

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	LN	Arterial Name	Perry Avenue Extension	Study Period	Standard K
Date Prepared	10/17/2018 1:52:07 PM	From		Modal Analysis	Multimodal
Agency	BGE	To		Program	ARTPLAN 2012
Area Type	Rural Developed	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				
File Name	\\browngay.net\gfs\Projects\City_of_Mont_Belview\6228-00_HGAC_TIP_Application_Support\04_ENGR\03_Documents\2. Perry Ave Extension\LOSPLAN\Existing.xap				
User Notes	Proposed				

Arterial Data

K	0.095	PHF	1	Control Type	FullyActuated
D	0.57	% Heavy Vehicles	3	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	90	0.42	3	1	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	6706	5443	295	1	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to)	260	1510	0.409	18.42	D	0.09	41.08	A			
Arterial Length	1.2814	Weighted g/C	0.42	FFS Delay	20.86	Threshold Delay	0.00	Auto Speed	41.08	Auto LOS	A

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	420	740	***	***	***
2	880	1520	***	***	***
3	1360	2280	***	***	***
4	1840	3040	***	***	***
*	420	740	***	***	***
Lanes	Hourly Volume In Both Directions				
2	740	1310	***	***	***
4	1550	2650	***	***	***
6	2390	4000	***	***	***
8	3230	5350	***	***	***
*	740	1310	***	***	***
Lanes	Annual Average Daily Traffic				
2	7800	13800	***	***	***
4	16300	27900	***	***	***
6	25200	42100	***	***	***
8	34000	56300	***	***	***
*	7800	13800	***	***	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	Yes	10.00	Yes	Wide	No	0	0.2	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide				No	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus					
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to)	3.95	D	2.95	C				3.04	C	0.00	F		
		Bicycle LOS	2.95	C				Pedestrian LOS	3.04	C	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	60	180	380	1000
2	**	120	360	760	2000
3	**	180	540	1160	3000
4	**	240	720	1540	4000
*	**	60	180	380	1000
Lanes	Hourly Volume In Both Directions				
2	**	100	310	660	1760
4	**	210	630	1330	3510
6	**	310	940	2030	5270
8	**	410	1250	2690	7020
*	**	100	310	660	1760
Lanes	Annual Average Daily Traffic				
2	**	1100	3300	7000	18500
4	**	2200	6600	14000	37000
6	**	3200	9900	21300	55500
8	**	4300	13200	28300	73900
*	**	1100	3300	7000	18500

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1760	> 1760	***	***	***
4	3510	> 3510	***	***	***
6	5270	> 5270	***	***	***
8	7020	> 7020	***	***	***
*	1760	> 1760	***	***	***
Lanes	Annual Average Daily Traffic				
2	18500	> 18500	***	***	***
4	37000	> 37000	***	***	***
6	55500	> 55500	***	***	***
8	73900	> 73900	***	***	***
*	18500	> 18500	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				

≥ 7.75	≥ 5.17	≥ 3.88	≥ 2.59	≥ 1.30
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* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.