

## INPUTS

Project Information	
Name:	IH 10@FM 3180 Overpass
Application ID Number:	300807
Sponsor ID Number (CSJ, etc.):	
Year Open to Traffic? (Must be >=2018)	2018

Daily Travel Demand	With Project	Without Project
2018 VHT		
2018 Volume	8,800	
2018 Capacity	16,050	
2025 Volume	10,900	
2025 Capacity	16,050	
2040 Volume	14,200	
2040 Capacity	16,050	

## OUTPUTS

Benefit Results	
Annual Discounted Delay Benefits	\$47,450

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

VEHICLE INPUT			PROJECT INFORMATION				REPORT INFORMATION				
period length (min)	60		PROJECT TITLE				REPORT TITLE				
annual traffic growth (%)	3.00%		FM 3180, Eagle Dr. to S of IH10				DETAILED USER COST REPORT SUMMARY SHEET				
years of growth	0		C.S.				DIVISION				
design demand (%)	cars	trucks	JOB #				Liberty				
user cost per hour (\$/V hr)	\$17.44	\$30.77	START DATE				REPORT BY				
user cost per mile, (\$/V mi)	\$0.56	\$1.81	NOTES:				Existing 2 lane, Widen to 4 lanes				
user cost per cancellation, (\$/V)											
METHOD INPUT			METHOD 1		METHOD 2		METHOD 3		METHOD 4		
method title			Existing 2 lanes		Proposed 5 lanes						
DISTANCE AND SPEED (mi) (mph)			distance	speed	distance	speed	distance	speed	distance	speed	
work zone			0.5	see delay	0.5	see delay					
diversion			0.5	50.0	0.5	50.0					
SPEED DELAY			threshold	range	threshold	range	threshold	range	threshold	range	
capacity for speed delay (V/period)			1500		3000						
speed (when D~0) (mph)			50		50						
speed (when D=C) (mph)			35		35						
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			0	0	0	0	0	0	0	0	
direction: SB NB SB NB			SB	NB	SB	NB	SB	NB	SB	NB	
period: historical demand design demand			capacity	capacity	capacity	capacity	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)	(V/period)	(V/period)	
12 A	38	38	38	38	1500	1500	3000	3000			
1 A	35	35	35	35	1500	1500	3000	3000			
2 A	35	35	35	35	1500	1500	3000	3000			
3 A	65	65	65	65	1500	1500	3000	3000			
4 A	75	75	75	75	1500	1500	3000	3000			
5 A	100	100	100	100	1500	1500	3000	3000			
6 A	300	300	300	300	1500	1500	3000	3000			
7 A	500	500	500	500	1500	1500	3000	3000			
8 A	700	700	700	700	1500	1500	3000	3000			
9 A	700	700	700	700	1500	1500	3000	3000			
10 A	550	550	550	550	1500	1500	3000	3000			
11 A	450	450	450	450	1500	1500	3000	3000			
12 P	500	500	500	500	1500	1500	3000	3000			
1 P	400	400	400	400	1500	1500	3000	3000			
2 P	350	350	350	350	1500	1500	3000	3000			
3 P	350	350	350	350	1500	1500	3000	3000			
4 P	600	600	600	600	1500	1500	3000	3000			
5 P	800	800	800	800	1500	1500	3000	3000			
6 P	500	500	500	500	1500	1500	3000	3000			
7 P	450	450	450	450	1500	1500	3000	3000			
8 P	450	450	450	450	1500	1500	3000	3000			
9 P	350	350	350	350	1500	1500	3000	3000			
10 P	350	350	350	350	1500	1500	3000	3000			
11 P	152	152	152	152	1500	1500	3000	3000			
Total	8800	8800	8800	8800	36000	36000	72000	72000	0	0	
SUMMARY OUTPUT			Existing 2 lanes		Proposed 5 lanes						
traffic method direction			SB	NB	SB	NB	SB	NB	SB	NB	
total user cost			\$87	\$87	\$22	\$22	\$0	\$0	\$0	\$0	
user cost of delays			\$87	\$87	\$22	\$22	\$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.)			0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
total delay, except diversions (V hr)			5	5	1	1	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)			5	5	1	1	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	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
delay cost / actual demand			\$0.01	\$0.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Aut	ON	Print	ON	Nov	OK	validity of output		VALID	VALID	VALID	VALID
			VALID	VALID	VALID	VALID	NOT VALID	NOT VALID	NOT VALID	NOT VALID	