

INPUTS

Project Information	
Name:	FM 1960
Application ID Number:	300792
Sponsor ID Number (CSJ, etc.):	
Year Open to Traffic? (Must be >=2018)	2018

Daily Travel Demand	With Project	Without Project
2018 VHT		
2018 Volume	12,700	
2018 Capacity	27,600	
2025 Volume	13,200	
2025 Capacity	27,600	
2040 Volume	13,900	
2040 Capacity	27,600	

OUTPUTS

Benefit Results	
Annual Discounted Delay Benefits	\$24,090

Using the difference in *user cost of delays* per day for each direction of travel from the summary output. See *Summary View Sheet* for more details.

SummaryView

period length (min)			PROJECT INFORMATION			REPORT INFORMATION				
annual traffic growth (%)	3.00%		PROJECT TITLE	FM 1960, SH321 to Ross St.			REPORT TITLE	DETAILED USER COST REPORT SUMMARY SHEET		
years of growth	0		C.S. JOB #				DIVISION	Liberty		
VEHICLE INPUT	cars	trucks	START DATE				REPORT BY	LR		
design demand (%)	92.0%	8.0%	NOTES:	WB Direction Existing 1 lane, Widen to 2 lanes w/dual left turns at intersection						
user cost per hour (\$/V hr)	\$17.44	\$30.77								
user cost per mile, (\$/V mi)	\$0.56	\$1.81								
user cost per cancellation, (\$/V)										
METHOD INPUT			METHOD 1		METHOD 2		METHOD 3		METHOD 4	
method title			Existing 1 WB		Proposed 2 WB lanes					
DISTANCE AND SPEED (mi) (mph)			distance	speed	distance	speed	distance	speed	distance	speed
work zone	method travel		0.2	see delay	0.2	see delay		see delay		see delay
	normal travel		0.2	35.0	0.2	35.0				
diversion	method travel									
	normal travel									
SPEED DELAY			threshold	range	threshold	range	threshold	range	threshold	range
capacity for speed delay (V/period)			1500		3400					
speed (when D=0) (mph)			35		35					
speed (when D=C) (mph)			28		28					
DECREASE TO DEMAND			threshold	range	threshold	range	threshold	range	threshold	range
capacity for decreases to design demand (V/period)			2100							
canceled cars (with no delay) (%)										
canceled trucks (with no delay) (%)										
canceled cars (with delay) (%/min)										
canceled trucks (with delay) (%/min)										
diverted cars (with no delay) (%)			0.0%							
diverted trucks (with no delay) (%)			0.0%							
diverted cars (with delay) (%/min)										
diverted trucks (with delay) (%/min)										
OTHER USER COST INPUT			cars	trucks	cars	trucks	cars	trucks	cars	trucks
other user cost per actual demand (\$/V)			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
user cost per diversion (\$/V)			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PERIOD INPUT			backup at start (V)		0		0		0	
direction:	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
period	historical demand	design demand	capacity		capacity		capacity		capacity	
(hr)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)
12 A	38	38	1500	0	3400	0				
1 A	35	35	1500	0	3400	0				
2 A	35	35	1500	0	3400	0				
3 A	65	65	1500	0	3400	0				
4 A	75	75	1500	0	3400	0				
5 A	100	100	1500	0	3400	0				
6 A	450	450	1500	0	3400	0				
7 A	750	750	1500	0	3400	0				
8 A	950	950	1500	0	3400	0				
9 A	1150	1150	1500	0	3400	0				
10 A	950	950	1500	0	3400	0				
11 A	650	650	1500	0	3400	0				
12 P	650	650	1500	0	3400	0				
1 P	550	550	1500	0	3400	0				
2 P	450	450	1500	0	3400	0				
3 P	550	550	1500	0	3400	0				
4 P	900	900	1500	0	3400	0				
5 P	1150	1150	1500	0	3400	0				
6 P	850	850	1500	0	3400	0				
7 P	650	650	1500	0	3400	0				
8 P	550	550	1500	0	3400	0				
9 P	450	450	1500	0	3400	0				
10 P	450	450	1500	0	3400	0				
11 P	252	252	1500	0	3400	0				
Total	12700	0	12700	0	36000	0	81600	0	0	0
SUMMARY OUTPUT			Existing 1 WB Direction		Proposed 2 WB lanes					
traffic method direction			WB	EB	WB	EB	WB	EB	WB	EB
total user cost			\$82	\$0	\$16	\$0	\$0	\$0	\$0	\$0
user cost of delays			\$82	\$0	\$16	\$0	\$0	\$0	\$0	\$0
user cost of decreases			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
maximum backup (V)			0	0	0	0	0	0	0	0
maximum backup length (lane mi)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
maximum delay (min.)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
total delay, except diversions (V hr)			4	0	1	0	0	0	0	0
average delay, except diversions (min)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
total vehicles canceled(V)			0	0	0	0	0	0	0	0
total vehicles diverted (V)			0	0	0	0	0	0	0	0
total decrease in demand (V)			0	0	0	0	0	0	0	0
% decrease in demand			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
delay per diverted vehicle (min)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
total diversion delay (V hr)			0	0	0	0	0	0	0	0
total delay, including diversions (V hr)			4	0	1	0	0	0	0	0
average delay, including diversions (min)			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
user cost / design demand			\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
delay cost / actual demand			\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Aut	ON	Print	ON	Nov	OK	validity of output	VALID	VALID	NOT VALID	NOT VALID