		PF Power Coeffici	ent	0.83248
	nt was created by an app	+		+		7.8

%In	%Improved % Followers 0.0			% Improved Avg S	% Improved Avg Speed		0.0	
Su	bsegment Data							
#	Segment Type	Len	gth, ft	Rac	lius, ft	Sup	perelevation, %	Average Speed, mi/h
1	Tangent	792	792 -			-		53.7
2	Horizontal Curve	137	3	955)	2		52.6
3	Tangent	106		-		-		53.7
4	Horizontal Curve	184	8	191	0	2		53.7
Pa	ssing Lane Results							
			Faster Lane				Slower Lane	
Flov	v Rate, veh/h		430				322	
Perd	centage of Heavy Vehicles (HV%), %		3.08				13.87	
Initi	al Average Speed (Sint), mi/h		59.5				55.5	
Ave	rage Speed at Midpoint (SPLmid), mi/	h	61.2				53.8	
Perc	cent Followers at Midpoint (PFPLmid),	%	40.8				31.3	
V e	hicle Results							
Ave	rage Speed, mi/h	53.4	ļ		Percent Followers,	%		55.2
Seg	ment Travel Time, minutes	0.88	3		Follower Density, followers/mi/ln		wers/mi/ln	7.8
Veh	icle LOS	С						
			Se	egn	nent 8			
V e	hicle Inputs							
Seg	ment Type	Pass	sing Lanes		Length, ft			3591
Lan	e Width, ft	12			Shoulder Width, fl	t		6
Spe	ed Limit, mi/h	55			Access Point Dens	sity, p	ots/mi	3.8
De	mand and Capacity							·
Dire	ectional Demand Flow Rate, veh/h	753			Opposing Demand	d Flo	w Rate, veh/h	T-
Peal	k Hour Factor	0.89	0.89		Total Trucks, %			7.70
Seg	ment Capacity, veh/h	150				(D/0	C)	0.50
Int	ermediate Results				<u>'</u>			<u>'</u>
Sea	ment Vertical Class	4			Free-Flow Speed,	mi/h		60.2
	ed Slope Coefficient				Speed Power Coefficient			0.95917
	Slope Coefficient	-	7485		PF Power Coefficie			0.85510
	assing Lane Effective Length?	No			Total Segment De	nsity	, veh/mi/ln	7.7
	nproved % Followers	0.0			% Improved Avg S			0.0
Su	bsegment Data							<u>'</u>
#	Segment Type	Len	gth, ft	Rac	dius, ft	Sup	perelevation, %	Average Speed, mi/h
1	Tangent	634		-		-		55.5
2	Horizontal Curve	295		229)2	2		55.5
	ssing Lane Results							
г а :	samy Lane Results		l				l au :	
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	hase a license to generate PDF fil						322	

Perce	ercentage of Heavy Vehicles (HV%), % 3.08				13.87		
Initia	I Average Speed (Sint), mi/h	59	9.2			56.9	
Avera	age Speed at Midpoint (SPLmid), mi	/h 60).9			55.2	
Perce	ent Followers at Midpoint (PFPLmid)), % 43.9				34.0	
Veh	icle Results						
Avera	age Speed, mi/h	55.5			Percent Followers,	%	57.0
Segn	nent Travel Time, minutes	0.74			Follower Density,	followers/mi/ln	7.7
Vehic	cle LOS	С					
			Se	gn	nent 9		
Veh	icle Inputs						
Segn	nent Type	Passing	Constrained		Length, ft		7234
Lane	Width, ft	12			Shoulder Width, ft		6
Spee	d Limit, mi/h	55			Access Point Dens	ity, pts/mi	5.6
Der	mand and Capacity						
Direc	tional Demand Flow Rate, veh/h	753			Opposing Deman	d Flow Rate, veh/h	-
 Peak	Hour Factor	0.89			Total Trucks, %		7.70
Segn	nent Capacity, veh/h	1700			Demand/Capacity (D/C)		0.44
Inte	ermediate Results						
Segment Vertical Class 1		1			Free-Flow Speed, mi/h		61.0
Speed Slope Coefficient		3.88628	3.88628		Speed Power Coef	ficient	0.41674
PF SI	ope Coefficient	-1.2816	-1.28166		PF Power Coefficie	ent	0.75825
In Pa	ssing Lane Effective Length?	Yes	Yes		Total Segment De	nsity, veh/mi/ln	8.4
%lm _l	proved % Followers	14.4	% Improved Avg Sp		Speed	0.6	
Sub	segment Data	·					
#	Segment Type	Length	, ft	Rad	lius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	4066		-	-		57.8
2	Horizontal Curve	1584		143	2 2		57.8
3	Tangent	1584		-		-	57.8
Veh	icle Results						
Avera	age Speed, mi/h	58.1			Percent Followers,	%	64.4
Segn	nent Travel Time, minutes	1.41			Follower Density,	followers/mi/ln	7.1
Vehic	cle LOS	С					
			Se	gm	ent 10		
V eh	icle Inputs						
Segn	nent Type	Passing	g Constrained		Length, ft		7920
Lane	Width, ft	12			Shoulder Width, ft		6
Spee	d Limit, mi/h	55			Access Point Dens	ity, pts/mi	2.0
Der	mand and Capacity						,

_						1
	eak Hour Factor 0.89		Total Trucks, %		7.70	
Seg	Segment Capacity, veh/h 1700			Demand/Capaci	ty (D/C)	0.44
Int	ermediate Results					
Seg	ment Vertical Class	2		Free-Flow Speed	d, mi/h	61.4
Spe	ed Slope Coefficient	4.90556		Speed Power Co	efficient	0.48525
PF S	Slope Coefficient	-1.32529		PF Power Coeffic	cient	0.74255
In P	assing Lane Effective Length?	Yes		Total Segment D	ensity, veh/mi/ln	8.6
%In	nproved % Followers	9.6		% Improved Avo	y Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581	-		-	57.4
2	Horizontal Curve	2112	229	92	2	57.4
3	Tangent	5227	-		-	57.4
Ve	hicle Results				<u>'</u>	<u>'</u>
Ave	rage Speed, mi/h	57.4		Percent Followe	rs, %	65.8
	ment Travel Time, minutes	1.57			, followers/mi/ln	7.8
	icle LOS	С			,	
			Seam	nent 11		-
Vel	hicle Inputs					
	ment Type	Passing Zone		Length, ft		4594
	e Width, ft	12		Shoulder Width	ft	6
	ed Limit, mi/h	55		Access Point De		18.2
		00		71ccc33 T Girtt Be	131(4) \$13/1111	10.2
	mand and Capacity	1		I		
	ectional Demand Flow Rate, veh/h	600			ind Flow Rate, veh/h	576
Peal	k Hour Factor	0.97	0.97			1
_		1700		Total Trucks, %		7.70
Seg	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	7.70
	ment Capacity, veh/h ermediate Results	1700		-	ty (D/C)	
Int		2		-	J	
Int Seg	ermediate Results			Demand/Capaci	I, mi/h	0.35
Int Seg Spe	ermediate Results ment Vertical Class	2		Demand/Capaci	d, mi/h efficient	0.35 57.5
Int Seg Spe PF S	ermediate Results ment Vertical Class ed Slope Coefficient	2 3.21289		Free-Flow Speed Speed Power Co	d, mi/h efficient	0.35 57.5 0.51566
Seg Spe PF S	ermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient	2 3.21289 -1.27845		Free-Flow Speed Speed Power Co	d, mi/h pefficient cient density, veh/mi/ln	0.35 57.5 0.51566 0.77506
Seg Spe PF S In P	ermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length?	2 3.21289 -1.27845 Yes		Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E	d, mi/h pefficient cient density, veh/mi/ln	0.35 57.5 0.51566 0.77506 6.3
Seg Spe PF S In P	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? proved % Followers	2 3.21289 -1.27845 Yes	Rac	Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E	d, mi/h pefficient cient density, veh/mi/ln	0.35 57.5 0.51566 0.77506 6.3
Seg Spe PF S In P	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? proved % Followers bsegment Data	2 3.21289 -1.27845 Yes 9.2	Rac -	Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E % Improved Avg	d, mi/h pefficient cient pensity, veh/mi/ln g Speed	0.35 57.5 0.51566 0.77506 6.3 0.0
Seg Spe PF S In P %Im # 1	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? proved % Followers bsegment Data Segment Type	2 3.21289 -1.27845 Yes 9.2	Rac -	Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E % Improved Avg	d, mi/h pefficient cient pensity, veh/mi/ln g Speed	0.35 57.5 0.51566 0.77506 6.3 0.0 Average Speed, mi/h
Int Seg Spe PF S In P %Im Sul # 1	ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? mproved % Followers bsegment Data Segment Type Tangent	2 3.21289 -1.27845 Yes 9.2	Rac -	Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E % Improved Avg	s, mi/h pefficient cient Density, veh/mi/In g Speed Superelevation, % -	0.35 57.5 0.51566 0.77506 6.3 0.0 Average Speed, mi/h
Int Seg Spe PF S In P %Im Sul # 1 Vel Ave	ermediate Results ment Vertical Class ed Slope Coefficient Slope Coefficient assing Lane Effective Length? hproved % Followers bsegment Data Segment Type Tangent hicle Results	2 3.21289 -1.27845 Yes 9.2 Length, ft 4594	Rac -	Free-Flow Speed Speed Power Co PF Power Coeffic Total Segment E % Improved Avg	s, mi/h pefficient cient Density, veh/mi/In g Speed Superelevation, % -	0.35 57.5 0.51566 0.77506 6.3 0.0 Average Speed, mi/h 55.3

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		S	egm	nent 12		
Vehicle I	nputs					
Segment Ty	pe	Passing Zone		Length, ft		3274
Lane Width	, ft	12 Shoulder Width, ft		t	6	
Speed Limit	, mi/h	55		Access Point Dens	sity, pts/mi	2.6
Demand	l and Capacity	·				
Directional	Demand Flow Rate, veh/h	600		Opposing Deman	d Flow Rate, veh/h	576
Peak Hour Factor		0.97		Total Trucks, %		7.70
Segment Ca	apacity, veh/h	1700		Demand/Capacity	(D/C)	0.35
Interme	diate Results					
Segment Ve	ertical Class	1		Free-Flow Speed,	mi/h	61.8
Speed Slop	e Coefficient	3.73489		Speed Power Coe	fficient	0.47259
PF Slope Co	pefficient	-1.28049		PF Power Coefficie	ent	0.79176
In Passing L	ane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	5.8
%Improved	% Followers	8.0		% Improved Avg	Speed	0.0
Subsegn	nent Data					
# Segm	ent Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tange	ent	3274	-	-		59.1
Vehicle I	Results					
Average Sp	eed, mi/h	59.1		Percent Followers	, %	57.5
Segment Tr	avel Time, minutes	0.63		Follower Density,	followers/mi/ln	5.4
Vehicle LOS		С				
		S	egm	nent 13		
Vehicle I	nputs					
Segment Ty	rpe	Passing Constrained		Length, ft		1373
Lane Width	, ft	12		Shoulder Width, ft		6
Speed Limit	;, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Demand	l and Capacity			,		
Directional	Demand Flow Rate, veh/h	600		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour F		0.97		Total Trucks, %		7.70
Segment Ca	apacity, veh/h	1700		Demand/Capacity	(D/C)	0.35
Interme	diate Results			•		
Segment Ve	ertical Class	1		Free-Flow Speed,	mi/h	62.4
Speed Slop	e Coefficient	3.89419		Speed Power Coe	fficient	0.41674
PF Slope Co	pefficient	-1.36947		PF Power Coefficie	ent	0.74352
In Passing L	ane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	6.6
%Improved	% Followers	7.6		% Improved Avg	Speed	0.0
Subsegn	nent Data					
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1	Tangent	475	-		-	59.5
2	Horizontal Curve	898	955		2	52.8
	icle Results					
Aver	age Speed, mi/h	55.1		Percent Followers	 S. %	60.8
	nent Travel Time, minutes	0.28			followers/mi/ln	6.1
	cle LOS	С		, , , , , , , , , , , , , , , , , , , ,		
			Segm	nent 14		'
Veh	nicle Inputs					
Segn	nent Type	Passing Constrain	ned	Length, ft		4014
Lane	Width, ft	12		Shoulder Width,	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	2.6
Der	mand and Capacity	<u>'</u>		<u>'</u>		
Direc	ctional Demand Flow Rate, veh/h	600		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segn	nent Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.35
Inte	ermediate Results					
Segn	nent Vertical Class	3		Free-Flow Speed, mi/h		60.6
Speed Slope Coefficient		7.37128	7.37128		efficient	0.61404
PF Slope Coefficient		-1.35407		PF Power Coeffici	ient	0.75269
In Pa	ssing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		6.6
%lm _l	proved % Followers	0.0		% Improved Avg	Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1162	955	5	2	52.8
2	Tangent	370	-		-	55.8
3	Horizontal Curve	1584	191	10	2	55.8
4	Tangent	898	-		-	55.8
Veh	nicle Results					
Avera	age Speed, mi/h	54.9		Percent Followers, %		60.2
Segn	nent Travel Time, minutes	0.83		Follower Density, followers/mi/ln		6.6
Vehic	cle LOS	С				
			Segm	nent 15		
	nicle Inputs					
Veh		Passing Constrained		Length, ft		5016
	nent Type	Passing Constrain		Shoulder Width, ft		
Segn	•	Passing Constrain 12		Shoulder Width, t	ft	6
Segn Lane	nent Type			Shoulder Width, 1 Access Point Den		0.0
Segn Lane Spee	nent Type Width, ft	12				
Segn Lane Spee	nent Type Width, ft d Limit, mi/h	12		Access Point Den		

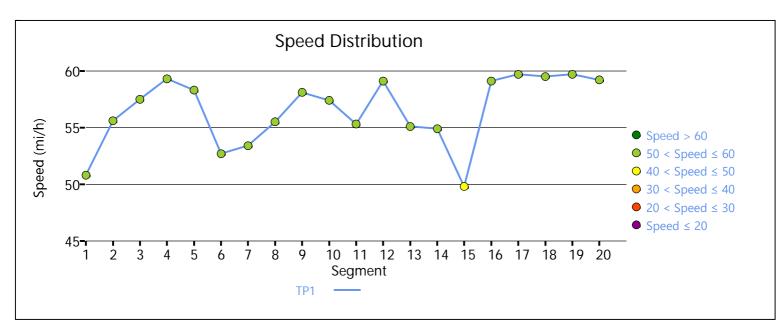
Sea	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.35
	ermediate Results			1		
	ment Vertical Class	5		Free-Flow Speed,	mi/h	59.3
			Speed Power Coe		0.55070	
	<u> </u>					
	Slope Coefficient	-1.88380		PF Power Coefficie		0.81718
	assing Lane Effective Length?	No		Total Segment De		8.6
	nproved % Followers	0.0		% Improved Avg S	speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5016	-		-	49.8
Vel	hicle Results					
Ave	rage Speed, mi/h	49.8		Percent Followers	, %	71.1
Seg	ment Travel Time, minutes	1.14		Follower Density,	followers/mi/ln	8.6
Veh	icle LOS	D				
			Segn	nent 16		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	Passing Constrained			1531
Lane Width, ft		12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.6
De	mand and Capacity			·		
Dire	ectional Demand Flow Rate, veh/h	600		Opposing Deman	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.97		Total Trucks, %		7.70
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.35
Int	ermediate Results	·				
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spe	ed Slope Coefficient	3.87544		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.36445		PF Power Coefficient		0.74560
In P	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		6.2
%ln	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data			•		
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1531	-		-	59.1
Ve	hicle Results					
Ave	rage Speed, mi/h	59.1		Percent Followers	, %	60.6
Seg	ment Travel Time, minutes	0.29		Follower Density,	followers/mi/ln	6.2
Veh	icle LOS	С				
			Segn	ment 17		
Vel	hicle Inputs					

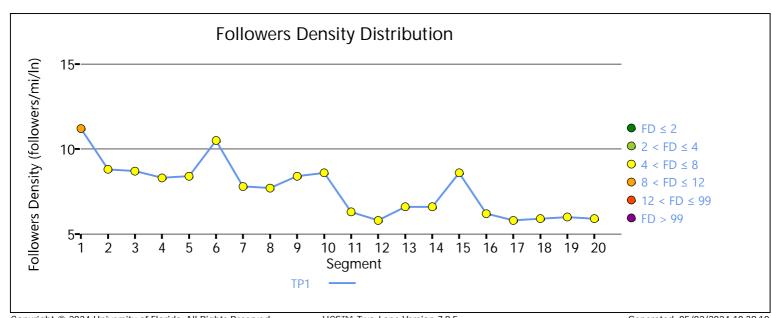
	e Width, ft	12		Shoulder Width, f	6	
Spe	d Limit, mi/h 55		Access Point Dens	Access Point Density, pts/mi		
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	600		Opposing Deman	d Flow Rate, veh/h	576
Peal	K Hour Factor	0.97		Total Trucks, %		7.70
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.35
Int	ermediate Results			-		
Segment Vertical Class		1		Free-Flow Speed,	mi/h	62.4
Spe	ed Slope Coefficient	3.76678		Speed Power Coef	fficient	0.47259
PF S	Slope Coefficient	-1.28194		PF Power Coefficie	ent	0.79184
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.8
%ln	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3010	-		-	59.7
V e	hicle Results					
Ave	rage Speed, mi/h	59.7		Percent Followers	. %	57.5
	ment Travel Time, minutes	0.57		Follower Density, followers/mi/ln		5.8
	icle LOS	С		,		
			Coam	ont 10		
			segn	nent 18		
Vel	hicle Inputs					
Seg	ment Type	Passing Constraine	ed	Length, ft		3749
Lan	e Width, ft	12		Shoulder Width, f	t 	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	600		Opposing Deman	d Flow Rate, veh/h	-
		0.97		Total Trucks, %		7.70
Peal			Demand/Capacity (D/C)		0.35	
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	
Seg	ment Capacity, veh/h ermediate Results	1700		Demand/Capacity	(5)	<u> </u>
Seg Int	· ·	1700		Free-Flow Speed,		62.4
Seg Int Seg	ermediate Results				mi/h	62.4 0.41674
Seg Int Seg Spe	ermediate Results ment Vertical Class	1		Free-Flow Speed,	mi/h fficient	
Int Seg Spe PF S	ermediate Results ment Vertical Class ed Slope Coefficient	1 3.92842		Free-Flow Speed, Speed Power Coel	mi/h fficient ent	0.41674
Seg Spe PF S In P	ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient	1 3.92842 -1.29273		Free-Flow Speed, Speed Power Coefficie	mi/h fficient ent nsity, veh/mi/ln	0.41674 0.76656
Seg Int Seg Spe PF S In P	ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length?	1 3.92842 -1.29273 No		Free-Flow Speed, Speed Power Coefficie Total Segment De	mi/h fficient ent nsity, veh/mi/ln	0.41674 0.76656 5.9
Seg Int Seg Spe PF S In P	ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length? hproved % Followers bsegment Data	1 3.92842 -1.29273 No 0.0	Rac	Free-Flow Speed, Speed Power Coefficient Total Segment De % Improved Avg S	mi/h fficient ent nsity, veh/mi/ln Speed	0.41674 0.76656 5.9 0.0
Seg Int Seg Spe PF S In P	ermediate Results ment Vertical Class ed Slope Coefficient slope Coefficient assing Lane Effective Length? approved % Followers	1 3.92842 -1.29273 No	Rac 229	Free-Flow Speed, Speed Power Coefficient PF Power Coefficient Total Segment De % Improved Avg S	mi/h fficient ent nsity, veh/mi/ln	0.41674 0.76656 5.9

Average Speed, mi/h	59.5		Percent Followers	5, %	58.3
Segment Travel Time, minutes	0.72		Follower Density,	followers/mi/ln	5.9
Vehicle LOS	С				
		Segm	ent 19		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		1426
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	600		Opposing Demar	nd Flow Rate, veh/h	576
Peak Hour Factor	0.97		Total Trucks, %		7.70
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.35
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	62.4
Speed Slope Coefficient	3.74256		Speed Power Coe	efficient	0.47259
PF Slope Coefficient	-1.33966		PF Power Coefficient		0.77273
In Passing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		6.0
%Improved % Followers	0.0		% Improved Avg Speed		0.0
Subsegment Data					
# Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1426	-		-	59.7
Vehicle Results					
Average Speed, mi/h	59.7		Percent Followers	5, %	59.5
Segment Travel Time, minutes	0.27		Follower Density,	followers/mi/ln	6.0
Vehicle LOS	С				
		Segm	ent 20		
Vehicle Inputs					
Segment Type	Passing Constraine	ed	Length, ft		3802
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	55		Access Point Density, pts/mi		1.4
Demand and Capacity					
Directional Demand Flow Rate, veh/h	600		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.97		Total Trucks, %		7.70
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.35
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	62.1
Speed Slope Coefficient	3.91006		Speed Power Coe	efficient	0.41674
PF Slope Coefficient	-1.29505		PF Power Coeffici	ent	0.76585

%Improved % Foll	%Improved % Followers 0.0		% Improved Avg Speed		0.0					
Subsegment Data										
# Segment Typ	ре	Length, ft Radio		lius, ft	Superelevation, %	Average Speed, mi/h				
1 Tangent		3802	-		-	59.2				
Vehicle Resul	Vehicle Results									
Average Speed, mi	ıi/h	59.2		Percent Followers	s, %	58.3				
Segment Travel Tir	me, minutes	0.73		Follower Density,	, followers/mi/ln	5.9				
Vehicle LOS		С								
Facility Resul	its									
Т	Follower I	Density, followers/mi/lr	n		LOS	;				

7.9





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	HCS7 Two-La	ne Highway	[,] Report	
Project Information				
Analyst		Date		4/14/2024
Agency		Analysis Year		2024
Jurisdiction		Time Analyze	d	
Project Description	US 101/OR 42 juntion Bandon north UGB	to Units		U.S. Customary
	Se	egment 1		
Vehicle Inputs				
Segment Type	Passing Constrained	Length, ft		4805
Lane Width, ft	12	Shoulder Wid	lth, ft	6
Speed Limit, mi/h	55	Access Point	Density, pts/mi	1.1
Demand and Capacity				
Directional Demand Flow Rate, veh/h	ow Rate, veh/h 576		mand Flow Rate, veh/h	-
Peak Hour Factor	0.97	Total Trucks, S	%	7.70
Segment Capacity, veh/h	1700	Demand/Cap	acity (D/C)	0.34
Intermediate Results				
Segment Vertical Class	1	Free-Flow Spo	eed, mi/h	62.2
Speed Slope Coefficient	3.92497	Speed Power	Coefficient	0.41674
PF Slope Coefficient	-1.28177	PF Power Coe	efficient	0.76747
In Passing Lane Effective Length?	No	Total Segmen	nt Density, veh/mi/ln	5.5
%Improved % Followers	0.0	% Improved A	Avg Speed	0.0
Subsegment Data				
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	4805	-	-	59.3
Vehicle Results				
Average Speed, mi/h	59.3	Percent Follo	wers, %	56.8
Segment Travel Time, minutes	0.92	Follower Den	sity, followers/mi/ln	5.5
Vehicle LOS	С			
	Se	egment 2		
Vehicle Inputs				
Segment Type	Passing Zone	Length, ft		1214
Lane Width, ft	12	Shoulder Wid	lth, ft	6
Speed Limit, mi/h	55	Access Point	Density, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	576	Opposing De	mand Flow Rate, veh/h	600

Peak	K Hour Factor	0.97		Total Trucks, %		7.70
Segi	ment Capacity, veh/h	1700		Demand/Capacity	, (D/C)	0.34
Int	ermediate Results	<u>'</u>		'		
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.4
Spe	ed Slope Coefficient	3.74561		Speed Power Coefficient		0.46989
PF S	lope Coefficient	-1.34790	-1.34790 P		ent	0.76967
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.6
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1214 -			-	59.8
Vel	nicle Results					
Average Speed, mi/h 59.8			Percent Followers	, %	58.6	
Segi	ment Travel Time, minutes	nt Travel Time, minutes 0.23		Follower Density,	followers/mi/ln	5.6
Vehi	Vehicle LOS C					
			Segn	nent 3		
Vel	nicle Inputs					
Segment Type Passing Constrained		Length, ft		2218		
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.8
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	576		Opposing Deman	d Flow Rate, veh/h	-
Peak	c Hour Factor	0.97		Total Trucks, %		7.70
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.34
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.2
Spe	ed Slope Coefficient	3.84337		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.34179		PF Power Coefficie	ent	0.75342
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.8
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	2218	229	92	2	58.4
Vel	nicle Results					
Aver	rage Speed, mi/h	58.4		Percent Followers	, %	58.8
Segi	ment Travel Time, minutes	0.43		Follower Density,	followers/mi/ln	5.8
Vehi	cle LOS	С				

			Segr	ment 4		
Veh	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		2429
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	576		Opposing Deman	d Flow Rate, veh/h	600
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segment Capacity, veh/h 1700		Demand/Capacity	(D/C)	0.34		
Inte	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.4
Spee	ed Slope Coefficient	3.76395		Speed Power Coe	fficient	0.46989
PF Slope Coefficient -1.29961		PF Power Coefficie	ent	0.78610		
In Passing Lane Effective Length? No			Total Segment De	nsity, veh/mi/ln	5.5	
%Improved % Followers 0.0		0.0		% Improved Avg Speed		0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	739	22	92	2	59.8
2	Tangent	1690	-		-	59.8
Veh	nicle Results					
Aver	rage Speed, mi/h	59.8		Percent Followers	, %	56.9
Segr	ment Travel Time, minutes	0.46		Follower Density, followers/mi/ln		5.5
Vehi	cle LOS	С				
		•	Segr	ment 5		
Veh	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		2904
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.8
Der	mand and Capacity					
	ctional Demand Flow Rate, veh/h	576		Opposing Deman	d Flow Rate, veh/h	-
Peak	: Hour Factor	0.97		Total Trucks, %		7.70
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.34
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Spee	ed Slope Coefficient	3.89364		Speed Power Coe	fficient	0.41674
PF SI	lope Coefficient	-1.31419		PF Power Coefficie	ent	0.76126
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.6

%lm	proved % Followers	0.0			% Improved Avg S	Speed		0.0
Sul	bsegment Data							·
#	Segment Type	Len	gth, ft	Rad	lius, ft	Supe	erelevation, %	Average Speed, mi/h
1	Tangent	290	4	-	-			59.1
Vel	hicle Results							
Avei	rage Speed, mi/h	59.1	1		Percent Followers,	, %		57.8
Segi	ment Travel Time, minutes	0.56	5		Follower Density,	follow	ers/mi/ln	5.6
Vehi	icle LOS	С						
			Se	egn	nent 6			
Vel	hicle Inputs							
Segi	ment Type	Passing Lanes		Length, ft			7445	
Lane	e Width, ft	12	12		Shoulder Width, f	Shoulder Width, ft		6
Spe	ed Limit, mi/h	55	55		Access Point Density, pts/mi		1.4	
De	mand and Capacity							
Directional Demand Flow Rate, veh/h 576		Opposing Demand Flow Rate, veh/h		-				
Peak	c Hour Factor	0.97	0.97		Total Trucks, %			7.70
Segi	ment Capacity, veh/h	140	0		Demand/Capacity	(D/C)		0.41
Int	ermediate Results							
Segi	ment Vertical Class	5			Free-Flow Speed,	mi/h		59.9
Spe	ed Slope Coefficient	12.0)9349		Speed Power Coefficient		1.13325	
PF S	lope Coefficient	-0.9	3529		PF Power Coefficient		0.92154	
In Pa	assing Lane Effective Length?	No			Total Segment Density, veh/mi/ln		4.5	
%lm	proved % Followers	0.0			% Improved Avg Speed		0.0	
Sul	bsegment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Supe	erelevation, %	Average Speed, mi/h
1	Tangent	586	1	-		-		54.7
2	Horizontal Curve	158	4	191	0	2		54.7
Pas	ssing Lane Results							
			Faster Lane				Slower Lane	
Flow	v Rate, veh/h		340				237	
Perc	entage of Heavy Vehicles (HV%), %		3.08				14.33	
Initia	al Average Speed (Sint), mi/h		59.7	59.7			56.2	
Avei	rage Speed at Midpoint (SPLmid), mi,	⁄h	61.4				54.5	
Perc	ent Followers at Midpoint (PFPLmid),	%	30.6				20.3	
Vel	hicle Results							
Avei	rage Speed, mi/h	54.7	7	Percent Followers, %			43.0	
Segi	ment Travel Time, minutes	1.55	5		Follower Density,	follow	vers/mi/ln	4.5

Vehi	cle LOS	С				
		Se	egn	nent 7		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		2693
Lane	· Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	576		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segr	ment Capacity, veh/h	1700		Demand/Capacity	γ (D/C)	0.34
Inte	ermediate Results					
Segment Vertical Class		2		Free-Flow Speed,	mi/h	62.0
Spee	ed Slope Coefficient	4.41005		Speed Power Coe	fficient	0.46880
PF S	lope Coefficient	-1.38596		PF Power Coefficient		0.74309
In Passing Lane Effective Length? Yes		Total Segment Density, veh/mi/ln		6.3		
%Improved % Followers		19.5	19.5		Speed	2.4
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	686	191	0	2	58.9
2	Tangent	370	-	-		58.9
3	Horizontal Curve	1637	955	5	2	52.8
Veł	nicle Results					
Aver	rage Speed, mi/h	56.5		Percent Followers, %		60.2
Segr	ment Travel Time, minutes	0.54		Follower Density, followers/mi/ln		4.9
Vehi	cle LOS	С				
		Sc	egn	nent 8		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		5438
_	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.9
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	576		Opposing Deman	d Flow Rate, veh/h	600
Peak	: Hour Factor	0.97		Total Trucks, %		7.70
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.34
Inte	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	61.3
Spee	ed Slope Coefficient	4.29642		Speed Power Coe	fficient	0.53816

DE C	Slope Coefficient	-1 2/897	-1.24897 PF Power Coeffici			0.78657
	assing Lane Effective Length?	Yes			nt Density, veh/mi/ln	5.5
	proved % Followers	15.8		% Improved		1.6
	bsegment Data	13.0		70 Improved	Avg Speed	1.0
_		16		P 6	C 1 11 01	
#	Segment Type	Length, ft		adius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	95	5	2	52.8
2	Tangent	5016	-		-	58.4
Vel	hicle Results					
Ave	rage Speed, mi/h	58.9		Percent Follo	owers, %	55.5
Seg	ment Travel Time, minutes	1.05		Follower Der	nsity, followers/mi/ln	4.6
Vehi	icle LOS	С				
			Seg	ment 9		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		1003
Lane	e Width, ft	12	12		dth, ft	6
Spe	ed Limit, mi/h	55		Access Point	Density, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	724	724		emand Flow Rate, veh/h	-
Peal	k Hour Factor	0.89		Total Trucks,	%	7.70
Seg	ment Capacity, veh/h	1700		Demand/Cap	pacity (D/C)	0.43
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Sp	peed, mi/h	62.4
Spe	ed Slope Coefficient	3.89316		Speed Power Coefficient		0.41674
PF S	lope Coefficient	-1.37269		PF Power Co	efficient	0.74245
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		8.1
%lm	proved % Followers	13.7		% Improved	Avg Speed	0.7
Sul	bsegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1003	-		-	59.2
Vel	hicle Results					
Ave	rage Speed, mi/h	59.7		Percent Follo	owers, %	66.0
Seg	ment Travel Time, minutes	0.19		Follower Der	nsity, followers/mi/ln	6.9
Vehi	icle LOS	С				
			Segr	nent 10		
Vel	hicle Inputs					
	ment Type	Passing Zone		Length, ft		2746
	e Width, ft	12		Shoulder Wi	d+h f+	6

		55		Access Point Density, pts/mi		3.8
Demand and Capa	acity					
Directional Demand Flow	Rate, veh/h	724		Opposing Deman	d Flow Rate, veh/h	753
Peak Hour Factor		0.89		Total Trucks, %		7.70
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)		0.43
Intermediate Resu	ults					
Segment Vertical Class		1		Free-Flow Speed,	mi/h	61.5
Speed Slope Coefficient		3.74737		Speed Power Coe	fficient	0.45490
PF Slope Coefficient		-1.30750		PF Power Coefficie	ent	0.78087
In Passing Lane Effective	Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.9
%Improved % Followers 12.4		% Improved Avg	Speed	0.3		
Subsegment Data	ı					
# Segment Type		Length, ft	Length, ft Radiu		Superelevation, %	Average Speed, mi/h
1 Tangent		2746	-		-	58.5
Vehicle Results						
Average Speed, mi/h 58.6		Percent Followers	, %	63.8		
Segment Travel Time, minutes 0.53			Follower Density,	followers/mi/ln	6.9	
Vehicle LOS		С				
			Segn	nent 11		·
Vehicle Inputs						
Segment Type		Passing Constrai	ned	Length, ft		1056
-		Passing Constrai	ned	Length, ft Shoulder Width, f	t	1056
Segment Type		_	ned			
Segment Type Lane Width, ft	acity	12	ned	Shoulder Width, f		6
Segment Type Lane Width, ft Speed Limit, mi/h		12	ned	Shoulder Width, f Access Point Dens		6
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa		12 55	ned	Shoulder Width, f Access Point Dens	sity, pts/mi	0.0
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow	Rate, veh/h	12 55 724	ned	Shoulder Width, f Access Point Dens Opposing Deman	d Flow Rate, veh/h	6 0.0
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor	Rate, veh/h	12 55 724 0.89	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	6 0.0 - 7.70
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h	Rate, veh/h	12 55 724 0.89	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	6 0.0 - 7.70
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu	Rate, veh/h	12 55 724 0.89 1700	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	d Flow Rate, veh/h (D/C) mi/h	- 7.70 0.43
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu Segment Vertical Class	Rate, veh/h	12 55 724 0.89 1700	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	d Flow Rate, veh/h (D/C) mi/h fficient	6 0.0 - 7.70 0.43
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu Segment Vertical Class Speed Slope Coefficient	Rate, veh/h	12 55 724 0.89 1700	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	d Flow Rate, veh/h (D/C) mi/h fficient	6 0.0 - 7.70 0.43 62.4 0.41674
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient	Rate, veh/h	12 55 724 0.89 1700 1 3.89316 -1.37269	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie	d Flow Rate, veh/h (D/C) mi/h fficient ent ensity, veh/mi/ln	6 0.0 - 7.70 0.43 62.4 0.41674 0.74245
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient In Passing Lane Effective	Rate, veh/h Jits Length?	12 55 724 0.89 1700 1 3.89316 -1.37269 Yes	ned	Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficient Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent ensity, veh/mi/ln	6 0.0 - 7.70 0.43 62.4 0.41674 0.74245 8.1
Segment Type Lane Width, ft Speed Limit, mi/h Demand and Capa Directional Demand Flow Peak Hour Factor Segment Capacity, veh/h Intermediate Resu Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient In Passing Lane Effective %Improved % Followers	Rate, veh/h Jits Length?	12 55 724 0.89 1700 1 3.89316 -1.37269 Yes		Shoulder Width, f Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficient Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent ensity, veh/mi/ln	6 0.0 - 7.70 0.43 62.4 0.41674 0.74245 8.1

Avera	age Speed, mi/h	59.3	3		Percent Followers	, %		66.0
Segn	nent Travel Time, minutes	0.20)		Follower Density,	follo	wers/mi/ln	7.1
Vehic	le LOS	С						
			Se	gm	ent 12			
Veh	icle Inputs							
Segn	nent Type	Pas	sing Lanes		Length, ft			5175
Lane	Width, ft	12			Shoulder Width, ft			6
Spee	d Limit, mi/h	55			Access Point Density, pts/mi			1.0
Den	nand and Capacity							
Direc	tional Demand Flow Rate, veh/h	724			Opposing Deman	d Flo	w Rate, veh/h	-
Peak Hour Factor 0.89		9		Total Trucks, %			7.70	
Segment Capacity, veh/h 1500		0		Demand/Capacity	(D/C	<u>-</u>	0.48	
Inte	ermediate Results							
Segn	nent Vertical Class	2			Free-Flow Speed, mi/h			61.9
Speed Slope Coefficient		6.14	6.14112		Speed Power Coefficient		1.01950	
PF Slope Coefficient		-1.0	-1.09316		PF Power Coefficient		0.85272	
In Pa	ssing Lane Effective Length?	No	No		Total Segment De	nsity	, veh/mi/ln	7.0
%lmp	proved % Followers	0.0	0.0		% Improved Avg	Spee	d	0.0
Sub	segment Data							
#	Segment Type	Len	gth, ft	Rac	lius, ft Superelevation, %		Average Speed, mi/h	
1	Tangent	374	9	-		-		58.1
2	Horizontal Curve	142	6	229	2	2		58.1
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		416				308	
Perce	entage of Heavy Vehicles (HV%), %		3.08				13.94	
Initia	l Average Speed (Sint), mi/h		60.5				60.0	
Avera	age Speed at Midpoint (SPLmid), m	i/h	62.2				58.3	
Perce	ent Followers at Midpoint (PFPLmid), %	42.9				32.1	
Veh	icle Results							
Avera	age Speed, mi/h	58.	1		Percent Followers	, %		56.4
Segn	nent Travel Time, minutes	1.0	1		Follower Density,	follo	wers/mi/ln	7.0
Vehic	ile LOS	С						
			Se	gm	ent 13			
Veh	icle Inputs							
Segn	nent Type	Pas	sing Constrained		Length, ft			8712
1	Width, ft	12			Shoulder Width, ft		6	

d Limit, mi/h	55		Access Point Density, pts/mi		3.0
nand and Capacity					
tional Demand Flow Rate, veh/h	724		Opposing Deman	d Flow Rate, veh/h	-
Hour Factor	0.89		Total Trucks, %		7.70
ent Capacity, veh/h	1700		Demand/Capacity (D/C)		0.43
rmediate Results					
ent Vertical Class	1		Free-Flow Speed,	mi/h	61.7
d Slope Coefficient	3.93324		Speed Power Coe	fficient	0.41674
ppe Coefficient	-1.27925		PF Power Coeffici	ent	0.75159
ssing Lane Effective Length?	e Length? Yes		Total Segment De	ensity, veh/mi/ln	7.8
%Improved % Followers 14.8		% Improved Avg	Speed	1.6	
segment Data					
Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
Horizontal Curve	686 2292		92	2	58.5
Tangent	2165	-		-	58.5
Horizontal Curve	1584	143	32	2	58.5
Tangent	4277	-		-	58.5
icle Results					
ge Speed, mi/h	59.4		Percent Followers	, %	63.3
ent Travel Time, minutes	1.67		Follower Density,	followers/mi/ln	6.6
le LOS	С				
		Segm	nent 14		
icle Inputs					
ent Type	Passing Constrain	ned	Length, ft		3380
Width, ft	12		Shoulder Width, ft		6
d Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.6
nand and Capacity	·				
tional Demand Flow Rate, veh/h	724		Opposing Deman	d Flow Rate, veh/h	-
Hour Factor	0.89		Total Trucks, %		7.70
ent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.43
rmediate Results					
ent Vertical Class	3		Free-Flow Speed,	mi/h	60.8
d Slope Coefficient	7.19020		Speed Power Coe	fficient	0.60950
			PF Power Coefficient		0.75422
ppe Coefficient	<u> </u>		Total Segment Density, veh/mi/ln		
ope Coefficient ssing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	8.6
	Segment Data Segment Type Horizontal Curve Tangent Horizontal Curve	tional Demand Flow Rate, veh/h Hour Factor 1700 Permediate Results Penet Vertical Class Penet Vertical Class Penet Sing Lane Effective Length? Permediate Results Penet Vertical Class 1 1 2 3.93324 2 4.8 2 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	tional Demand Flow Rate, veh/h Hour Factor lent Capacity, veh/h Permediate Results The Properties of	tional Demand Flow Rate, veh/h Hour Factor 0.89 Total Trucks, % Internation (2.89) Total Trucks, % Internation (2.89) Total Trucks, % Internation (2.89) Inte	tional Demand Flow Rate, veh/h Hour Factor 0.89 Total Trucks, % tent Capacity, veh/h 1700 Demand/Capacity (D/C) termediate Results tent Vertical Class 1 Free-Flow Speed, mi/h d Slope Coefficient 3.93324 Speed Power Coefficient Dependent Followers 14.8 % Improved Avg Speed Segment Data Segment Type Length, fit Radius, ft Superelevation, % Horizontal Curve 686 2292 2 Tangent 1584 1432 2 Tangent 4277

#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	2746	229	2	2	55.5
2	Tangent	634	-		-	55.5
Vel	nicle Results					
Aver	age Speed, mi/h	56.1	56.1		owers, %	65.6
Segment Travel Time, minutes		0.69		Follower De	nsity, followers/mi/ln	7.4
Vehicle LOS C						
			Segm	ent 15		·
Vel	nicle Inputs					
Segment Type Passing Constrained			Length, ft		5809	
Lane	Width, ft	12		Shoulder Wi	dth, ft	6
Spe	ed Limit, mi/h	55		Access Point	: Density, pts/mi	1.8
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 724			Opposing D	emand Flow Rate, veh/h	-	
Peak Hour Factor 0.89		0.89			%	7.70
Segment Capacity, veh/h 1700		1700	1700		pacity (D/C)	0.43
Int	ermediate Results					·
Segr	ment Vertical Class	5		Free-Flow Speed, mi/h		58.6
Spe	ed Slope Coefficient	14.17492		Speed Powe	r Coefficient	0.51110
PF S	lope Coefficient	-1.92633		PF Power Co	pefficient	0.83045
In Pa	ssing Lane Effective Length?	Yes		Total Segme	nt Density, veh/mi/ln	11.8
%lm	proved % Followers	10.4		% Improved	Avg Speed	0.2
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1848	191	0	2	47.4
2	Tangent	106	-		-	47.4
3	Horizontal Curve	1373	955		2	47.4
4	Tangent	792	-		-	47.4
5	Horizontal Curve	1690	955		2	47.4
Vel	nicle Results					
Aver	age Speed, mi/h	47.5		Percent Follo	owers, %	77.1
Segr	ment Travel Time, minutes	1.39		Follower De	nsity, followers/mi/ln	10.5
Vehi	cle LOS	D				
			Segm	ent 16		
Vel	nicle Inputs					
Segr	ment Type	Passing Lanes		Length, ft		2059
Lane	Width, ft	12		Shoulder Wi	6	

	55		Access Point Density, pts/mi		2.6
Demand and Capacity					
Directional Demand Flow Rate, veh/h	724		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor	0.89		Total Trucks, %		7.70
Segment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.43
Intermediate Results					
Segment Vertical Class	3		Free-Flow Speed,	mi/h	60.6
Speed Slope Coefficient	6.80542		Speed Power Coe	fficient	0.59922
PF Slope Coefficient	-1.38035	-1.38035		ent	0.75245
In Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	8.6
%Improved % Followers 9.6		% Improved Avg S	Speed	0.0	
Subsegment Data					
# Segment Type	Length, ft	Length, ft Radiu		Superelevation, %	Average Speed, mi/h
1 Tangent	2059	-		-	55.5
Vehicle Results					
Average Speed, mi/h 55.5		Percent Followers	, %	66.1	
Segment Travel Time, minutes 0.42		Follower Density,	followers/mi/ln	7.8	
Vehicle LOS	С	С			
		Segn	nent 17		
Vehicle Inputs					
Segment Type	Passing Constra	ined	Length, ft		3485
Lane Width, ft	12		Shoulder Width, ft		
				t	6
Speed Limit, mi/h	55		Access Point Dens		1.5
	55				
Speed Limit, mi/h	724		Access Point Dens		
Speed Limit, mi/h Demand and Capacity			Access Point Dens	sity, pts/mi	1.5
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h	724		Access Point Dens Opposing Deman	d Flow Rate, veh/h	1.5
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor	724 0.89		Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	1.5 - 7.70
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results	724 0.89		Access Point Dens Opposing Deman Total Trucks, %	d Flow Rate, veh/h	1.5 - 7.70
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h	724 0.89 1700		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity	d Flow Rate, veh/h (D/C)	- 7.70 0.43
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class	724 0.89 1700		Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	d Flow Rate, veh/h (D/C) mi/h fficient	- 7.70 0.43
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient	724 0.89 1700 4 8.80775		Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	d Flow Rate, veh/h (D/C) mi/h fficient	1.5 - 7.70 0.43 59.8 0.59912
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient	724 0.89 1700 4 8.80775 -1.60976		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	1.5 - 7.70 0.43 59.8 0.59912 0.72687
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient In Passing Lane Effective Length?	724 0.89 1700 4 8.80775 -1.60976 Yes		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	1.5 - 7.70 0.43 59.8 0.59912 0.72687 9.8
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient In Passing Lane Effective Length? %Improved % Followers	724 0.89 1700 4 8.80775 -1.60976 Yes	Ra	Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	1.5 - 7.70 0.43 59.8 0.59912 0.72687 9.8
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient PF Slope Coefficient In Passing Lane Effective Length? %Improved % Followers Subsegment Data	724 0.89 1700 4 8.80775 -1.60976 Yes 8.5	Ra	Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe PF Power Coefficie Total Segment De % Improved Avg S	d Flow Rate, veh/h (D/C) mi/h fficient ent nsity, veh/mi/ln	1.5 - 7.70 0.43 59.8 0.59912 0.72687 9.8 0.0

Average Speed, mi/h	53.1		Percent Followers	-	72.0
Segment Travel Time, minutes	0.75		Follower Density,	followers/mi/ln	9.0
Vehicle LOS	D				
		Segm	ent 18		
Vehicle Inputs					
Segment Type	Passing Zone	Passing Zone			1901
Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	724		Opposing Demar	nd Flow Rate, veh/h	753
Peak Hour Factor	0.89		Total Trucks, %		7.70
Segment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.43
Intermediate Results					
Segment Vertical Class 1		Free-Flow Speed,	mi/h	62.4	
Speed Slope Coefficient	3.78640	3.78640		fficient	0.45490
PF Slope Coefficient	-1.32916	-1.32916		ent	0.77419
In Passing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	7.9
%Improved % Followers	7.9		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rac	lius, ft Superelevation, %		Average Speed, mi/h
1 Tangent	1901	-		-	59.4
Vehicle Results					
Average Speed, mi/h	59.4		Percent Followers, %		64.5
Segment Travel Time, minutes	0.36		Follower Density, followers/mi/ln		7.2
Vehicle LOS	С				
		Segm	ent 19		
Vehicle Inputs					
Segment Type	Passing Constrain	ned	Length, ft		2693
Lane Width, ft	12		Shoulder Width, t	t	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	5.9
Demand and Capacity					
Directional Demand Flow Rate, veh/h	724		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor	0.89		Total Trucks, %		7.70
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.43
Intermediate Results	1		•		
Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.0
	3.83526		Speed Power Coefficient		-

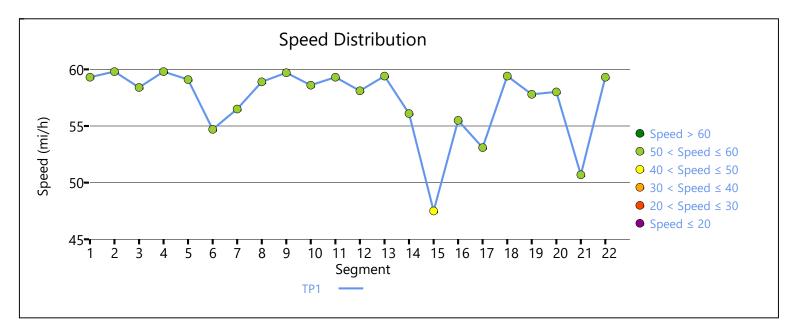
PF Slope Coefficient		-1.32915		PF Power Coe	offici.		0.75721
	assing Lane Effective Length?		Yes			nsity, veh/mi/ln	8.1
	assing Lane Ellective Length:		7.2				
					speea	0.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Ra	dius, ft		Superelevation, %	Average Speed, mi/h
1 Tangent		2693	-			-	57.8
Vel	hicle Results						
Average Speed, mi/h		57.8		Percent Follo	wers,	, %	64.7
Segment Travel Time, minutes		0.53		Follower Den	sity,	followers/mi/ln	7.5
Vehi	icle LOS	С					
			Segn	nent 20			
Vel	hicle Inputs						
Seg	ment Type	Passing Zone		Length, ft			3590
Lane	e Width, ft	12		Shoulder Wic	dth, f	t	6
Spe	Speed Limit, mi/h 55			Access Point	Dens	sity, pts/mi	5.9
De	mand and Capacity	·					·
Dire	ectional Demand Flow Rate, veh/h 724		Opposing De	eman	d Flow Rate, veh/h	753	
Peal	k Hour Factor	0.89		Total Trucks,	%		7.70
Seg	ment Capacity, veh/h	1700	1700		acity	(D/C)	0.43
Int	ermediate Results						
Seg	ment Vertical Class	1	1		eed,	mi/h	61.0
Spe	ed Slope Coefficient	3.72956	3.72956		Coe	fficient	0.45490
PF S	lope Coefficient	-1.29247		PF Power Coefficient			0.78436
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln			7.9
%lm	proved % Followers	6.3		% Improved Avg Speed			0.0
Sul	bsegment Data	<u>'</u>		•			
#	Segment Type	Length, ft	Ra	dius, ft		Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-			-	58.0
Vel	hicle Results						
Ave	rage Speed, mi/h	58.0		Percent Follo	wers,	, %	63.3
Seg	ment Travel Time, minutes	0.70		Follower Den	sity,	followers/mi/ln	7.4
Vehi	icle LOS	С					
			Segn	nent 21			
Vel	hicle Inputs						
Seg	ment Type	Passing Constrain	ned	Length, ft			10349
Lane	e Width, ft	12		Shoulder Wic	dth, f	t	6
Spe	ed Limit, mi/h	55		Access Point	Dens	sity, pts/mi	4.6

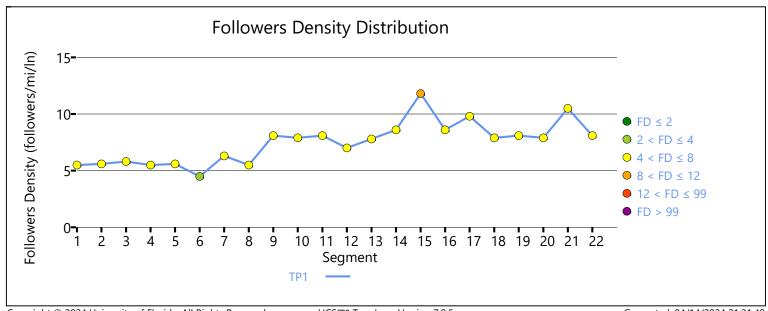
_						
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	695		Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.41
Int	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	58.9
Spee	ed Slope Coefficient	10.31524		Speed Power Coe	fficient	0.42509
PF S	lope Coefficient	-1.91262		PF Power Coeffici	ent	0.76108
In Passing Lane Effective Length?		No		Total Segment De	ensity, veh/mi/ln	10.5
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft Radi		dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7656	-		-	50.7
2	Horizontal Curve	1056	19 ⁻	10	2	50.7
3	Tangent	1637	-		-	50.7
Vel	nicle Results					
Aver	rage Speed, mi/h	50.7		Percent Followers	, %	76.5
Segr	ment Travel Time, minutes	2.32		Follower Density,	followers/mi/ln	10.5
Vehi	cle LOS	D				
			Segn	nent 22		
Vel	nicle Inputs					
	ment Type	Passing Zone		Length, ft		2112
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity					<u>'</u>
Dire	ctional Demand Flow Rate, veh/h	739		Opposing Deman	d Flow Rate, veh/h	801
Peak	Hour Factor	0.97		Total Trucks, %		7.70
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.43
Int	ermediate Results					<u>'</u>
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.4
Spe	ed Slope Coefficient	3.79870		Speed Power Coe	fficient	0.45089
PF S	lope Coefficient	-1.32331		PF Power Coeffici	ent	0.77529
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	8.1
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data	·				
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112			-	59.3

Vehicle Results							
Average Speed, mi/h	59.3	Percent Followers, %	64.9				
Segment Travel Time, minutes	0.40	Follower Density, followers/mi/ln	8.1				
Vehicle LOS	D						

Facility Results

Т	Follower Density, followers/mi/ln	LOS
1	7.1	C





Project Information Analyst Agency Jurisdiction Project Description	Lakeside south UGB to North Bend north UGB		Date Analysis Year Time Analyzed		4/14/2024
Agency Jurisdiction	North Bend north UGB		Analysis Year Time Analyzed		
Jurisdiction	North Bend north UGB		Time Analyzed		2024
	North Bend north UGB		-		
Project Description	North Bend north UGB		11. 1		
	Se		Units		U.S. Customary
		egn	nent 1		
Vehicle Inputs					
Segment Type	Passing Constrained		Length, ft		7234
Lane Width, ft	12		Shoulder Width, ft	t	6
Speed Limit, mi/h	55		Access Point Dens	ity, pts/mi	2.2
Demand and Capacity					
Directional Demand Flow Rate, veh/h	708		Opposing Demand	d Flow Rate, veh/h	-
Peak Hour Factor	0.96	0.96			18.89
Segment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.42
Intermediate Results					
Segment Vertical Class	2		Free-Flow Speed,	mi/h	60.2
Speed Slope Coefficient	5.39045		Speed Power Coef	fficient	0.48902
PF Slope Coefficient	-1.32248	PF Power Coeffic		ent	0.74997
In Passing Lane Effective Length?	No	No		nsity, veh/mi/ln	8.1
%Improved % Followers	0.0		% Improved Avg S	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	2165	-		-	56.0
2 Horizontal Curve	2218	229	2	2	56.0
3 Tangent	2851			-	56.0
Vehicle Results					
Average Speed, mi/h	56.0		Percent Followers,	. %	64.0
Segment Travel Time, minutes	1.47		Follower Density,	followers/mi/ln	8.1
Vehicle LOS	D				
	Se	egn	nent 2		
Vehicle Inputs					
Segment Type	Passing Lanes		Length, ft		1901
Lane Width, ft	12		Shoulder Width, ft	t	6
Speed Limit, mi/h	55		Access Point Dens	ity, pts/mi	2.8

Der	mand and Capacity					
	ctional Demand Flow Rate, veh/h	708		Opposing Demand	d Flow Rate, veh/h	T-
	Hour Factor	0.96		Total Trucks, %	a riow rate, veri, ii	18.89
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.42
	ermediate Results			Demand, capacity	(5/ 5)	0.12
	ment Vertical Class	2		Free-Flow Speed,	mi/h	60.3
	ed Slope Coefficient	4.98706		Speed Power Coef		0.47196
-	lope Coefficient	-1.39217		PF Power Coefficie		0.74623
	ssing Lane Effective Length?	No		Total Segment De		8.3
	proved % Followers	0.0		% Improved Avg S		0.0
Suk	osegment Data			•		
#	Segment Type	ent Type Length, ft Radi		dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1901	-		-	56.4
Veh	nicle Results					
Aver	age Speed, mi/h	56.4		Percent Followers,	%	65.9
Segn	nent Travel Time, minutes	0.38		Follower Density, followers/mi/ln		8.3
Vehic	cle LOS	D	D			
			Segr	ment 3		
Veh	nicle Inputs					
Segn	ment Type	Passing Constrained		Length, ft		4699
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Dens	2.2	
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	708		Opposing Demand	d Flow Rate, veh/h	-
Peak	Hour Factor	0.96		Total Trucks, %		18.89
Segn	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.42
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	61.5
Spee	ed Slope Coefficient	3.88878		Speed Power Coef	ficient	0.41674
PF SI	lope Coefficient	-1.28725		PF Power Coefficie	ent	0.76744
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.6
%lm	proved % Followers	17.2		% Improved Avg S	Speed	2.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4699	-		-	58.4
Veh	nicle Results					
Aver	age Speed, mi/h	58.4		Percent Followers,	%	62.8

Sean	nent Travel Time, minutes	0.91		Follower Density,	 followers/mi/ln	7.6
	cle LOS	C C		Tollower Delisity,	1011000013/1111/111	7.0
7.51110						
		Se	gn	nent 4		
Veh	icle Inputs					
Segn	nent Type	Passing Zone		Length, ft		1478
Lane	Width, ft	12		Shoulder Width, ft	t	6
Speed Limit, mi/h 55			Access Point Dens	ity, pts/mi	3.6	
Der	nand and Capacity					
Directional Demand Flow Rate, veh/h		799		Opposing Demand	d Flow Rate, veh/h	680
Peak	Hour Factor	0.96		Total Trucks, %		18.89
Segn	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.47
Inte	ermediate Results					
Segn	nent Vertical Class	2		Free-Flow Speed,	mi/h	60.4
Spee	d Slope Coefficient	4.53727		Speed Power Coef	fficient	0.52083
PF SI	ope Coefficient	-1.38485		PF Power Coefficient		0.76332
In Passing Lane Effective Length?		Yes		Total Segment Density, veh/mi/ln		9.7
%lm _l	proved % Followers	12.8		% Improved Avg S	Speed	0.8
Sub	segment Data					
#	Segment Type	Length, ft	Rad	ius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	1478	-		-	56.6
Veh	icle Results					
Avera	age Speed, mi/h	56.6		Percent Followers,	, %	68.9
Segn	nent Travel Time, minutes	0.30		Follower Density, followers/mi/ln		9.7
Vehic	cle LOS	D				
		Se	gn	nent 5		
Voh	icle Inputs					
	-	Passing Constrained		Longth ft		1584
	nent Type Width, ft	Passing Constrained 12		Length, ft Shoulder Width, ft		6
	d Limit, mi/h	55		Access Point Dens		0.0
				. teeess i onite bells	, p,	5.5
	nand and Capacity	1700				
	tional Demand Flow Rate, veh/h	799		5	d Flow Rate, veh/h	-
	Hour Factor	0.96		Total Trucks, %	(D(C)	18.89
	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.47
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	62.1
		3.87788		Speed Power Coef	fficient	0.41674
Speed Slope Coefficient PF Slope Coefficient				PF Power Coefficie		0.74819

3		Yes	Yes		Total Segment Density, veh/mi/ln		
%lm	proved % Followers	10.3	% Improved Avg Speed			0.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	1584	-		-	58.7	
Vel	hicle Results		·				
Aver	rage Speed, mi/h	58.7		Percent Followers,	%	68.3	
Segment Travel Time, minutes		0.31		Follower Density,	followers/mi/ln	9.3	
Vehi	icle LOS	D					
			Segn	nent 6			
Vel	hicle Inputs						
Segr	ment Type	Passing Zone		Length, ft		2957	
Lane	e Width, ft	12		Shoulder Width, ft		6	
Spe	peed Limit, mi/h 55			Access Point Dens	ity, pts/mi	0.0	
De	mand and Capacity						
Dire	ctional Demand Flow Rate, veh/h	799		Opposing Demand	d Flow Rate, veh/h	680	
Peak	K Hour Factor	0.96		Total Trucks, %		18.89	
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.47	
Int	ermediate Results						
Segr	ment Vertical Class	1		Free-Flow Speed,	62.1		
Spe	ed Slope Coefficient	3.76740		Speed Power Coef	0.46155		
PF S	lope Coefficient	-1.29224		PF Power Coefficie	ent	0.78813	
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		9.0	
,		8.3		% Improved Avg S	0.0		
%lm							
	bsegment Data						
	bsegment Data Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
Sul		Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h 58.9	
Suk #	Segment Type		Rac -	dius, ft	Superelevation, %		
Suk # 1 Vel	Segment Type Tangent		Rac -	dius, ft Percent Followers,	-		
Suk # 1 Veh Aver	Segment Type Tangent hicle Results	2957	Rac -		%	58.9	
Suk # 1 Veh Aver Segr	Segment Type Tangent hicle Results rage Speed, mi/h	2957	Rac -	Percent Followers,	%	58.9 66.1	
Suk # 1 Veh Aver Segr	Segment Type Tangent hicle Results rage Speed, mi/h ment Travel Time, minutes	2957 58.9 0.57	-	Percent Followers,	%	58.9 66.1	
Suk # 1 Veh Aver Segr	Segment Type Tangent hicle Results rage Speed, mi/h ment Travel Time, minutes	2957 58.9 0.57	-	Percent Followers, Follower Density, 1	%	58.9 66.1	
Suk # 1 Veh Aver Segri	Segment Type Tangent hicle Results rage Speed, mi/h ment Travel Time, minutes icle LOS	2957 58.9 0.57	Segn	Percent Followers, Follower Density, 1	%	58.9 66.1	
Suk # 1 Vek Aver Segr Vehi	Segment Type Tangent hicle Results rage Speed, mi/h ment Travel Time, minutes icle LOS	2957 58.9 0.57 D	Segn	Percent Followers, Follower Density, 1	% followers/mi/ln	58.9 66.1 9.0	

Damanda	and Campaits					
	and Capacity	1=00				
	emand Flow Rate, veh/h	799			d Flow Rate, veh/h	-
Peak Hour Fac		0.96		Total Trucks, %		18.89
Segment Capa	acity, veh/h	1700		Demand/Capacity	(D/C)	0.47
Intermedi	ate Results					
Segment Verti	ical Class	1		Free-Flow Speed,	mi/h	62.1
Speed Slope C	Coefficient	3.88062		Speed Power Coef	ficient	0.41674
PF Slope Coef	ficient	-1.35222		PF Power Coefficie	ent	0.75074
In Passing Lan	e Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	9.3
%Improved %	Followers	6.7		% Improved Avg S	peed	0.0
Subsegme	ent Data					
# Segmen	nt Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	:	1742	1742 -		-	58.7
Vehicle Re	esults					
Average Spee	d, mi/h	58.7		Percent Followers,	%	68.1
Segment Trave	el Time, minutes	0.34		Follower Density, followers/mi/ln		9.3
Vehicle LOS		D	D			
			Segn	nent 8		,
Vehicle In	puts					
Segment Type	<u>-</u> :	Passing Zone		Length, ft		3274
Lane Width, ft		12		Shoulder Width, ft		6
Speed Limit, n	ni/h	55		Access Point Density, pts/mi		6.5
Demand a	and Capacity					
Directional De	emand Flow Rate, veh/h	799		Opposing Demand	d Flow Rate, veh/h	680
Peak Hour Fac	ctor	0.96		Total Trucks, %		18.89
Segment Capa	acity, veh/h	1700		Demand/Capacity (D/C)		0.47
Intermedi	ate Results			1		<u>'</u>
Segment Verti	ical Class	1		Free-Flow Speed,	mi/h	60.4
Speed Slope C		3.68335		Speed Power Coef		0.46155
PF Slope Coef		-1.29608		PF Power Coefficie		0.78587
<u> </u>	ne Effective Length?	Yes		Total Segment De		9.2
%Improved %		5.4		% Improved Avg S		0.0
Subsegme						
# Segmen		Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent		3274	-		-	57.3
Vehicle Results						

Sean	nent Travel Time, minutes	0.65		Follower Density,	followers/mi/ln	9.2	
	cle LOS	D		. J Density,			
			eam	nent 9			
.	*-11		-9111				
	icle Inputs						
Segn	nent Type	Passing Constrained		Length, ft		8448	
	Width, ft	12	_	Shoulder Width, ft		6	
Speed Limit, mi/h 55				Access Point Dens	ity, pts/mi	5.0	
Den	nand and Capacity						
Directional Demand Flow Rate, veh/h		871		Opposing Deman	d Flow Rate, veh/h	-	
Peak	Hour Factor	0.92		Total Trucks, %		18.89	
Segn	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.51	
Inte	ermediate Results						
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	60.8	
Spee	d Slope Coefficient	3.88393		Speed Power Coefficient		0.41674	
PF SI	ope Coefficient	-1.28453		PF Power Coefficient		0.75263	
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	10.4	
%Improved % Followers		3.5		% Improved Avg S	Speed	0.0	
Sub	segment Data						
#	Segment Type	Length, ft	Radii	lius, ft Superelevation, %		Average Speed, mi/h	
1	Tangent	8448	-	-		57.3	
Veh	icle Results						
Avera	age Speed, mi/h	57.3		Percent Followers,	%	68.6	
Segn	agent Travel Time, minutes	1.67		Follower Density, followers/mi/ln		33.3	
Segment Travel Time, minutes		1.67		Follower Density,		10.4	
Vehic	cle LOS	1.67		Follower Density,			
Vehic		D		Follower Density,			
	cle LOS	D					
Veh	icle Inputs	Se	egme	ent 10		10.4	
Veh Segm	cie LOS sicle Inputs ment Type	D Se	egme	ent 10 Length, ft	followers/mi/ln	1690	
Veh Segm Lane	icle Inputs	Se	egme	ent 10	followers/mi/ln	10.4	
Veh Segm Lane Spee	cie LOS cicle Inputs ment Type Width, ft d Limit, mi/h	D Se Passing Constrained 12	egme	ent 10 Length, ft Shoulder Width, ft	followers/mi/ln	10.4 1690 6	
Veh Segm Lane Speed	cicle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity	Passing Constrained 12 55	egme	ent 10 Length, ft Shoulder Width, ft Access Point Dens	followers/mi/ln	10.4 1690 6	
Veh Segm Lane Speed Den	cie LOS cicle Inputs ment Type Width, ft d Limit, mi/h	Passing Constrained 12 55	egme	ent 10 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	followers/mi/ln	1690 6 3.1	
Veh Segm Lane Speed Den Direct Peak	cle LOS clicle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor	Passing Constrained 12 55	egme	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	ity, pts/mi	1690 6 3.1	
Veh Segm Lane Speed Den Direct Peak Segm	cicle Inputs ment Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h	Passing Constrained 12 55 871 0.92	egme	ent 10 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	ity, pts/mi	10.4 1690 6 3.1	
Veh Segm Lane Speed Den Direct Peak Segm Inte	cle LOS clicle Inputs nent Type Width, ft d Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h Hour Factor nent Capacity, veh/h crmediate Results	Passing Constrained 12 55 871 0.92 1700	egme	ent 10 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand Total Trucks, % Demand/Capacity	ity, pts/mi d Flow Rate, veh/h	10.4 1690 6 3.1 - 18.89 0.51	
Veh Segm Lane Speed Den Direct Peak Segm Inte	cicle Inputs ment Type Width, ft d Limit, mi/h mand and Capacity tional Demand Flow Rate, veh/h Hour Factor ment Capacity, veh/h	Passing Constrained 12 55 871 0.92	egme	Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	followers/mi/ln it ity, pts/mi d Flow Rate, veh/h (D/C)	10.4 1690 6 3.1	

In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	11.3
%lm	proved % Followers	0.0	0.0		Speed	0.0
Sul	osegment Data					·
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1690	-		-	56.0
Vel	nicle Results	•				
Aver	rage Speed, mi/h	56.0	56.0		%	73.0
Segr	ment Travel Time, minutes	0.34		Follower Density,	followers/mi/ln	11.3
Vehi	cle LOS	D				
			Segm	ent 11		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		7550
Lane	e Width, ft	12		Shoulder Width, ft	i	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	5.6
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	1014	1014		d Flow Rate, veh/h	864
Peak	Hour Factor	0.94	0.94			18.89
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.60
Int	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.7
Spee	ed Slope Coefficient	3.77188	3.77188		fficient	0.44610
PF S	lope Coefficient	-1.27274		PF Power Coefficie	ent	0.77564
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	12.9
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7550	-		-	57.0
Vel	nicle Results					
Aver	rage Speed, mi/h	57.0		Percent Followers, %		72.4
Segr	ment Travel Time, minutes	1.50		Follower Density,	followers/mi/ln	12.9
Vehi	cle LOS	E				
			Segm	ent 12		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrain	ned	Length, ft		1690
		12		Shoulder Width, ft	i	6
Lane Width, ft 12 Speed Limit, mi/h 55						

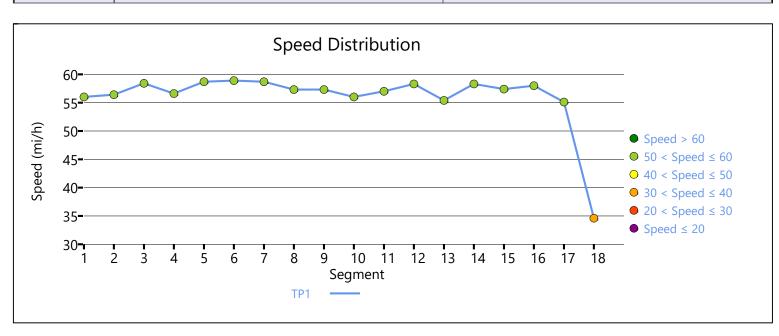
Demand and Capacity							
Directional Demand Flow Rate, veh/h	1014			Opposing Deman	d Flo	w Rate, veh/h	-
Peak Hour Factor	0.94			Total Trucks, %		18.89	
Segment Capacity, veh/h	1700			Demand/Capacity (D/C)			0.60
Intermediate Results							
Segment Vertical Class 1				Free-Flow Speed,	mi/h		62.1
Speed Slope Coefficient 3.87973				Speed Power Coe	fficie	nt	0.41674
PF Slope Coefficient -1.35470			PF Power Coefficie	ent		0.74993	
In Passing Lane Effective Length?	No			Total Segment De	nsity	, veh/mi/ln	13.0
%Improved % Followers	0.0			% Improved Avg	Spee	d	0.0
Subsegment Data							
# Segment Type Length, ft Radi		lius, ft	Sup	erelevation, %	Average Speed, mi/h		
1 Tangent	1690	-			-		58.3
Vehicle Results							
Average Speed, mi/h	58.3			Percent Followers	, %		74.6
Segment Travel Time, minutes	0.33			Follower Density, followers/mi/ln			13.0
Vehicle LOS	E						
		Se	gm	ent 13			·
Vehicle Inputs							
Segment Type	Passing Lar	Passing Lanes		Length, ft			3538
Lane Width, ft	12	12		Shoulder Width, ft		6	
Speed Limit, mi/h	55			Access Point Density, pts/mi			0.0
Demand and Capacity							
Directional Demand Flow Rate, veh/h	1014			Opposing Deman	d Flo	w Rate, veh/h	-
Peak Hour Factor	0.94			Total Trucks, %			18.89
Segment Capacity, veh/h	1300			Demand/Capacity	/ (D/C	<u> </u>	0.78
Intermediate Results							·
Segment Vertical Class	1			Free-Flow Speed, mi/h			62.1
Speed Slope Coefficient	7.24671			Speed Power Coe	fficie	nt	0.88158
PF Slope Coefficient	-1.19239			PF Power Coefficient			0.79485
In Passing Lane Effective Length?	No			Total Segment De	nsity	, veh/mi/ln	12.8
%Improved % Followers	0.0			% Improved Avg S	Spee	d	0.0
Subsegment Data							
# Segment Type	Length, ft		Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1 Tangent	3538		-		-		55.4
Passing Lane Results							
	Faster	Lane				Slower Lane	

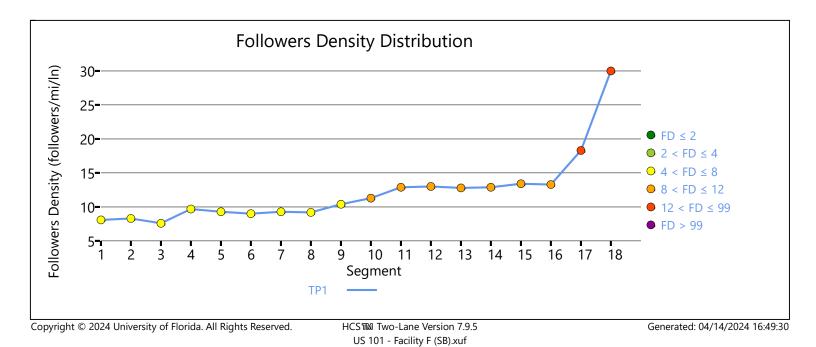
Flow	Rate, veh/h		524			490		
Perce	entage of Heavy Vehicles (HV%), %		7.56				31.01	
Initia	al Average Speed (Sint), mi/h		59.6				58.0	
Aver	age Speed at Midpoint (SPLmid), m	i/h	61.6			56.0		
Perce	ent Followers at Midpoint (PFPLmid), %	51.7		48.5			
Vel	nicle Results							
Aver	age Speed, mi/h	55.4	1		Percent Follo	wers, %	6	70.0
Segr	ment Travel Time, minutes	0.73	3		Follower Der	nsity, fo	llowers/mi/ln	12.8
Vehi	cle LOS	Е						
			S	egm	ent 14			
Vel	nicle Inputs							
Segr	egment Type Passing Constrained			Length, ft			5914	
Lane	Width, ft	12		Shoulder Wid	dth, ft		6	
Spee	ed Limit, mi/h	55			Access Point	Densit	y, pts/mi	3.6
Der	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	1016			Opposing De	emand	Flow Rate, veh/h	-
Peak	Hour Factor	0.92	<u> </u>	Total Trucks,	%		18.89	
Segr	ment Capacity, veh/h	170	0		Demand/Cap	pacity (l	D/C)	0.60
Inte	ermediate Results							
Segr	ment Vertical Class	1			Free-Flow Sp	eed, m	i/h	61.2
Spee	ed Slope Coefficient	3.88	3164		Speed Power Coefficient			0.41674
PF SI	lope Coefficient	-1.2	8179		PF Power Coefficient			0.76506
In Pa	ssing Lane Effective Length?	Yes			Total Segment Density, veh/mi/ln			12.9
%lm	proved % Followers	14.8	3		% Improved Avg Speed			1.4
Suk	segment Data							
#	Segment Type	Len	gth, ft	Rac	lius, ft	9	Superelevation, %	Average Speed, mi/h
1	Tangent	184	8	-		-		57.4
2	Horizontal Curve	322	1	229	2	2	2	57.4
3	Tangent	53		-		-		57.4
4	Horizontal Curve	792		229	2	2	2	57.4
Vel	nicle Results							
Aver	age Speed, mi/h	58.3	3		Percent Follo	wers, %	6	72.7
Segr	ment Travel Time, minutes	1.15	5		Follower Density, followers/mi/ln		10.8	
Vehi	cle LOS	D						
			S	egm	ent 15			
Veh	nicle Inputs							
Segr	ment Type	Pass	sing Zone		Length, ft			1478
	Jeginent Type Trassing Zone			1				

Lan	e Width, ft	12		Shoulder Width, f	t	6
Spe	eed Limit, mi/h	55		Access Point Dens	ity, pts/mi	7.1
De	emand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	1016		Opposing Deman	d Flow Rate, veh/h	865
Pea	k Hour Factor	0.92		Total Trucks, %		18.89
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.60
Inf	termediate Results					·
Seç	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.3
Spe	eed Slope Coefficient	3.68319			fficient	0.44600
PF :	Slope Coefficient	-1.37027		PF Power Coefficie	ent	0.76026
In F	Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	13.4
%lr	mproved % Followers	13.5		% Improved Avg S	Speed	1.2
Su	bsegment Data	•		•		
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	229	92	2	56.8
2	Tangent	1056 -		-		56.8
Ve	hicle Results					
Average Speed, mi/h 57.4		57.4		Percent Followers,	. %	75.0
	ment Travel Time, minutes	0.29		Follower Density,	followers/mi/ln	11.5
Veh	nicle LOS	D		-		
			Segn	nent 16		
Ve	hicle Inputs					
	ıment Type	Passing Constrai	ined	Length, ft 1373		
	e Width, ft	12		Shoulder Width, fi	•	6
	eed Limit, mi/h	55		Access Point Density, pts/mi		3.8
	emand and Capacity				311	
	ectional Demand Flow Rate, veh/h	1016		Opposing Deman	d Flow Rate, veh/h	
	ık Hour Factor	0.92		Total Trucks, %	a How Rate, verigin	18.89
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.60
	termediate Results	1		Termina, supusity	(= / = /	0.00
		1		Free Flavy Cread	: /l-	C1.1
	ment Vertical Class	1		Free-Flow Speed,		61.1
	eed Slope Coefficient	3.82250 -1.38089		Speed Power Coefficie		0.41674
	Slope Coefficient Passing Lane Effective Length?	Yes		Total Segment De		13.3
				+ -	1.0	
	nproved % Followers	12.5		% Improved Avg S	speed	1.0
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h

Vehicle Average S Segment Vehicle Lo	e Results Speed, mi/h Travel Time, minutes OS	58.0 0.27	-		-	57.4
Average Segment Vehicle Lo	Speed, mi/h Travel Time, minutes					
Segment Vehicle Lo	Travel Time, minutes					
Vehicle Lo		0.27	0.27 F		, %	75.3
Vehicle	OS			Follower Density,	followers/mi/ln	11.5
		D				
			Segm	nent 17		
Coamont	e Inputs					
Segment Type Passing Lanes		Length, ft		2429		
Lane Wid	lth, ft	12 5		Shoulder Width, f	t	6
Speed Lir	mit, mi/h	55		Access Point Dens	sity, pts/mi	2.2
Demai	nd and Capacity					·
Direction	al Demand Flow Rate, veh/h	1251		Opposing Deman	d Flow Rate, veh/h	-
Peak Hou	ur Factor	0.98		Total Trucks, %		18.89
Segment	Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.74
Interm	nediate Results					
Segment Vertical Class		2		Free-Flow Speed,	mi/h	60.5
Speed Slo	ope Coefficient	5.02643		Speed Power Coe	fficient	0.47285
PF Slope	Coefficient	-1.39087		PF Power Coefficie	ent	0.74660
In Passing	g Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	18.3
%lmprov	ed % Followers	8.6		% Improved Avg	Speed	0.0
Subse	gment Data					
# Seg	gment Type	Length, ft	Rad	lius, ft Superelevation, %		Average Speed, mi/h
1 Tan	ngent	1320	-		-	55.1
2 Ho	rizontal Curve	581	143	32	2	55.1
3 Ho	rizontal Curve	475	143	32	2	55.1
4 Tan	ngent	53	-		-	55.1
Vehicle	e Results					
Average	Speed, mi/h	55.1		Percent Followers, %		80.7
Segment	Travel Time, minutes	0.50		Follower Density,	followers/mi/ln	16.7
Vehicle Lo	OS	E				
			Segm	nent 18		
Vehicle	e Inputs					
Segment	Туре	Passing Constrain	ed	Length, ft		3485
Lane Wid	lth, ft	12		Shoulder Width, f	t	6
Speed Lir	mit, mi/h	35		Access Point Dens	sity, pts/mi	1.5
Demai	nd and Capacity					
	al Demand Flow Rate, veh/h	1251		Opposing Deman	d Flow Rate, veh/h	-

Peak Hour Factor		0.98	Tota	Total Trucks, %		18.89	
Segn	nent Capacity	, veh/h	1700	Der	Demand/Capacity (D/C)		0.74
Inte	ermediate	Results					
Segment Vertical Class		3	Free	e-Flow Speed,	mi/h	38.9	
Spee	d Slope Coeff	ficient	4.05523	Spe	ed Power Coe	fficient	0.45092
PF Slope Coefficient		-1.51812	PF I	Power Coefficie	ent	0.68351	
In Passing Lane Effective Length?		Yes	Tota	al Segment De	nsity, veh/mi/ln	30.0	
%Improved % Followers		6.7	% Ir	% Improved Avg Speed		0.0	
Sub	segment	Data					
#	Segment Typ	pe	Length, ft	Radius, f	it	Superelevation, %	Average Speed, mi/h
	1 Tangent 3485						1
1	Tangent		3485	-		-	34.6
1 Veh	Tangent	lts	3485	-		-	
			34.6	- Perc	cent Followers,	%	
Avera	icle Resul	i/h				% followers/mi/ln	34.6
Avera	nicle Resul	i/h	34.6				34.6 83.0
Avera Segm Vehic	nicle Resul age Speed, m nent Travel Tii	i/h me, minutes	34.6 1.15				34.6 83.0
Avera Segm Vehic	nicle Resul age Speed, m nent Travel Tin cle LOS	i/h me, minutes	34.6 1.15	Foll			34.6 83.0 28.0





	HCS7 Two-La	ane	Highway Re	eport	
Project Information					
Analyst			Date		4/27/2024
Agency			Analysis Year		2024
Jurisdiction			Time Analyzed		
Project Description	North Bend north UGB to Lakeside south UGB		Units		U.S. Customary
	Se	egm	ent 1		
Vehicle Inputs					
Segment Type	Passing Constrained		Length, ft		2059
Lane Width, ft	12	12		t	6
Speed Limit, mi/h	35		Access Point Dens	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h 1510		Opposing Deman	d Flow Rate, veh/h	-	
Peak Hour Factor	0.90		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.89
Intermediate Results					
Segment Vertical Class	2		Free-Flow Speed,	mi/h	39.3
Speed Slope Coefficient	3.45778		Speed Power Coe	fficient	0.41622
PF Slope Coefficient	-1.56096		PF Power Coefficie	ent	0.67401
In Passing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		37.3
%Improved % Followers	0.0		% Improved Avg S	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Radi	us, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	2059	-		-	35.3
Vehicle Results					
Average Speed, mi/h	35.3		Percent Followers	, %	87.3
Segment Travel Time, minutes	0.66		Follower Density, followers/mi/ln		37.3
Vehicle LOS	E		, , , , , , , , , , , , , , , , , , ,		
	Se	egm	ent 2		
Vehicle Inputs					
Segment Type	Passing Constrained		Length, ft		1953
Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	45		Access Point Dens	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h	1510		Opposing Deman	d Flow Rate, veh/h	-

Peak	: Hour Factor	0.90		Total Trucks, %		18.89	
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.89	
	ermediate Results			1 1 1 1 1 1 1 1 1 1	() - /		
	ment Vertical Class	1		Free-Flow Speed,		50.7	
	ed Slope Coefficient	3.26622		Speed Power Coef		0.41674	
	lope Coefficient			PF Power Coefficie		0.72503	
	essing Lane Effective Length?			Total Segment De		27.5	
%Improved % Followers 0.0			% Improved Avg S	Speed	0.0		
Suk	osegment Data						
#	Segment Type	Length, ft	Length, ft Radius		Superelevation, %	Average Speed, mi/h	
1	Tangent	1478	-		-	46.9	
2	Horizontal Curve	475	143	32	2	46.9	
Veł	nicle Results						
Aver	rage Speed, mi/h		Percent Followers,	%	85.5		
	ment Travel Time, minutes	0.47		Follower Density, followers/mi/ln		27.5	
Vehi	cle LOS	E					
		<u>'</u>	Segn	nent 3			
Vel	nicle Inputs						
Segr	ment Type	Passing Constraine	d	Length, ft		2693	
Lane	Width, ft	12		Shoulder Width, ft	t	6	
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0	
Dei	mand and Capacity						
Dire	ctional Demand Flow Rate, veh/h	1510		Opposing Demand Flow Rate, veh/h			
Peak	Hour Factor	0.90				18.89	
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.89	
Into	ermediate Results			<u>'</u>		<u>'</u>	
Segr	ment Vertical Class	1		Free-Flow Speed, mi/h		62.1	
Spee	ed Slope Coefficient	3.89501		Speed Power Coefficient		0.41674	
PF S	lope Coefficient	-1.31773		PF Power Coefficient		0.76150	
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	21.9	
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0	
Suk	osegment Data	•					
		Length, ft	ength, ft Radi		Superelevation, %	Average Speed, mi/h	
#	1 Horizontal Curve 581 1432		143	32	2	57.4	
	Horizontal Curve	2112 -		-			
	Tangent	2112	-		-	57.6	
1 2		2112	-		-	57.6	

Segment Travel Time, minutes 0.53 Follower Density, followers/mi/ln 21.9						
	cle LOS	E			2 2 2, ,	
		Se	egm	ent 4		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone	П	Length, ft		1637
	e Width, ft	12		Shoulder Width, ft	i	6
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	865		Opposing Deman	d Flow Rate, veh/h	1016
Peak	Hour Factor	0.92		Total Trucks, %		18.89
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.51
Into	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.1
Speed Slope Coefficient 3.80780		Speed Power Coef	fficient	0.43622		
PF S	lope Coefficient	-1.35352		PF Power Coefficient		0.76246
In Passing Lane Effective Length?			Total Segment Density, veh/mi/ln		10.4	
%Improved % Followers 0.0			% Improved Avg S	Speed	0.0	
Suk	osegment Data					
#	Segment Type	Length, ft	Radiu	us, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1637	-	-		58.7
Veł	nicle Results					
Aver	rage Speed, mi/h	F0 7				
		30.7		Percent Followers,	%	70.2
Segr	ment Travel Time, minutes	0.32		Percent Followers, Follower Density,		70.2 10.4
_						
_	ment Travel Time, minutes	0.32 D				
Vehi	ment Travel Time, minutes	0.32 D		Follower Density,		
Vehic	ment Travel Time, minutes cle LOS nicle Inputs	0.32 D	egm	Follower Density,		
Vehice Vehice Segri	ment Travel Time, minutes	0.32 D	egm	Follower Density,	followers/mi/ln	10.4
Vehice Vehice Segritum	ment Travel Time, minutes cle LOS nicle Inputs ment Type	D Se	egm	Follower Density, the sent 5	followers/mi/ln	6336
Vehice Vehice Segritum Lane	ment Travel Time, minutes cle LOS nicle Inputs ment Type e Width, ft	0.32 D Se Passing Constrained 12	egm	Follower Density, the sent 5 Length, ft Shoulder Width, ft	followers/mi/ln	6336 6
Vehice Vehice Segritaine Lane Spee	ment Travel Time, minutes cle LOS nicle Inputs ment Type Width, ft ed Limit, mi/h	0.32 D Se Passing Constrained 12	egm	Follower Density, ent 5 Length, ft Shoulder Width, ft Access Point Dens	followers/mi/ln	10.4 6336 6
Vehice Vehice Vehice Segritane Spee	ment Travel Time, minutes cle LOS nicle Inputs ment Type e Width, ft ed Limit, mi/h mand and Capacity	D Se Passing Constrained 12 55	egm	Follower Density, ent 5 Length, ft Shoulder Width, ft Access Point Dens	followers/mi/ln	6336 6 0.0
Vehice Segr Lane Spee Der Direce Peak	ment Travel Time, minutes cle LOS nicle Inputs ment Type Width, ft ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h	D Se Passing Constrained 12 55	egm	Follower Density, ent 5 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	ity, pts/mi	6336 6 0.0
Vehice Vehice Segritation Director Peak Segritation Segritation New York Ne	ment Travel Time, minutes cle LOS micle Inputs ment Type Width, ft ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h & Hour Factor	D Se Passing Constrained 12 55 865 0.92	egm	Follower Density, ent 5 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	ity, pts/mi	10.4 6336 6 0.0
Vehice Segr Lane Spece Direce Peak Segr Inte	ment Travel Time, minutes cle LOS nicle Inputs ment Type Width, ft ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h a Hour Factor ment Capacity, veh/h	D Se Passing Constrained 12 55 865 0.92	egm	Follower Density, ent 5 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand	ity, pts/mi d Flow Rate, veh/h	10.4 6336 6 0.0
Vehice Segr Lane Spee Direct Peak Segr Inte	ment Travel Time, minutes cle LOS nicle Inputs ment Type Width, ft ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h a Hour Factor ment Capacity, veh/h ermediate Results	0.32 D Se Passing Constrained 12 55 865 0.92 1700	egm	Follower Density, 19 Pent 5 Length, ft Shoulder Width, ft Access Point Dens Opposing Demand Total Trucks, % Demand/Capacity	followers/mi/ln it ity, pts/mi d Flow Rate, veh/h (D/C)	10.4 6336 6 0.0

In Passing Lane Effective Length? No				Total Segment De	nsity	veh/mi/ln	10.0	
%lm	proved % Followers	0.0	0.0		% Improved Avg S	Spee	d	0.0
Sul	bsegment Data							
#	Segment Type	Leng	gth, ft	Rac	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Horizontal Curve	1214	4	229	2	2		58.6
2	Tangent	53	-			-		58.6
3	Horizontal Curve	322	21 2292		2	2		58.6
4	Tangent	1848	3	-		-		58.6
Vel	nicle Results							
Avei	rage Speed, mi/h	58.6			Percent Followers	, %		68.0
 Segi	ment Travel Time, minutes	1.23			Follower Density,	follo	wers/mi/ln	10.0
Vehi	cle LOS	D						
			Se	egn	nent 6			
Vel	nicle Inputs							
 Segi	ment Type	Pass	sing Lanes	Length, ft			2640	
			12		Shoulder Width, ft			6
Speed Limit, mi/h 55					Access Point Density, pts/mi		ts/mi	0.0
De	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	864			Opposing Deman	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.94		Total Trucks, %				18.89
Segi	ment Capacity, veh/h	1300	0		Demand/Capacity (D/C)		<u> </u>	0.66
Int	ermediate Results							
Segi	ment Vertical Class	1	1		Free-Flow Speed, mi/h			62.1
Spe	ed Slope Coefficient	7.20	7.20136		Speed Power Coefficient		0.83235	
PF S	lope Coefficient	-1.2	5823		PF Power Coefficient		0.77064	
In Pa	assing Lane Effective Length?	No			Total Segment Density, veh/mi/ln		10.4	
%lm	proved % Followers	0.0			% Improved Avg S	Spee	d	0.0
Sul	bsegment Data							
#	Segment Type	Leng	gth, ft	Rac	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	2640	0	-		-		56.3
Pas	ssing Lane Results							
			Faster Lane				Slower Lane	
Flow	/ Rate, veh/h		461				403	
Perc	entage of Heavy Vehicles (HV%), %		7.56				31.84	
Initia	al Average Speed (Sint), mi/h		59.8				58.6	
Avei	rage Speed at Midpoint (SPLmid), m	ni/h	61.8	61.8			56.6	
Perc	ent Followers at Midpoint (PFPLmic	d), %	50.7				45.6	

Vehicle Results					
Average Speed, mi/h	56.3		Percent Followers, 6	%	67.5
Segment Travel Time, minutes	0.53		Follower Density, fo	ollowers/mi/ln	10.4
Vehicle LOS	D				
		Segn	nent 7		
Vehicle Inputs					
Segment Type	Passing Constrai	ned	Length, ft		1637
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Densit	ty, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h 864		Opposing Demand	Flow Rate, veh/h	-	
Peak Hour Factor 0.94			Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity ((D/C)	0.51
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed, mi/h		62.1
Speed Slope Coefficient	3.87881		Speed Power Coeff	icient	0.41674
PF Slope Coefficient	-1.35731		PF Power Coefficier	nt	0.74907
In Passing Lane Effective Length?	Yes		Total Segment Den	sity, veh/mi/ln	10.4
%Improved % Followers	21.6		% Improved Avg Sp	peed	2.2
Subsegment Data					
# Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1637	-		-	58.6
Vehicle Results					
Average Speed, mi/h	59.9		Percent Followers, %		70.4
Segment Travel Time, minutes	0.31		Follower Density, followers/mi/ln		8.0
Vehicle LOS	С				
		Segn	nent 8		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		8184
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Density, pts/mi		11.1
Demand and Capacity			Opposing Demand Flow Rate, veh/h		1014
Demand and Capacity Directional Demand Flow Rate, veh/h	864		Opposing Demand	Flow Rate, ven/n	1014
	0.94		Opposing Demand Total Trucks, %	Flow Rate, ven/n	18.89

				<u> </u>		
	nent Vertical Class	1		Free-Flow Speed,		59.3
	ed Slope Coefficient	3.72781		Speed Power Coef		0.43636
	ope Coefficient	-1.28916		PF Power Coefficie		0.76364
	Passing Lane Effective Length? Yes		Total Segment De		10.6	
%lm	proved % Followers	12.2		% Improved Avg S	Speed	1.0
Suk	segment Data					
#	Segment Type	Length, ft	Length, ft Radi		Superelevation, %	Average Speed, mi/h
1	Tangent	8184 -			-	56.0
Vel	nicle Results					
Aver	age Speed, mi/h	56.5		Percent Followers,	%	68.4
 Segr	nent Travel Time, minutes	1.65		Follower Density,	followers/mi/ln	9.2
Vehi	cle LOS	D				
		S	egn	nent 9		
Vel	nicle Inputs					
Segr	nent Type	Passing Constrained		Length, ft		2006
Lane	Width, ft	12		Shoulder Width, ft	ī.	6
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.7
Dei	mand and Capacity			'		
Dire	ctional Demand Flow Rate, veh/h	741		Opposing Demand	d Flow Rate, veh/h	-
Peak	Hour Factor	0.92		Total Trucks, %		18.89
Segr	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.44
Inte	ermediate Results					
Segr	nent Vertical Class	2		Free-Flow Speed, mi/h		60.9
Spee	ed Slope Coefficient	5.03500		Speed Power Coef	fficient	0.47283
PF SI	ope Coefficient	-1.42115		PF Power Coefficient		0.74191
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		8.9
%lm	proved % Followers	12.1		% Improved Avg S	Speed	1.3
Suk	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2006	1-		-	56.8
Vel	nicle Results					•
Aver	age Speed, mi/h	57.5		Percent Followers,	%	68.0
Segr	nent Travel Time, minutes	0.40		Follower Density, followers/mi/ln		7.7
Vehi	cle LOS	С	<u> </u>			
		Se	gm	ent 10		
Vel	nicle Inputs					
Sear	nent Type	Passing Constrained		Length, ft	7339	

Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	55		Access Point Dens	sity, pts/mi	15.8
Demand and Capacity					
Directional Demand Flow Rate, veh/h	680		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor	0.96		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.40
Intermediate Results					
Segment Vertical Class 1		Free-Flow Speed,	mi/h	58.1	
Speed Slope Coefficient	3.72874		Speed Power Coe	fficient	0.41674
PF Slope Coefficient	-1.30453		PF Power Coefficie	ent	0.75162
In Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.7
%Improved % Followers	9.2		% Improved Avg	Speed	0.5
Subsegment Data					
# Segment Type	Length, ft Radiu		dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	7339	-		-	55.1
Vehicle Results					
Average Speed, mi/h	55.4	55.4 Per		, %	62.3
Segment Travel Time, minutes	1.51		Follower Density,	followers/mi/ln	7.0
Vehicle LOS	С				
		Segn	nent 11		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		3802
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Density, pts/mi		2.6
Demand and Capacity					
Directional Demand Flow Rate, veh/h	680		Opposing Deman	d Flow Rate, veh/h	799
Peak Hour Factor	0.96		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.40
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Speed Slope Coefficient	3.76514		Speed Power Coe	fficient	0.45105
PF Slope Coefficient	-1.28694		PF Power Coefficie	ent	0.78628
In Passing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.1
%Improved % Followers	7.8		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	3802	-		-	58.5

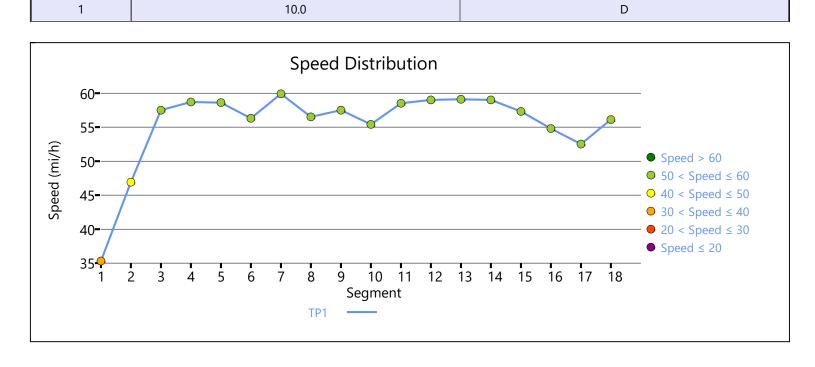
Average Speed, mi/h	58.5		Percent Followers	5, %	61.3
Segment Travel Time, minutes	0.74		Follower Density,	followers/mi/ln	6.6
Vehicle LOS	С				
		Segm	ent 12		
Vehicle Inputs					
Segment Type	Passing Constrain	ned	Length, ft		1373
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	mi/h 55		Access Point Den	sity, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h 680		Opposing Demar	nd Flow Rate, veh/h	-	
Peak Hour Factor	0.96		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.40
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed, mi/h		62.1
Speed Slope Coefficient	3.87399		Speed Power Coe	efficient	0.41674
PF Slope Coefficient	-1.37173		PF Power Coeffic	ient	0.74431
In Passing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	7.4
%Improved % Followers	7.3		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1373	-		-	59.0
Vehicle Results					
Average Speed, mi/h	59.0		Percent Followers, %		64.3
Segment Travel Time, minutes	0.26		Follower Density, followers/mi/ln		6.9
Vehicle LOS	С				
		Segm	ent 13		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		2693
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h 680			Opposing Demar	nd Flow Rate, veh/h	799
Directional Demand Flow Nate, veriffi			Total Trucks, %		18.89
Peak Hour Factor			Total Hacks, 70		
	1700		Demand/Capacit	y (D/C)	0.40

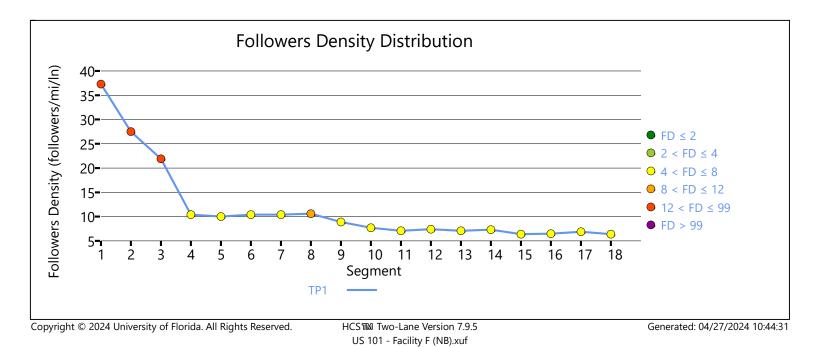
		1		1		1
	nent Vertical Class	1		Free-Flow Speed,		62.1
	ed Slope Coefficient	3.78654		Speed Power Coef		0.45105
	ope Coefficient	-1.30592		PF Power Coefficie		0.78191
	ssing Lane Effective Length?	No		Total Segment De	-	7.1
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	ius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	2693	-		-	59.1
Vel	nicle Results					
Average Speed, mi/h		59.1		Percent Followers,	. %	61.9
Segr	nent Travel Time, minutes	0.52		Follower Density,	followers/mi/ln	7.1
Vehi	cle LOS	С				
Veł	nicle Inputs					
Segr	nent Type	Passing Constrained		Length, ft		1848
Lane Width, ft		12		Shoulder Width, ft	t .	6
Spe	peed Limit, mi/h 55		Access Point Dens	ity, pts/mi	0.0	
Dei	mand and Capacity			<u>'</u>		
Directional Demand Flow Rate, veh/h 680		680		Opposing Demand	d Flow Rate, veh/h	-
Peak	Hour Factor	0.96		Total Trucks, %		18.89
Segr	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.40
Inte	ermediate Results					
Segr	nent Vertical Class	1		Free-Flow Speed,	mi/h	62.1
Spee	ed Slope Coefficient	3.88239	3.88239		fficient	0.41674
PF S	ope Coefficient	-1.34741	-1.34741		ent	0.75230
In Pa	ssing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	7.3
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1848	-		-	59.0
Veł	nicle Results					
Average Speed, mi/h 59		59.0	59.0		. %	63.5
Segr	nent Travel Time, minutes	0.36		Follower Density,	followers/mi/ln	7.3
Vehi	cle LOS	С				
		Se	egm	ent 15		
Veł	nicle Inputs					
Sear	nent Type	Passing Zone		Length, ft	1584	

Lane Width, ft	12		Shoulder Width, f	it	6
Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	3.2
Demand and Capacity					·
Directional Demand Flow Rate, veh/h	603		Opposing Deman	d Flow Rate, veh/h	708
Peak Hour Factor	0.96		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.35
Intermediate Results					
Segment Vertical Class 2			Free-Flow Speed,	mi/h	60.5
Speed Slope Coefficient	4.58732		Speed Power Coe	fficient	0.51855
PF Slope Coefficient -1.37958		PF Power Coeffici	ent	0.76412	
In Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	6.4
%Improved % Followers 0.0		% Improved Avg	Speed	0.0	
Subsegment Data					
# Segment Type	gment Type Length, ft Rac		dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	1584	1584 -		-	57.3
Vehicle Results					
Average Speed, mi/h 57.3			Percent Followers	, %	60.8
Segment Travel Time, minutes	0.31	0.31		followers/mi/ln	6.4
Vehicle LOS	С				
		Segn	nent 16		
Vehicle Inputs					
Segment Type	Passing Constra	ined	Length, ft		4541
Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	55		Access Point Dens	sity, pts/mi	18.2
Demand and Capacity					
Directional Demand Flow Rate, veh/h	603		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor	0.96		Total Trucks, %		18.89
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.35
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	57.5
Speed Slope Coefficient	3.67034		Speed Power Coe	fficient	0.41674
PF Slope Coefficient	-1.32237		PF Power Coeffici	ent	0.75696
In Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	6.5
%Improved % Followers	0.0		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	4541	-		-	54.8

Vehicle	Kesuits					
Average Sp	peed, mi/h	54.8		Percent Followers	, %	59.4
Segment T	ravel Time, minutes	0.94		Follower Density,	followers/mi/ln	6.5
Vehicle LO	S	С				
			Segm	ent 17		
Vehicle	Inputs					
Segment T	ype	Passing Constrai	ined	Length, ft		4646
Lane Width	n, ft	12		Shoulder Width, f	t	6
Speed Lim	it, mi/h	55		Access Point Dens	sity, pts/mi	3.6
Deman	d and Capacity					
Directional	Demand Flow Rate, veh/h	603		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor		0.96		Total Trucks, %		18.89
Segment Capacity, veh/h		1700		Demand/Capacity	/ (D/C)	0.35
Interme	ediate Results					
Segment Vertical Class		3		Free-Flow Speed,	mi/h	58.2
Speed Slope Coefficient		8.86965	8.86965		fficient	0.64081
PF Slope Coefficient		-1.33693		PF Power Coeffici	ent	0.75993
In Passing Lane Effective Length?		No		Total Segment De	nsity, veh/mi/ln	6.9
%Improve	d % Followers	0.0		% Improved Avg	Speed	0.0
Subseg	ment Data					
# Segr	nent Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tang	ent	4646	-		-	52.5
Vehicle	Results					
Average Sp	peed, mi/h	52.5		Percent Followers	59.8	
Segment T	ravel Time, minutes	1.01		Follower Density, followers/mi/ln		6.9
Vehicle LO	S	С				
			Segm	ent 18		
Vehicle	Inputs					
Segment T	ype	Passing Constrai	ined	Length, ft		5492
Lane Width	n, ft	12		Shoulder Width, f	t	6
Speed Lim	it, mi/h	55		Access Point Dens	4.5	
Deman	d and Capacity					
Directional	Demand Flow Rate, veh/h	603		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor 0.96		0.96		Total Trucks, %		18.89
Peak Hour			1700			_

T Follower			er Density, follower	Density, followers/mi/ln			LOS		
Fac	cility Resul	lts							
Vehicle LOS			С	С					
Seg	ment Travel Ti	me, minutes	1.11		Follower	Density,	followers/mi/In	6.4	
Ave	rage Speed, m	ii/h	56.1	56.1		Percent Followers, %		59.8	
Ve	hicle Resu	lts							
3	Tangent		2165	-	-		-	56.1	
2	Horizontal C	Curve	2218	229)2		2	56.1	
1	Tangent		1109	1109 -			-	56.1	
#	Segment Ty	pe	Length, ft	Rad	Radius, ft		Superelevation, %	Average Speed, mi/h	
Su	bsegment	Data							
%Improved % Followers		0.0		% Impro	ved Avg S	Speed	0.0		
In P	assing Lane Ef	fective Length?	No		Total Seg	gment De	nsity, veh/mi/ln	6.4	
PF S	Slope Coefficie	nt	-1.33179		PF Powe	r Coefficie	ent	0.75253	
Speed Slope Coefficient		5.08820		Speed Po	ower Coe	fficient	0.47949		
Segment Vertical Class			2	2		w Speed,	mi/h	59.8	





	HCS7 Two-La	ane	e Highway Report					
Project Information								
Analyst			Date		3/7/2024			
Agency			Analysis Year		2024			
Jurisdiction			Time Analyzed					
Project Description	roject Description Lakeside north UGB to Reedsport south UGB				U.S. Customary			
	S	egm	ent 1					
Vehicle Inputs								
Segment Type	Passing Constrained		Length, ft		1320			
Lane Width, ft	12		Shoulder Width, f	t	6			
Speed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0			
Demand and Capacity								
Directional Demand Flow Rate, veh/h 690		Opposing Deman	d Flow Rate, veh/h	-				
Peak Hour Factor 0.96		Total Trucks, %		3.38				
Segment Capacity, veh/h 1700		Demand/Capacity	' (D/C)	0.41				
Intermediate Results								
Segment Vertical Class 2			Free-Flow Speed,	mi/h	62.4			
Speed Slope Coefficient 3.54910			Speed Power Coe	fficient	0.45095			
PF Slope Coefficient	-1.47791		PF Power Coefficie	ent	0.72616			
In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	7.8			
%Improved % Followers	0.0		% Improved Avg Speed 0.0					
Subsegment Data								
# Segment Type	Length, ft	Radi	us, ft	Superelevation, %	Average Speed, mi/h			
1 Tangent	1320	-	-		59.6			
Vehicle Results	-							
Average Speed, mi/h	59.6		Percent Followers	, %	67.6			
Segment Travel Time, minutes	0.25		Follower Density,	followers/mi/ln	7.8			
Vehicle LOS	С							
	S	egm	ent 2					
Vehicle Inputs								
Segment Type	Passing Lanes		Length, ft		3802			
Lane Width, ft	12		Shoulder Width, f	t	6			
Speed Limit, mi/h	55		Access Point Dens	1.0				
Demand and Capacity								
Directional Demand Flow Rate, veh/h	690		Opposing Deman	d Flow Rate, veh/h	-			

Peak	k Hour Factor	0.96	j		Total Trucks, %			3.38
Segi	ment Capacity, veh/h	150	0		Demand/Capacity	y (D/C	0.46	
Int	ermediate Results							
Segi	ment Vertical Class	4			Free-Flow Speed,	mi/h	61.7	
Spe	ed Slope Coefficient	5.69	335		Speed Power Coe	efficie	nt	0.92255
PF S	Slope Coefficient	-1.1	5064		PF Power Coeffici	ent		0.84339
In Pa	assing Lane Effective Length?	No			Total Segment De	ensity	, veh/mi/ln	6.7
%lm	proved % Followers	0.0			% Improved Avg	Spee	d	0.0
Sul	bsegment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	380	2	-		-		58.3
Pas	ssing Lane Results							
			Faster Lane				Slower Lane	
Flow Rate, veh/h 405					285			
Percentage of Heavy Vehicles (HV%), % 1.35					6.26			
Initial Average Speed (Sint), mi/h 60.5			59.8					
Average Speed at Midpoint (SPLmid), mi/h 62.1					58.2			
Percent Followers at Midpoint (PFPLmid), % 43.1					31.1			
Vel	hicle Results							
Avei	rage Speed, mi/h	58.3			Percent Followers, %			56.9
Segi	ment Travel Time, minutes	0.74			Follower Density, followers/mi/ln			6.7
Vehi	icle LOS	С						
			S	egn	nent 3			
Vel	hicle Inputs							
Segi	ment Type	Pass	sing Constrained		Length, ft			1267
Lane	e Width, ft	12			Shoulder Width, ft			6
Spe	ed Limit, mi/h	55			Access Point Density, pts/mi			0.0
De	mand and Capacity							
Dire	ectional Demand Flow Rate, veh/h	656			Opposing Demar	nd Flo	w Rate, veh/h	-
Peak	k Hour Factor	0.87	,		Total Trucks, %			3.38
Segi	ment Capacity, veh/h	170	0		Demand/Capacity	y (D/C	<u> </u>	0.39
Int	ermediate Results							
Segi	ment Vertical Class	1			Free-Flow Speed,	mi/h	62.6	
Spe	ed Slope Coefficient	3.90	0096		Speed Power Coe	efficie	nt	0.41674
PF S	Slope Coefficient	-1.3	7180		PF Power Coefficient			0.74214
In Pa	assing Lane Effective Length?	Yes			Total Segment De	ensity	, veh/mi/ln	7.0
	nproved % Followers	23.4			% Improved Avg Speed			3.3

# Segment Type	ed, mi/h
Tangent 1267 - 59.5 Vehicle Results Average Speed, mi/h 61.5 Percent Followers, % 63.3 Segment Travel Time, minutes 0.23 Follower Density, followers/mi/ln 5.2 Vehicle LOS C Segment 4 Vehicle Inputs Segment Type Passing Zone Length, ft 3115 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 666 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class <td< td=""><td>ea, mi/n</td></td<>	ea, mi/n
Vehicle Results Average Speed, mi/h 61.5 Percent Followers, % 63.3 Segment Travel Time, minutes 0.23 Follower Density, followers/mi/ln 5.2 Vehicle LOS C Segment 4 Vehicle Inputs Segment Type Passing Zone Length, ft 3115 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 1-1.31231 PF Power Coefficient 0.77818	
Average Speed, mi/h 61.5 Percent Followers, % 63.3 Segment Travel Time, minutes 0.23 Follower Density, followers/mi/ln 5.2 Vehicle LOS C Segment 4 Vehicle Inputs Segment Type Passing Zone Length, ft 3115 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.77818	
Segment Travel Time, minutes O.23 Follower Density, followers/mi/In Segment 4 Vehicle Inputs Segment Type Passing Zone Length, ft Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 1.31231 PF Power Coefficient 0.77818	
Segment 4 Vehicle Inputs Segment Type Passing Zone Length, ft 3115 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Segment 4Vehicle InputsSegment TypePassing ZoneLength, ft3115Lane Width, ft12Shoulder Width, ft6Speed Limit, mi/h55Access Point Density, pts/mi15.4Demand and CapacityDirectional Demand Flow Rate, veh/h656Opposing Demand Flow Rate, veh/h683Peak Hour Factor0.87Total Trucks, %3.38Segment Capacity, veh/h1700Demand/Capacity (D/C)0.39Intermediate ResultsSegment Vertical Class1Free-Flow Speed, mi/h58.7Speed Slope Coefficient3.58926Speed Power Coefficient0.46130PF Slope Coefficient-1.31231PF Power Coefficient0.77818	
Vehicle InputsSegment TypePassing ZoneLength, ft3115Lane Width, ft12Shoulder Width, ft6Speed Limit, mi/h55Access Point Density, pts/mi15.4Demand and CapacityDirectional Demand Flow Rate, veh/h656Opposing Demand Flow Rate, veh/h683Peak Hour Factor0.87Total Trucks, %3.38Segment Capacity, veh/h1700Demand/Capacity (D/C)0.39Intermediate ResultsSegment Vertical Class1Free-Flow Speed, mi/h58.7Speed Slope Coefficient3.58926Speed Power Coefficient0.46130PF Slope Coefficient-1.31231PF Power Coefficient0.77818	
Segment Type Passing Zone Length, ft 3115 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 15.4 Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 1.31231 PF Power Coefficient 15.4 Access Point Density, pts/mi 15.4 15.4 Access Point Density, pts/mi 15.4 15.4 15.4 Peak Hour Factor Opposing Demand Flow Rate, veh/h 683 3.38 3.38 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 0.46130 PF Power Coefficient 0.77818	
Demand and Capacity Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h 683 Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Peak Hour Factor 0.87 Total Trucks, % 3.38 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.39 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 58.7 Speed Slope Coefficient 3.58926 Speed Power Coefficient 0.46130 PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
Segment Capacity, veh/h1700Demand/Capacity (D/C)0.39Intermediate ResultsSegment Vertical Class1Free-Flow Speed, mi/h58.7Speed Slope Coefficient3.58926Speed Power Coefficient0.46130PF Slope Coefficient-1.31231PF Power Coefficient0.77818	
Intermediate ResultsSegment Vertical Class1Free-Flow Speed, mi/h58.7Speed Slope Coefficient3.58926Speed Power Coefficient0.46130PF Slope Coefficient-1.31231PF Power Coefficient0.77818	
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Speed Slope Coefficient3.58926Speed Power Coefficient0.46130PF Slope Coefficient-1.31231PF Power Coefficient0.77818	
PF Slope Coefficient -1.31231 PF Power Coefficient 0.77818	
· ·	
In Passing Lang Effective Length? Vec Total Segment Density, yeh /mi /ln 7.3	
in assing Lane Linective Length: 165 Total Segment Density, ven/mi/m 7.2	
%Improved % Followers 19.2 % Improved Avg Speed 2.8	
Subsegment Data	
# Segment Type Length, ft Radius, ft Superelevation, % Average Spec	ed, mi/h
1 Tangent 3115 56.0	
Vehicle Results	
Average Speed, mi/h 57.6 Percent Followers, % 61.2	
Segment Travel Time, minutes 0.62 Follower Density, followers/mi/ln 5.6	
Vehicle LOS C	
Segment 5	
Vehicle Inputs	
Segment Type Passing Constrained Length, ft 5174	
Lane Width, ft 12 Shoulder Width, ft 6	
Speed Limit, mi/h 55 Access Point Density, pts/mi 0.7	
Demand and Capacity	
Directional Demand Flow Rate, veh/h 656 Opposing Demand Flow Rate, veh/h -	

Post	K Hour Factor	0.87		Total Trucks, %	3.38		
	ment Capacity, veh/h	1700			(D/C)	0.39	
	· ·	1700		Demand/Capacity (D/C) 0.39			
Int	ermediate Results						
Seg	ment Vertical Class	1	1		mi/h	62.4	
Speed Slope Coefficient		3.94189		Speed Power Coe	fficient	0.41674	
PF S	lope Coefficient	-1.27697		PF Power Coefficie	ent	0.76729	
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	6.8	
%lm	proved % Followers	14.9		% Improved Avg S	Speed	2.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	2270	-		-	59.3	
2	Horizontal Curve	1584	2086		2	58.9	
3	Horizontal Curve	634	969		2	52.8	
4	Tangent	53	-		-	59.3	
5	Horizontal Curve	475	941	1	2	52.8	
6	Tangent	158	-		-	59.3	
Vel	hicle Results						
Ave	rage Speed, mi/h	59.0		Percent Followers,	, %	60.3	
Segment Travel Time, minutes		1.00		Follower Density,	followers/mi/In	5.7	
Vehi	icle LOS	С	С				
			Segn	nent 6		<u>'</u>	
Vel	hicle Inputs						
	ment Type	Passing Constrained		Length, ft	3168		
Lane	e Width, ft	12		Shoulder Width, f	t	6	
Spe	ed Limit, mi/h	55		Access Point Dens	0.0		
De	mand and Capacity						
	ctional Demand Flow Rate, veh/h	656		Opposing Deman	-		
Peal	K Hour Factor	0.87		Total Trucks, %		3.38	
Segi	ment Capacity, veh/h	1700		Demand/Capacity	0.39		
	ermediate Results						
Seg	ment Vertical Class	2		Free-Flow Speed,	mi/h	62.4	
	ed Slope Coefficient	3.94758		Speed Power Coe		0.45796	
	lope Coefficient	-1.36862		PF Power Coefficie		0.74403	
	assing Lane Effective Length?	Yes		Total Segment De		8.0	
	proved % Followers	13.1	-			1.5	
	bsegment Data						
Sul							
Sul #	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	

2	Tangent	739	-		-	59.4	
3	Horizontal Curve	898	568	8	2	46.3	
4	Tangent	158	-		-	59.4	
5	Horizontal Curve	898	973	3	2	52.8	
Vel	nicle Results						
Aver	age Speed, mi/h	52.6		Percent Followers	, %	63.2	
Segr	ment Travel Time, minutes	0.68		Follower Density,	followers/mi/ln	6.9	
Vehi	cle LOS	С					
		<u>'</u>	Segr	ment 7			
Vel	nicle Inputs						
Segr	ment Type	Passing Constrain	ned	Length, ft		3855	
Lane Width, ft		12		Shoulder Width, f	t	6	
Speed Limit, mi/h		55		Access Point Dens	sity, pts/mi	2.5	
	mand and Capacity						
	ctional Demand Flow Rate, veh/h	794		Opposing Deman	d Flow Rate, veh/h	-	
Peak Hour Factor		0.88		Total Trucks, %		3.38	
Segment Capacity, veh/h		1700	1700		' (D/C)	0.47	
	ermediate Results					1	
Segment Vertical Class		1		Free-Flow Speed,	mi/h	62.0	
Spee	ed Slope Coefficient	3.90356	3.90356		fficient	0.41674	
PF S	lope Coefficient	-1.29590		PF Power Coefficie	ent	0.76504	
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	9.0	
%lm	proved % Followers	9.9		% Improved Avg S	Speed	0.2	
Sul	osegment Data					•	
#	Segment Type	Length, ft	Rad	lius, ft Superelevation, %		Average Speed, mi/h	
1	Tangent	2640	-		-	58.6	
2	Horizontal Curve	1162	143	32	2	58.6	
3	Tangent	53	-		-	58.6	
Vel	nicle Results						
Aver	age Speed, mi/h	58.8		Percent Followers	, %	66.3	
Segr	nent Travel Time, minutes	0.75		Follower Density,	followers/mi/ln	8.1	
Vehi	cle LOS	D					
			Segr	ment 8			
Vel	nicle Inputs						
Segr	ment Type	Passing Constrain	ned	Length, ft		6548	
	Width, ft	12	_		t	6	
Spee	ed Limit, mi/h	55			sity, pts/mi	3.5	
				The second secon		The state of the s	

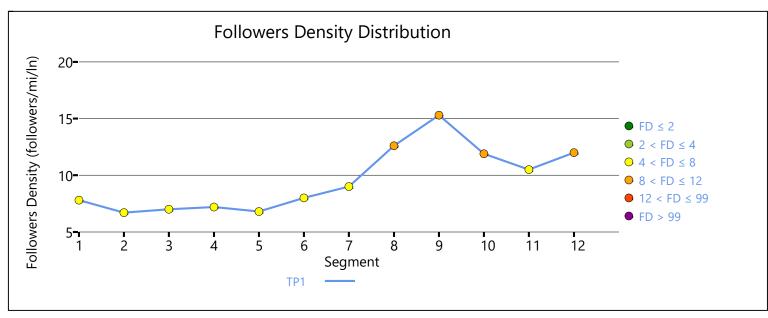
Directional Demand Flow Rate, veh/h		794	794		Opposing Demand Flow Rate, veh/h		
	K Hour Factor	0.88		Total Trucks, %	3.38		
Segment Capacity, veh/h 1700			Demand/Capacity	(D/C)	0.47		
Intermediate Results			<u> </u>		'		
Segment Vertical Class		5		Free-Flow Speed,	mi/h	60.1	
Spe	ed Slope Coefficient	10.87738		Speed Power Coe	fficient	0.43042	
PF S	lope Coefficient	-1.96828		PF Power Coefficie	ent	0.82630	
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	12.6	
%lm	proved % Followers	7.4		% Improved Avg S	Speed	0.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Ra	ndius, ft	Superelevation, %	Average Speed, mi/h	
1	Horizontal Curve	1056	1056 1146		2	50.8	
2	Tangent	317 -			-	50.8	
3	Horizontal Curve	1162 1432		132	2	50.8	
4	Tangent 4013 -		-		50.8		
Vel	hicle Results						
Average Speed, mi/h 50.8			Percent Followers	%	80.4		
Segment Travel Time, minutes 1		1.46		Follower Density,	followers/mi/ln	11.6	
Vehicle LOS D							
			Segi	ment 9			
Vel	hicle Inputs						
Segi	ment Type	Passing Constrain	ned	Length, ft	1795		
Lane	e Width, ft	12	12		Shoulder Width, ft		
Spe	ed Limit, mi/h	45	45		Access Point Density, pts/mi		
De	mand and Capacity						
Dire	ctional Demand Flow Rate, veh/h	950		Opposing Deman	d Flow Rate, veh/h	-	
Peak	K Hour Factor	0.90		Total Trucks, %	3.38		
Segi	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.56	
Int	ermediate Results						
Segi	ment Vertical Class	3		Free-Flow Speed,	mi/h	50.9	
Speed Slope Coefficient 3.77213			Speed Power Coe	fficient	0.45528		
PF S	lope Coefficient	-1.50090		PF Power Coefficie	PF Power Coefficient		
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	15.3	
%lm	proved % Followers	5.3		% Improved Avg Speed 0.0			
Sul	bsegment Data						
#	Segment Type	Length, ft	Ra	ndius, ft	Superelevation, %	Average Speed, mi/h	

1	Tangent	686	-		-	47.4
2	Horizontal Curve	1109	955	5	2	47.4
Vel	hicle Results					
Ave	rage Speed, mi/h	47.4		Percent Followe	rs, %	76.5
Segment Travel Time, minutes		0.43		Follower Density	,, followers/mi/ln	14.5
Veh	icle LOS	D				
			Segn	ent 10		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		4012
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	1.3
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 950			Opposing Dema	and Flow Rate, veh/h	-	
Peal	Peak Hour Factor 0.90		Total Trucks, %		3.38	
Segment Capacity, veh/h		1700		Demand/Capaci	ty (D/C)	0.56
Int	ermediate Results	•				
Segment Vertical Class		1		Free-Flow Speed	d, mi/h	62.3
Speed Slope Coefficient		3.92159		Speed Power Co	pefficient	0.41674
PF S	Slope Coefficient	-1.29082		PF Power Coeffic	cient	0.76620
In P	assing Lane Effective Length?	Yes	Yes		Density, veh/mi/ln	11.9
%lm	nproved % Followers	4.2	4.2		g Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	ius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	211	955	2		52.6
2	Tangent	211	-		-	58.6
3	Horizontal Curve	1056	143	32	2	58.4
4	Tangent	739	-		-	58.6
5	Horizontal Curve	1003	955	5	2	52.6
6	Tangent	792	-		-	58.6
Vel	hicle Results					
Ave	rage Speed, mi/h	56.7		Percent Followe	rs, %	71.1
Seg	ment Travel Time, minutes	0.80		Follower Density	,, followers/mi/ln	11.4
Vehicle LOS D						
			Segm	ent 11		
Vel	hicle Inputs					
Seg	ment Type	Passing Lanes		Length, ft		5544
	e Width, ft		12		ft	6

Spee	ed Limit, mi/h	55		Access Point Den	sity, p	ts/mi	0.0	
Dei	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	933			Opposing Demar	nd Flo	w Rate, veh/h	-
Peak	Hour Factor	0.87	7	Total Trucks, %			3.38	
Segr	ment Capacity, veh/h	150	0		Demand/Capacity	y (D/C	<u>:</u>)	0.62
Inte	ermediate Results							
Segr	ment Vertical Class	4			Free-Flow Speed,	, mi/h		62.0
Spee	ed Slope Coefficient	6.05	5501		Speed Power Coe	efficie	nt	1.02649
PF Slope Coefficient			8592		PF Power Coeffici	ient		0.87983
In Pa	ssing Lane Effective Length?	Yes			Total Segment De	ensity,	veh/mi/ln	10.5
%lm	proved % Followers	4.3			% Improved Avg	Speed	d	0.0
Suk	segment Data							
# Segment Type		Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1 Tangent 5		554	4	-		-		57.0
Pas	sing Lane Results							
Faster L				ine Slo			Slower Lane	
Flow	Rate, veh/h		531			402		
Perc	entage of Heavy Vehicles (HV%), %		1.35			6.06		
Initia	al Average Speed (Sint), mi/h		60.2			59.4		
Aver	age Speed at Midpoint (SPLmid), mi	/h	61.9			57.7		
Perce	ent Followers at Midpoint (PFPLmid)	, %	47.9		36.8			
Veł	nicle Results							
Aver	age Speed, mi/h	57.0)	Percent Followers, %			64.0	
Segr	ment Travel Time, minutes	1.11		Follower Density, followers/mi/ln			10.5	
Vehi	cle LOS	D						
			Se	gm	ent 12			
Veł	nicle Inputs							
	ment Type	Pass	sing Constrained		Length, ft			2060
	Width, ft	12			Shoulder Width, t	ft		6
Spee	ed Limit, mi/h	55			Access Point Den	sity, p	ts/mi	0.0
Dei	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	933			Opposing Demar	nd Flo	w Rate, veh/h	-
	Hour Factor	0.87			Total Trucks, %			3.38
Segr	ment Capacity, veh/h	170	0		Demand/Capacity	y (D/C	<u> </u>	0.55
	ermediate Results							
Into					Free-Flow Speed, mi/h			
	ment Vertical Class	3			Free-Flow Speed,	, mi/h		62.1

PF Slope Coefficient			-1.41079	PF Po	ower Coefficie	ent	0.74808
In Pa	assing Lane Ef	fective Length?	Yes	Total	Segment De	nsity, veh/mi/ln	12.0
%lm	nproved % Foll	lowers	18.8	% Im	proved Avg S	Speed	2.1
Sul	bsegment	Data					
#	Segment Ty	pe	Length, ft	Radius, ft		Superelevation, %	Average Speed, mi/h
1	Tangent		1162	-		-	57.2
2	2 Horizontal Curve		898	1432		2	57.2
Vel	hicle Resu	lts					
Ave	rage Speed, m	ii/h	58.4	Perce	ent Followers,	. %	73.8
Seg	ment Travel Ti	me, minutes	0.40	Follo	wer Density,	followers/mi/In	9.6
Vehi	icle LOS		D				
Fac	cility Resul	lts					
	Т	Follower	Density, followers/mi/l	n		LOS	
	1		8.8			D	





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HCS™ Two-Lane Version 7.9.5 US 101 - Facility E (NB).xuf Generated: 04/26/2024 16:43:35

		HCS7 Two-La	ane	Highway Re	eport	
Pro	ject Information					
Anal	yst			Date		4/14/2024
Age	าсу			Analysis Year		2024
Juris	diction			Time Analyzed		
Proj	ect Description	Reedsport south UGB Lakeside north UGB	to	Units		U.S. Customary
		S	egn	nent 1		
Veł	nicle Inputs					
 Segr	ment Type	Passing Constrained		Length, ft		2852
Lane	Width, ft	12		Shoulder Width, ft	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.7
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	971		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.57
Int	ermediate Results					
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	61.1
Spe	ed Slope Coefficient	5.63365		Speed Power Coef	fficient	0.56011
PF S	lope Coefficient	-1.38201		PF Power Coefficie	ent	0.74828
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	12.9
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	898	143	2	2	55.9
2	Tangent	1954	-		-	55.9
Vel	nicle Results					•
Aver	age Speed, mi/h	55.9		Percent Followers,	, %	74.1
	ment Travel Time, minutes	0.58		Follower Density,	followers/mi/ln	12.9
Vehi	cle LOS	E				
		S	egn	nent 2		•
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		9450
	Width, ft	12	-		t	6
Lane						

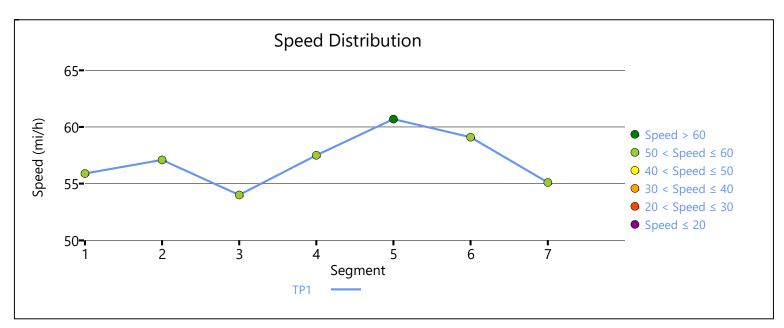
Directional Demand Flow Rate, veh/h 989		989	Opposing Deman	d Flow Rate, veh/h	-	
Peal	k Hour Factor	0.90		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700	1700		/ (D/C)	0.58
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.0
Speed Slope Coefficient		3.95736		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.28026		PF Power Coeffici	ent	0.74675
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	12.4
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5544 -			-	58.3
2	Horizontal Curve	1003	955		2	52.6
3	Tangent	739	-		-	58.3
4	Horizontal Curve	1056	143	32	2	58.3
5	Tangent	211	-		-	58.3
6	Horizontal Curve	211	955	;	2	52.6
7	Horizontal Curve	686	955	;	2	52.6
Vel	hicle Results					
Ave	rage Speed, mi/h	57.1		Percent Followers	, %	71.9
Seg	ment Travel Time, minutes	1.88		Follower Density,	followers/mi/ln	12.4
Vehi	icle LOS	E				
			Segn	nent 3		
Vel	hicle Inputs					
	<u> </u>	Passing Lanes		Length, ft		8078
Segment Type Passing Lanes						
	e Width, ft	Lane Width, ft 12		Snoulder Width, 1	t	6
Lane	e Width, ft ed Limit, mi/h	12 55		Shoulder Width, f		5.9
Lane	ed Limit, mi/h					
Lane Spec				Access Point Den		
Spe De Dire	ed Limit, mi/h mand and Capacity	55		Access Point Den	sity, pts/mi	5.9
Spe De Dire	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h	827		Access Point Dens	sity, pts/mi nd Flow Rate, veh/h	5.9
De Dire	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h k Hour Factor	827 0.88		Access Point Dens Opposing Deman	sity, pts/mi nd Flow Rate, veh/h	5.9 - 3.38
De Dire Peal Seguint	mand and Capacity ctional Demand Flow Rate, veh/h c Hour Factor ment Capacity, veh/h	827 0.88		Access Point Dens Opposing Deman	ad Flow Rate, veh/h	5.9 - 3.38
Der Dire Peal Seguint	mand and Capacity ctional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results	55 827 0.88 1500		Access Point Density Opposing Demand Total Trucks, % Demand/Capacity	nd Flow Rate, veh/h / (D/C) mi/h	5.9 - 3.38 0.55
Lane Specific Specific Seguestint Seguestint Seguestint	mand and Capacity ctional Demand Flow Rate, veh/h c Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class	55 827 0.88 1500		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed,	sity, pts/mi Id Flow Rate, veh/h I (D/C) mi/h Ifficient	5.9 - 3.38 0.55
Dee Direct Peal Seguing Specific Specif	ed Limit, mi/h mand and Capacity ctional Demand Flow Rate, veh/h k Hour Factor ment Capacity, veh/h ermediate Results ment Vertical Class ed Slope Coefficient	55 827 0.88 1500 5 8.43347		Access Point Dens Opposing Deman Total Trucks, % Demand/Capacity Free-Flow Speed, Speed Power Coe	sity, pts/mi ad Flow Rate, veh/h (D/C) mi/h fficient ent	5.9 - 3.38 0.55 60.1 1.16749

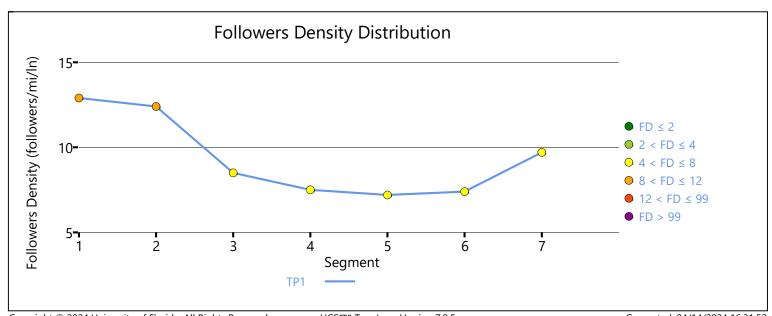
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Horizontal Curve	422		955		2		52.7
2	Tangent	686		-		-		54.3
3	Tangent	401	3	-		-		54.3
4	Horizontal Curve	121	4	143	2 2			54.3
5	Tangent	317		-	-			54.3
6	Horizontal Curve	105	6	114	6	2		52.7
7	7 Tangent 53			-		-		54.3
8	Horizontal Curve	317		143	2	2		54.3
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow Rate, veh/h			477				351	
Perce	entage of Heavy Vehicles (HV%), %		1.35				6.14	
	l Average Speed (Sint), mi/h		58.9				57.1	
Aver	age Speed at Midpoint (SPLmid), mi/	h	60.6				55.4	
	ent Followers at Midpoint (PFPLmid),		40.6				30.5	
Veh	icle Results							
Aver	age Speed, mi/h	54.0	54.0 Percent Followers,			%		55.2
	nent Travel Time, minutes	1.70	.70 Follower Densit			follo	wers/mi/ln	8.5
Vehic	cle LOS	D						
			Se	gn	nent 4			
Veh	icle Inputs							
Segn	nent Type	Pass	sing Constrained		Length, ft			11088
Lane	Width, ft	12		Shoulder Width, ft			6	
Spee	d Limit, mi/h	55			Access Point Dens	ity, p	ts/mi	0.5
Der	mand and Capacity							
Direc	tional Demand Flow Rate, veh/h	683			Opposing Demand	d Flo	w Rate, veh/h	-
	Hour Factor	0.87	7		Total Trucks, %			3.38
	nent Capacity, veh/h	170			Demand/Capacity	(D/C	<u> </u>	0.40
	ermediate Results							
Sean	nent Vertical Class	1			Free-Flow Speed, 1	mi/h		62.5
	d Slope Coefficient		9185		Speed Power Coef			0.41674
	ope Coefficient	-	8801		PF Power Coefficie			0.73475
	ssing Lane Effective Length?	Yes			Total Segment De		veh/mi/ln	7.5
	proved % Followers	14.6			% Improved Avg S			2.0
		1			70 III proved 7 kg 5	ресс	-	
Sub	segment Data							
#	Segment Type	Leng	gth, ft	Rad	lius, ft Su		erelevation, %	Average Speed, mi/h
1	Horizontal Curve	845		143	2 2			58.8

		1			1	
2	Tangent	2640	-		-	59.3
3	Horizontal Curve	898	973	3	2	52.8
4	Tangent	158	-		-	59.3
5	Horizontal Curve	898	568	3	2	46.3
6	Tangent	739			-	59.3
7	Horizontal Curve	475	587	7	2	46.3
8	Tangent	158	-		-	59.3
9	Horizontal Curve	475	941	l	2	52.8
10	Tangent	53	-		-	59.3
11	Horizontal Curve	634	969		2	52.8
12	Horizontal Curve	1584	1584 2086		2	58.8
13	Tangent	1531 -			-	59.3
Vel	nicle Results					
Aver	age Speed, mi/h	57.5		Percent Followers,	, %	62.2
Segr	ment Travel Time, minutes	2.19		Follower Density,	followers/mi/ln	6.3
Vehi	cle LOS	С				
		S	Segn			
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		1426
Lane	· Width, ft	12		Shoulder Width, ft	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	mand and Capacity			<u>'</u>		
Dire	ctional Demand Flow Rate, veh/h	683		Opposing Demand	d Flow Rate, veh/h	656
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segr	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.40
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.6
Spee	ed Slope Coefficient	3.76708		Speed Power Coefficient		0.46392
PF S	lope Coefficient	-1.34558		PF Power Coefficie	ent	0.76945
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.2
%lm	proved % Followers	13.9		% Improved Avg S	Speed	1.8
Sul	osegment Data	<u>'</u>		<u>'</u>		
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1426	-		-	59.7
Vel	nicle Results					
Aver	age Speed, mi/h	60.7		Percent Followers,	, %	63.3
	ment Travel Time, minutes	0.27		Follower Density,		6.1
_	cle LOS	С		1.5),		

			Segn	nent 6		
Veh	nicle Inputs					
Segr	ment Type	Passing Constr	ained	Length, ft		2165
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.9
Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	683		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segment Capacity, veh/h 1700			Demand/Capacity	/ (D/C)	0.40	
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Spee	ed Slope Coefficient	3.84901		Speed Power Coe	fficient	0.41674
PF SI	lope Coefficient	-1.34316		PF Power Coefficie	ent	0.75248
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.4
%lm	proved % Followers	13.1		% Improved Avg	Speed	1.5
Suk	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2165	-		-	58.3
Vel	nicle Results					
Aver	rage Speed, mi/h	59.1		Percent Followers	, %	63.5
Segr	ment Travel Time, minutes	0.42	0.42		followers/mi/ln	6.4
Vehi	cle LOS	С	С			
		·	Segn	nent 7		·
Ver	nicle Inputs					
Sear	ment Type	Passing Constr	ained	Length, ft		6653
	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.8
Der	mand and Capacity	<u> </u>		<u> </u>		
Direc	ctional Demand Flow Rate, veh/h	718		Opposing Deman	d Flow Rate, veh/h	-
	Hour Factor	0.96		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.42
Inte	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	61.4
_	ed Slope Coefficient	8.13180		Speed Power Coe		0.49363
	lope Coefficient	-1.73905		PF Power Coefficie	ent	0.76208
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	9.7
%lm	proved % Followers	10.5		% Improved Avg S	Speed	0.3

Sub	Subsegment Data										
#	Segment Ty	pe	Length, ft	Radius, ft	us, ft Superelevation, %		Average Speed, mi/h				
1	Tangent		6653	-		-	55.0				
Vehicle Results											
Avera	age Speed, m	i/h	55.1	Percent Followers, %			74.1				
Segn	nent Travel Tii	me, minutes	1.37 Follower Density, f		followers/mi/In	8.6					
Vehic	cle LOS		D								
Faci	ility Resul	lts									
	Т	Follower I	Density, followers/mi/l	n		LOS					
	1		8.9		D						





		HCS7 Two	o-Lane	Highwa	y Report	
Pro	ject Information					
Anal	yst			Date		3/7/2024
Ager	ncy			Analysis Yea	2024	
Juris	diction			Time Analyz	red	
Proje	ect Description	Reedsport north north Douglas C		Units		U.S. Customary
			Segn	nent 1		
Veh	nicle Inputs					
Segn	nent Type	Passing Constrai	ned	Length, ft		6705
Lane	Width, ft	12		Shoulder W	idth, ft	6
Spee	ed Limit, mi/h	55		Access Poin	t Density, pts/mi	6.5
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	585		Opposing D	emand Flow Rate, veh/h	-
Peak	Hour Factor	0.84		Total Trucks,		3.38
Segn	nent Capacity, veh/h			Demand/Ca	pacity (D/C)	0.34
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow S	peed, mi/h	61.0
Spee	ed Slope Coefficient	3.87739		Speed Powe	er Coefficient	0.41674
PF SI	ope Coefficient	-1.28317		PF Power Co	pefficient	0.75968
In Pa	ssing Lane Effective Length?	No		Total Segme	ent Density, veh/mi/ln	5.8
%lm	proved % Followers	0.0		% Improved	Avg Speed	0.0
Suk	segment Data	·		·		
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	739	-		-	58.1
2	Horizontal Curve	211	207	8	0	58.1
3	Horizontal Curve	3326	207	8	0	58.1
4	Horizontal Curve	475	216	5	0	58.1
5	Horizontal Curve	317	229	2	0	58.1
6	Tangent	845	-		-	58.1
7	Horizontal Curve	792	134	8	2	58.1
Veh	nicle Results					
Aver	age Speed, mi/h	58.1		Percent Follo	owers, %	57.4
	nent Travel Time, minutes	1.31			nsity, followers/mi/ln	5.8
	cle LOS	С				

Vehicle Inputs

Sear	ment Type	Passing Constrained		Length, ft		1584		
	Width, ft	12		Shoulder Width, f	<u> </u>	6		
	ed Limit, mi/h	45		Access Point Dens		0.0		
	mand and Capacity	.5		riccess Forme Density position				
	ctional Demand Flow Rate, veh/h	435		Onnosina Daman	d Flow Rate, veh/h	 -		
	Hour Factor	0.84		Total Trucks, %	u riow Rate, ven/n	3.38		
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.26		
	ermediate Results	1700		Demand/Capacity	(D/C)	0.26		
		1		I				
_	ment Vertical Class	1		Free-Flow Speed,		51.2		
i i	ed Slope Coefficient	3.28799		Speed Power Coe		0.41674		
PF S	lope Coefficient	-1.45023		PF Power Coefficie	ent	0.71942		
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	4.9		
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0		
Sul	osegment Data							
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h		
1	Horizontal Curve	1003	134	18	2	49.1		
2	Tangent	581 -			-	49.1		
Vel	nicle Results							
Aver	rage Speed, mi/h	49.1		Percent Followers	%	54.9		
Segr	ment Travel Time, minutes	0.37		Follower Density,	followers/mi/ln	4.9		
Vehi	cle LOS	В						
		S	egn	nent 3				
Vel	nicle Inputs							
Segr	ment Type	Passing Constrained		Length, ft		3982		
Lane	· Width, ft	12		Shoulder Width, f	t	6		
Spee	ed Limit, mi/h	35		Access Point Dens	ity, pts/mi	0.0		
De	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	546		Opposing Deman	d Flow Rate, veh/h	-		
Peak	: Hour Factor	0.85		Total Trucks, %		3.38		
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.32		
Int	ermediate Results							
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	39.8		
Spee	ed Slope Coefficient	2.70311		Speed Power Coe	fficient	0.41674		
PF S	lope Coefficient	-1.41129		PF Power Coefficie	ent	0.69696		
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	8.7		
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0		
Sul	osegment Data							

#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1267	-		-	37.9
2	Horizontal Curve	264	191	0	2	37.8
3	Tangent	264	-		-	37.9
4	Horizontal Curve	370	573	;	2	37.9
5	Tangent	158	-		-	37.9
6	Horizontal Curve	528	955		2	37.9
7	Tangent	23	-		-	37.9
8	Horizontal Curve	686	143	3	2	37.8
9	Tangent	422	422 -		-	37.9
Veh	icle Results					
Avera	age Speed, mi/h	37.9		Percent Followers	 , %	60.4
	nent Travel Time, minutes	1.20		Follower Density,	followers/mi/ln	8.7
	:le LOS	С		,		
			Sean	nent 4		
Voh	icle Inputs		9			
	<u> </u>	Barrier Carrieria		Length, ft		2050
	nent Type		Passing Constrained 12			3959
	Width, ft			Shoulder Width, f		6
	d Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
	nand and Capacity					
Direc	tional Demand Flow Rate, veh/h	541		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.86		Total Trucks, %		3.38
Segm	nent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.32
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	62.6
Spee	d Slope Coefficient	3.93861		Speed Power Coe	fficient	0.41674
DE CI.				PF Power Coefficie	ent	0.76689
·						
	ope Coefficient ssing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.1
In Pas	<u> </u>			Total Segment De % Improved Avg S		5.1
In Pas	ssing Lane Effective Length?	No		-		
In Pas	ssing Lane Effective Length?	No	Rac	-		
In Pas	oroved % Followers segment Data	No 0.0	Rac	% Improved Avg S	Speed	0.0
In Pas %Imp Sub	ssing Lane Effective Length? proved % Followers segment Data Segment Type	No 0.0 Length, ft	Rac - 955	% Improved Avg S	Speed	0.0 Average Speed, mi/h
In Pass %Imp Sub #	ssing Lane Effective Length? broved % Followers segment Data Segment Type Tangent	No 0.0 Length, ft 1531	-	% Improved Avg S	Superelevation, %	0.0 Average Speed, mi/h 59.8
%Imp %Imp Sub # 1 2	ssing Lane Effective Length? broved % Followers segment Data Segment Type Tangent Horizontal Curve	No 0.0 Length, ft 1531 950	-	% Improved Avg S	Superelevation, %	0.0 Average Speed, mi/h 59.8 52.9
Sub # 1 2 3 Veh	ssing Lane Effective Length? proved % Followers segment Data Segment Type Tangent Horizontal Curve Tangent icle Results	No 0.0 Length, ft 1531 950	-	% Improved Avg S	Superelevation, % - 2	0.0 Average Speed, mi/h 59.8 52.9
In Pass %Imp Sub # 1 2 3 Veh Avera	ssing Lane Effective Length? proved % Followers segment Data Segment Type Tangent Horizontal Curve Tangent	No 0.0 Length, ft 1531 950 1478	-	% Improved Avg s	Superelevation, % - 2 -	0.0 Average Speed, mi/h 59.8 52.9 59.8

			Se	gn	nent 5				
Veh	icle Inputs								
Segn	nent Type	Pass	sing Lanes		Length, ft			4699	
Lane	Width, ft	12			Shoulder Width, ft			6	
Spee	d Limit, mi/h	55	5		Access Point Dens	ity, p	ts/mi	3.8	
Der	mand and Capacity								
Direc	tional Demand Flow Rate, veh/h	406			Opposing Deman	d Flo	w Rate, veh/h	-	
Peak Hour Factor			7		Total Trucks, %			3.38	
Segn	nent Capacity, veh/h	0		Demand/Capacity	(D/C	<u> </u>	0.27		
Inte	ermediate Results								
Segn	nent Vertical Class	5			Free-Flow Speed,	mi/h		60.7	
Spee	d Slope Coefficient	6.49	9545		Speed Power Coe	fficie	nt	1.02440	
PF SI	ope Coefficient	-1.0	2754		PF Power Coefficie	ent		0.84240	
In Pa	ssing Lane Effective Length?	No			Total Segment De	nsity	, veh/mi/ln	2.7	
%lm	proved % Followers	0.0			% Improved Avg S	Speed	d	0.0	
Sub	segment Data								
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h	
1	Tangent	385	4	-	-			58.8	
2	Horizontal Curve	845		603		2		46.5	
Pas	sing Lane Results								
			Faster Lane		Slower Lane				
Flow	Rate, veh/h		250			156			
Perce	entage of Heavy Vehicles (HV%), %		1.35		6.		6.63		
Initia	l Average Speed (Sint), mi/h		60.6		59.3				
Avera	age Speed at Midpoint (SPLmid), mi/l	h	62.2		57.7		57.7		
Perce	ent Followers at Midpoint (PFPLmid),	%	29.0		19.0				
Veh	icle Results								
Avera	age Speed, mi/h	56.6	;		Percent Followers,	%		38.2	
Segn	nent Travel Time, minutes	0.94	ļ		Follower Density,	follo	wers/mi/ln	2.7	
Vehic	cle LOS	В							
			Se	gn	nent 6				
Veh	icle Inputs								
Segn	nent Type	Pass	sing Lanes		Length, ft			3114	
	Width, ft	12			Shoulder Width, f	t		6	
Spee	d Limit, mi/h	55			Access Point Dens	ity, p	ots/mi	0.0	
Der	nand and Capacity								
Direc	tional Demand Flow Rate, veh/h	406			Opposing Deman	d Flo	w Rate, veh/h	-	

Peak	Hour Factor	0.87	7		Total Trucks, %			3.38
Segr	nent Capacity, veh/h	150	0		Demand/Capacity	(D/C	<u> </u>	0.27
Int	ermediate Results							
Segr	nent Vertical Class	1			Free-Flow Speed,	mi/h		62.6
Spee	ed Slope Coefficient	5.33	3205	Speed Power Coe	fficie	nt	0.79902	
PF S	ope Coefficient	-1.3	3848		PF Power Coefficie	ent		0.79983
In Pa	ssing Lane Effective Length?	No			Total Segment De	nsity,	veh/mi/ln	3.7
%lm	proved % Followers	0.0			% Improved Avg S	Speed	d	0.0
Sul	segment Data							
#	Segment Type	Len	gth, ft	Rad	ius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Horizontal Curve	686		573		2		46.5
2	Horizontal Curve	100	3	955		2		53.1
3	Tangent	950		-		-		60.5
4	Horizontal Curve	475		573		2		46.5
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		250			156		
Perc	entage of Heavy Vehicles (HV%), %		1.35			6.63		
Initia	ıl Average Speed (Sint), mi/h		61.5			61.9		
Aver	age Speed at Midpoint (SPLmid), n	ni/h	63.1			60.4		
Perc	ent Followers at Midpoint (PFPLmid	d), %	36.3			25.0		
Vel	nicle Results							
Aver	age Speed, mi/h	52.9	9		Percent Followers	, %		47.8
Segr	nent Travel Time, minutes	0.67	7		Follower Density, follower		wers/mi/ln	3.7
Vehi	cle LOS	В						
			Sc	egn	nent 7			
Veł	nicle Inputs							
Segr	ment Type	Pas	sing Lanes		Length, ft			5333
Lane	Width, ft	12			Shoulder Width, f	t		6
Spe	ed Limit, mi/h	55			Access Point Dens	ity, p	ts/mi	1.1
Dei	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	406			Opposing Deman	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.87	7		Total Trucks, %		3.38	
Segr	nent Capacity, veh/h	150	00		Demand/Capacity	(D/C		0.27
Inte	ermediate Results							
Segr	nent Vertical Class	3			Free-Flow Speed,	mi/h		61.9
Spee	ed Slope Coefficient	6.03	3689		Speed Power Coe	fficie	nt	1.10254
	ope Coefficient	_1 1	8244		PF Power Coefficie	ent		0.86804

In Pa	essing Lane Effective Length?	No			Total Segment De	nsity,	veh/mi/ln	3.2	
%Improved % Followers 0.0			0.0		% Improved Avg Speed			0.0	
Sul	segment Data								
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h	
1	Horizontal Curve	686		573		2		46.5	
2	Horizontal Curve	163	7	955		2		53.1	
3	Tangent	845		-		-		60.2	
4	Horizontal Curve	110	9	573		2		46.5	
5	Tangent	105	6	-		-		60.2	
Pas	sing Lane Results								
			Faster Lane				Slower Lane		
Flow	Rate, veh/h		250				156		
Perc	entage of Heavy Vehicles (HV%), %		1.35				6.63		
Initia	al Average Speed (Sint), mi/h		61.5				61.0		
Aver	age Speed at Midpoint (SPLmid), m	i/h	63.0				59.5		
Perc	ent Followers at Midpoint (PFPLmid), %	31.4				19.5		
Vel	nicle Results								
Aver	age Speed, mi/h	53.4	1		Percent Followers	, %		41.7	
Segr	ment Travel Time, minutes	1.13	3		Follower Density,	follo	wers/mi/ln	3.2	
Vehi	cle LOS	В							
			Se	egn	nent 8				
Vel	nicle Inputs								
	ment Type	Pass	sing Constrained		Length, ft			1795	
	Width, ft	12	<u> </u>		Shoulder Width, f	t		6	
Spe	ed Limit, mi/h	55			Access Point Density, pts/mi			0.0	
Dai	mand and Capacity								
		406			Oi D	-l []-	Dataala /la		
	ctional Demand Flow Rate, veh/h Hour Factor	0.87			Opposing Demand Flow Rate, veh/h Total Trucks, %			-	
								0.24	
_	ment Capacity, veh/h	170	0		Demand/Capacity	/ (D/C	-)	0.24	
	ermediate Results				ı				
	ment Vertical Class	1			Free-Flow Speed,			62.6	
	ed Slope Coefficient	_)951		Speed Power Coe		nt —————	0.41674	
	lope Coefficient		4672		PF Power Coefficie			0.75047	
	assing Lane Effective Length?	Yes			Total Segment De			3.5	
%lm	proved % Followers	22.1	<u> </u>		% Improved Avg S	Speed	<u> </u>	2.4	
Sul	osegment Data								
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h	
			6					60.2	

2	Horizontal Curve	739	114	16	2	53.1
Ve	hicle Results		·			·
Average Speed, mi/h 58.7				Percent Follow	ers, %	49.6
Seg	ment Travel Time, minutes	0.35	0.35		ty, followers/mi/ln	2.7
Veh	icle LOS	В				
			Segn	nent 9		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ined	Length, ft		6494
Lan	e Width, ft	12		Shoulder Widtl	n, ft	6
Spe	ed Limit, mi/h	55		Access Point D	ensity, pts/mi	2.6
De	mand and Capacity			<u>'</u>		
Dire	ectional Demand Flow Rate, veh/h	406		Opposing Dem	and Flow Rate, veh/h	<u> </u>
Pea	k Hour Factor	0.87		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.24
Int	termediate Results					
Seg	ment Vertical Class	4		Free-Flow Spee	ed, mi/h	60.9
Spe	ed Slope Coefficient	7.92454	7.92454		oefficient	0.49515
PF Slope Coefficient		-1.73369	-1.73369		icient	0.76091
In P	assing Lane Effective Length?	Yes	Yes		Density, veh/mi/ln	4.3
%In	nproved % Followers	16.5		% Improved Av	rg Speed	1.4
Su	bsegment Data	•		•		
#	Segment Type	Length, ft	Rac	dius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	1214	114	16	2	53.1
2	Tangent	211	-		-	56.5
3	Horizontal Curve	845	955	5	2	53.1
4	Horizontal Curve	739	127	73	2	56.5
5	Tangent	581	- 1-		-	56.5
6	Horizontal Curve	2006	143	32	2	56.5
7	Tangent	898	-	-		56.5
Ve	hicle Results					
Ave	rage Speed, mi/h	56.2		Percent Follow	ers, %	58.2
Segment Travel Time, minutes		1.31		Follower Density, followers/mi/ln		3.5
Veh	Vehicle LOS B					
			Segm	ent 10		
Ve	hicle Inputs					
	ment Type	Passing Constrai	ined	Length, ft		3643
	e Width, ft	12	_		ո, ft	6

Speed Limit, mi/h 55				Access Point Den	4.7	
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 406		Opposing Deman	d Flow Rate, veh/h	-		
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segi	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.24
Int	ermediate Results					
Segi	ment Vertical Class	2		Free-Flow Speed,	mi/h	61.2
Spe	ed Slope Coefficient	3.80007		Speed Power Coe	fficient	0.45281
PF S	lope Coefficient	-1.36468		PF Power Coeffici	ent	0.74323
In Pa	assing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	3.7
%lm	proved % Followers	14.4		% Improved Avg	Speed	0.9
Sul	bsegment Data	·		·		·
#	Segment Type	Length, ft		Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581		-	-	59.0
2	Horizontal Curve	1214	(674	2	46.5
3	Tangent	1848		-	-	59.0
Vel	nicle Results	•			•	
Avei	rage Speed, mi/h	55.3		Percent Followers, %		50.2
Segi	ment Travel Time, minutes	0.75		Follower Density,	followers/mi/ln	3.2
Vehi	cle LOS	В				
			Seg	ment 11		
Vel	nicle Inputs					
Segi	ment Type	Passing Zone		Length, ft		1584
	e Width, ft	12		Shoulder Width, f	: t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	10.0
De	mand and Capacity					
	ctional Demand Flow Rate, veh/h	522	522		d Flow Rate, veh/h	543
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segi	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.31
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.1
Speed Slope Coefficient		3.61053		Speed Power Coe		0.47652
PF Slope Coefficient		-1.34442		PF Power Coeffici		0.77064
In Passing Lane Effective Length?		Yes			ensity, veh/mi/ln	5.0
%lm	proved % Followers	12.5		% Improved Avg	Speed	0.1
Sul	bsegment Data			<u> </u>		
#	Segment Type	Length, ft		 Radius, ft	dius, ft Superelevation, %	
	1					Average Speed, mi/h

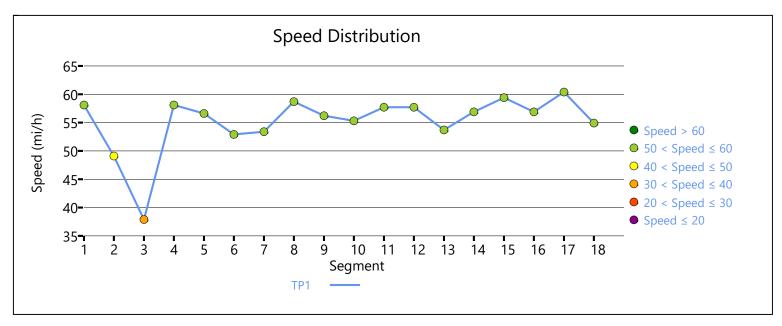
1	Tangent	1584	-		-	57.7
Vel	hicle Results					
Ave	rage Speed, mi/h	57.7	57.7		vers, %	55.7
Seg	ment Travel Time, minutes	0.31		Follower Dens	ity, followers/mi/ln	4.4
Veh	icle LOS	С				
		·	Segm	ent 12		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		5861
Lane	e Width, ft	12		Shoulder Widt	h, ft	6
Spe	ed Limit, mi/h	55		Access Point D	Pensity, pts/mi	3.3
De	mand and Capacity			<u>'</u>		_
Dire	ectional Demand Flow Rate, veh/h	522		Opposing Der	nand Flow Rate, veh/h	-
Peal	k Hour Factor	0.83		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.31
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed, mi/h		61.8
Spe	ed Slope Coefficient	3.91321	3.91321		Coefficient	0.41674
PF Slope Coefficient		-1.27866	-1.27866		ficient	0.76445
In P	assing Lane Effective Length?	Yes		Total Segment	Density, veh/mi/ln	4.9
%lm	nproved % Followers	10.1		% Improved A	vg Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	792	-		-	59.0
2	Horizontal Curve	1320	143	32	2	59.0
3	Tangent	1056	-		-	59.0
4	Horizontal Curve	634	637	7	2	46.4
5	Tangent	1003	-		-	59.0
6	Horizontal Curve	422	143	32	2	59.0
7	Tangent	634	-	-		59.0
Vel	hicle Results					
Ave	rage Speed, mi/h	57.7		Percent Follow	vers, %	54.0
Seg	ment Travel Time, minutes	1.15		Follower Density, followers/mi/ln		4.4
Veh	icle LOS	С				
			Segm	ent 13		
Vel	hicle Inputs					
	ment Type	Passing Constrai	ned	Length, ft		1373
	e Width, ft	12	-		:h, ft	6

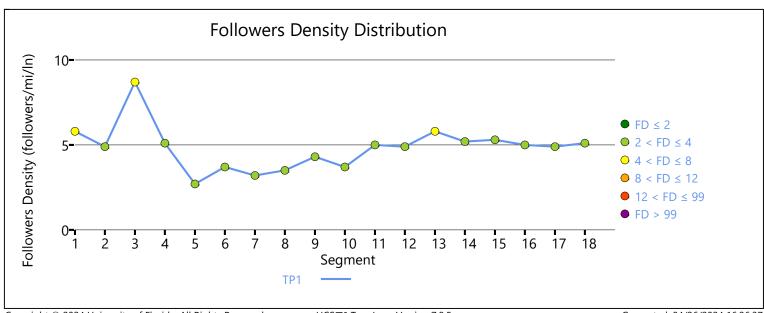
Speed Limit, mi/h 55				Access Point Dens	0.0	
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 522 C		Opposing Deman	d Flow Rate, veh/h	-		
Peal	K Hour Factor	0.83		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.31
Int	ermediate Results					
Seg	ment Vertical Class	3		Free-Flow Speed,	mi/h	62.1
Spe	ed Slope Coefficient	4.93274		Speed Power Coe	fficient	0.55264
PF S	lope Coefficient	-1.46376		PF Power Coefficie	ent	0.74280
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	5.8
%lm	proved % Followers	9.6		% Improved Avg S	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	F	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	686	-		-	59.0
2	Horizontal Curve	581	5	573	2	46.4
3	Tangent	106	-		-	59.0
Vel	hicle Results					
Ave	rage Speed, mi/h	53.7		Percent Followers,	. %	59.5
Seg	ment Travel Time, minutes	0.29		Follower Density,	followers/mi/In	5.2
Vehi	icle LOS	С				
			Seg	ment 14		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrai	ned	Length, ft		1373
	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	0.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	522		Opposing Deman	d Flow Rate, veh/h	-
Peal	K Hour Factor	0.83		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.31
Int	ermediate Results					•
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.6
Speed Slope Coefficient		3.90198		Speed Power Coe		0.41674
PF Slope Coefficient		-1.36859		PF Power Coefficie	ent	0.74322
In Passing Lane Effective Length?		Yes			nsity, veh/mi/ln	5.2
%Improved % Followers		9.2		% Improved Avg S	Speed	0.0
Sul	bsegment Data	<u>'</u>				
#	Segment Type	Length, ft	F	 Radius, ft	adius, ft Superelevation, %	
	· ·					Average Speed, mi/h

1	Horizontal Curve	581	819		2	53.0				
2	Tangent	792	-	,	_	59.9				
		1732				33.3				
ver	hicle Results									
	rage Speed, mi/h		56.9		, %	57.0				
	ment Travel Time, minutes		0.27		followers/mi/ln	4.7				
Vehi	icle LOS	С								
Segment 15										
Vel	hicle Inputs									
Segr	ment Type	Passing Constrain	ned	Length, ft		1267				
Lane	e Width, ft	12		Shoulder Width, f	t	6				
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0				
De	mand and Capacity									
Dire	ctional Demand Flow Rate, veh/h	522		Opposing Deman	d Flow Rate, veh/h	-				
Peak	k Hour Factor	0.83		Total Trucks, %		3.38				
Segr	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.31				
Int	ermediate Results									
Segr	ment Vertical Class	2		Free-Flow Speed, mi/h		62.4				
Spe	ed Slope Coefficient	3.54910		Speed Power Coefficient		0.45095				
PF S	lope Coefficient	-1.47791	-1.47791		ent	0.72616				
In Pa	assing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		5.3				
%lm	proved % Followers	8.8		% Improved Avg Speed		0.0				
Sul	bsegment Data									
#	Segment Type	Length, ft	Rac	dius, ft Superelevation, %		Average Speed, mi/h				
1	Horizontal Curve	845	127	' 3	2	59.1				
2	Tangent	422	-	-		60.0				
Vel	hicle Results									
Aver	rage Speed, mi/h	59.4		Percent Followers, %		60.2				
Segr	ment Travel Time, minutes	0.24		Follower Density, followers/mi/ln		4.8				
Vehi	icle LOS	С								
			Segm	ent 16						
Vel	hicle Inputs									
Segr	ment Type	Passing Constrain	ned	Length, ft		6706				
Lane Width, ft		12		Shoulder Width, ft		6				
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.9				
De	mand and Capacity									
Dire	ctional Demand Flow Rate, veh/h	522		Opposing Deman	d Flow Rate, veh/h	-				
	K Hour Factor	0.83		Total Trucks, %		3.38				

6		1700		D 1/6 'i	(D.(C)	0.24
	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.31
Int	ermediate Results					
Segment Vertical Class		1	1		mi/h	61.9
Spe	ed Slope Coefficient	3.92618		Speed Power Coe	fficient	0.41674
PF S	Slope Coefficient	-1.27534		PF Power Coeffici	ent	0.76203
In P	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	5.0
%In	nproved % Followers	6.9	6.9		Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	792	573	3	2	46.4
2	Tangent	158	-		-	59.1
3	Horizontal Curve	370	716	5	2	46.4
4	Tangent	1690	-		-	59.1
5	Horizontal Curve	528	79 ⁻	10	2	59.1
6	Tangent	845	-		-	59.1
7	Horizontal Curve	792	143	32	2	59.1
8	Tangent	1531	-		-	59.1
Ve	hicle Results					
Average Speed, mi/h 56.9				Percent Followers	, %	54.0
Seg	ment Travel Time, minutes	1.34		Follower Density,	followers/mi/ln	4.6
Veh	icle LOS	С				
			Segm	nent 17		
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft	1056	
Lan	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	522		Opposing Demand Flow Rate, veh/h		543
Pea	k Hour Factor	0.83	0.83			3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.31
Int	ermediate Results					
Segment Vertical Class		2		Free-Flow Speed,	mi/h	62.5
Speed Slope Coefficient		3.19306		Speed Power Coe	fficient	0.52207
PF Slope Coefficient		-1.37765		PF Power Coefficion	ent	0.76130
In Passing Lane Effective Length?		Yes		Total Segment Density, veh/mi/ln		4.9
%In	nproved % Followers	6.7		% Improved Avg Speed		0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	Radius, ft Superelevation, %		Average Speed, mi/h

1	Tangent	1056	-			-	60.4	
Veł	nicle Results							
Aver	age Speed, mi/h	60.4	60.4		ollowers	. %	56.8	
Segr	nent Travel Time, minutes	0.20		Follower	Density,	followers/mi/In	4.6	
Vehi	cle LOS	С						
			Segm	ent 18	}			
Veł	nicle Inputs							
Segr	nent Type	Passing Zone		Length, 1	t		7339	
Lane	Width, ft	12		Shoulde	r Width, f	t	6	
Spe	ed Limit, mi/h	55		Access P	oint Dens	ity, pts/mi	21.4	
Dei	nand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	522		Opposin	g Deman	d Flow Rate, veh/h	543	
Peak	Hour Factor	0.83	0.83		cks, %		3.38	
Segr	nent Capacity, veh/h	1700	1700 De		Demand/Capacity (D/C)		0.31	
Int	ermediate Results							
Segr	nent Vertical Class	1	Free-Flow Speed, mi/h			mi/h	57.2	
Spe	ed Slope Coefficient	3.52102	3.52102		Speed Power Coefficient		0.47652	
PF S	ope Coefficient	-1.27212	-1.27212		PF Power Coefficient		0.77706	
In Pa	ssing Lane Effective Length?	Yes	Yes		Total Segment Density, veh/mi/ln		5.1	
%lm	proved % Followers	5.1	5.1 % lm		6 Improved Avg Speed		0.0	
Suk	segment Data							
#	Segment Type	Length, ft	ength, ft Radius, ft		ft Superelevation, %		Average Speed, mi/h	
1	Tangent	7339	-	-		-	54.9	
Veł	nicle Results		•					
Aver	age Speed, mi/h	54.9		Percent I	ollowers	%	53.6	
Segment Travel Time, minutes		1.52		Follower Density, followers/mi/ln		followers/mi/ln	4.8	
Vehicle LOS C								
Fac	ility Results							
	T Follow	ver Density, followers	s/mi/ln			LC	os	
	1	4.5			С			





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	HCS7 Two-La	ane	Highway Re	eport	
Project Information					
Analyst			Date		4/14/2024
Agency			Analysis Year		2024
Jurisdiction	ODOT		Time Analyzed		
Project Description	North Douglas County Line to Reedsport nort UGB		Units		U.S. Customary
	So	egm	nent 1		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		2218
Lane Width, ft	12		Shoulder Width, f	t	6
Speed Limit, mi/h	55		Access Point Dens	ity, pts/mi	4.8
Demand and Capacity					
Directional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	522
Peak Hour Factor	0.83		Total Trucks, %		3.38
Segment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.32
Intermediate Results	•				
Segment Vertical Class	1	1 Free-Flow Speed, mi/h		mi/h	61.4
Speed Slope Coefficient	3.68700		Speed Power Coe	fficient	0.47924
PF Slope Coefficient	-1.30699		PF Power Coefficie	ent	0.78378
In Passing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.1
%Improved % Followers	0.0		% Improved Avg Speed		0.0
Subsegment Data					
# Segment Type	Length, ft	Radi	ius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	2218	-		-	58.9
Vehicle Results					
Average Speed, mi/h	58.9		Percent Followers,	%	55.5
Segment Travel Time, minutes	0.43		Follower Density, followers/mi/ln		5.1
Vehicle LOS	С				
	Se	egm	nent 2		
Vehicle Inputs					
Segment Type	Passing Constrained	Length, ft			2112
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Density, pts/mi		2.5
Demand and Capacity	·				
Directional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	
			1 1 2 2 3 2 3 3 3 4 1		

Peak Hour Factor 0.83		0.83		Total Trucks, %		3.38
Segment Capacity, veh/h 170		1700	1700		(D/C)	0.32
Int	ermediate Results			<u>'</u>		
Segment Vertical Class 2		Free-Flow Speed,	mi/h	61.8		
Spee	ed Slope Coefficient	3.65060	3.65060		fficient	0.45026
PF S	lope Coefficient	-1.42214		PF Power Coefficie	ent	0.73464
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.5
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112	-		-	59.3
Vel	nicle Results				•	·
Aver	rage Speed, mi/h	59.3		Percent Followers	, %	59.7
Segr	ment Travel Time, minutes	0.41		Follower Density,	followers/mi/ln	5.5
Vehi	cle LOS	С				
			Segn	nent 3		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		2059
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Dei	mand and Capacity					·
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Demand Flow Rate, veh/h 522		
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.32
Int	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.6
Spee	ed Slope Coefficient	3.74906		Speed Power Coe	fficient	0.47924
PF S	lope Coefficient	-1.30489		PF Power Coefficie	ent	0.78479
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.0
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2059	-	-		60.0
Vel	nicle Results					
Aver	rage Speed, mi/h	60.0		Percent Followers	, %	55.4
5 .		0.39			followers/mi/ln	5.0
	·	C C		Tollower Density, Iollowers/IIII/III		

			Segr	nent 4		
Veh	nicle Inputs					
Segr	nent Type Passing Constrained		Length, ft		1320	
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.32
Inte	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	62.4
Spee	ed Slope Coefficient	3.54910		Speed Power Coe	fficient	0.45095
PF SI	lope Coefficient	-1.47791		PF Power Coefficie	ent	0.72616
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.6
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-	-		60.0
Vel	nicle Results					
Aver	age Speed, mi/h	60.0		Percent Followers	61.3	
Segr	ment Travel Time, minutes	0.25		Follower Density,	followers/mi/ln	5.6
Vehi	cle LOS	С				
			Segr	nent 5		·
Ver	nicle Inputs					
Sear	ment Type	Passing Zone		Length, ft		1214
	· Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens		0.0
Der	mand and Capacity			<u> </u>		
	ctional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	522
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.32
Inte	ermediate Results					
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	62.1
_	ed Slope Coefficient	4.33200		Speed Power Coe		0.59211
PF SI	lope Coefficient	-1.36244		PF Power Coefficie	ent	0.77431
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		5.3
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0

Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1214	143	32	2	59.1
Vel	nicle Results					
Aver	rage Speed, mi/h	59.1		Percent Followers	5, %	57.2
Segi	ment Travel Time, minutes	0.23		Follower Density,	followers/mi/ln	5.3
Vehi	cle LOS	С				
			Segr	ment 6		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrain	ned	Length, ft		10178
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.2
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Demar	Opposing Demand Flow Rate, veh/h	
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segment Capacity, veh/h		1700	1700		Demand/Capacity (D/C)	
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	62.3
Spe	ed Slope Coefficient	3.97612		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.28257	-1.28257		ient	0.74185
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	5.3
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1795	143	32	2	59.1
2	Tangent	845	-		-	59.5
3	Horizontal Curve	528	19 ⁻	10	2	59.1
4	Tangent	1690	-		-	59.5
5	Horizontal Curve	370	716	6	2	46.4
6	Tangent	1518	-		-	59.5
7	Horizontal Curve	792	573	3	2	46.4
8	Tangent	422	-		-	59.5
9	Horizontal Curve	845	127	73	2	59.1
10	Tangent	792	-		-	59.5
11	Horizontal Curve	581	819	9	2	52.9
Vel	nicle Results					
Aver	rage Speed, mi/h	57.5		Percent Followers	5, %	55.8
Segi	ment Travel Time, minutes	2.01		Follower Density,	followers/mi/ln	5.3

Vehi	cle LOS	С				
		S	egn	nent 7		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		2007
Lane	e Width, ft	12	12		t	6
Spee	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	2.6
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.83		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.32
Inte	ermediate Results					
Segr	ment Vertical Class	3		Free-Flow Speed,	mi/h	61.4
Spee	ed Slope Coefficient	5.24772		Speed Power Coe	fficient	0.55345
PF S	lope Coefficient	-1.41711		PF Power Coefficie	ent	0.74586
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		5.9
%lm	proved % Followers	0.0	0.0		Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	106	-		-	58.1
2	Horizontal Curve	581	573	2		46.4
3	Tangent	1320	-	-		58.1
Veł	nicle Results					
Aver	rage Speed, mi/h	54.7		Percent Followers	, %	59.3
Segr	ment Travel Time, minutes	0.42		Follower Density, followers/mi/ln		5.9
Vehi	cle LOS	С				
		S	egn	nent 8		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		5227
_	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor		0.83		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.32
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Spee	ed Slope Coefficient	3.91084		Speed Power Coe	fficient	0.41674

PF S	Slope Coefficient -1.28177		PF Power Coefficie	ent	0.76574	
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.2
%Improved % Followers		0.0	0.0		Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Length, ft Radi		Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	143	32	2	59.0
2	Tangent	1003	-		-	59.0
3	Horizontal Curve	634	637	7	2	46.4
4	Tangent	1056	-		-	59.0
5	Horizontal Curve	1320	143	32	2	59.0
6	Tangent	792	-		-	59.0
Vel	nicle Results	•				
Ave	rage Speed, mi/h	57.5		Percent Followers	, %	55.2
Seg	ment Travel Time, minutes	1.03		Follower Density,	followers/mi/ln	5.2
Vehi	cle LOS	С				
		·	Segn	nent 9		·
Vel	nicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		2587
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.1
De	mand and Capacity	·				·
Dire	ctional Demand Flow Rate, veh/h	543		Opposing Deman	d Flow Rate, veh/h	522
Peal	Hour Factor	0.83		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.32
Int	ermediate Results	·				·
Seg	ment Vertical Class	1		Free-Flow Speed, mi/h		61.6
Spe	ed Slope Coefficient	3.70127		Speed Power Coefficient		0.47924
PF S	lope Coefficient	-1.29420		PF Power Coefficie	ent	0.78796
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.1
%lm	proved % Followers	0.0		% Improved Avg S		0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Length, ft Radi		Superelevation, %	Average Speed, mi/h
	Tangent	2587			-	59.1
1	hicle Results					
-	licie Results	Average Speed, mi/h 59.1		Percent Followers, %		
Vel		59.1		Percent Followers	, %	55.1
Vel Ave		59.1		Percent Followers, Follower Density,		55.1 5.1

		Se	gm	ent 10		
Vel	nicle Inputs					
Segr	Segment Type Passing Constrained		Length, ft		2745	
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.8
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	501		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.29
Inte	ermediate Results	·				
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.6
Spee	ed Slope Coefficient	3.87222		Speed Power Coe	fficient	0.41674
PF S	ope Coefficient	-1.32214		PF Power Coefficie	ent	0.75861
In Pa	ssing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.1
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	segment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	845	1-	-		59.0
2	Horizontal Curve	1214	674	2		46.4
3	Tangent	686	-	-		59.0
Veł	nicle Results					
Aver	age Speed, mi/h	53.4	53.4		, %	54.3
Segr	nent Travel Time, minutes	0.58		Follower Density, followers/mi/ln		5.1
Vehi	cle LOS	С				
		Se	gm	ent 11		
Vel	nicle Inputs					
	ment Type	Passing Constrained		Length, ft		7128
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.5
Dei	mand and Capacity	·				
Dire	ctional Demand Flow Rate, veh/h	501		Opposing Deman	d Flow Rate, veh/h	-
Peak Hour Factor		0.87				3.38
Segr	nent Capacity, veh/h	1700			(D/C)	0.29
Inte	ermediate Results					
Segr	ment Vertical Class	4		Free-Flow Speed,	mi/h	61.2
	ed Slope Coefficient	8.21687		Speed Power Coe		0.48095
_	lope Coefficient	-1.76051		PF Power Coefficie		0.76348

In Pa	Passing Lane Effective Length? No		Total Segment [Density, veh/mi/ln	5.9	
%lm	proved % Followers	0.0	%		g Speed	0.0
Suk	osegment Data	·		·		·
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	792	-		-	55.9
2	Horizontal Curve	2006	143	32	2	55.9
3	Tangent	581	-		-	55.9
4	Horizontal Curve	739	127	73	2	55.9
5	Horizontal Curve	845	95!	5	2	53.0
6	Tangent	211	-		-	55.9
7	Horizontal Curve	1954	114	46	2	53.0
Veł	nicle Results					
Aver	rage Speed, mi/h	54.8		Percent Followe	rs, %	64.6
Segr	ment Travel Time, minutes	1.48		Follower Densit	y, followers/mi/ln	5.9
Vehi	cle LOS	С				
		·	Segn	nent 12		·
Vel	nicle Inputs					
Segr	ment Type	Passing Lanes		Length, ft		4066
Lane	e Width, ft	12		Shoulder Width	, ft	6
Spee	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	501		Opposing Dema	and Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		3.38
Segr	ment Capacity, veh/h	1500		Demand/Capacity (D/C)		0.33
Into	ermediate Results	•				·
Segr	ment Vertical Class	3		Free-Flow Speed, mi/h		62.1
Spee	ed Slope Coefficient	6.06929		Speed Power Coefficient		0.95478
PF S	lope Coefficient	-1.23159		PF Power Coeffi	cient	0.83917
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		4.5
%lm	proved % Followers	0.0		% Improved Av	g Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112	-		-	59.6
2	Horizontal Curve	1109 573		3	2	46.4
3	Tangent	845	-		-	59.6
Pas	ssing Lane Results					,
	-	Faster Lane			Slower Lane	
Flow Rate, veh/h 303					198	

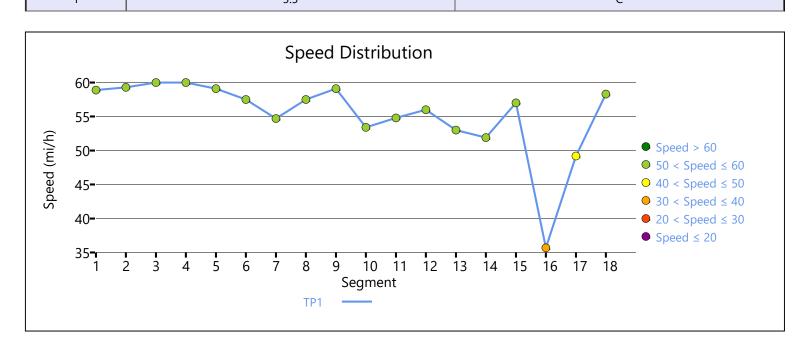
Percentage of Heavy Vehicles (HV%), % 1.35				6.48				
Initia	ll Average Speed (Sint), mi/h		61.2			60.9		
Aver	age Speed at Midpoint (SPLmid), m	i/h	62.8			59.3		
Perce	ent Followers at Midpoint (PFPLmid), %	38.3			25.3		
Veh	nicle Results							
Aver	age Speed, mi/h	56.0)		Percent Followers,	%	49.8	
Segn	nent Travel Time, minutes	0.83	3		Follower Density,	followers/mi/ln	4.5	
Vehi	cle LOS	С						
			Se	gm	ent 13			
Veh	nicle Inputs							
Segn	nent Type	Pass	sing Constrained		Length, ft		4752	
Lane	Width, ft	12			Shoulder Width, f	i	6	
Spee	ed Limit, mi/h	55			Access Point Dens	ity, pts/mi	1.1	
Der	mand and Capacity							
Direc	ctional Demand Flow Rate, veh/h	501			Opposing Deman	d Flow Rate, veh/h	-	
Peak	Hour Factor	0.87	7		Total Trucks, %		3.38	
Segment Capacity, veh/h 1700		00		Demand/Capacity	(D/C)	0.29		
Inte	ermediate Results							
Segn	nent Vertical Class	1			Free-Flow Speed,	mi/h	62.3	
Spee	ed Slope Coefficient	3.93	3223		Speed Power Coe	fficient	0.41674	
PF SI	ope Coefficient	-1.2	28149		PF Power Coefficie	ent	0.76720	
In Pa	ssing Lane Effective Length?	Yes	5		Total Segment De	nsity, veh/mi/ln	5.2	
%lm	proved % Followers	20.0	0		% Improved Avg Speed		3.2	
Suk	segment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h	
1	Horizontal Curve	163	7	955		2	53.0	
2	Horizontal Curve	116	2	573		2	46.4	
3	Tangent	950		-		-	59.6	
4	Horizontal Curve	100	3	573		2	46.4	
Veh	nicle Results							
Aver	age Speed, mi/h	53.0)		Percent Followers,	%	53.0	
Segn	nent Travel Time, minutes	1.02	2	Follower Density,		followers/mi/ln	4.0	
Vehic	cle LOS	С						
			Se	egm	ent 14			
Veh	nicle Inputs							
Segn	nent Type	Pass	sing Constrained		Length, ft		6864	
Lane Width, ft		12	-		Shoulder Width, ft		6	

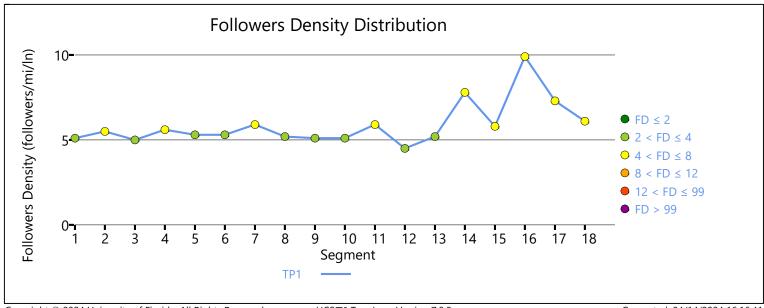
Speed Limit, mi/h 55			Access Point Dens	ity, pts/mi	1.5	
De	mand and Capacity					
	ctional Demand Flow Rate, veh/h	563		Opposing Demand	d Flow Rate, veh/h	T-
Peal	k Hour Factor	0.86		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700	1700		(D/C)	0.33
Int	ermediate Results					<u>'</u>
Seg	ment Vertical Class	5		Free-Flow Speed,	mi/h	60.6
Spe	ed Slope Coefficient	11.38807		Speed Power Coef	fficient	0.41464
PF S	Slope Coefficient	-1.98051		PF Power Coefficie	ent	0.82815
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.8
%lm	nproved % Followers	14.4		% Improved Avg S	Speed	1.8
Sul	bsegment Data					·
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1531	603	3	2	46.4
2	Tangent	5333	-		-	52.3
Vel	hicle Results					
Ave	rage Speed, mi/h	51.9		Percent Followers, %		70.8
Seg	ment Travel Time, minutes	1.50		Follower Density,	followers/mi/ln	6.6
Vehi	icle LOS	С				
		9	Segn	nent 15		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrained	<u> </u>	Length, ft		2481
Lane	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Dens	ity, pts/mi	6.4
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	563		Opposing Demand	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.86		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.33
Int	ermediate Results					·
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.0
Spe	ed Slope Coefficient	3.83333		Speed Power Coef	fficient	0.41674
PF S	Slope Coefficient	-1.33581		PF Power Coefficie	ent	0.75483
In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	5.8
%lm	proved % Followers	13.1		% Improved Avg S	Speed	1.5
Sul	bsegment Data					
#	Segment Type	Length, ft Rad		dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	950	95	5	2	52.9

2	Tangent	1531	-	-		58.2
Ve	hicle Results					
Ave	erage Speed, mi/h	57.0	57.0		Percent Followers, %	
Segment Travel Time, minutes		0.49		Follower Density, follo	wers/mi/ln	5.0
Veh	icle LOS	С				
			Segn	ent 16		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		3590
Lan	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	35		Access Point Density,	pts/mi	10.3
De	emand and Capacity			<u> </u>		
Dire	ectional Demand Flow Rate, veh/h	568		Opposing Demand Flo	ow Rate, veh/h	-
Pea	k Hour Factor	0.85		Total Trucks, %		3.38
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/	C)	0.33
Int	termediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed, mi/h	า	37.2
Spe	ed Slope Coefficient	2.55903		Speed Power Coefficie	ent	0.41674
PF S	Slope Coefficient	-1.41640		PF Power Coefficient		0.68514
In P	assing Lane Effective Length?	Yes		Total Segment Density	y, veh/mi/ln	9.9
%In	nproved % Followers	11.5		% Improved Avg Spee	ed	0.9
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	lius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	422	-	-		35.3
2	Horizontal Curve	264	143	33 2		35.3
3	Tangent	53	-	-		35.3
4	Horizontal Curve	528	955	5 2		35.3
5	Tangent	158	-	-		35.3
6	Horizontal Curve	370	573	3 2		35.3
7	Tangent	264	-	-		35.3
88	Horizontal Curve	264	19 ⁻	10 2		35.3
9	Tangent	1267	-	-		35.3
Ve	hicle Results					
Average Speed, mi/h 35.7				Percent Followers, % 61.8		
Seg	ment Travel Time, minutes	1.14		Follower Density, follo	wers/mi/ln	8.7
Veh	icle LOS	С				
			Segm	ent 17		
V ₀	hicle Inputs					
	inde inputs					

Segment Type Passing Constrained		Passing Constrained		Length, ft		1003
	Width, ft	12		Shoulder Width, f	t	6
	ed Limit, mi/h	45		Access Point Density, pts/mi		0.0
	mand and Capacity				. · ·	
	ctional Demand Flow Rate, veh/h	568		Opposing Deman	d Flow Rate, veh/h	T-
	Hour Factor	0.85		Total Trucks, %		3.38
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.33
	ermediate Results					
Sear	ment Vertical Class	1		Free-Flow Speed,	mi/h	51.2
	ed Slope Coefficient	3.28308		Speed Power Coe		0.41674
i i	lope Coefficient	-1.46651		PF Power Coefficie		0.71504
	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	7.3
	proved % Followers	11.1		% Improved Avg S		0.8
Sul	osegment Data			<u> </u>	<u> </u>	
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581	1-		-	48.8
2	Horizontal Curve	422	134	l8	2	48.8
Vel	icle Results					<u>'</u>
Average Speed, mi/h 49.2				Percent Followers	, %	62.4
Segr	ment Travel Time, minutes	0.23	0.23		followers/mi/In	6.4
Vehi	cle LOS	С		İ		
		Se	gm	ent 18		
Veł	nicle Inputs					
	ment Type	Passing Constrained		Length, ft		5702
_	Width, ft	12		Shoulder Width, ft		6
	ed Limit, mi/h	55		Access Point Density, pts/mi		5.6
	mand and Capacity					
	ctional Demand Flow Rate, veh/h	608		Opposing Deman	d Flow Rate, veh/h	T-
	Hour Factor	0.84		Total Trucks, %		3.38
	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.36
	ermediate Results			, ,		
Segment Vertical Class 1			Free-Flow Speed,	mi/h	61.2	
_		3.88056			fficient	0.41674
		-1.28446		PF Power Coefficie		0.76332
·		Yes			nsity, veh/mi/ln	6.1
		8.7		% Improved Avg Speed		0.0
	osegment Data					
Jul	segment Data					

#	Segment Ty	ре	Length, ft	Radius, ft		Superelevation, %	Average Speed, mi/h	
1	Horizontal (Curve	792	1348		2	58.3	
2	Tangent		53	-		-	58.3	
3	Horizontal (Curve	317	2292		0	58.3	
4	Horizontal (Curve	475	2165		0	58.3	
5	Horizontal (Curve	3326	2078		0	58.3	
6	Horizontal (Curve	211	2078		0	58.3	
7	Tangent		528	-		-	58.3	
Veł	nicle Resu	lts						
Aver	age Speed, m	ii/h	58.3	Percent	Followers	, %	58.5	
Segr	nent Travel Ti	me, minutes	1.11	Followe	Follower Density, followers/mi/ln		5.6	
Vehi	Vehicle LOS C							
Facility Results								
	т	Follower	Density, followers/mi/l	n		LOS		
1 5.5				С				





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HCSTM Two-Lane Version 7.9.5 US 101 - Facility D (SB).xuf

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		HCS7 Two	-Lane	Highway R	eport	
Pro	oject Information					
Ana	lyst	RXO		Date		3/7/2024
Age	ncy	ODOT		Analysis Year		2024
Juris	sdiction			Time Analyzed		
Proj	ect Description	OR 42 - OR 42 Co OR 542 (WB)	ouplet to	Units		U.S. Customary
			Segn	nent 1		
Vel	hicle Inputs					
Segment Type Passing Constrained			ed	Length, ft		2957
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	3.6
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	316		Opposing Demar	nd Flow Rate, veh/h	-
Peal	k Hour Factor	0.77		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700	1700		y (D/C)	0.19
Int	ermediate Results	<u>'</u>		·		<u>'</u>
Segment Vertical Class 1		1		Free-Flow Speed,	mi/h	60.9
Spe	ed Slope Coefficient	3.83511		Speed Power Coe	efficient	0.41674
PF S	Slope Coefficient	-1.32046		PF Power Coeffici	ent	0.76174
In P	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	2.5
%lm	nproved % Followers	0.0		% Improved Avg	Speed	0.0
Su	bsegment Data	<u>'</u>		<u>'</u>		
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	792	955	,	2	52.6
2	Tangent	422	-		-	58.9
3	Horizontal Curve	634	955	;	2	52.6
4	Tangent	211	-		-	58.9
5	Horizontal Curve	898	955		2	52.6
Vel	hicle Results				•	
Ave	rage Speed, mi/h	54.0		Percent Followers	5, %	42.2
Segment Travel Time, minutes 0.62				Follower Density,	followers/mi/ln	2.5
Vehicle LOS B						
			Segn	nent 2		
Vel	hicle Inputs					
	ment Type	Passing Constrain	ed	Length, ft		15682
	e Width, ft	12		Shoulder Width,	ft	6

Spee	d Limit, mi/h	55		Access Point	Density, pts/mi	0.0
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	316		Opposing De	mand Flow Rate, veh/h	-
Peak	Hour Factor	0.77		Total Trucks, S	%	27.00
Segn	nent Capacity, veh/h	1700		Demand/Cap	acity (D/C)	0.19
Inte	ermediate Results					·
Segn	nent Vertical Class	1		Free-Flow Spe	eed, mi/h	61.8
Spee	d Slope Coefficient	3.98422		Speed Power	Coefficient	0.41674
PF SI	ope Coefficient	-1.34509		PF Power Coe	efficient	0.69090
In Pa	ssing Lane Effective Length?	No		Total Segmen	t Density, veh/mi/ln	2.5
%lm	proved % Followers	0.0		% Improved A	Avg Speed	0.0
Suk	segment Data	<u>'</u>		,		•
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	686	-		-	59.7
2	Tangent	158	-		-	59.7
3	Horizontal Curve	686	955	;	2	52.6
4	Tangent	106	-		-	59.7
5	Horizontal Curve	845	114	ļ6	2	52.6
6	Tangent	106	-		-	59.7
7	Horizontal Curve	634	955	,	2	52.6
8	Tangent	158	-		-	59.7
9	Horizontal Curve	739	114	16	2	52.6
10	Tangent	634	-		-	59.7
11	Horizontal Curve	1690	229)2	2	59.7
12	Tangent	792	-		-	59.7
13	Horizontal Curve	158	318	3	2	39.3
14	Tangent	106	-		-	59.7
15	Horizontal Curve	686	751		2	52.6
16	Tangent	317	-		-	59.7
17	Horizontal Curve	422	165	58	9	59.7
18	Tangent	53	-		-	59.7
19	Horizontal Curve	422	118	36	10	59.0
20	Horizontal Curve	422	213	39	9	59.7
21	Tangent	845	-		-	59.7
22	Horizontal Curve	370	143	30	10	59.7
23	Tangent	1162	-		-	59.7
24	Horizontal Curve	264	716	5	2	46.0
25	Tangent	264	-		-	59.7
26	Horizontal Curve	317	523	3	2	46.0
27	Tangent	106	-		-	59.7

28	Horizontal Curve	528	462	2	2	46.0	
29	Horizontal Curve	264	286	5	10	32.5	
30	Horizontal Curve	528	161	14	8	59.7	
31	Tangent	1214	1214 -		-	59.7	
Vel	nicle Results						
Avei	rage Speed, mi/h	56.4		Percent Followers	, %	45.5	
Segi	ment Travel Time, minutes	3.16		Follower Density,	followers/mi/ln	2.5	
Vehi	cle LOS	В					
			Segn	nent 3			
Vel	nicle Inputs						
Segi	ment Type	Passing Zone		Length, ft		2165	
Lane	e Width, ft	12		Shoulder Width, f	t	6	
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0	
De	mand and Capacity			<u>'</u>			
Dire	ctional Demand Flow Rate, veh/h	316		Opposing Deman	d Flow Rate, veh/h	201	
Peal	Hour Factor	0.77		Total Trucks, %		27.00	
Segi	ment Capacity, veh/h	1700	1700		/ (D/C)	0.19	
Int	ermediate Results	·					
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8	
Spe	ed Slope Coefficient	3.61837		Speed Power Coe	fficient	0.53888	
PF S	lope Coefficient	-1.25305		PF Power Coeffici	ent	0.80472	
In Pa	assing Lane Effective Length?	No	No		nsity, veh/mi/ln	2.1	
%lm	proved % Followers	0.0		% Improved Avg	0.0		
Sul	bsegment Data						
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	1954	-		-	60.2	
2	Horizontal Curve	211	955	5	2	52.6	
Vel	nicle Results						
Avei	rage Speed, mi/h	59.5		Percent Followers	, %	39.1	
Segi	ment Travel Time, minutes	0.41		Follower Density,	followers/mi/ln	2.1	
Vehi	Vehicle LOS B						
			Segn	nent 4		·	
Vel	nicle Inputs						
Segi	ment Type	Passing Constraine	ed	Length, ft		2218	
<u> </u>	e Width, ft	12		Shoulder Width, ft		6	
Speed Limit, mi/h 55				Access Point Density, pts/mi 0.0			
De	mand and Capacity						
	1						

Directional Demand Flow Rate, vely/h 316 Opposing Demand Flow Rate, vely/h - Peak Hour Factor 0.77 Total Trucks, % 27.00							
Intermediate Results	Dire	ctional Demand Flow Rate, veh/h	316		Opposing Deman	d Flow Rate, veh/h	-
Intermediate Results	Peal	k Hour Factor	0.77		Total Trucks, %		27.00
Segment Vertical Class 1	Seg	ment Capacity, veh/h	1700	1700		/ (D/C)	0.19
Speed Slope Coefficient 3.87357 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.33428 PF Power Coefficient 0.75751 In Passing Jane Effective Length? No Total Segment Density, veh/mi/in 2.7 %improved % Followers 0.0 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Tangent 317 - 59.8 46.0 39.8 46.0 46.0 36.0	Int	ermediate Results					
PF Slope Coefficient	Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 2.7	Spe	ed Slope Coefficient	3.87357		Speed Power Coe	fficient	0.41674
## Segment Type	PF S	lope Coefficient	-1.33428		PF Power Coeffici	ent	0.75751
Segment Type	In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.7
# Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Tangent 317 - - 59.8 2 Horizontal Curve 158 716 2 46.0 3 Tangent 106 - - 59.8 4 Horizontal Curve 264 477 2 46.0 5 Horizontal Curve 317 477 2 46.0 6 Tangent 211 - - 59.8 7 Horizontal Curve 845 716 2 46.0 Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 1.42220 PF Power Coefficient 0.46382 PF Slope Coefficient 1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 % Improved Avg Speed 0.0	%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Tangent	Sul	bsegment Data					
2	#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
Tangent 106 - - 59.8	1	Tangent	317	-		-	59.8
4 Horizontal Curve 264 477 2 46.0 5 Horizontal Curve 317 477 2 46.0 6 Tangent 211 59.8 7 Horizontal Curve 845 716 2 46.0 Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Speed Slope Coefficient 5.07678 Speed Prover Coefficient 0.46382 PF Slope Coefficient 1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 % Memproved % Followers 0.0.0 % Improved Avg Speed 0.0.0	2	Horizontal Curve	158	716		2	46.0
5 Horizontal Curve 317 477 2 46.0 6 Tangent 211 - - 59.8 7 Horizontal Curve 845 716 2 46.0 Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19	3	Tangent	106	-		-	59.8
6 Tangent 211 - - 59.8 7 Horizontal Curve 845 716 2 46.0 Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h - - Directional Demand Flow Rate, veh/h - - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate	4	Horizontal Curve	264	477	,	2	46.0
Vehicle Results 716 2 46.0 Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Floope Coefficient -1.42220 PF Power Coefficient 0.74416 </td <td>5</td> <td>Horizontal Curve</td> <td>317</td> <td>477</td> <td></td> <td>2</td> <td>46.0</td>	5	Horizontal Curve	317	477		2	46.0
Vehicle Results Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/In 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.	6	Tangent	211	-		-	59.8
Average Speed, mi/h 49.9 Percent Followers, % 42.7 Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS B Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0.0	7	Horizontal Curve	845	716		2	46.0
Segment Travel Time, minutes 0.50 Follower Density, followers/mi/ln 2.7 Vehicle LOS Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 70 70 70 70 70 70 70 70 70 7	Vel	hicle Results					
Segment 5 Vehicle Inputs Segment Type	Ave	rage Speed, mi/h	49.9		Percent Followers	, %	42.7
Segment 5 Vehicle Inputs Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	Seg	ment Travel Time, minutes	0.50		Follower Density,	followers/mi/ln	2.7
Vehicle Inputs Segment Type	Veh	icle LOS	В				
Segment Type Passing Constrained Length, ft 2112 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0			S	egn	nent 5		
Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0	Vel	hicle Inputs					
Speed Limit, mi/h 55 Access Point Density, pts/mi 5.0 Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0	Seg	ment Type	Passing Constrained		Length, ft		2112
Demand and Capacity Directional Demand Flow Rate, veh/h 316 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	Lane	e Width, ft	12		Shoulder Width, ft		6
Directional Demand Flow Rate, veh/h Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.00	Spe	ed Limit, mi/h	55				5.0
Peak Hour Factor 0.77 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.19 Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	De	mand and Capacity					
Segment Capacity, veh/h Intermediate Results Segment Vertical Class Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 2.8 %Improved % Followers Demand/Capacity (D/C) 0.19 5.07678 Free-Flow Speed, mi/h 59.1 5.07678 Speed Power Coefficient 0.46382 PF Power Coefficient 0.74416 1.8 %Improved Avg Speed 0.0	Dire	ctional Demand Flow Rate, veh/h	316		Opposing Deman	d Flow Rate, veh/h	-
Intermediate Results Segment Vertical Class 2 Free-Flow Speed, mi/h 59.1 Speed Slope Coefficient 5.07678 Speed Power Coefficient 0.46382 PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	Peal	k Hour Factor	0.77		Total Trucks, %		27.00
Segment Vertical Class2Free-Flow Speed, mi/h59.1Speed Slope Coefficient5.07678Speed Power Coefficient0.46382PF Slope Coefficient-1.42220PF Power Coefficient0.74416In Passing Lane Effective Length?NoTotal Segment Density, veh/mi/ln2.8%Improved % Followers0.0% Improved Avg Speed0.0	Seg	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.19
Speed Slope Coefficient5.07678Speed Power Coefficient0.46382PF Slope Coefficient-1.42220PF Power Coefficient0.74416In Passing Lane Effective Length?NoTotal Segment Density, veh/mi/ln2.8%Improved % Followers0.0% Improved Avg Speed0.0	Int	ermediate Results					
PF Slope Coefficient -1.42220 PF Power Coefficient 0.74416 In Passing Lane Effective Length? No Total Segment Density, veh/mi/ln 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	Segment Vertical Class 2		2		Free-Flow Speed,	mi/h	59.1
In Passing Lane Effective Length? No Total Segment Density, veh/mi/In 2.8 %Improved % Followers 0.0 % Improved Avg Speed 0.0	Spe	ed Slope Coefficient	5.07678		Speed Power Coe	fficient	0.46382
%Improved % Followers 0.0 % Improved Avg Speed 0.0	PF S	Slope Coefficient	-1.42220		PF Power Coeffici	ent	0.74416
	In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.8
Subsegment Data	%lm	nproved % Followers	0.0		% Improved Avg	Speed	0.0
	Su	hseament Data					

#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
" 1	Horizontal Curve	158	716		2	46.0
 2	Tangent	898	-		-	56.6
<u> </u>	Horizontal Curve	1056	573	,	2	46.0
-		1036	3/3		2	46.0
Vel	hicle Results					
Ave	rage Speed, mi/h	50.5		Percent Follow	vers, %	45.3
Seg	ment Travel Time, minutes	0.48		Follower Dens	ity, followers/mi/ln	2.8
Vehi	icle LOS	В				
			Segn	nent 6		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		10347
Lane	e Width, ft	12		Shoulder Wid	th, ft	6
Spe	ed Limit, mi/h	55		Access Point [Density, pts/mi	2.6
De	mand and Capacity	<u> </u>				
Dire	ctional Demand Flow Rate, veh/h	309		Opposing Der	mand Flow Rate, veh/h	-
Peal	K Hour Factor	0.87		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capa	acity (D/C)	0.18
Int	ermediate Results					'
Seg	ment Vertical Class	1		Free-Flow Spe	ed, mi/h	61.2
Spe	ed Slope Coefficient	3.91570		Speed Power	Coefficient	0.41674
PF S	lope Coefficient	-1.29101		PF Power Coe	fficient	0.74101
In Pa	assing Lane Effective Length?	No	No		t Density, veh/mi/ln	2.4
—— %Im	proved % Followers	0.0		% Improved A	wg Speed	0.0
Sul	bsegment Data					•
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	422	-		-	59.1
2	Horizontal Curve	581	395		2	39.3
3	Tangent	1531	-		-	59.1
4	Horizontal Curve	211	191	0	2	59.0
5	Tangent	475	-		-	59.1
6	Horizontal Curve	950	637	,	2	46.0
7	Tangent	422	-		-	59.1
8	Horizontal Curve	264	473		2	46.0
9	Tangent	475	-		-	59.1
10	Horizontal Curve	264	318	}	2	39.3
11	Tangent	211			-	59.1
12	Horizontal Curve	475	477	,	2	46.0
13	Tangent	211	-		-	59.1
14	Horizontal Curve	422	955		2	52.6

15	Tangent	792	-		-	59.1			
16	Horizontal Curve	264	409)	2	39.3			
17	Horizontal Curve	317	573	3	2	46.0			
18	Tangent	317	-		-	59.1			
19	Horizontal Curve	317	955	,	2	52.6			
20	Tangent	106	-		-	59.1			
21	Horizontal Curve	264	409)	2	39.3			
22	Tangent	317	-		-	59.1			
23	Horizontal Curve	422	881		2	52.6			
24	Tangent	53	-		-	59.1			
25	Horizontal Curve	264	114	16	2	52.6			
Veh	icle Results								
Aver	age Speed, mi/h	53.0		Percent Followers	, %	41.8			
Segn	nent Travel Time, minutes	2.22		Follower Density,	followers/mi/ln	2.4			
Vehic	cle LOS	В							
	Segment 7								
Veh	nicle Inputs								
Segn	nent Type	Passing Constrained		Length, ft		15629			
Lane	Width, ft	12		Shoulder Width, f	t	6			
Spee	d Limit, mi/h	55		Access Point Dens	sity, pts/mi	1.7			
Der	mand and Capacity								
Direc	tional Demand Flow Rate, veh/h	309		Opposing Deman	d Flow Rate, veh/h	-			
Peak	Hour Factor	0.87	0.87			27.00			
Segn	nent Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18			
Inte	ermediate Results								
Segn	nent Vertical Class	1		Free-Flow Speed, mi/h		61.4			
Spee	d Slope Coefficient	3.96088		Speed Power Coe	fficient	0.41674			
PF SI	ope Coefficient	-1.34824		PF Power Coefficient		0.69047			
In Pa	ssing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.4			
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0			
Suk	segment Data								
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h			
1	Horizontal Curve	2270	114	16	2	52.6			
2	Tangent	53	3 -		-	59.3			
3	Horizontal Curve	317	317 191		2	59.0			
4	Tangent	7867	-		-	59.3			
5	Horizontal Curve	634	191	0	2	59.0			
6	Tangent	158	-		-	59.3			
7	Horizontal Curve	1162	716	j	2	46.0			

8	Horizontal Curve	686		955		2		52.6
9	Tangent	53		-		-		59.3
10	Horizontal Curve	100	3	127	3	2		59.0
11	Tangent	53		-		-		59.3
12	Horizontal Curve	100	3	1273		2		59.0
13	Tangent	370		-		<u> </u> -		59.3
Veh	icle Results							
Avera	age Speed, mi/h	57.0)		Percent Followers	, %		45.1
Segn	nent Travel Time, minutes	3.12	<u>.</u>		Follower Density,	follo	wers/mi/ln	2.4
Vehic	cle LOS	В						
			Se	egn	nent 8			
Veh	icle Inputs							
Segn	nent Type	Pass	sing Lanes		Length, ft			2640
Lane	Width, ft	12			Shoulder Width, f	t		6
Spee	d Limit, mi/h	55			Access Point Den	sity, p	ts/mi	4.0
Der	mand and Capacity							
Direc	tional Demand Flow Rate, veh/h	309			Opposing Deman	d Flo	w Rate, veh/h	-
Peak	Hour Factor	0.87	,		Total Trucks, %			27.00
Segn	nent Capacity, veh/h	110	0		Demand/Capacity	/ (D/C	(1)	0.28
Inte	ermediate Results							
Segn	nent Vertical Class	1		Free-Flow Speed, mi/h				60.8
Spee	d Slope Coefficient	8.09	9721		Speed Power Coe	fficie	nt	0.87198
PF SI	ope Coefficient	-1.3	30268		PF Power Coeffici	ent		0.75280
In Pa	ssing Lane Effective Length?	No)		Total Segment Density, veh/mi/ln		2.2	
%lm _l	proved % Followers	0.0			% Improved Avg Speed		0.0	
Sub	segment Data							
#	Segment Type	Len	gth, ft	Rad	lius, ft	Sup	erelevation, %	Average Speed, mi/h
1	Tangent	264	0	-		-		58.7
Pas	sing Lane Results							
			Faster Lane				Slower Lane	
Flow	Rate, veh/h		188				121	
Percentage of Heavy Vehicles (HV%), %			10.80				52.21	
Initial Average Speed (Sint), mi/h			60.5				59.7	
Average Speed at Midpoint (SPLmid), mi/h			62.5				57.7	
Perce	ent Followers at Midpoint (PFPLmid),	30.6				19.3		
Veh	icle Results							
Avera	age Speed, mi/h	58.7		Percent Followers, %			41.6	
Segment Travel Time, minutes 0.51				Follower Density, followers/mi/ln 2.2			2.2	

Vehi	cle LOS	В				
			Segn	nent 9		
Veł	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		2375
Lane	Width, ft	12		Shoulder Width, f	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	4.4
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	309		Opposing Demar	nd Flow Rate, veh/h	198
Peak	Hour Factor	0.87		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.18
Inte	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.7
Spee	ed Slope Coefficient	3.56055		Speed Power Coe	efficient	0.53989
PF S	lope Coefficient	-1.25117		PF Power Coeffici	ent	0.80457
In Pa	ssing Lane Effective Length?	Yes		Total Segment Density, veh/mi/ln		2.0
%lm	proved % Followers	23.4	23.4		Speed	2.6
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	211	-		-	59.2
2	Horizontal Curve	1214	191	10	2	59.0
3	Tangent	739	-		-	59.2
4	Horizontal Curve	211	191	10	2	59.0
Veł	nicle Results					
Aver	age Speed, mi/h	60.6		Percent Followers, %		38.5
Segr	nent Travel Time, minutes	0.45		Follower Density, followers/mi/ln		1.5
Vehi	cle LOS	A				
			Segm	ent 10		
Veł	nicle Inputs					
Segr	ment Type	Passing Constraine	ed	Length, ft		5755
Lane	Width, ft	12		Shoulder Width, f	ft	6
Speed Limit, mi/h		55		Access Point Den	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	309		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.87		Total Trucks, %		27.00
Segr	nent Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.18
Into	ermediate Results					
Sear	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Segment vertical class		1		1	-	

Spe	ed Slope Coefficient	3.91431		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.27607	-1.27607		ent	0.76827
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	2.2
%lm	proved % Followers	16.8	16.8 % Impr		Speed	1.7
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	370	191	0	2	59.0
2	Horizontal Curve	370	716	5	2	46.0
3	Horizontal Curve	422	716	5	2	46.0
4	Tangent	475	-		-	59.8
5	Tangent	264	-		-	59.8
6	Horizontal Curve	528	191	0	2	59.0
7	Horizontal Curve	581	191	10	2	59.0
8	Tangent	739	-		-	59.8
9	Horizontal Curve	1214	191	10	2	59.0
10	Tangent	53	-		-	59.8
11	Horizontal Curve	739	114	16	2	52.6
Vel	nicle Results					
Aver	age Speed, mi/h	57.5		Percent Followers	5, %	40.4
Segr	ment Travel Time, minutes	1.14		Follower Density,	followers/mi/ln	1.8
Vehi	cle LOS	А				
			Segm	ent 11		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft	1531	
Lane	Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
De	mand and Capacity			•		•
Dire	ctional Demand Flow Rate, veh/h	309		Opposing Demand Flow Rate, veh/h		0
Peak	Hour Factor	0.87		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.18
	ermediate Results					
		1		Free-Flow Speed,	mi/h	61.8
Segment Vertical Class Speed Slope Coefficient		3.46082		Speed Power Coe		0.67576
PF Slope Coefficient		-1.15398		PF Power Coeffici		0.82710
· ·		Yes				1.9
	proved % Followers	15.6		Total Segment Density, veh/mi/ln % Improved Avg Speed		1.5
	osegment Data	15.0		70 improved Avg	Jpeeu	1.5
		Longth ft	l _D .	ding fr	Cumputal acception of	Average Constitution
#	Segment Type	Length, ft	Кас	dius, ft	Superelevation, %	Average Speed, mi/h

1	Horizontal Curve	422	114	46	2	52.6
2	Tangent	1109	1109 -		-	60.6
Ve	hicle Results					
Ave	rage Speed, mi/h	59.3		Percent Follower	s, %	35.4
Seg	ment Travel Time, minutes	0.29		Follower Density	, followers/mi/ln	1.6
Veh	icle LOS	А				
			Segn	nent 12		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		9451
Lan	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Der	nsity, pts/mi	2.8
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	399		Opposing Dema	nd Flow Rate, veh/h	-
Peal	k Hour Factor	0.83		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.23
Int	ermediate Results			•		
Seg	ment Vertical Class	1		Free-Flow Speed	, mi/h	61.1
Spe	ed Slope Coefficient	3.90661		Speed Power Co	efficient	0.41674
PF S	Slope Coefficient	-1.28569		PF Power Coeffic	ient	0.74775
In P	assing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	3.3
%ln	proved % Followers	9.7		% Improved Avg	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1637	-		-	58.7
2	Horizontal Curve	1848	127	73	2	58.7
3	Tangent	2006	-		-	58.7
4	Horizontal Curve	1848	19 ⁻	10	2	58.7
5	Tangent	211	-		-	58.7
6	Horizontal Curve	1373	114	46	2	52.5
7	Tangent	211			-	58.7
8	Horizontal Curve	317	19 ⁻	10	2	58.7
Ve	hicle Results					
Ave	rage Speed, mi/h	57.8		Percent Follower	s, %	47.6
Seg	ment Travel Time, minutes	1.86		Follower Density	, followers/mi/ln	3.0
Veh	icle LOS	В				
			Segn	nent 13		
Val	hicle Inputs					
7 C	incie inputs					

Lane Width, ft 12	Sear	ment Type	Passing Zone		Length, ft		2165
Speed Limit, mi/h 55			_			1	
Demand And Capacity							
Directional Demand Flow Rate, veh/h 399	•		133		/ Recess 1 office Bens	, p.s., m	1.3
Peak Hour Factor 0.83 Total Trucks, % 27.00		<u> </u>	300		Opposing Doman	d Flow Pate, yeh/h	255
Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23					1	u How Rate, verijii	
Intermediate Results						, (D,(C)	+
Segment Vertical Class 1 Free-Flow Speed, mi/h 60.6 Speed Slope Coefficient 3.57057 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.27193 PF Power Coefficient 0.79783 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.1 %Improved % Followers 8.9 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Horizontal Curve 475 1910 2 58.7 Vehicle Results Average Speed, mi/h 58.7 Percent Followers, % 45.7 Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Vehicle Inputs Segment 14 Vehicle Inputs Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, m			1700		Demand/Capacity	<i>(</i> (D/C)	0.23
Speed Slope Coefficient 3.57057 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.27193 PF Power Coefficient 0.79783 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.1 %Improved % Followers 8.9 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Horizontal Curve 475 1910 2 58.7 Vehicle Results Average Speed, mi/h 58.7 Percent Followers, % 45.7 Segment Tavel Time, minutes 0.42 Follower Density, followers/mi/in 2.8 Vehicle Inputs Segment 14 Vehicle Inputs Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand And Ca							
PF Slope Coefficient -1,27193 PF Power Coefficient 0,79783 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.1 %lmproved % Followers 8.9 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, mi/h 1 Horizontal Curve 475 1910 2 58.7 2 Tangent 1690 - - 58.7 Vehicle Results Average Speed, mi/h 58.7 Percent Followers, % 45.7 Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Vehicle LOS B Segment 14 Vehicle Inputs Segment 14 Vehicle Inputs Segment 14 Vehicle Inputs Segment 14 Vehicle Inputs Segment 17ye Passing Constrained			<u> </u>		· ·		+
In Passing Lane Effective Length? Yes	•	•	3.57057		<u> </u>		0.52503
Subsegment Data	PF S	lope Coefficient	-1.27193		PF Power Coefficie	ent	0.79783
Segment Data Segment Type	In Pa	assing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.1
# Segment Type	%lm	proved % Followers	8.9		% Improved Avg	Speed	0.0
Horizontal Curve	Sul	bsegment Data					
Vehicle Results S8.7 Percent Followers, % 45.7 Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Vehicle LOS B	#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
Vehicle Results Average Speed, mi/h Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Vehicle LOS B Segment 14 Vehicle Inputs Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h 7 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient 1.32275 PF Power Coefficient 0.00 Selmproved % Followers 7.9 KIMPIONED M5.7 KIMPIONED M	1	Horizontal Curve	475	19 ⁻	10	2	58.7
Average Speed, mi/h Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Vehicle LOS B Segment 14 Vehicle Inputs Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h 1700 Demand/Capacity (D/C) Segment Capacity, veh/h 1700 Demand/Capacity (D/C) Demandlate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 5 Speed Slope Coefficient 1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Ves Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 Wimproved My Speed 0.0	2	Tangent	1690	-		-	58.7
Segment Travel Time, minutes 0.42 Follower Density, followers/mi/ln 2.8 Segment 14 Vehicle Inputs Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.84385 Speed Power Coefficient 1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 % Improved % Followers 7.9 % Improved Avg Speed 0.0	Vel	nicle Results					
Segment 14 Segment 14	Aver	rage Speed, mi/h	58.7	58.7		, %	45.7
Segment 14	Segr	ment Travel Time, minutes	0.42		Follower Density,	followers/mi/ln	2.8
Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/In 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Vehi	cle LOS	В				
Segment Type Passing Constrained Length, ft 2798 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0				Segm	nent 14		
Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Vel	nicle Inputs					
Speed Limit, mi/h 55 Access Point Density, pts/mi 2.8	Segr	ment Type	Passing Constrain	ned	Length, ft		2798
Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h - Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/In 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0					Shoulder Width, ft		6
Directional Demand Flow Rate, veh/h Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 % Improved % Followers 7.9 W Improved Avg Speed 0.0	Spee	ed Limit, mi/h	55				2.8
Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Dei	mand and Capacity	<u>'</u>				•
Segment Capacity, veh/h Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.84385 Speed Power Coefficient PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 Memproved Avg Speed 0.0	Dire	ctional Demand Flow Rate, veh/h	399		Opposing Deman	d Flow Rate, veh/h	-
Segment Vertical Class 1 Free-Flow Speed, mi/h 61.1 Speed Slope Coefficient 3.84385 Speed Power Coefficient 0.41674 PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Peak	K Hour Factor	0.83		Total Trucks, %		27.00
Segment Vertical Class1Free-Flow Speed, mi/h61.1Speed Slope Coefficient3.84385Speed Power Coefficient0.41674PF Slope Coefficient-1.32275PF Power Coefficient0.76113In Passing Lane Effective Length?YesTotal Segment Density, veh/mi/ln3.6%Improved % Followers7.9% Improved Avg Speed0.0	Segr	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.23
Speed Slope Coefficient3.84385Speed Power Coefficient0.41674PF Slope Coefficient-1.32275PF Power Coefficient0.76113In Passing Lane Effective Length?YesTotal Segment Density, veh/mi/ln3.6%Improved % Followers7.9% Improved Avg Speed0.0	Int	ermediate Results					•
PF Slope Coefficient -1.32275 PF Power Coefficient 0.76113 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.1
In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.6 %Improved % Followers 7.9 % Improved Avg Speed 0.0	Speed Slope Coefficient 3.84385		Speed Power Coe	fficient	0.41674		
%Improved % Followers 7.9 % Improved Avg Speed 0.0	PF S	lope Coefficient	-1.32275		PF Power Coefficie	ent	0.76113
%Improved % Followers 7.9 % Improved Avg Speed 0.0	In Passing Lane Effective Length? Yes				Total Segment De	nsity, veh/mi/ln	3.6
Subsegment Data	%Improved % Followers 7.9				% Improved Avg	Speed	0.0
	Çı	hseament Data	<u> </u>				

		1				1
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	475	-		-	58.8
2	Horizontal Curve	264	114	46 	2	52.5
3	Horizontal Curve	1003	114	1 6	2	52.5
4	Tangent	158	-		-	58.8
5	Horizontal Curve	898	114	46	2	52.5
Veh	icle Results					
Avera	age Speed, mi/h	53.9		Percent Followers,	%	48.2
Segn	nent Travel Time, minutes	0.59		Follower Density,	followers/mi/In	3.3
Vehic	cle LOS	В				
			Segn	ent 15		
Veh	icle Inputs					
Segn	nent Type	Passing Constrain	ed	Length, ft		3696
Lane	Width, ft	12		Shoulder Width, ft	t	6
Spee	d Limit, mi/h	55		Access Point Dens	ity, pts/mi	1.4
Der	mand and Capacity					·
Directional Demand Flow Rate, veh/h		399		Opposing Demand	d Flow Rate, veh/h	-
Peak	Hour Factor	0.83		Total Trucks, %		27.00
Segn	nent Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.23
Inte	ermediate Results			<u> </u>		
Segn	nent Vertical Class	2		Free-Flow Speed,	mi/h	59.9
Spee	d Slope Coefficient	5.46438	Speed Power (fficient	0.47450
PF SI	ope Coefficient	-1.35193	PF Power Coeffici		ent	0.75636
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	3.4
%lmp	proved % Followers	6.8		% Improved Avg Speed		0.0
Sub	segment Data	<u>'</u>		_		<u>'</u>
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3696	-		-	56.8
Veh	icle Results					
Avera	age Speed, mi/h	56.8		Percent Followers,	%	49.1
Segment Travel Time, minutes 0.74		Follower Density, followers/mi/ln		3.2		
Vehicle LOS B						
			Segm	ent 16		
Veh	icle Inputs					
Segn	nent Type	Passing Constrain	ed	Length, ft		1636
Lane	Width, ft	12		Shoulder Width, ft	i	6
Snee	d Limit, mi/h	55		Access Point Dens	ity, pts/mi	3.2

Peak Hour Factor		mand and Capacity	200		0	. J.El. D	
Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results				nd Flow Rate, veh/h			
Segment Vertical Class							
Segment Vertical Class 1	Segr	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.23
Speed Slope Coefficient 3,82080 Speed Power Coefficient 0,41674 PF Slope Coefficient -1,36651 PF Power Coefficient 0,74781 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 4.1 %Improved % Followers 6.3 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, n. 1 Tangent 211 - - 58.7 2 Horizontal Curve 739 573 2 45.9 3 Tangent 158 - - 58.7 4 Horizontal Curve 528 573 2 45.9 Vehicle Results Average Speed, mi/h 48.8 Percent Followers, % 49.7 Segment Tavel Time, minutes 0.38 Follower Density, followers/mi/ln 3.8 Vehicle Inputs Segment Type Passing Zone Length, ft 845 Lane Width, ft 5 Access Point Den	Int	ermediate Results					
PF Slope Coefficient	Segr	ment Vertical Class	1		Free-Flow Speed	l, mi/h	61.0
In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/In 4.1 %improved % Followers 6.3 % Improved Avg Speed 0.0 Subsegment Data # Segment Type Length, ft Radius, ft Superelevation, % Average Speed, n 1 Tangent 211 58.7 2 Horizontal Curve 739 573 2 45.9 3 Tangent 158 58.7 4 Horizontal Curve 528 573 2 45.9 Vehicle Results Average Speed, mi/h 48.8 Percent Followers, % 49.7 Segment Travel Time, minutes 0.38 Follower Density, followers/mi/In 3.8 Vehicle LOS B Segment Type Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 1.30607 PF Power Coefficient 0.78538 Improved % Followers 6.1 minproved Avg Speed 0.0 Subsegment Data	Spee	ed Slope Coefficient	3.82080		Speed Power Co	efficient	0.41674
## Segment Type Length, ft Radius, ft Superelevation, % Average Speed, in	PF S	lope Coefficient	-1.36651		PF Power Coeffic	cient	0.74781
Segment Data Followers Superelevation, Superelevation, Average Speed, Name Segment Type Length, Radius, Ra	In Pa	ssing Lane Effective Length?	Yes		Total Segment D	ensity, veh/mi/ln	4.1
# Segment Type Length, ft Radius, ft Superelevation, % Average Speed, n 1 Tangent 211 - 2 Horizontal Curve 739 573 2 45.9 3 Tangent 158 - 4 Horizontal Curve 528 573 2 45.9 Vehicle Results Average Speed, mi/h 48.8 Percent Followers, % 49.7 Segment Travel Time, minutes 0.38 Follower Density, followers/mi/ln 3.8 Vehicle LOS B Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 Subsegment Data	%lm	proved % Followers	6.3		% Improved Avg	Speed	0.0
1 Tangent 211 -	Sul	osegment Data					
2 Horizontal Curve 739 573 2 45.9 3 Tangent 158 -	#	Segment Type	Length, ft	F	Radius, ft	Superelevation, %	Average Speed, mi/h
158	1	Tangent	211			-	58.7
4 Horizontal Curve 528 573 2 45.9 Vehicle Results Average Speed, mi/h 48.8 Percent Followers, % 49.7 Segment Travel Time, minutes 0.38 Follower Density, followers/mi/ln 3.8 Vehicle LOS Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient -1.30607 PF Power Coefficient 0.52503	2	Horizontal Curve	739	5	573	2	45.9
Vehicle Results Average Speed, mi/h 48.8 Percent Followers, % 49.7 Segment Travel Time, minutes 0.38 Follower Density, followers/mi/In 3.8 Vehicle LOS B Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 Wimproved & Followers <	3	Tangent	158	-		-	58.7
Average Speed, mi/h Segment Travel Time, minutes 0.38 Follower Density, followers/mi/ln 3.8 Vehicle LOS B Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 48.5 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	4	Horizontal Curve	528	5	573	2	45.9
Segment Travel Time, minutes 0.38 Follower Density, followers/mi/In 3.8 Vehicle LOS Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 51.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 9.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/In 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Veł	nicle Results					
Segment 17 Vehicle Inputs Segment Type Passing Zone Length, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Aver	age Speed, mi/h	48.8		Percent Follower	rs, %	49.7
Segment 17 Vehicle Inputs Segment Type	Segr	nent Travel Time, minutes	0.38	0.38		, followers/mi/ln	3.8
Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Vehi	cle LOS	В				
Segment Type Passing Zone Length, ft 845 Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data				Seg	ment 17		
Lane Width, ft 12 Shoulder Width, ft 6 Speed Limit, mi/h 55 Access Point Density, pts/mi 2.1 Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Veł	nicle Inputs					
Speed Limit, mi/h Demand and Capacity Directional Demand Flow Rate, veh/h Peak Hour Factor Segment Capacity, veh/h Intermediate Results Segment Vertical Class Intermediate Results Segment Vertical Class In Speed Slope Coefficient In Passing Lane Effective Length? Yes Access Point Density, pts/mi 2.1 Access Point Density	Segr	ment Type	Passing Zone		Length, ft		845
Demand and Capacity Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Lane	Width, ft	12		Shoulder Width,	ft	6
Directional Demand Flow Rate, veh/h 399 Opposing Demand Flow Rate, veh/h 255 Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Spee	ed Limit, mi/h	55		Access Point De	nsity, pts/mi	2.1
Peak Hour Factor 0.83 Total Trucks, % 27.00 Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23 Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Dei	mand and Capacity					
Segment Capacity, veh/h 1700 Demand/Capacity (D/C) 0.23	Dire	ctional Demand Flow Rate, veh/h	399		Opposing Dema	nd Flow Rate, veh/h	255
Intermediate Results Segment Vertical Class 1 Free-Flow Speed, mi/h 61.3 Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Peak	Hour Factor	0.83		Total Trucks, %		27.00
Segment Vertical Class 1 Free-Flow Speed, mi/h 5 Speed Slope Coefficient 7 Speed Power Coefficient 8 Speed Power Coefficient 9 Speed Power Coefficient 1 Speed Power Coefficient 2 Speed Power Coefficient 2 Speed Power Coefficient 2 Speed Power Coefficient 3 Speed Power Coefficient 2 Speed Power Coefficient 3 Speed Power Coefficient 3 Speed Power Coefficient 3 Speed Power Coefficient 4 Speed Power Coefficient 5 Speed Power Coefficient 5 Speed Power Coefficient 5 Speed Power Coefficient 6 Speed Power Coefficient	Segr	nent Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.23
Speed Slope Coefficient 3.59407 Speed Power Coefficient 0.52503 PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Inte	ermediate Results			·		
PF Slope Coefficient -1.30607 PF Power Coefficient 0.78538 In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Segment Vertical Class		1		Free-Flow Speed	I, mi/h	61.3
In Passing Lane Effective Length? Yes Total Segment Density, veh/mi/ln 3.4 %Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	Speed Slope Coefficient				Speed Power Co	efficient	0.52503
%Improved % Followers 6.1 % Improved Avg Speed 0.0 Subsegment Data	PF Slope Coefficient		-1.30607		PF Power Coeffic	cient	0.78538
Subsegment Data	In Passing Lane Effective Length?		Yes		Total Segment D	ensity, veh/mi/ln	3.4
	%lm	proved % Followers	6.1		% Improved Avg	Speed	0.0
	Sul	osegment Data					•
" Deginent type Length it Nation it Duberelevation, % Average Speed it	#	Segment Type	Length, ft	F	Radius, ft	Superelevation, %	Average Speed, mi/h

1	Horizontal Curve	264	573	3	2	45.9
2	Tangent	581 -			-	59.4
Vel	nicle Results					
Ave	rage Speed, mi/h	55.2		Percent Followers	5, %	47.0
Seg	ment Travel Time, minutes	0.17		Follower Density,	followers/mi/ln	3.2
Vehi	cle LOS	В				
			Segm	ent 18		
Vel	nicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		5175
Lane	e Width, ft	12		Shoulder Width, 1	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.5
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	399		Opposing Demar	nd Flow Rate, veh/h	-
Peal	Hour Factor	0.83		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.23
Int	ermediate Results					
Seg	ment Vertical Class	1	1		mi/h	61.4
Spe	ed Slope Coefficient	3.88843		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.28296		PF Power Coeffici	ent	0.76821
In Pa	assing Lane Effective Length?	Yes	Yes		ensity, veh/mi/ln	3.3
%lm	proved % Followers	4.8		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	1901	-	-		59.1
2	Horizontal Curve	898	191	0	2	58.7
3	Horizontal Curve	686	191	0	2	58.7
4	Tangent	370	-		-	59.1
5	Horizontal Curve	1320	114	6 2		52.5
Vel	nicle Results					
Ave	rage Speed, mi/h	57.3		Percent Followers	5, %	46.9
Segment Travel Time, minutes		1.03		Follower Density,	followers/mi/ln	3.1
Vehicle LOS		В				
			Segm	ent 19		
Vel	nicle Inputs					
Seg	ment Type	Passing Zone	Passing Zone			4065
Lane Width, ft		12		Length, ft Shoulder Width, ft		6
Speed Limit, mi/h		55		Access Point Density, pts/mi		

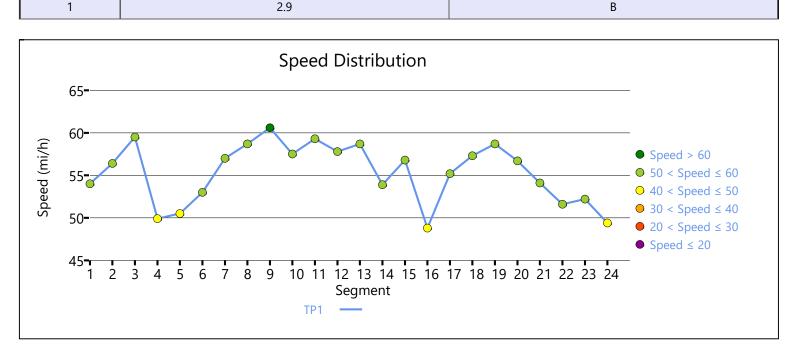
Dei	mand and Capacity					
Directional Demand Flow Rate, veh/h		399		Opposing Deman	d Flow Rate, veh/h	255
Peak	Hour Factor	0.83		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.23
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.8
Spee	ed Slope Coefficient	3.60852		Speed Power Coe	fficient	0.52503
PF S	lope Coefficient	-1.22832		PF Power Coefficie	ent	0.81152
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	3.0
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	158	11	46	2	52.5
2	Tangent	3907	-		-	58.9
Veł	nicle Results					
Aver	age Speed, mi/h	58.7		Percent Followers	, %	44.2
Segr	ment Travel Time, minutes	0.79		Follower Density,	followers/mi/ln	3.0
Vehi	cle LOS	В				
			Segn	nent 20		
Vel	nicle Inputs					
Segr	ment Type	Passing Constraine	d	Length, ft		4224
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	8.7
Dei	mand and Capacity	<u>'</u>		•		
Dire	ctional Demand Flow Rate, veh/h	344		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.90		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.20
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	59.6
Speed Slope Coefficient		3.78103		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.30817		PF Power Coefficie	ent	0.76333
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	2.7
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Ra	adius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	739	-		-	57.5
2	Horizontal Curve	739	95	55	2	52.6

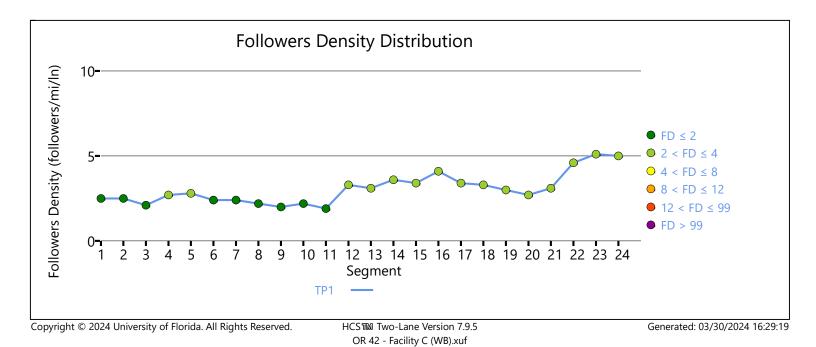
	1					
3	Tangent	686			-	57.5
4	Horizontal Curve	1162	191	0	2	57.5
5	Tangent	898	-		-	57.5
Vel	hicle Results					
Aver	rage Speed, mi/h	56.7		Percent Follov	vers, %	44.0
Segi	ment Travel Time, minutes	0.85		Follower Dens	sity, followers/mi/ln	2.7
Vehi	icle LOS	В				
			Segm	ent 21		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrai	ined	Length, ft		15207
	e Width, ft	12		Shoulder Wid	th, ft	6
Spe	ed Limit, mi/h	55		Access Point I	Density, pts/mi	0.3
De	mand and Capacity	,				•
	ctional Demand Flow Rate, veh/h	353		Opposing De	mand Flow Rate, veh/h	-
Peak	K Hour Factor	0.91		Total Trucks, %		27.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.21
Int	ermediate Results					·
Segi	ment Vertical Class	1	1		eed, mi/h	61.7
Spe	ed Slope Coefficient	3.97745	3.97745		Coefficient	0.41674
PF S	lope Coefficient	-1.33895	-1.33895		fficient	0.69588
In Pa	assing Lane Effective Length?	No	No		t Density, veh/mi/ln	3.1
%lm	proved % Followers	0.0		% Improved A	wg Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1003	143	32	2	58.9
2	Tangent	1109	-		-	59.5
3	Horizontal Curve	1003	955	,	2	52.6
4	Tangent	106	-		-	59.5
5	Horizontal Curve	845	477	,	2	45.9
6	Horizontal Curve	1478	191	910 2		58.9
7	Tangent	581	-		-	59.5
8	Horizontal Curve	581	819)	2	52.6
9 Tangent 106		106	-		-	59.5
10 Horizontal Curve		1267	819)	2	52.6
11 Tangent		106	-		-	59.5
12	Horizontal Curve	1373	819)	2	52.6
13	Tangent	581	-		-	59.5
14	Horizontal Curve	1742	637	,	2	45.9
15	Tangent	53	-		-	59.5

16	Horizontal Curve	1478	955		2	52.6
17	Tangent	1373	-	<u>'</u>	-	59.5
18	Horizontal Curve	422	573	<u> </u>	2	45.9
	nicle Results	722	313	,	-	45.5
	rage Speed, mi/h	54.1		Percent Follo		47.7
Segi	ment Travel Time, minutes	3.19		Follower Den	sity, followers/mi/ln	3.1
Vehi	cle LOS	В				
			Segm	ent 22		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrai	ned	Length, ft		7180
Lane	e Width, ft	12		Shoulder Wid	Ith, ft	6
Spe	ed Limit, mi/h	55		Access Point	Density, pts/mi	1.5
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	465		Opposing De	mand Flow Rate, veh/h	-
Peak	Hour Factor	0.75		Total Trucks, %		27.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.27
Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow Sp	eed, mi/h	61.4
Spe	ed Slope Coefficient	3.90655		Speed Power Coefficient		0.41674
PF S	lope Coefficient	-1.27609		PF Power Co	efficient	0.76234
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		4.6
%lm	proved % Followers	0.0		% Improved	Avg Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	573	}	2	45.8
2	Tangent	53	-		-	58.9
3	Horizontal Curve	739	955	,	2	52.4
4	Tangent	1214	-		-	58.9
5	Horizontal Curve	845	477	,	2	45.8
6	Tangent	53	-		-	58.9
7	Horizontal Curve	634	536	j	2	45.8
8	Tangent	422	-		-	58.9
9 Horizontal Curve 1742		1742	1742 573		2	45.8
10	Tangent	1056 -		-		58.9
Vel	nicle Results					
Ave	rage Speed, mi/h	51.6		Percent Follo	wers, %	50.9
Segi	ment Travel Time, minutes	1.58		Follower Den	sity, followers/mi/ln	4.6
Vehi	cle LOS	С				

		Se	egm	ent 23		
Vel	nicle Inputs					
Segment Type		Passing Constrained		Length, ft		1584
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	10.0
Dei	mand and Capacity	·				
Dire	ctional Demand Flow Rate, veh/h	465		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.75		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.27
Into	ermediate Results	<u>'</u>				
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	57.9
Spee	ed Slope Coefficient	4.71099		Speed Power Coe	fficient	0.45465
PF S	lope Coefficient	-1.47067		PF Power Coefficie	ent	0.73533
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	5.1
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	475	1-		-	54.9
2	Horizontal Curve	475	573	}	2	45.8
3	Tangent	634	-		-	54.9
Veł	nicle Results					
Aver	rage Speed, mi/h	52.2		Percent Followers	, %	56.7
Segr	ment Travel Time, minutes	0.34		Follower Density, followers/mi/ln		5.1
Vehi	cle LOS	С				
		Se	egm	ent 24		
Veł	nicle Inputs					
	ment Type	Passing Constrained		Length, ft		5439
Lane	e Width, ft	12		Shoulder Width, ft		6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	4.9
Dei	mand and Capacity	<u>'</u>				
Dire	ctional Demand Flow Rate, veh/h	465		Opposing Deman	d Flow Rate, veh/h	-
	Hour Factor	0.75		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	' (D/C)	0.27
Inte	ermediate Results					
Segr	ment Vertical Class	2		Free-Flow Speed,	mi/h	58.9
	ed Slope Coefficient	5.23934		Speed Power Coe		0.47522
_	lope Coefficient	-1.33167		PF Power Coefficie	ent	0.75584

In Passing Lane Effective Length?		No	No		Total Segment Density, veh/mi/ln		5.0	
%Improved % Followers		0.0	0.0		% Improved Avg Speed		0.0	
Su	bsegment	Data						
#	Segment Typ	pe	Length, ft	Rac	lius, ft		Superelevation, %	Average Speed, mi/h
1	Horizontal C	Turve	581	573			2	45.8
2	Tangent		264	-			-	55.6
3	Horizontal C	Curve	634	573			2	45.8
4	Tangent		317	-			-	55.6
5	Horizontal C	Curve	898	637	,		2	45.8
6	Tangent		475	-			-	55.6
7	Horizontal C	Curve	1056	573			2	45.8
8	Tangent		264	-			-	55.6
9	Horizontal C	Curve	950	955	955 2		52.4	
Ve	hicle Resul	lts						
Ave	rage Speed, m	i/h	49.4		Percent Followers, %		, %	52.6
Seg	ment Travel Ti	me, minutes	1.25		Follower Density, followers/mi/ln		followers/mi/ln	5.0
Vehicle LOS		С	С					
Fac	cility Resul	ts	·					
	т	Follow	ver Density, follower	r Density, followers/mi/ln			LC)S
1			29			R		





		HCS7 Two	o-Lane	Highway R	eport	
Pro	oject Information					
Ana	lyst	RXO		Date		3/7/2024
Age	ncy			Analysis Year		2024
Juris	sdiction			Time Analyzed		
Proj	ect Description	OR 42 - OR 542 t couplet (EB)	to OR 42	Units		U.S. Customary
			Segn	nent 1		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		2745
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Der	sity, pts/mi	9.6
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	297		Opposing Dema	nd Flow Rate, veh/h	-
Peal	k Hour Factor	0.75		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.17
Int	ermediate Results	<u>'</u>		•		•
Seg	ment Vertical Class	1		Free-Flow Speed	, mi/h	59.4
Spe	ed Slope Coefficient	3.75099		Speed Power Co	efficient	0.41674
PF S	Slope Coefficient	-1.33918		PF Power Coeffic	ient	0.75657
In P	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		2.4
%lm	nproved % Followers	0.0		% Improved Avg	Speed	0.0
Su	bsegment Data	<u>'</u>		•		
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	950	955	, ,	2	52.6
2	Tangent	264	-		-	57.5
3	Horizontal Curve	1056	573	}	2	46.0
4	Tangent	475	-		-	57.5
Vel	hicle Results	•				•
Ave	rage Speed, mi/h	51.4		Percent Follower	s, %	41.4
Segment Travel Time, minutes		0.61		Follower Density, followers/mi/ln		2.4
Veh	icle LOS	В				
			Segn	nent 2		'
Vel	hicle Inputs					
	ment Type	Passing Constrain	ned	Length, ft		3802
	e Width, ft	12		Shoulder Width,	ft	6
	ed Limit, mi/h	55		Access Point Der		4.2

Der	mand and Capacity					
Directional Demand Flow Rate, veh/h		297		Opposing Dem	and Flow Rate, veh/h	-
Peak	Hour Factor	0.75		Total Trucks, %		27.00
Segn	nent Capacity, veh/h	1700		Demand/Capac	ity (D/C)	0.17
Inte	ermediate Results					·
Segn	nent Vertical Class	2		Free-Flow Spee	d, mi/h	59.2
Spee	d Slope Coefficient	5.24044		Speed Power Co	pefficient	0.47072
PF SI	ope Coefficient	-1.35509		PF Power Coeffi	icient	0.75482
In Pa	ssing Lane Effective Length?	No		Total Segment I	Density, veh/mi/ln	2.6
%lmp	proved % Followers	0.0		% Improved Av	g Speed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	898	637		2	46.0
2	Tangent	317	-		-	56.7
3	Horizontal Curve	634	573		2	46.0
4	Tangent	264	-		-	56.7
5	Horizontal Curve	1003	573		2	46.0
6	Tangent	211	-		-	56.7
7	Horizontal Curve	475	573	2		46.0
Veh	icle Results					
Aver	age Speed, mi/h	48.2	48.2		ers, %	41.9
Segn	nent Travel Time, minutes	0.90		Follower Density, followers/mi/ln		2.6
Vehic	cle LOS	В				
			Segn	nent 3		
Veh	icle Inputs					
Segn	nent Type	Passing Zone		Length, ft		1109
Lane	Width, ft	12		Shoulder Width, ft		6
Spee	d Limit, mi/h	55		Access Point Density, pts/mi		0.0
Der	mand and Capacity					•
Direc	ctional Demand Flow Rate, veh/h	297		Opposing Demand Flow Rate, veh/h		465
Peak Hour Factor 0.75		Total Trucks, %		27.00		
Segn	nent Capacity, veh/h	1700		Demand/Capac	ity (D/C)	0.17
Inte	ermediate Results					•
Sean	nent Vertical Class	1		Free-Flow Spee	d, mi/h	61.8
Speed Slope Coefficient		3.68047		Speed Power Coefficient		0.48686
		-1.33644		,		0.77632
PF SI	· ·			PF Power Coefficient Total Segment Density, veh/mi/ln		
	ssing Lane Effective Length?	No		Total Segment I	Density, veh/mi/ln	2.0

Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1109	-		-	60.1
Vel	nicle Results					
Aver	age Speed, mi/h	60.1		Percent Followers	5, %	40.6
Segr	ment Travel Time, minutes	0.21		Follower Density,	followers/mi/ln	2.0
Vehi	cle LOS	В				
			Segn	nent 4		
Veł	nicle Inputs					
 Segr	ment Type	Passing Constrain	ned	Length, ft		6546
Lane	Width, ft	12		Shoulder Width,	ft	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.6
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	297		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.75		Total Trucks, %		27.00
Segr	nent Capacity, veh/h	1700		Demand/Capacity (D/C)		0.17
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.4
Spee	ed Slope Coefficient	3.89977	3.89977		efficient	0.41674
PF S	lope Coefficient	-1.27689	-1.27689		ent	0.76490
In Pa	essing Lane Effective Length?	No	No		ensity, veh/mi/ln	2.3
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	422	-		-	59.4
2	Horizontal Curve	1742	573	3	2	46.0
3	Tangent	422	-		-	59.4
4	Horizontal Curve	634	536	5	2	46.0
5	Tangent	53	-		-	59.4
6	Horizontal Curve	845	477	7	2	46.0
7	Tangent	1214	-		-	59.4
8	Horizontal Curve 739 955		5	2	52.6	
9 Tangent 53		53	53 -		-	59.4
10 Horizontal Curve		422	422 573		2	46.0
Veł	nicle Results					
Aver	age Speed, mi/h	51.2		Percent Followers	5, %	39.6
Segr	ment Travel Time, minutes	1.45		Follower Density,	followers/mi/ln	2.3
Vehi	cle LOS	В				

		9	Segr	ment 5		
Veh	nicle Inputs					
Segr	Segment Type Passing Zone Le		Length, ft		1372	
Lane	Width, ft	12 5		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.8
Der	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	225		Opposing Deman	d Flow Rate, veh/h	353
Peak	Hour Factor	0.91		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.13
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.9
Spee	ed Slope Coefficient	3.60106		Speed Power Coe	fficient	0.50497
PF SI	lope Coefficient	-1.32366		PF Power Coefficie	ent	0.78022
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.4
%lm	proved % Followers	0.0		% Improved Avg Speed		0.0
Suk	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	573	3	2	46.1
2	Tangent	950	-		-	59.6
Vel	nicle Results					
Aver	rage Speed, mi/h	55.4		Percent Followers	, %	33.9
Segr	ment Travel Time, minutes	0.28	0.28		followers/mi/ln	1.4
Vehi	cle LOS	А	А			
		9	Segr	ment 6		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		14732
	· Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.5
Der	mand and Capacity	<u>'</u>				
Direc	ctional Demand Flow Rate, veh/h	225		Opposing Deman	d Flow Rate, veh/h	-
	Hour Factor	0.91		Total Trucks, %		27.00
Segment Capacity, veh/h 1700			Demand/Capacity	(D/C)	0.13	
Inte	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.2
Spee	ed Slope Coefficient	3.94489		Speed Power Coe	fficient	0.41674
PF SI	lope Coefficient	-1.33738		PF Power Coefficie	ent	0.69962
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.6

%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	h, ft Radius, ft		Superelevation, %	Average Speed, mi/h
1	Tangent	422	-		-	59.5
2	Horizontal Curve	1478	955		2	52.8
3	Tangent	53	-		-	59.5
4	Horizontal Curve	1742	637	,	2	46.1
5	Tangent	581	-		-	59.5
6	Horizontal Curve	1373	819	1	2	52.8
7	Tangent	106	-		-	59.5
8	Horizontal Curve	1267	819	1	2	52.8
9	Tangent	106	-		-	59.5
10	Horizontal Curve	581	819	1	2	52.8
11	Tangent	581	-		-	59.5
12	Horizontal Curve	1478	191	0	2	59.2
13	Horizontal Curve	845	477	,	2	46.1
14	Tangent	106	T-		-	59.5
15	Horizontal Curve	1003	955		2	52.8
16	Tangent	1109	-		-	59.5
17	Horizontal Curve	1003	1432		2	59.2
18	Tangent	898	-		-	59.5
Vel	nicle Results					
Aver	rage Speed, mi/h	54.5	Percent Follower		5, %	37.6
Segr	ment Travel Time, minutes	3.07		Follower Density,	followers/mi/ln	1.6
Vehi	cle LOS	А				
		9	Segn	nent 7		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		4699
Lane	e Width, ft	12		Shoulder Width, ft		6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		7.9
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	220		Opposing Demar	nd Flow Rate, veh/h	-
Peak Hour Factor		0.90		Total Trucks, %		27.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)		0.13
Int	ermediate Results					<u>'</u>
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	59.8
Spe	ed Slope Coefficient	3.79691		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.30092		PF Power Coeffici	ent	0.76424
In Pa	assing Lane Effective Length?	No			ensity, veh/mi/ln	1.3

%lm	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
	bsegment Data	1				
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1162	19		2	58.3
2	Tangent	686	-		-	58.3
3	Horizontal Curve	739	95!	 5	2	52.8
4	Tangent	2112	-	-	-	58.3
Ve	hicle Results					
Ave	rage Speed, mi/h	57.4		Percent Followers,	 , %	33.6
	ment Travel Time, minutes	0.93		Follower Density,		1.3
	icle LOS	Α				
		<u> </u>	Segr	ment 8		•
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		2112
Lan	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55	55 Access Point D		sity, pts/mi	7.5
De	mand and Capacity	•				
Dire	ectional Demand Flow Rate, veh/h	255		Opposing Deman	d Flow Rate, veh/h	399
Peal	k Hour Factor	0.83		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.15
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	59.9
Spe	ed Slope Coefficient	3.57587	3.57587		fficient	0.49703
PF S	Slope Coefficient	-1.30207	-1.30207		ent	0.78768
In P	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		1.6
%ln	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data					
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112	_ -		-	58.5
Ve	hicle Results					
Ave	rage Speed, mi/h	58.5		Percent Followers,	, %	35.9
Seg	ment Travel Time, minutes	0.41		Follower Density,	followers/mi/ln	1.6
Veh	icle LOS	А				
			Segr	nent 9		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		2956
Lan	e Width, ft	12		Shoulder Width, f	t	6

Speed Limit, mi/h	55		Access Point Den	sity, pts/mi	5.4
Demand and Capacity					
Directional Demand Flow Rate, veh/h	255		Opposing Demand Flow Rate, veh/h		-
Peak Hour Factor	0.83		Total Trucks, %		27.00
Segment Capacity, veh/h 1700		Demand/Capacity	/ (D/C)	0.15	
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed,	mi/h	60.5
Speed Slope Coefficient	3.81070		Speed Power Coe	fficient	0.41674
PF Slope Coefficient	-1.32448		PF Power Coeffici	ent	0.76063
In Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	1.7
%Improved % Followers	0.0		% Improved Avg	Speed	0.0
Subsegment Data					
# Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	422	422 -		-	58.7
2 Horizontal Curve	1531	114	46	2	52.7
3 Tangent	317	-		-	58.7
4 Horizontal Curve	686	19 ⁻	10	2	58.7
Vehicle Results					
Average Speed, mi/h	55.6	55.6		5, %	37.4
Segment Travel Time, minutes	0.60	0.60		followers/mi/ln	1.7
Vehicle LOS	A	А			
		Segn	nent 10		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		2799
Lane Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h	55		Access Point Density, pts/mi		1.9
Demand and Capacity					•
Directional Demand Flow Rate, veh/h	255		Opposing Deman	d Flow Rate, veh/h	399
Peak Hour Factor	0.83		Total Trucks, %		27.00
Segment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.15
Intermediate Results					·
Segment Vertical Class 1			Free-Flow Speed,	mi/h	61.3
Speed Slope Coefficient	3.66159		Speed Power Coe	fficient	0.49703
PF Slope Coefficient	-1.27287		PF Power Coeffici	ent	0.79826
In Passing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	1.5
%Improved % Followers 0.0		% Improved Avg Speed		0.0	
Subsegment Data	<u> </u>				

#	Segment Type	Length, ft	Radius,	, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	898	1910		2	59.1
2	Tangent	1901	-		-	59.9
Vel	nicle Results		·			•
Aver	age Speed, mi/h	59.6	Pe	ercent Follow	vers, %	34.8
Segr	ment Travel Time, minutes	0.53	Fo	llower Dens	sity, followers/mi/ln	1.5
Vehi	cle LOS	Α				
			Segmen	nt 11		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrai	ned Le	ength, ft		2481
	· Width, ft	12		noulder Wid	th, ft	6
Spee	ed Limit, mi/h	55	Ac	ccess Point [Density, pts/mi	2.1
Dei	mand and Capacity					,
Dire	ctional Demand Flow Rate, veh/h	255	Op	pposing Der	mand Flow Rate, veh/h	-
Peak	: Hour Factor	0.83	То	tal Trucks, %	6	27.00
Segr	ment Capacity, veh/h	1700		emand/Capa	acity (D/C)	0.15
Into	ermediate Results					•
Segr	ment Vertical Class	1	Fre	ee-Flow Spe	eed, mi/h	61.3
Spee	ed Slope Coefficient	3.84896	Sp	eed Power	Coefficient	0.41674
PF S	lope Coefficient	-1.33032		Power Coe	fficient	0.75893
In Pa	assing Lane Effective Length?	No		tal Segmen	t Density, veh/mi/ln	1.9
%lm	proved % Followers	0.0		Improved A	Avg Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Radius,	, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	581	-		-	59.5
2	Horizontal Curve	792	573		2	46.0
3	Tangent	158	-		-	59.5
4	Horizontal Curve	739	573		2	46.0
5	Tangent	211	-		-	59.5
Veł	nicle Results					
Aver	age Speed, mi/h	51.2	Pe	ercent Follow	vers, %	37.6
Segr	ment Travel Time, minutes	0.55	Fo	llower Dens	sity, followers/mi/ln	1.9
Vehi	cle LOS	А				
			Segmen	nt 12		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrai	ned Le	ength, ft		1795
Lane	· Width, ft	12	Sh	noulder Wid	th, ft	6

Speed Limit, mi/h		55	55		sity, pts/mi	2.9
De	emand and Capacity					
Directional Demand Flow Rate, veh/h 25		255		Opposing Demand Flow Rate, veh/h		-
Pea	Peak Hour Factor 0.83		Total Trucks, %		27.00	
Segment Capacity, veh/h 1700		1700		Demand/Capacity	' (D/C)	0.15
Int	termediate Results					·
Seg	ment Vertical Class	3		Free-Flow Speed,	mi/h	56.9
Spe	ed Slope Coefficient	8.37955		Speed Power Coe	fficient	0.60122
PF S	Slope Coefficient	-1.39312		PF Power Coefficie	ent	0.76418
In P	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.8
%In	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Su	bsegment Data	•		<u> </u>		
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1795	-		-	54.1
Ve	hicle Results					
Ave	erage Speed, mi/h	54.1		Percent Followers	, %	38.8
Seg	ment Travel Time, minutes	0.38		Follower Density,	followers/mi/ln	1.8
Veh	icle LOS	А				
			Segn	nent 13		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		3960
Lan	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
De	emand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	255		Opposing Deman	d Flow Rate, veh/h	-
Pea	k Hour Factor	0.83		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.15
Int	termediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Speed Slope Coefficient		3.89599		Speed Power Coe	fficient	0.41674
Spc	Slope Coefficient	-1.29297		PF Power Coefficie	ent	0.76837
-		No		Total Segment De	nsity, veh/mi/ln	1.6
PF S	assing Lane Effective Length?		%Improved % Followers 0.0			
PF S		0.0		% Improved Avg S	Speed	0.0
PF S In P %Im		0.0		% Improved Avg S	Speed	0.0
PF S	nproved % Followers	0.0 Length, ft	Rad	% Improved Avg S	Superelevation, %	0.0 Average Speed, mi/h
PF SIn P	bsegment Data		Rac -			

2	T	150				CO O
3	Tangent	158	-		-	60.0
4	Horizontal Curve	1003	114	16	2	52.7
Vel	nicle Results					
Aver	age Speed, mi/h	56.5		Percent Followers,	, %	36.4
Segr	ment Travel Time, minutes	0.80		Follower Density,	followers/mi/ln	1.6
Vehi	cle LOS	А				
		9	Segm	ent 14		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone	Passing Zone			2059
Lane	Width, ft	12	_		t	6
Spee	ed Limit, mi/h	55	55		sity, pts/mi	2.8
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	255		Opposing Deman	d Flow Rate, veh/h	399
Peak	Hour Factor	0.83		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.15
Int	ermediate Results					·
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.1
Spe	ed Slope Coefficient	3.63873	3.63873		fficient	0.49703
PF S	lope Coefficient	-1.29720		PF Power Coefficie	ent	0.79004
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.6
%lm	proved % Followers	0.0	0.0		Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	264	114	16	2	52.7
2	Tangent	1795	-		-	59.7
Vel	nicle Results					
Aver	age Speed, mi/h	58.8		Percent Followers	, %	35.7
Segr	ment Travel Time, minutes	0.40		Follower Density, followers/mi/ln		1.6
Vehi	cle LOS	А				
		9	Segm	ent 15		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained	l	Length, ft		9451
	· Width, ft	12		Shoulder Width, f	t	6
Spee	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	2.8
	mand and Capacity					
	ctional Demand Flow Rate, veh/h	255		Opposing Deman	d Flow Rate, veh/h	-
	Hour Factor	0.83		Total Trucks, %		27.00

Segment Capacity, veh/h		1700	1700		ty (D/C)	0.15
	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed	d, mi/h	61.1
Speed Slope Coefficient		3.90661			pefficient	0.41674
•	lope Coefficient	-1.28569		PF Power Coeffic		0.74775
	essing Lane Effective Length?	No		Total Segment D	Density, veh/mi/ln	1.6
	proved % Followers	0.0		% Improved Avo		0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rad	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	370	-		-	59.3
2	Horizontal Curve	792	191	10	2	59.1
3	Tangent	211	-		-	59.3
4	Horizontal Curve	1373	114	46	2	52.7
5	Tangent	211	-		-	59.3
6	Horizontal Curve	1848	191	10	2	59.1
7	Tangent	2006	-		-	59.3
8	Horizontal Curve	1848	127	73	2	59.1
9	Tangent	792	-		-	59.3
Vel	nicle Results					
Aver	age Speed, mi/h	58.3		Percent Followe	rs, %	37.1
Segr	ment Travel Time, minutes	1.84	1.84		y, followers/mi/ln	1.6
Vehi	cle LOS	А				
			Segm	nent 16		
Vel	nicle Inputs					
Segr	ment Type	Passing Zone		Length, ft		1531
	· Width, ft	12			, ft	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0
Dei	mand and Capacity					<u>'</u>
Dire	ctional Demand Flow Rate, veh/h	198		Opposing Demand Flow Rate, veh/h		309
Peak	Hour Factor	0.87		Total Trucks, %		27.00
Segr	ment Capacity, veh/h	1700		Demand/Capaci	ty (D/C)	0.12
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed	d, mi/h	61.8
	ed Slope Coefficient	3.64309		Speed Power Co		0.51332
	lope Coefficient	-1.30202		PF Power Coeffic		0.78802
	assing Lane Effective Length?	No			Density, veh/mi/ln	1.0
%Improved % Followers 0.0		0.0	% Improved Avg			0.0
%lm	proved 70 rollowers	0.0		70 mproved 7 we	j opeca	1 -1-

#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1531 -			-	60.7
Ve	nicle Results					
Ave	rage Speed, mi/h	60.7	60.7		wers, %	30.4
Seg	ment Travel Time, minutes	0.29		Follower Den	sity, followers/mi/ln	1.0
Veh	cle LOS	А				
			Segm	ent 17		
Ve	nicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		3590
Lan	e Width, ft	12		Shoulder Wic	dth, ft	6
Speed Limit, mi/h		55		Access Point	Density, pts/mi	0.0
De	mand and Capacity					
Directional Demand Flow Rate, veh/h 198				Opposing De	emand Flow Rate, veh/h	-
Peal	Hour Factor	0.87		Total Trucks, ^c	%	27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.12
Int	ermediate Results					
Segment Vertical Class		1		Free-Flow Sp	eed, mi/h	61.8
Spe	ed Slope Coefficient	3.89173		Speed Power	Coefficient	0.41674
PF S	lope Coefficient	-1.29902		PF Power Coe	efficient	0.76721
In P	assing Lane Effective Length?	No	No		nt Density, veh/mi/ln	1.1
%ln	proved % Followers	0.0		% Improved Avg Speed		0.0
Su	osegment Data					
#	Segment Type	Length, ft	Rad	ius, ft Superelevation, %		Average Speed, mi/h
1	Tangent	422	-		-	60.3
2	Horizontal Curve	1162	114	6	2	52.8
3	Tangent	53	-		-	60.3
4	Horizontal Curve	1214	191	0	2	59.3
5	Tangent	739	-		-	60.3
Ve	nicle Results					
Ave	rage Speed, mi/h	57.6		Percent Follo	wers, %	31.2
Seg	ment Travel Time, minutes	0.71		Follower Den	sity, followers/mi/ln	1.1
Veh	cle LOS	A				
			Segm	ent 18		
Ve	nicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		1373
Lan	e Width, ft	12		Shoulder Width, ft		6
	ed Limit, mi/h	55		A Daid	Density, pts/mi	0.0

De	mand and Capacity						
Dire	ctional Demand Flow Rate, veh/h	198		Opposing Demand Flow Rate, veh/h		309	
Peak	k Hour Factor	0.87		Total Trucks, %		27.00	
Segi	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12	
Int	ermediate Results						
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8	
Spe	ed Slope Coefficient	3.64016		Speed Power Coe	fficient	0.51332	
PF S	lope Coefficient	-1.31048		PF Power Coeffici	ent	0.78484	
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.0	
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Ra	dius, ft	Superelevation, %	Average Speed, mi/h	
1	Horizontal Curve	581	19	10	2	59.3	
2	Horizontal Curve	528	19	10	2	59.3	
3	Tangent	264	-		-	60.7	
Vel	hicle Results					·	
Avei	rage Speed, mi/h	59.6		Percent Followers	, %	30.7	
Segi	ment Travel Time, minutes	0.26		Follower Density,	followers/mi/ln	1.0	
Vehi	icle LOS	А					
			Segn	nent 19			
Vel	hicle Inputs						
	ment Type	Passing Constraine	ed	Length, ft	Length, ft 897		
Lane	e Width, ft	12		Shoulder Width, ft		6	
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		0.0	
De	mand and Capacity	<u>'</u>		•			
Dire	ctional Demand Flow Rate, veh/h	198		Opposing Deman	d Flow Rate, veh/h	-	
Peak	k Hour Factor	0.87		Total Trucks, %		27.00	
Segi	ment Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12	
Int	ermediate Results						
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.8	
Spe	ed Slope Coefficient	3.85833		Speed Power Coe	fficient	0.41674	
PF S	lope Coefficient	-1.37656		PF Power Coeffici	ent	0.74381	
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	1.2	
%lm	proved % Followers	0.0	0.0		Speed	0.0	
Sul	bsegment Data						
#	Segment Type	Length, ft	Length, ft Rad		Superelevation, %	Average Speed, mi/h	
1	Tangent	475	-		-	60.3	

2	Horizontal Curve	422	716	5	2	46.1
Vel	hicle Results					<u> </u>
Ave	rage Speed, mi/h	53.6		Percent Followers	, %	33.8
Seg	ment Travel Time, minutes	0.19		Follower Density,	followers/mi/ln	1.2
Vehi	icle LOS	А				
		·	Segm	ent 20		
Vel	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		1532
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	6.9
De	mand and Capacity	•		•		
Dire	ectional Demand Flow Rate, veh/h	198		Opposing Deman	d Flow Rate, veh/h	309
Peal	k Hour Factor	0.87		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.12
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed,	mi/h	60.1
Spe	ed Slope Coefficient	3.54962		Speed Power Coe	fficient	0.51332
PF S	Slope Coefficient	-1.31191		PF Power Coefficie	ent	0.78365
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.1
%lm	proved % Followers	0.0	0.0		Speed	0.0
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	370	716	5	2	46.1
2	Horizontal Curve	581	191	0	2	59.0
3	Tangent	581	-	-		59.0
Vel	hicle Results					
Ave	rage Speed, mi/h	55.9		Percent Followers	, %	30.8
Seg	ment Travel Time, minutes	0.31		Follower Density,	followers/mi/ln	1.1
Vehi	icle LOS	А				
			Segm	ent 21		
Vel	hicle Inputs					
Seg	ment Type	Passing Constrain	ned	Length, ft		1583
	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	6.7
De	mand and Capacity					
	ectional Demand Flow Rate, veh/h	198		Opposing Deman	d Flow Rate, veh/h	-
Peal	k Hour Factor	0.87		Total Trucks, %		27.00

Segi	ment Capacity, veh/h	1700	1700		Demand/Capacity (D/C)		0.12	
Int	ermediate Results							
Segi	ment Vertical Class	1	1		eed, mi/l	1	60.1	
Speed Slope Coefficient		3.77244		Speed Power	Coefficie	ent	0.41674	
PF S	lope Coefficient	-1.37736		PF Power Co	efficient		0.74496	
In Pa	assing Lane Effective Length?	No		Total Segmer	nt Density	/, veh/mi/ln	1.1	
%lm	proved % Followers	0.0		% Improved	Avg Spee	d	0.0	
Sul	osegment Data							
#	Segment Type	Length, ft	R	adius, ft	Su	perelevation, %	Average Speed, mi/h	
1	Tangent	158	-		-		58.7	
2	Horizontal Curve	1214	1	910	2		58.7	
3	Tangent	211	-		-		58.7	
Vel	nicle Results							
Avei	rage Speed, mi/h	58.7		Percent Follo	wers, %		33.7	
Segi	ment Travel Time, minutes	0.31		Follower Den	Follower Density, followers/mi/ln		1.1	
Vehi	cle LOS	A	A					
		·	Segi	ment 22			·	
Vel	nicle Inputs							
Segi	ment Type	Passing Lanes		Length, ft			2640	
Lane	e Width, ft	12		Shoulder Wic	dth, ft		6	
Spe	ed Limit, mi/h	55		Access Point	Density,	4.0		
De	mand and Capacity							
Dire	ctional Demand Flow Rate, veh/h	198		Opposing De	emand Flo	-		
Peak	K Hour Factor	0.87	0.87		Total Trucks, %		27.00	
Segi	ment Capacity, veh/h	1100		Demand/Capacity (D/C)		0.18		
Int	ermediate Results							
Segi	ment Vertical Class	1		Free-Flow Sp	Free-Flow Speed, mi/h		60.8	
Spe	ed Slope Coefficient	8.09721		Speed Power	Speed Power Coefficient		0.87198	
PF S	lope Coefficient	-1.30268		PF Power Coe	PF Power Coefficient		0.75280	
In Pa	assing Lane Effective Length?	No		Total Segmer	nt Density	/, veh/mi/ln	1.1	
%lm	proved % Followers	0.0		% Improved	Avg Spee	d	0.0	
Sul	bsegment Data							
# Segment Type Leng		Length, ft	ength, ft Radi		Su	perelevation, %	Average Speed, mi/h	
1	Tangent	2640	-		-		59.7	
Pas	ssing Lane Results	•						
		Faster Lar	ne			Slower Lane		
Flow Rate, veh/h			127			71		

	. (11)/ 1: 1 (1)/(0/) 0/		10.80				55.04		
	entage of Heavy Vehicles (HV%), %						55.84		
	I Average Speed (Sint), mi/h	4	61.0			59.8			
	age Speed at Midpoint (SPLmid), mi		63.0			57.9			
Perce	ent Followers at Midpoint (PFPLmid)	23.5				14.1			
Veh	icle Results								
Avera	age Speed, mi/h	59.7	7		Percent Followers,	, %		31.9	
Segn	nent Travel Time, minutes	0.50	0		Follower Density,	follo	wers/mi/ln	1.1	
Vehic	cle LOS	А							
			Se	gm	ent 23				
Veh	icle Inputs								
Segn	nent Type	Pas	sing Constrained		Length, ft			15629	
Lane	Width, ft	12			Shoulder Width, ft	t		6	
Spee	d Limit, mi/h	55			Access Point Dens	ity, p	ts/mi	1.7	
Den	nand and Capacity								
Direc	tional Demand Flow Rate, veh/h	198	}		Opposing Demand	d Flo	w Rate, veh/h	-	
Peak	Hour Factor	0.87	7		Total Trucks, %			27.00	
Segn	nent Capacity, veh/h	170	00		Demand/Capacity	(D/C	<u>.</u>)	0.12	
Inte	ermediate Results								
Segn	nent Vertical Class	1			Free-Flow Speed,	mi/h		61.4	
Spee	d Slope Coefficient	3.96	6088		Speed Power Coef	fficie	nt	0.41674	
PF SI	ope Coefficient	-1.3	-1.34824		PF Power Coefficie	ent		0.69047	
In Pa	ssing Lane Effective Length?	Yes	Yes		Total Segment Density, veh/mi/ln		veh/mi/ln	1.2	
%lmp	proved % Followers	12.	12.1		% Improved Avg Speed		d	0.0	
Sub	segment Data								
#	Segment Type	Len	gth, ft	Rad	ius, ft	Sup	erelevation, %	Average Speed, mi/h	
1	Tangent	370)	-		-		59.9	
2	Horizontal Curve	100)3	127	3	2		59.3	
3	Tangent	53		-		-		59.9	
4	Horizontal Curve	100)3	127	3	2		59.3	
5	Tangent	53		-		-		59.9	
6	Horizontal Curve	686	j	955		2		52.8	
7	Horizontal Curve	116	52	716		2		46.1	
8	Tangent	158	158 -			-		59.9	
9	Horizontal Curve	634		191	0	2		59.3	
10	Tangent	786	57	-		-		59.9	
11	Horizontal Curve	317		191	0	2		59.3	
12	12 Tangent 53			-		-		59.9	
13	Horizontal Curve	227	0	114	6	2		52.8	

Ve	hicle Results					
Ave	rage Speed, mi/h	57.4		Percent Followers	5, %	35.6
Seg	ment Travel Time, minutes	3.09		Follower Density, followers/mi/ln		1.1
Veh	icle LOS	А				
			Segm	ent 24		
Ve	hicle Inputs					
Seg	ment Type	Passing Constrai	ned	Length, ft		10347
Lan	e Width, ft	12		Shoulder Width, f	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	2.6
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	198		Opposing Demar	nd Flow Rate, veh/h	-
Pea	k Hour Factor	0.87		Total Trucks, %		27.00
Seg	ment Capacity, veh/h	1700		Demand/Capacity	y (D/C)	0.12
Int	ermediate Results					
Seg	ment Vertical Class	1		Free-Flow Speed, mi/h		61.2
Spe	ed Slope Coefficient	3.91570			Speed Power Coefficient	
PF S	Slope Coefficient	-1.29101		PF Power Coeffici	ent	0.74101
In P	assing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	1.2
%In	nproved % Followers	8.2		% Improved Avg	Speed	0.0
Su	bsegment Data	·				
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	264	114	.6	2	52.8
2	Tangent	53	-		-	59.7
3	Horizontal Curve	422	881		2	52.8
4	Tangent	317	-		-	59.7
5	Horizontal Curve	264	409		2	39.4
6	Tangent	106	-		-	59.7
7	Horizontal Curve	317	955		2	52.8
8	Tangent	317	-		-	59.7
9	Horizontal Curve	317	573		2	46.1
10	Horizontal Curve	264	409		2	39.4
11	Tangent	792	-		-	59.7
12	Horizontal Curve	422	955		2	52.8
13	Tangent	211	-		-	59.7
14	Horizontal Curve	475	477	,	2	46.1
15	Tangent	264	-		-	59.7
16	Horizontal Curve	475	318		2	39.4
17	Tangent	211	-		-	59.7
18	Horizontal Curve	264	573		2	46.1

10	I	422			1	50.7
19	Tangent	422	-	7	-	59.7
20	Horizontal Curve	950	637	/	2	46.1
21	Tangent	475	-		-	59.7
22	Horizontal Curve	211	191	10	2	59.3
23	Tangent	1531	-		-	59.7
24	Horizontal Curve	581	395	5	2	39.4
25	Tangent	422	-		-	59.7
Vel	nicle Results					
Aver	age Speed, mi/h	53.0		Percent Followers	, %	32.2
Segr	nent Travel Time, minutes	2.22		Follower Density,	followers/mi/ln	1.1
Vehi	cle LOS	А				
			Segm	nent 25		
Vel	nicle Inputs					
Segr	nent Type	Passing Constrain	ined	Length, ft		2112
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	d Limit, mi/h	55			sity, pts/mi	5.0
Der	mand and Capacity					•
Dire	ctional Demand Flow Rate, veh/h	201	201		d Flow Rate, veh/h	-
Peak	Hour Factor	0.77		Total Trucks, %		27.00
Segr	nent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12
Inte	ermediate Results					
Segr	nent Vertical Class	3		Free-Flow Speed,	mi/h	56.4
Spee	d Slope Coefficient	8.28232	8.28232		fficient	0.59983
PF SI	ope Coefficient	-1.37709	-1.37709		ent	0.76466
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	nsity, veh/mi/ln	1.4
%lm	proved % Followers	7.5		% Improved Avg	Speed	0.0
Suk	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1056	573	3	2	46.1
2	Tangent	898	-		-	54.3
3	Horizontal Curve	158	716	6	2	46.1
Vel	icle Results	,				
Aver	age Speed, mi/h	49.6		Percent Followers	, %	33.3
	nent Travel Time, minutes	0.48		Follower Density,		1.2
	cle LOS	A		,		
			Segm	nent 26		
Veh	nicle Inputs					
761	iicic iiiputs					

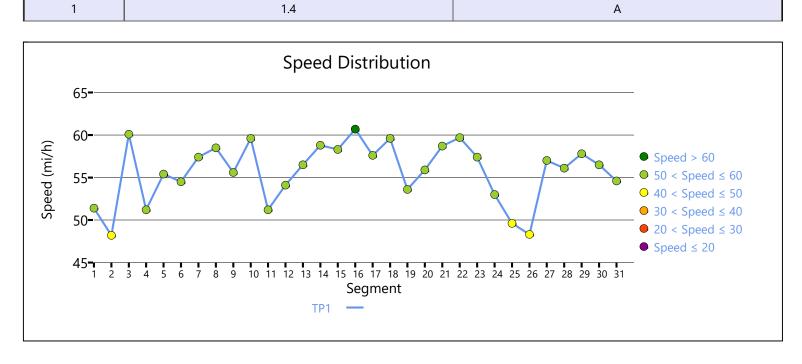
Segment Type		Passing Constrained		Length, ft		1373
Lane Width, ft		12	12		t	6
Speed Limit, mi/h		55		Access Point Dens	sity, pts/mi	0.0
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	201		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.77		Total Trucks, %		27.00
Segn	nent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12
Inte	ermediate Results					
Segn	nent Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Spee	d Slope Coefficient	3.85935		Speed Power Coe	fficient	0.41674
PF SI	ope Coefficient	-1.37334		PF Power Coeffici	ent	0.74488
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	ensity, veh/mi/ln	1.4
%lmp	proved % Followers	7.1		% Improved Avg	Speed	0.0
Sub	segment Data					
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	845	716		2	46.1
2	Tangent	211	-		-	60.3
3	Horizontal Curve	317 477			2	46.1
Veh	nicle Results					
Avera	age Speed, mi/h	48.3		Percent Followers	, %	34.0
Segn	nent Travel Time, minutes	0.32		Follower Density,	followers/mi/ln	1.3
Vehic	cle LOS	А				
		S	egm	ent 27		
Veh	nicle Inputs					
Segn	nent Type	Passing Zone		Length, ft		2112
Lane	Width, ft	12		Shoulder Width, f	t	6
Spee	d Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Der	mand and Capacity					
Direc	ctional Demand Flow Rate, veh/h	201		Opposing Deman	d Flow Rate, veh/h	316
Peak	Hour Factor	0.77		Total Trucks, %		27.00
Segn	nent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12
Inte	ermediate Results					
Segn	Segment Vertical Class 1			Free-Flow Speed,	mi/h	61.8
Spee	Speed Slope Coefficient 3.65464			Speed Power Coe	fficient	0.51204
PF Slope Coefficient -1.27830		PF Power Coeffici	ent	0.79682		
In Passing Lane Effective Length? Yes		Total Segment De	ensity, veh/mi/ln	1.1		
		% Improved Avg		0.0		

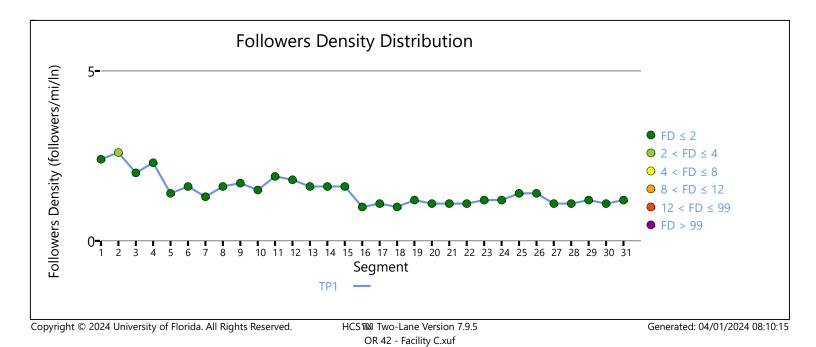
Suk	segment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	264	477	7	2	46.1
2	Tangent	106	-		-	60.7
3	Horizontal Curve	158	716	5	2	46.1
4	Tangent	317	-		-	60.7
5	Horizontal Curve	211	955	5	2	52.8
6	Tangent	1056	-		-	60.7
Vel	nicle Results					
Aver	age Speed, mi/h	57.0		Percent Followers	5, %	30.0
Segr	nent Travel Time, minutes	0.42		Follower Density,	followers/mi/ln	1.0
Vehi	cle LOS	А				
		<u>'</u>	Segm	ent 28		<u>'</u>
Veł	icle Inputs					
Segr	nent Type	Passing Constrain	ed	Length, ft		5545
Lane	Width, ft	12		Shoulder Width, f	6	
Spe	d Limit, mi/h	55		Access Point Den	0.0	
Dei	mand and Capacity	1		1		<u>'</u>
Dire	ctional Demand Flow Rate, veh/h	201		Opposing Demar	d Flow Rate, veh/h	-
Peak	Hour Factor	0.77		Total Trucks, %		27.00
Segr	nent Capacity, veh/h	1700		Demand/Capacity	/ (D/C)	0.12
Into	ermediate Results	<u>'</u>		<u>'</u>		'
Segr	nent Vertical Class	1		Free-Flow Speed,	mi/h	61.8
Spee	d Slope Coefficient	3.91233		Speed Power Coe	0.41674	
PF S	ope Coefficient	-1.27720		PF Power Coeffici	0.76868	
In Pa	ssing Lane Effective Length?	Yes		Total Segment De	1.1	
%lm	proved % Followers	5.3		% Improved Avg	0.0	
Suk	segment Data	<u> </u>		·		<u>'</u>
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2112	-		-	60.3
2	Horizontal Curve	528	161	14	8	60.3
3	Horizontal Curve	264	286	5	10	32.6
4	Horizontal Curve	528	462	<u>)</u>	2	46.1
5	Tangent	106	-		-	60.3
6	Horizontal Curve	317	523	3	2	46.1
7	Tangent	264	-		-	60.3
8	Horizontal Curve	264	716	5	2	46.1
9	Tangent	1162	-		-	60.3

Vel	hicle Results					
	rage Speed, mi/h	56.1		Percent Followers	. %	31.1
	ment Travel Time, minutes	1.12		Follower Density,		1.1
	icle LOS	A		- Charles Denaisy, renemend, may m		1
VCIII	inic 203		eam	lent 29		
Wal	hiele lumute					
	hicle Inputs	T		T		1
	ment Type	Passing Constrained		Length, ft		1637
	e Width, ft	12		Shoulder Width, f		6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	3.2
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	201		Opposing Deman	d Flow Rate, veh/h	-
Peak	k Hour Factor	0.77		Total Trucks, %		27.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.12
Int	ermediate Results					
Segi	ment Vertical Class	2	2		mi/h	59.6
Spe	ed Slope Coefficient	5.15345		Speed Power Coefficient		0.46488
PF S	lope Coefficient	-1.45112		PF Power Coefficie	ent	0.73999
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	1.2
%lm	nproved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	bsegment Data			•		•
#	Segment Type	Length, ft	Rac	lius, ft Superelevation, %		Average Speed, mi/h
1	Horizontal Curve	370	143	30	10	57.8
2	Tangent	845	-		-	57.8
3	Horizontal Curve	422	213	39	9	57.8
Vel	hicle Results					
Aver	rage Speed, mi/h	57.8		Percent Followers	, %	35.8
Segi	ment Travel Time, minutes	0.32		Follower Density,	followers/mi/ln	1.2
Vehi	icle LOS	А				
		S	egm	ent 30		
Vel	hicle Inputs					
Segi	ment Type	Passing Constrained		Length, ft		8712
Lane Width, ft 12			Shoulder Width, f	t	6	
Spe	Speed Limit, mi/h 55			Access Point Dens	sity, pts/mi	2.4
De	mand and Capacity					
	ectional Demand Flow Rate, veh/h	201		Opposing Deman	d Flow Rate, veh/h	-
	K Hour Factor	0.77		Total Trucks, %		27.00
Cami	ment Capacity, veh/h	1700		Demand/Capacity	(D/C)	0.12

Int	ermediate Results					
Segi	ment Vertical Class	1		Free-Flow S	peed, mi/h	61.2
Spe	ed Slope Coefficient	3.90654		Speed Powe	er Coefficient	0.41674
PF S	lope Coefficient	-1.28128		PF Power Co	pefficient	0.75312
In Pa	assing Lane Effective Length?	No		Total Segme	ent Density, veh/mi/ln	1.1
%lm	proved % Followers	0.0		% Improved	l Avg Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	422	-		10	59.3
2	Tangent	53	-		-	59.7
3	Horizontal Curve	422	165	8	9	59.7
4	Tangent	317	-		-	59.7
5	Horizontal Curve	686	751		2	52.8
6	Tangent	106	-		-	59.7
7	Horizontal Curve	158	318		2	39.4
8	Tangent	792	-		-	59.7
9	Horizontal Curve	1690	229	2	2	59.7
10	Tangent	634	-		-	59.7
11	Horizontal Curve	739	114	6	2	52.8
12	Tangent	158	-		-	59.7
13	Horizontal Curve	634	955		2	52.8
14	Tangent	106	-		-	59.7
15	Horizontal Curve	845	114	.6	2	52.8
16	Tangent	106	-		-	59.7
17	Horizontal Curve	686	955		2	52.8
18	Tangent	158	-	-		59.7
Vel	nicle Results					
Aver	rage Speed, mi/h	56.5		Percent Follo	owers, %	31.8
Segi	ment Travel Time, minutes	1.75		Follower De	nsity, followers/mi/ln	1.1
Vehi	cle LOS	А		y, 1 1 2 3 4 my		
			Segm	ent 31		
Vel	nicle Inputs					
	ment Type	Passing Constrai	ned	Length, ft		3643
Lane	e Width, ft	12		Shoulder Width, ft		6
Speed Limit, mi/h 55		55		Access Poin	t Density, pts/mi	2.9
De	mand and Capacity					
	Directional Demand Flow Rate, veh/h 201			Opposing D	Demand Flow Rate, veh/h	-
Peak	Hour Factor	0.77		Total Trucks	, %	27.00
Sear	ment Capacity, veh/h	1700		Demand/Ca	pacity (D/C)	0.12

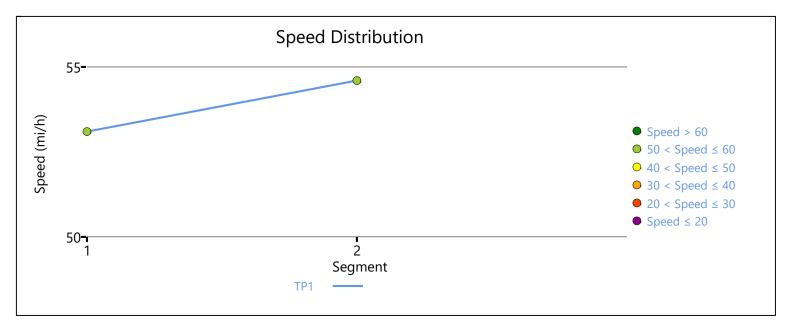
Int	ermediate	Results							
Seg	ment Vertical (Class	2	2		w Speed,	mi/h	59.5	
Spe	ed Slope Coeff	icient	5.33842		Speed Po	ower Coef	fficient	0.47210	
PF S	Slope Coefficie	nt	-1.35637		PF Powe	r Coefficie	ent	0.75518	
In P	assing Lane Eff	ective Length?	No		Total Seg	gment De	nsity, veh/mi/ln	1.2	
%In	nproved % Foll	owers	0.0		% Impro	ved Avg S	Speed	0.0	
Su	bsegment	Data	·		•				
#	Segment Typ	pe	Length, ft	Length, ft Radius			Superelevation, %	Average Speed, mi/h	
1	Tangent		686	-			-	57.7	
2	Horizontal C	urve	898	955			2	52.8	
3	Tangent		211	-			-	57.7	
4	Horizontal C	urve	634	955	;		2	52.8	
5	Tangent		422	-			-	57.7	
6	Horizontal C	urve	792	955			2	52.8	
Ve	hicle Resul	ts							
Ave	rage Speed, m	i/h	54.6		Percent I	Followers,	%	33.3	
Seg	ment Travel Tir	ne, minutes	0.76		Follower	Density,	followers/mi/ln	1.2	
Veh	/ehicle LOS A								
Fac	cility Resul	ts							
	т	Follower	Density, followers	s/mi/ln			LC	S	
						103			

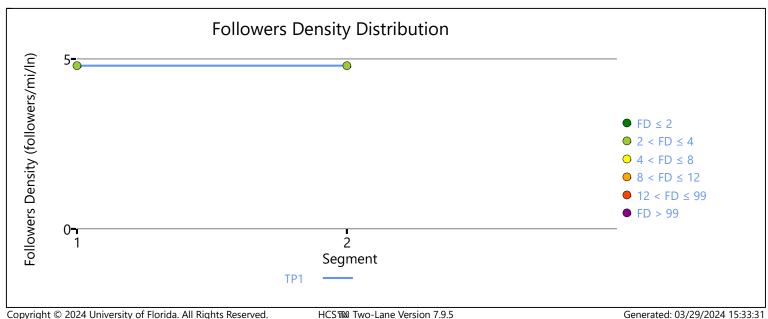




		HCS7 Two-	Lane	Highway R	eport	
Pro	eject Information					
Ana	yst	T		Date		3/7/2024
Age	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proj	ect Description	OR 42 - OR 542 to Coquille east UGB (WB)	Units		U.S. Customary
			Segn	nent 1		
Vel	nicle Inputs					
Segi	ment Type	Passing Constrained	d	Length, ft		5070
Lane	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.0
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	490		Opposing Demar	nd Flow Rate, veh/h	-
Peak	Hour Factor	0.84		Total Trucks, %		24.00
Segi	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.29
Int	ermediate Results					•
Segi	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.7
Spe	ed Slope Coefficient	3.89958		Speed Power Coe	efficient	0.41674
PF S	lope Coefficient	-1.28215	-1.28215		ent	0.76844
In Pa	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	4.8
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					·
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	370	477	,	2	45.9
2	Tangent	370	-		-	59.0
3	Horizontal Curve	845	114	6	2	52.5
4	Tangent	53	-		-	59.0
5	Horizontal Curve	106	143	3	2	58.6
6	Tangent	211	-		-	59.0
7	Horizontal Curve	739	143	3	2	58.6
8	Tangent	211			-	59.0
9	Horizontal Curve	1056	716	· _	2	45.9
10	Horizontal Curve	845	955		2	52.5
11	Tangent	264			-	59.0
Vel	nicle Results					
Avei	rage Speed, mi/h	53.1		Percent Followers	5, %	52.4
	ment Travel Time, minutes	1.09		Follower Density,	followers/mi/ln	4.8

Veh	nicle LOS		С					
				Segn	nent 2			·
Ve	hicle Inpu	ts						
Segment Type			Passing Constrain	ed	Length, 1	ft		2060
Lan	ne Width, ft		12		Shoulde	r Width, f	t	6
Spe	eed Limit, mi/h		55		Access P	oint Dens	ity, pts/mi	0.0
De	emand and	l Capacity						
Dire	ectional Demai	nd Flow Rate, veh/h	470		Opposin	g Deman	d Flow Rate, veh/h	-
Pea	ık Hour Factor		0.94		Total Tru	cks, %		24.00
Seg	gment Capacity	v, veh/h	1700		Demand	/Capacity	(D/C)	0.28
Int	termediate	Results						
Seg	gment Vertical	Class	2		Free-Flow Speed, mi/h		mi/h	60.6
Spe	eed Slope Coef	ficient	5.31035		Speed Power Coefficient		fficient	0.47266
PF :	Slope Coefficie	ent	-1.41505	-1.41505		r Coefficie	ent	0.74528
In F	Passing Lane Ef	fective Length?	No		Total Seg	gment De	nsity, veh/mi/ln	4.8
%lr	mproved % Fol	lowers	0.0		% Impro	ved Avg S	Speed	0.0
Su	bsegment	Data						
#	Segment Ty	pe	Length, ft	Rac	lius, ft		Superelevation, %	Average Speed, mi/h
1	Horizontal (Curve	1162	955	,		2	52.5
2	Tangent		898	-			-	57.3
Ve	hicle Resu	lts						
Ave	erage Speed, m	ni/h	54.6		Percent I	Followers,	%	55.4
Seg	gment Travel Ti	me, minutes	0.43		Follower	Density,	followers/mi/ln	4.8
Vehicle LOS C								
Fa	cility Resu	lts						
	Т	Follower	Density, followers,	/mi/ln	LOS			OS
	1		4.8			С		





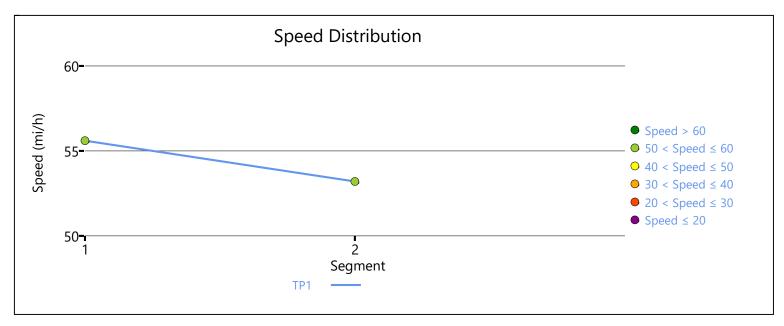
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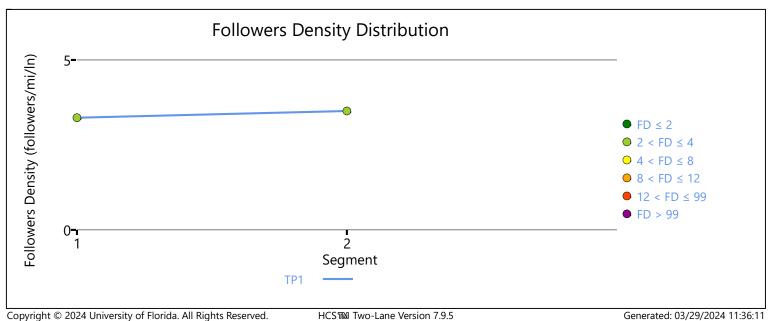
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		HCS7 Two-l	_ane	Highway Re	eport	
Pro	ject Information					
Anal	yst	RXO		Date		3/7/2024
Ageı	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proje	ect Description	OR 42 - Myrtle Point UGB to OR 542 (EB)	t east	Units		U.S. Customary
		:	Segn	nent 1		
Veł	nicle Inputs					
Segr	ment Type	Passing Constrained		Length, ft		2060
Lane	Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	0.0
Dei	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	385		Opposing Deman	d Flow Rate, veh/h	-
Peak	Hour Factor	0.94		Total Trucks, %		24.00
Segr	ment Capacity, veh/h	1700	1700		(D/C)	0.23
Inte	ermediate Results			<u>'</u>		<u>'</u>
Segr	ment Vertical Class	1		Free-Flow Speed,	mi/h	61.9
Spee	ed Slope Coefficient	3.87657		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.33961		PF Power Coefficie	ent	0.75546
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	3.3
%lm	proved % Followers	0.0		% Improved Avg S	0.0	
Sul	osegment Data	·				
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	898	-		-	59.6
2	Horizontal Curve	1162	955	5	2	52.6
Veł	nicle Results					
Aver	rage Speed, mi/h	55.6		Percent Followers,	, %	47.9
	ment Travel Time, minutes	0.42		Follower Density,	followers/mi/ln	3.3
Vehi	cle LOS	В				
			Segn	nent 2		•
Vel	nicle Inputs					
Segment Type Passing Constrained			Length, ft		5070	
		12	-		t	6
Lane		55		Shoulder Width, ft Access Point Density, pts/mi		

Dire	ctional Demai	nd Flow Rate, veh/h	401		Opposin	g Deman	d Flow Rate, veh/h	-	
Peak	Hour Factor		0.84		Total Tru	cks, %		24.00	
Segment Capacity, veh/h			1700	1700		/Capacity	(D/C)	0.24	
Inte	ermediate	Results							
Segr	ment Vertical	Class	1		Free-Flo	w Speed,	mi/h	61.7	
Spee	ed Slope Coef	ficient	3.89958		Speed Po	ower Coet	fficient	0.41674	
PF S	lope Coefficie	nt	-1.28215		PF Powe	r Coefficie	ent	0.76844	
In Pa	assing Lane Ef	fective Length?	No		Total Seg	gment De	nsity, veh/mi/ln	3.5	
%lm	proved % Fol	owers	0.0		% Impro	ved Avg S	Speed	0.0	
Suk	osegment	Data							
#	Segment Ty	pe	Length, ft	Rad	lius, ft		Superelevation, %	Average Speed, mi/h	
1	Tangent		264	-			-	59.3	
2	Horizontal (Turve	845	955			0	52.6	
3	Horizontal (Turve	1056	716			0	46.0	
4	Tangent		211	-			-	59.3	
5	Horizontal (Turve	739	143	3		0	58.8	
6	Tangent		264	-	-		-	59.3	
7	Horizontal (Curve	53	143	3		0	58.8	
8	Tangent		53	-			-	59.3	
9	Horizontal (Curve	845	114	6		0	52.6	
10	Tangent		370	-			-	59.3	
11	Horizontal (Curve	370	477			2	46.0	
Veł	nicle Resu	lts							
Aver	age Speed, m	i/h	53.2		Percent	Followers,	%	47.0	
Segment Travel Time, minutes			1.08		Follower	Density,	followers/mi/ln	3.5	
Vehi	cle LOS		В						
Fac	ility Resu	lts							
	T Follower Density, followe				ln		LC	os	
	1		3.5			В			





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		LC2/ IMC	J-Lane	Highway R	ероп	
Pro	ject Information					
Anal	lyst	RXO		Date		3/6/2024
Age	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proj	ect Description	OR 42 - Lampa L Coquille west UG		Units		U.S. Customary
			Segn	nent 1		
Vel	hicle Inputs					
Segr	ment Type	Passing Constrain	ned	Length, ft		12040
Lane	e Width, ft	12		Shoulder Width, f	-t	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.8
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	691		Opposing Demar	nd Flow Rate, veh/h	-
Peak	K Hour Factor	0.96		Total Trucks, %		14.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)		0.41
Int	ermediate Results					<u>'</u>
Segr	ment Vertical Class	1		Free-Flow Speed, mi/h		61.8
Spe	ed Slope Coefficient	3.96134		Speed Power Coefficient		0.41674
PF S	lope Coefficient	-1.30162		PF Power Coefficient		0.72605
In Pa	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		7.8
%lm	proved % Followers	0.0	% Improved Avg Speed		0.0	
Sul	bsegment Data					
#	Segment Type	Length, ft	Rac	lius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1426	-		-	58.6
2	Horizontal Curve	898	573		2	46.0
3	Tangent	845	-		-	58.6
4	Horizontal Curve	1426	143	2	2	58.5
5	Tangent	53	-		-	58.6
6	Horizontal Curve	792	955		2	52.5
7	Tangent	158	-		-	58.6
8	Horizontal Curve	475	114	6	2	52.5
9	Tangent	53	-		-	58.6
10	Horizontal Curve	422	955		2	52.5
11	Tangent	2112	-		-	58.6
12	Horizontal Curve	1320	955		2	52.5
13	Tangent	53	-		-	58.6

58.5

Horizontal Curve

15	Tangent		1162	-		-	58.6		
Vehi	Vehicle Results								
Avera	ige Speed, m	i/h	56.1	Percent	Followers,	%	63.0		
Segm	ent Travel Ti	me, minutes	2.44	Follower	Density, fo	ollowers/mi/ln	7.8		
Vehic	le LOS		С						
Bicy	Bicycle Results								
Perce	nt Occupied	Parking	0	Pavemer	Pavement Condition Rating		4		
Flow I	Rate Outside	Lane, veh/h	691	Bicycle E	Bicycle Effective Width, ft		24		
Bicycl	le LOS Score		7.40	Bicycle E	Bicycle Effective Speed Factor		4.79		
Bicycl	le LOS		F						
Faci	Facility Results								
	т	Follower	Density, followers/mi/l	n		LOS	5		
	1 7.8			С					

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		HCS7 Two-	Lane	Highway R	eport	
Pro	ject Information					
Anal	yst			Date		3/7/2024
Ager	ncy			Analysis Year		2024
Juris	diction			Time Analyzed		
Proje	ect Description	OR 42 - Coquille wo	est UGB	Units		U.S. Customary
			Segn	nent 1		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrained	d	Length, ft		12040
Lane	e Width, ft	12		Shoulder Width, f	it	6
Spee	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	1.8
Dei	mand and Capacity	<u> </u>				
Dire	ctional Demand Flow Rate, veh/h	844		Opposing Demar	d Flow Rate, veh/h	T-
Peak	Hour Factor	0.96		Total Trucks, %		14.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.50
Into	ermediate Results	<u>'</u>				,
Segr	ment Vertical Class	1 Free-Flow Speed,		mi/h	61.8	
Spee	ed Slope Coefficient	3.96134		Speed Power Coe	fficient	0.41674
-	lope Coefficient	-1.30162 PF Po		PF Power Coeffici	ent	0.72605
In Pa	essing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		10.3
	proved % Followers			% Improved Avg Speed		0.0
	osegment Data					
#	Segment Type	Length, ft	Rad	ius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-		-	58.3
2	Horizontal Curve	845	191	0	2	58.3
3	Tangent	53	-		-	58.3
4	Horizontal Curve	1320	955		2	52.4
5	Tangent	2112	-		-	58.3
6	Horizontal Curve	422	955		2	52.4
7	Tangent	53	-		-	58.3
8	Horizontal Curve	475	114	6	2	52.4
9	Tangent	158	-		-	58.3
10	Horizontal Curve	792	955		2	52.4
11	Tangent	53	-		-	58.3
12	Horizontal Curve	1426	143	2	2	58.3
13	Tangent	845	-		-	58.3
14	Horizontal Curve	898	573		2	45.9

15	Tangent		1426	-		-	58.3	
Veh	Vehicle Results							
Average Speed, mi/h 55.9 Percent Follo				Followers,	%	68.4		
Segment Travel Time, minutes 2.45		Follower	Density, f	followers/mi/In	10.3			
Vehic	cle LOS		D					
Fac	ility Resu	lts						
	T Follower Density, followers/mi/In			n	LOS			
1 10.3			D					

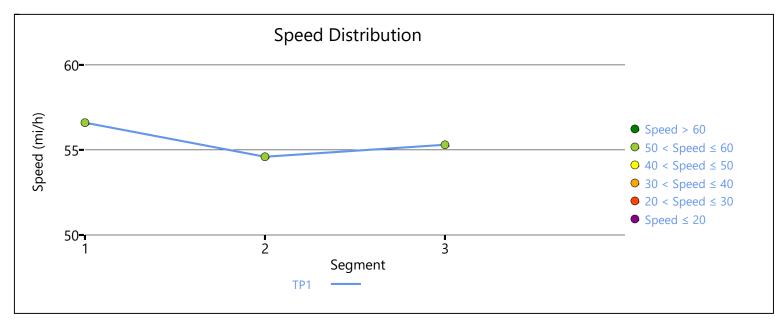
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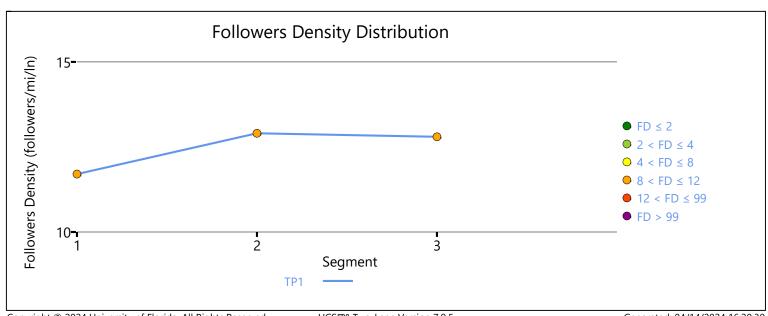
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		HCS7 Two-La	ine	Highway Re	eport		
Pro	oject Information						
Ana	ılyst			Date		4/14/2024	
Age	ency			Analysis Year		2024	
Juri	sdiction			Time Analyzed			
Pro	ject Description	Brooking south UGB to border	CA	Units		U.S. Customary	
		Se	egn	nent 1			
Ve	hicle Inputs						
Seg	ment Type	Passing Constrained		Length, ft		6230	
Lan	e Width, ft	12		Shoulder Width, f	t	6	
Spe	ed Limit, mi/h	55		Access Point Dens	sity, pts/mi	6.8	
De	mand and Capacity						
Dire	ectional Demand Flow Rate, veh/h	940		Opposing Deman	d Flow Rate, veh/h	-	
Pea	k Hour Factor	0.93		Total Trucks, %		24.00	
Seg	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.55	
Int	termediate Results						
Seg	ment Vertical Class	1	1		mi/h	60.2	
Spe	ed Slope Coefficient	3.83193		Speed Power Coe	fficient	0.41674	
PF S	Slope Coefficient	-1.28831		PF Power Coefficient		0.76237	
In P	assing Lane Effective Length?	No		Total Segment Density, veh/mi/ln		11.7	
%In	nproved % Followers	0.0		% Improved Avg Speed		0.0	
Su	bsegment Data						
#	Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h	
1	Tangent	6230	-		-	56.6	
Ve	hicle Results	•				•	
Ave	rage Speed, mi/h	56.6		Percent Followers	, %	70.7	
Seg	ment Travel Time, minutes	1.25		Follower Density, followers/mi/ln		11.7	
Veh	icle LOS	D					
		Se	egn	nent 2		•	
Ve	hicle Inputs						
Seg	ment Type	Passing Constrained		Length, ft		1742	
Lan	e Width, ft	12		Shoulder Width, f	t	6	
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi 6.1			
De	mand and Capacity						
	ectional Demand Flow Rate, veh/h	940		Opposing Deman	d Flow Rate, veh/h	-	
	,,			1 1 2 3 2 3	,,		

Peak Hour Factor 0.93		Total Trucks, %		24.00		
Segment Capacity, veh/h 1700 E		Demand/Capacity	, (D/C)	0.55		
Int	ermediate Results	<u>'</u>		'		
Segment Vertical Class 2 Fi		Free-Flow Speed,	mi/h	59.1		
Spe	ed Slope Coefficient	4.88071	4.88071 S		fficient	0.46256
PF S	lope Coefficient	-1.45026		PF Power Coefficie	ent	0.73818
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	12.9
%lm	proved % Followers	0.0		% Improved Avg	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Rac	dius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1742	-		-	54.6
Vel	nicle Results					
Aver	rage Speed, mi/h	54.6		Percent Followers	, %	75.0
Segr	ment Travel Time, minutes	0.36		Follower Density,	followers/mi/ln	12.9
Vehi	cle LOS	E				
			Segn	nent 3		
Vel	nicle Inputs					
Segr	ment Type	Passing Constrain	ned	Length, ft		422
Lane	e Width, ft	12		Shoulder Width, f	t	6
Spe	ed Limit, mi/h	55		Access Point Density, pts/mi		12.5
De	mand and Capacity					
Dire	ctional Demand Flow Rate, veh/h	952		Opposing Demand Flow Rate, veh/h		-
Peak	Hour Factor	0.92		Total Trucks, %		24.00
Segr	ment Capacity, veh/h	1700		Demand/Capacity (D/C)		0.56
Int	ermediate Results					
Segr	ment Vertical Class	1		Free-Flow Speed, mi/h		58.8
Spe	ed Slope Coefficient	3.69437		Speed Power Coe	fficient	0.41674
PF S	lope Coefficient	-1.40521		PF Power Coefficie	ent	0.73669
In Pa	assing Lane Effective Length?	No		Total Segment De	nsity, veh/mi/ln	12.8
%lm	proved % Followers	0.0		% Improved Avg S	Speed	0.0
Sul	osegment Data					
#	Segment Type	Length, ft	Length, ft Rad		Superelevation, %	Average Speed, mi/h
1	Tangent	422	-		-	55.3
Vel	nicle Results					
Aver	rage Speed, mi/h	55.3		Percent Followers	, %	74.2
Segr	ment Travel Time, minutes	0.09			followers/mi/ln	12.8
	cle LOS	E				

Facility Resul	Facility Results								
Т	Follower Density, followers/mi/ln	LOS							
1	12.0	E							





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APPENDIX B. CRASH DATA ANALYSIS (DRAFT)

The project team conducted a comprehensive analysis of the existing safety performance of the Passing Lanes Study facilities. The following sections summarize the key findings relating to crash trends and identification of segments for Highway Safety Manual (HSM) segments.

OVERVIEW

Crash data on the study segments was obtained from ODOT for the most recent five years of available data (2017 to 2021). From 2017 to 2021, a total of 1,094 crashes took place on the study segments, with 934 crashes on US 101 segments (114.86 miles) and 160 crashes on OR 42 segments (27.66 miles). **Table 1** shows the most common crash types.

TABLE 1: MOST COMMON CRASH TYPES

CRASH TYPE	NUMBER OF CRASHES (ANY SEVERITY)	PERCENT OF CRASHES (ANY SEVERITY)	NUMBER OF F&SI CRASHES*	PERCENT OF F&SI CRASHES*
FIXED OBJECT	537	49.1%	33	42.3%
REAR END	164	15.0%	7	9.0%
TURNING	110	10.1%	9	11.5%
ANIMAL	108	9.9%	3	3.8%
SIDESWIPE - MEETING	46	4.2%	5	6.4%
OVERTURN	43	3.9%	1	1.3%
SIDESWIPE - OVERTAKING	23	2.1%	0	0.0%
HEAD-ON	20	1.8%	15	19.2%
ANGLE	17	1.6%	3	3.8%
NON-COLLISION/OTHER**	26	2.4%	2	2.6%
TOTAL	1,094	100%	78	100%

^{*} F&SI = Fatal or Serious Injury crash

^{**} Non-collision/Other crashes include parked car crashes, pedestrian crashes, and crashes resulting from malfunctions such as load shifts or tire failures.

The most common crash type was fixed object (49.1%), followed by rear end (15.0%) and turning (10.1%). Of the 78 fatal and serious injury crashes, the most common crash types were fixed object (42.3%), head-on (19.2%), and turning (11.5%).

HIGH-CRASH LOCATIONS

For the purposes of this study, high-crash locations were initially identified using heat maps and percent of passing-related crashes. Crashes involving bicyclists and pedestrians were also examined.

HEAT MAPS

Heat maps are a representation of crash data that shows the frequency of crashes. Locations with a higher number of reported crashes show darker red colors on the map, allowing for visual identification of high-crash locations. **Figure 1** shows heat maps for each segment along the corridor. As shown, there are at least five high-crash locations along each segment.

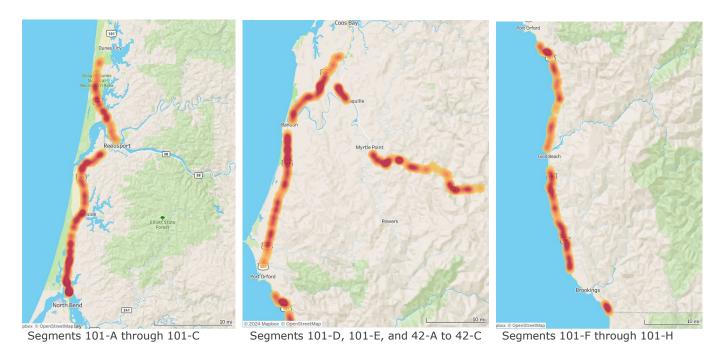


FIGURE 1: HIGH-CRASH LOCATIONS

PASSING-RELATED CRASHES

Table 2 shows the total number of crashes and the number of passing-related crashes on each segment, while **Figure 2** shows this data visually. Crashes were flagged as passing-related if:

- Crash type was sideswipe meeting or sideswipe overtaking.
- Vehicle action was coded as "PASSING."
- Driver error was coded as "PAS WRNG."

TABLE 2: CRASH DATA OVERVIEW AND PASSING-RELATED CRASHES

SEGMENT	LENGTH (MILES)	TOTAL CRASHES (2017-2021)	TOTAL PASSING RELATED CRASHES (2017-2021)	PERCENT PASSING RELATED *
101-A	12.48	92	12	13.0%
101-B	7.90	79	6	7.6%
101-C	11.83	201	19	9.5%
101-D	15.63	125	10	8.0%
101-E	21.61	164	12	7.3%
101-F	22.91	105	5	4.8%
101-G	20.91	148	17	11.5%
101-H	1.59	20	1	5.0%
42-A	2.28	21	5	23.8%
42-B	1.35	8	0	0.0%
42-C	24.03	131	10	7.6%
ALL SEGMENTS	142.52	1094	97	8.9%

^{*} **Bold values** indicate percentages of passing-related crashes higher than average.

As shown in **Table 2**, the average percentage of passing-related crashes along all study segments is 8.9%. Four segments experienced an above-average percentage of passing related crashes: 101-A, 101-C, 101-G, and 42-A.

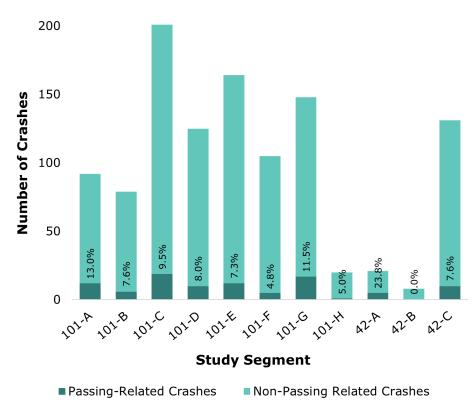


FIGURE 2: PERCENTAGE OF PASSING-RELATED CRASHES BY STUDY SEGMENT

PEDESTRIAN-INVOLVED CRASHES

There were four pedestrian-involved crashes from 2017 to 2021. One crash was passing-related.

- In 2017, a pedestrian crash resulting in minor injury occurred just south of Sundown Road between the Samuel H. Boardman State Scenic Corridor and Brookings (Segment 101-G). The crash was a sideswipe-meeting roadway departure crash flagged as passing-related. A car heading north struck a stalled car in the roadway, subsequently striking a pedestrian in the roadway. The crash occurred in clear, dry, and dark conditions.
- In 2018, a pedestrian crash resulting in minor injury occurred at the intersection of US 101 and Marine Way near Shorewood (Segment 101-C). A semitruck traveling north through the intersection struck an eastbound pedestrian crossing US 101. The crash occurred at dawn on a cold, dry day.
- In 2019, there was a fatal pedestrian crash near the Winchuck State Recreation Site driveway just north of the Winchuck River Bridge (Segment 101-H). A car heading south struck a pedestrian in the roadway. Both alcohol and drug impairment were listed as contributing factors. Conditions were clear and dry. The crash occurred in clear, dry, and dark conditions.
- In 2020, there was a fatal pedestrian crash at the intersection of US 101 and Two Mile Lane south of Bandon (Segment 101-E). A car traveling south through the intersection struck a

pedestrian on the road shoulder. Inattention, alcohol impairment, and drug impairment were listed as contributing circumstances. The crash occurred in dark and wet conditions.

BICYCLE-INVOLVED CRASHES

From 2017 to 2021, there were five bicycle-involved crashes. Two of the five crashes were passing-related.

- In 2018, a fatal bicycle crash occurred on a segment near Whaleshead Beach (Segment 101-G). A car traveling north struck a bicyclist crossing US 101 between intersections. The crash report listed drug impairment as a contributing factor. The crash occurred on a clear, dry day.
- In 2019, a bicycle crash resulting in minor injury occurred at the intersection of US 101 and the Humbug Mountain State Park campground driveway (Segment 101-F). A car traveling south struck a southbound bicyclist turning left into the driveway. The crash occurred on a clear, dry day.
- In 2019, there was a bicycle crash resulting in serious injury near Meyers Creek Vista Point (Segment 101-G). The crash was passing-related and occurred when a southbound car struck a southbound bicyclist turning left on a horizontal curve. The crash occurred on a clear, dry day.
- In 2020, there was a bicycle crash resulting in minor injury south of Lakeside near Beaver Loop Road (Segment 101-C). The crash was passing-related and occurred when a southbound car struck a southbound bicyclist traveling on the road. The crash occurred on a clear, dry day.
- In 2020, a fatal bicycle crash occurred near Shorewood (Segment 101-C). The crash was a rear end that involved roadway departure. A car traveling north struck a bicyclist heading north on the road shoulder. Inattention (cell phone use), alcohol impairment, and drug impairment were listed as contributing factors. The crash occurred on a clear, dry day.

SAFETY ANALYSIS METHODOLOGY

To pinpoint specific locations along a segment that might have a safety concern, the eleven study segments were divided into smaller segments ranging between 0.25 miles and 2 miles. Depending on the length of the study segment, each one was divided into 15 to 31 safety-specific subsegments; only three study segments were divided into three or less subsegments. Most of these subsegments are consistent with the operational analysis subsegments, with some differences to prevent splitting clusters of crashes.

The goal of the existing conditions safety analysis is to identify segments for Highway Safety Manual (HSM) predictive analysis and perform predictive analysis to act as a baseline safety condition to compare with future scenarios in later tasks. Segments were identified using two methods: SPIS sites and critical crash rates.

ODOT SAFETY PRIORITY INDEX SYSTEM

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify and compare locations with safety problems on state highways. SPIS scores are developed based upon crash frequency, crash severity, and rate for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years). A prioritized list of the top 15% of statewide SPIS sites is created for each region, and the top 5% are investigated by the five Region Traffic managers' offices.

The percentile rankings are based on the percentage of SPIS scores that are the same or lower than a selected SPIS score. For example, a SPIS score that is higher than 95 percent of all SPIS scores is at the 95th percentile. Similarly, 90th percentile SPIS score is higher than 90 percent of all SPIS scores (i.e., in the top 10 percent), but it is below and not within the top 5 percent (95th percentile) of all SPIS scores.

All top 10% SPIS sites from 2022, 2021, and 2020 on the study segments are identified below. There are no top 5% SPIS sites.

TABLE 3. SPIS SITES 2022, 2021, 2020

SEGMENT	MILEPOINTS	SPIS 2022	SPIS 2021	SPIS 2020
101-C	229.41 to 229.54	x		
101-D -	245.04 to 245.05			Х
101-0 -	252.14 to 252.20	Х		
42-C -	24.51 to 24.59	Х	Х	
42-0	28.58 to 28.59	Х		

CRASH RATES

Crash rates are another indicator of safety performance that accounts for crash frequency and exposure but does not account for crash severity. The purpose of comparing calculated crash rates with other metrics is to identify sites where crashes occur at a higher frequency than expected.

Crash rates were examined at the study segment level and the safety subsegment level.

STUDY SEGMENT CRASH RATE EVALUATION

Segment crash rates were calculated for each of the eleven study segments. A segment's crash rate is calculated based on crash frequency and vehicle volume, with crash rates for segments given in units of crashes per million vehicle miles traveled (crashes/MVMT). The segment crash rates were then compared to two different metrics:

- **Statewide published crash rate**. Per ODOT's Table II¹, the statewide crash rate is 0.83. Four study segments have crash rates at or above the statewide crash rate.
- **Critical crash rate**. Critical crash rates are statistically adjusted for each segment based on length and exposure (traffic volume) to more accurately compare roadways with different characteristics. Five study segments have crash rates at or above their critical crash rate.

Table 4 shows the results of the study segment crash rate evaluation.

APPENDIX A: CRASH DATA ANALYSIS (DRAFT MAY 2024)

¹ Oregon Department of Transportation Crash Statistics & Reports. 2021 Crash Rate Table II. https://www.oregon.gov/odot/Data/Documents/Crash_Rate_TableII_2021.pdf

TABLE 4. STUDY SEGMENT CRASH RATE EVALUATION

	STUDY	SEGMENT INFOR	MATION	COMPARISON TO STATEWIDE CRASH RATE		COMPARISON TO CRITICAL CRASH RATE		
SEGMENT	LENGTH (MILES)	APPROXIMATE VOLUME (AADT)	NO. OF CRASHES	SEGMENT CRASH RATE	STATEWIDE PUBLISHED CRASH RATE	SEGMENT ABOVE STATE- WIDE?	CRITICAL CRASH RATE	SEGMENT ABOVE CRITICAL?
101-A	12.48	4,800	92	0.84		Yes	0.61	Yes
101-B	7.90	9,500	79	0.58		No	0.67	No
101-C	11.83	14,000	201	0.66		No	0.67	No
101-D	15.63	9,200	125	0.48		No	0.64	No
101-E	21.61	5,000	164	0.83		Yes	0.59	Yes
101-F	22.91	3,200	105	0.78	0.83	No	0.58	Yes
101-G	20.91	4,000	148	0.97		Yes	0.61	Yes
101-H	1.59	8,900	20	0.77		No	0.95	No
42-A	2.28	10,100	21	0.50		No	0.81	No
42-B	1.35	5,000	8	0.65		No	0.79	No
42-C	24.03	3,400	131	0.88		Yes	0.57	Yes

It should be noted that these segments are too long to apply predictive analysis. This table is intended to provide a general overview of the safety performance of all study segments.

HSM SEGMENT CRASH RATE EVALUATION

Subsegment crash rates were evaluated for the entire corridor, a total of 177 subsegments. Out of these, 20 had a calculated crash rate above their critical crash rate. The breakdown of these subsegments is shown below.

- 7 on 42-C
- 2 on 101-A
- 1 on 101-B
- 3 on 101-C

- 2 on 101-D
- 2 on 101-E
- 3 on 101-F

IDENTIFYING SEGMENTS FOR PREDICTIVE ANALYSIS

HIGHWAY SAFETY MANUAL OVERVIEW

The Highway Safety Manual (HSM), published in 2010, is the first national resource that provides quantitative information and methods to evaluate the safety performance of roadways. The predictive method, which is the cornerstone of the HSM, estimates the expected average crash frequency on a segment using a combination of site characteristics and historical crash data.

WHICH HSM SEGMENTS WERE ANALYZED USING PREDICTIVE ANALYSIS?

HSM segments were analyzed using predictive analysis if their calculated crash rate was above their critical crash rate.

HSM SEGMENT ANALYSIS

For each segment, the expected average crash frequency is calculated using a Safety Performance Function (SPF), which is a regression equation developed for a specific type of facility using a national database of information. Each SPF is then adjusted to account for specific site characteristics using Crash Modification Factors (CMFs). CMFs can also be applied to estimate the effectiveness of various countermeasures, including the addition of passing lanes.

The HSM Smart Spreadsheets, which are provided by ODOT², were used to conduct all of the HSM analyses. The output of the HSM Smart Spreadsheets is the expected number of crashes per year for each location. The expected number of crashes for each location was then used to evaluate its relative safety performance and to quantify the effectiveness of relevant countermeasures (including the addition of passing lanes, passing zones, or vehicle turnouts). The assumptions and limitations of the HSM analysis are described below.

Local Calibration Factors

The SPFs and CMFs used in the HSM were derived from a national database of roadways and intersection. As such, the equations need to be calibrated to local conditions to account for differences in driver behavior, weather, and crash reporting thresholds, among other factors. Previous research efforts have developed a set of recommended calibration factors for the State of Oregon, which are outlined in ODOT's Analysis Procedures Manual (APM). For rural two-lane highways, the calibration factor is 0.74.

Limitations and Assumptions

The research used to develop CMFs varies greatly in terms of data quality and analytical procedures. A star-rating is applied to each CMF that indicates the quality of the study that produced the CMF, where 5-stars indicates the highest or most reliable rating. The CMFs that are integrated into the HSM Smart Spreadsheets all have star ratings of three or higher.

² Highway Safety Manual webpage, Oregon Department of Transportation. https://www.oregon.gov/odot/Engineering/Pages/HSM.aspx



APPENDIX A: CRASH DATA ANALYSIS (DRAFT MAY 2024)

HSM EXISTING CONDITIONS RESULTS

A comparison of the historical average number of crashes per year (2017 to 2021) with the expected average number of crashes per year (using the HSM analysis methods under existing conditions) gives an indication of relative safety performance of the study locations.

Table 5 shows the results of the HSM predictive existing conditions analysis. As shown, all of the analyzed subsegments had a higher number of observed crashes than expected, with eight at least twice the number of expected crashes and seven at least 1.5 times the number of expected crashes.

TABLE 5. OBSERVED AND EXPECTED CRASH FREQUENCY, PASSING LANES SUBSEGMENTS

STUDY LOCATION	OBSERVED CRASHES PER YEAR (2017-2021)	EXPECTED CRASHES PER YEAR (HSM)
SEGMENT 42-C		
SC.3.1	1.40	0.66
SC.4.1	3.00	1.30
SC.6.2	3.40	1.60
SC.11.1	1.40	0.70
SC.24.1	1.20	0.50
SC.25.1	1.00	0.50
SC.26.1	1.20	0.50
SEGMENT 101-A		
SD.6.1	1.40	0.81
SD.11.1	2.00	1.12
SEGMENT 101-B		
SE.3.1	5.20	2.90
SEGMENT 101-C		
SF.11.1	6.60	4.40
SF.15.1	2.60	2.30
SF.18.1	7.60	5.90
SEGMENT 101-D		
SG.1.1	2.20	1.91

STUDY LOCATION	OBSERVED CRASHES PER YEAR (2017-2021)	EXPECTED CRASHES PER YEAR (HSM)
SG.9.1	4.40	2.37
SEGMENT 101-E		
SH.1.2	3.00	1.90
SH.3.1	3.00	2.10
SEGMENT 101-F		
SI.5.1	4.80	3.70
SI.10.1	1.60	0.90
SI.18.1	1.60	0.70

BOLD: DENOTES OBSERVED CRASH RATES ABOVE EXPECTED

HIGHLIGHTED IN YELLOW: DENOTES CRASH RATES AT LEAST 1.5 TIMES THE EXPECTED CRASH RATE HIGHLIGHTED IN RED: DENOTES OBSERVED CRASH RATES AT LEAST TWICE THE EXPECTED CRASH RATE