

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007\ARTPLAN\AP_CR 491 at SR 44\AM 2-lane.xml	<b>Date Prepared</b>	10/26/2007		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	9/20/07		
<b>Analyst</b>	CBM	<b>Agency</b>	DRMP	<b>District</b>	Citrus County
<b>Arterial Name</b>	CR 491	<b>Begin Intersection</b>	CR 486	<b>End Intersection</b>	SR 44
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	CR 491 from CR 486 to SR 44				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Transitioning/Urban	<b>AADT</b>	20649	<b># of Signals</b>	1
<b>Class</b>	1	<b>K</b>	0.095	<b>Control Type</b>	Semiactuated
<b>Posted Speed</b>	45	<b>D</b>	0.54	<b>Cycle Length</b>	140
<b># Thru Lanes</b>	2	<b>PHF</b>	0.91	<b>Through g/C</b>	0.25
<b>Median Type</b>	None	<b>% Heavy Vehicles</b>	6	<b>Left g/C</b>	0.14
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	26	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	23		
<b>Right Turn Lanes</b>	Yes	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1581		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to SR 44)	140	0.25	0.14	3	Yes	Yes	26	23	1	2.9	20649	1059	1	50	None

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to SR 44)	594	1581	1.5	280	F	Yes#	20.6	F	
<b>Arterial Length</b>	<b>2.90</b>	<b>Weighted g/C</b>	<b>0.25</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 900 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	180	720	760	***	***
2	410	1480	1540	***	***
3	640	2240	2330	***	2330
4	860	3000	3110	***	***
*	180	720	760	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	330	1330	1410	***	***
4	760	2740	2860	***	***
6	1190	4150	4310	***	4310
8	1590	5560	5760	***	***
*	330	1330	1410	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	3500	14000	14800	***	***
4	8000	28800	30100	***	***
6	12500	43700	45400	***	45400
8	16800	58500	60600	***	***
*	3500	14000	14800	***	***

\* 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.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007\ARTPLAN\AP_CR 491 at SR 44 SB 2-lane.xml	<b>Date Prepared</b>	10/26/2007		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	9/20/07		
<b>Analyst</b>	CBM	<b>Agency</b>	DRMP	<b>District</b>	Citrus County
<b>Arterial Name</b>	CR 491	<b>Begin Intersection</b>	CR 486	<b>End Intersection</b>	SR 44
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	CR 491 from CR 486 to SR 44				

## Facility Data

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Transitioning/Urban	<b>AADT</b>	20649	<b># of Signals</b>	1
<b>Class</b>	1	<b>K</b>	0.095	<b>Control Type</b>	Semiactuated
<b>Posted Speed</b>	45	<b>D</b>	0.54	<b>Cycle Length</b>	140
<b># Thru Lanes</b>	2	<b>PHF</b>	0.87	<b>Through g/C</b>	0.25
<b>Median Type</b>	None	<b>% Heavy Vehicles</b>	2.4	<b>Left g/C</b>	0.14
<b>Left Turn Lanes</b>	Yes	<b>% Left Turns</b>	37	<b>Arrival Type</b>	3
<b>LT Lane(s) Storage Length</b>	235	<b>% Right Turns</b>	17		
<b>Right Turn Lanes</b>	Yes	<b>Base Sat. Flow Rate</b>	1950		
		<b>Adj. Sat. Flow Rate</b>	1615		

### Automobile Intersection and Segment Data

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to SR 44)	140	0.25	0.14	3	Yes	Yes	37	17	1	2.9	20649	1059	1	50	None

### Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS	
1 (to SR 44)	560	1615	1.39	228.07	F	Yes#	22.9	F	
<b>Arterial Length</b>	<b>2.90</b>	<b>Weighted g/C</b>	<b>0.25</b>	<b>FFS Delay</b>	<b>Threshold Delay</b>	<b>Auto Speed</b>	<b>###</b>	<b>Auto LOS</b>	<b>F</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 900 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	200	790	870	***	***
2	430	1620	1760	1770	***
3	660	2450	2660	***	2660
4	890	3280	3550	***	***
*	200	790	870	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	370	1460	1600	***	***
4	800	3000	3260	3270	***
6	1220	4540	4920	***	4920
8	1650	6070	6570	***	***
*	370	1460	1600	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	3900	15400	16900	***	***
4	8400	31600	34300	34400	***
6	12900	47800	51800	***	51800
8	17300	63900	69200	***	***
*	3900	15400	16900	***	***

\* 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.

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007\ARTPLAN\AP_SR44_340_peak_nonpeak_rev.xml	<b>Date Prepared</b>	4/28/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	9/20/07		
<b>Analyst</b>	CBM	<b>Agency</b>	DRMP	<b>District</b>	Citrus
<b>Arterial Name</b>	SR 44	<b>Begin Intersection</b>	Turkey Oak Dr	<b>End Intersection</b>	US 19
<b>Study Period</b>	K100	<b>Peak Direction</b>	Westbound		
<b>User Notes</b>	Segment 340, Turkey Oak to US 19				

## Facility Data (Auto)

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Other Urbanized	<b>AADT</b>	23000	<b># of Signals</b>	1
<b>Class</b>	1	<b>K</b>	0.094	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	45	<b>D</b>	0.54	<b>Cycle Length</b>	120
<b># Thru Lanes</b>	4	<b>PHF</b>	0.935	<b>Through g/C</b>	0.33
<b>Median Type</b>	Non-Restrictive	<b>% Heavy Vehicles (Peak)</b>	5	<b>Left g/C</b>	0.1
<b>Left Turn Lanes</b>	No	<b>% Heavy Vehicles (Off-Peak)</b>	5	<b>Arrival Type (Peak)</b>	3
<b>LT Lane(s) Storage Length</b>	N/A	<b>% Left Turns (Peak)</b>	0	<b>Arrival Type (Off-Peak)</b>	3
<b>Right Turn Lanes</b>	Yes	<b>% Right Turns (Peak)</b>	41		
		<b>% Left Turns (Off-Peak)</b>	9		
		<b>% Right Turns (Off-Peak)</b>	1		
		<b>Adj. Sat. Flow Rate (Peak)</b>	1377		
		<b>Adj. Sat. Flow Rate (Off-Peak)</b>	1389		

### Automobile Intersection and Segment Data (Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to US 19)	120	0.33		3	No	Yes	0	41	2	1.39	23000	1167	2	50	Non-Restrictive

### Automobile Intersection and Segment Data (Off-Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Turkey Oak Dr)	100	0.5		3	No	No	9	1	2	1.39	23000	995	2	50	Non-Restrictive

### Automobile LOS (Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to US 19)	736	1377	0.81	39.53	D	No	34.3	B			
<b>Arterial Length</b>	<b>1.39</b>	<b>Weighted g/C</b>	<b>0.33</b>	<b>FFS Delay</b>	<b>45.8</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>34.3</b>	<b>Auto LOS</b>	<b>B</b>

### Automobile LOS (Off-Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to Turkey Oak Dr)	1064	1387	0.77	21.76	C	No	39.5	B			
<b>Arterial Length</b>	<b>1.39</b>	<b>Weighted g/C</b>	<b>0.50</b>	<b>FFS Delay</b>	<b>26.6</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>39.5</b>	<b>Auto LOS</b>	<b>B</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 950 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	550	770	***	***
2	**	1200	1560	***	***
3	**	1870	2360	***	***
4	**	2540	3150	***	***
*	**	1200	1560	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	1020	1420	***	***
4	**	2220	2890	***	***
6	**	3460	4360	***	***
8	**	4700	5830	***	***
*	**	2220	2890	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	10800	15100	***	***
4	**	23600	30800	***	***
6	**	36800	46400	***	***
8	**	50000	62000	***	***
*	**	23600	30800	***	***



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**# 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.**

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007\ARTPLAN\AP_RockCrusher 323 SB Jan.xml	<b>Date Prepared</b>	4/28/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	9/20/07		
<b>Analyst</b>	CBM	<b>Agency</b>	DRMP	<b>District</b>	Citrus
<b>Arterial Name</b>	Rock Crusher Rd (323)	<b>Begin Intersection</b>	Venable St	<b>End Intersection</b>	CR 490
<b>Study Period</b>	K100	<b>Peak Direction</b>	Southbound		
<b>User Notes</b>	Seg 323 from Venable St to CR 490				

## Facility Data (Auto)

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Other Urbanized	<b>AADT</b>	4859	<b># of Signals</b>	1
<b>Class</b>	1	<b>K</b>	0.095	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	45	<b>D</b>	0.54	<b>Cycle Length</b>	65
<b># Thru Lanes</b>	2	<b>PHF</b>	0.82	<b>Through g/C</b>	0.46
<b>Median Type</b>	None	<b>% Heavy Vehicles (Peak)</b>	4.1	<b>Left g/C</b>	0.1
<b>Left Turn Lanes</b>	No	<b>% Heavy Vehicles (Off-Peak)</b>	4.6	<b>Arrival Type (Peak)</b>	3
<b>LT Lane(s) Storage Length</b>	N/A	<b>% Left Turns (Peak)</b>	28	<b>Arrival Type (Off-Peak)</b>	3
<b>Right Turn Lanes</b>	No	<b>% Right Turns (Peak)</b>	0		
		<b>% Left Turns (Off-Peak)</b>	13		
		<b>% Right Turns (Off-Peak)</b>	6		
		<b>Adj. Sat. Flow Rate (Peak)</b>	1250		
		<b>Adj. Sat. Flow Rate (Off-Peak)</b>	1255		

### Automobile Intersection and Segment Data (Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to CR 490)	65	0.46		3	No	No	28	0	1	2.7	4859	249	1	50	None

### Automobile Intersection and Segment Data (Off-Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Venable St)	50	0.5		3	No	No	13	6	1	2.7	4859	212	1	50	None

### Automobile LOS (Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to CR 490)	304	1271	0.52	13.16	B	No	47.2	A			
Arterial Length	2.70	Weighted g/C	0.46	FFS Delay	11.4	Threshold Delay	0.0	Auto Speed	47.2	Auto LOS	A

### Automobile LOS (Off-Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to Venable St)	259	1254	0.41	8.28	A	No	48.8	A			
Arterial Length	2.70	Weighted g/C	0.50	FFS Delay	4.9	Threshold Delay	0.0	Auto Speed	48.8	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 950 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	480	550	600	***	***
2	1000	1130	1220	***	***
3	1510	1700	1830	***	***
4	2030	2280	2450	***	***
*	480	550	600	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	890	1020	1110	***	***
4	1850	2090	2250	***	***
6	2800	3150	3390	***	***
8	3760	4220	4540	***	***
*	890	1020	1110	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	9400	10700	11700	***	***
4	19500	22000	23700	***	***
6	29400	33100	35700	***	***
8	39600	44400	47800	***	***
*	9400	10700	11700	***	***

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

# ARTPLAN 2007 Conceptual Planning Analysis

## Description/File Information

<b>File Name</b>	C:\Program Files\LOSPLAN2007\ARTPLAN\AP_RockCrusher 325 FINAL SB Jan.xml	<b>Date Prepared</b>	4/22/2008		
<b>Program</b>	ARTPLAN 2007	<b>Version Date</b>	9/20/07		
<b>Analyst</b>	CBM	<b>Agency</b>	DRMP	<b>District</b>	Citrus
<b>Arterial Name</b>	Rock Crusher Rd	<b>Begin Intersection</b>	SR 44	<b>End Intersection</b>	Venable St
<b>Study Period</b>	K100	<b>Peak Direction</b>	Northbound		
<b>User Notes</b>	Seg 325 from Venable St to SR 44				

## Facility Data (Auto)

Roadway Variables		Traffic Variables		Control Variables	
<b>Area Type</b>	Other Urbanized	<b>AADT</b>	7581	<b># of Signals</b>	1
<b>Class</b>	1	<b>K</b>	0.095	<b>Control Type</b>	Actuated
<b>Posted Speed</b>	50	<b>D</b>	0.52	<b>Cycle Length</b>	65
<b># Thru Lanes</b>	2	<b>PHF</b>	0.835	<b>Through g/C</b>	0.38
<b>Median Type</b>	None	<b>% Heavy Vehicles (Peak)</b>	4	<b>Left g/C</b>	0.1
<b>Left Turn Lanes</b>	No	<b>% Heavy Vehicles (Off-Peak)</b>	4.6	<b>Arrival Type (Peak)</b>	3
<b>LT Lane(s) Storage Length</b>	N/A	<b>% Left Turns (Peak)</b>	41	<b>Arrival Type (Off-Peak)</b>	3
<b>Right Turn Lanes</b>	No	<b>% Right Turns (Peak)</b>	18		
		<b>% Left Turns (Off-Peak)</b>	5		
		<b>% Right Turns (Off-Peak)</b>	25		
		<b>Adj. Sat. Flow Rate (Peak)</b>	1276		
		<b>Adj. Sat. Flow Rate (Off-Peak)</b>	1291		

### Automobile Intersection and Segment Data (Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to Venable St)	50	0.6		3	No	No	5	25	1	1.136	7426	367	1	55	None

### Automobile Intersection and Segment Data (Off-Peak)

Segment #	Cycle Length	Thru g/C	Left g/C	Arr. Type	Left Turn Lanes	Right Turn Lanes	% Left Turn	% Right Turn	INT # Dir. Lanes	Length	AADT	Hourly Vol.	SEG # Dir. Lanes	FFS	Median Type
1 (to SR 44)	65	0.39		3	No	No	39	19	1	1.136	7426	339	1	55	None

### Automobile LOS (Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to Venable St)	440	1293	0.57	6.85	A	No	49.2	A			
<b>Arterial Length</b>	<b>1.14</b>	<b>Weighted g/C</b>	<b>##</b>	<b>FFS Delay</b>	<b>8.8</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>49.2</b>	<b>Auto LOS</b>	<b>A</b>

### Automobile LOS (Off-Peak)

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	LT Spill	Speed (mph)	Segment LOS			
1 (to SR 44)	406	1298	0.8	22.29	C	No	41.6	B			
<b>Arterial Length</b>	<b>1.14</b>	<b>Weighted g/C</b>	<b>0.39</b>	<b>FFS Delay</b>	<b>23.8</b>	<b>Threshold Delay</b>	<b>0.0</b>	<b>Auto Speed</b>	<b>41.6</b>	<b>Auto LOS</b>	<b>B</b>

### Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 950 vphpl.

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	640	700	740	790	***
2	1330	1410	1510	1610	***
3	2020	2140	2280	2430	***
4	2710	2860	3050	3250	***
*	640	700	740	790	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1230	1350	1420	1530	***
4	2560	2710	2900	3100	***
6	3880	4120	4380	4670	***
8	5210	5500	5870	6240	***
*	1230	1350	1420	1530	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	13000	14200	15000	16100	***
4	26900	28500	30600	32600	***
6	40900	43300	46200	49200	***
8	54900	57900	61700	65700	***
*	13000	14200	15000	16100	***

\* 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.