Appendix 25-6:

HCS Level of Service Output

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Ex. Design Hour
Project Description	East Point Engery Center Site No. A	Unit	United States Customary
Direction 1 Geometric Data			
Direction 1	Eastbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 1 Adjustment Factor	ors		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Cap	acity		
Volume(V) veh/h	148	Heavy Vehicle Adjustment Factor (fHV)	0.803
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	98
Total Trucks, %	12.27	Capacity (c), pc/h/ln	2168
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2168
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.05
Direction 1 Speed and Densi	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	1.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (vol.),veh/h	79	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	23	Bicyle LOS Score (BLOS)	3.52
Average Effective Width (We), ft	29	Bicycle Level of Service (LOS)	D
Copyright © 2019 University of Florida, All Pights	D I LICCOMPANIO	Jano Vorsion 7.8	Congrated: 06/13/2019 14:26:2

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Ex. Design Hour
Project Description	East Point Engery Center Site No. A	Unit	United States Customary
Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 2 Adjustment Factor	ors		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Cap	pacity		
Volume(V) veh/h	99	Heavy Vehicle Adjustment Factor (fHV)	0.803
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	66
Total Trucks, %	12.27	Capacity (c), pc/h/ln	2168
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2168
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.03
Direction 2 Speed and Densi	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	1.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	53	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	27	Bicyle LOS Score (BLOS)	2.08
Average Effective Width (We), ft	33	Bicycle Level of Service (LOS)	В
Copyright © 2019 University of Florida, All Pights	D LICCOR NA IV	Jana Varsion 7.8	Gonorated: 06/13/2019 14:25:2

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Prop. Design Hour AADT
Project Description	East Point Engery Center Site No. A	Unit	United States Customary
Direction 1 Geometric Data			
Direction 1	Eastbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 1 Adjustment Factor	ors		
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 1 Demand and Cap	pacity		
Volume(V) veh/h	158	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	108
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2138
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2070
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.05
Direction 1 Speed and Densi	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.9
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	1.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	84	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	22	Bicyle LOS Score (BLOS)	4.54
Average Effective Width (We), ft	28	Bicycle Level of Service (LOS)	E
Copyright © 2019 University of Florida, All Rights	Posonyod HCSIM Multi	lane Version 7.8	Generated: 08/19/2019 13:53:10

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Prop. Design Hour AADT
Project Description	East Point Engery Center Site No. A	Unit	United States Customary
Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 2 Adjustment Factor	ors		
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Cap	pacity		
Volume(V) veh/h	106	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	72
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2138
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2070
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.03
Direction 2 Speed and Densi	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.9
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	1.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 2 Bicycle LOS			•
Flow Rate in Outside Lane (vOL),veh/h	56	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	26	Bicyle LOS Score (BLOS)	3.14
Average Effective Width (We), ft	32	Bicycle Level of Service (LOS)	С

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT
Project Description	East Point Engery Center Site No. B	Unit	United States Customary
Direction 1 Geometric Data			
Direction 1	Eastbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 1 Adjustment Facto	ors		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Cap	acity		
Volume(V) veh/h	198	Heavy Vehicle Adjustment Factor (fHV)	0.823
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	128
Total Trucks, %	10.78	Capacity (c), pc/h/ln	2168
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2168
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06
Direction 1 Speed and Densit	У		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	2.2
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	105	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	4.42
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D
Copyright © 2019 University of Florida, All Pights	December 1	and Varsian 7.8	Congrated: 06/13/2019 14:27:1

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT
Project Description	East Point Engery Center Site No. B	Unit	United States Customary
Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 2 Adjustment Facto	ors		
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Cap	acity		
Volume(V) veh/h	132	Heavy Vehicle Adjustment Factor (fHV)	0.823
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	86
Total Trucks, %	10.78	Capacity (c), pc/h/ln	2168
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2168
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.04
Direction 2 Speed and Densit	У		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	1.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	70	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	24	Bicyle LOS Score (BLOS)	2.60
Average Effective Width (We), ft	30	Bicycle Level of Service (LOS)	С
<u> </u>	1	L	1

Copyright © 2019 University of Florida. All Rights Reserved.

HCSTM Multilane Version 7.8 Location B - Ex. AADT.xuf Generated: 06/13/2019 14:26:55

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Prop. Design Hour AADT
Project Description	East Point Engery Center Site No. B	Unit	United States Customary
Direction 1 Geometric Data			
Direction 1	Eastbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 1 Adjustment Factor	ors		
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 1 Demand and Cap	pacity		
Volume(V) veh/h	238	Heavy Vehicle Adjustment Factor (fHV)	0.746
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	170
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2138
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2070
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.08
Direction 1 Speed and Densi	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.9
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	3.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	127	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	7.15
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	F
Copyright © 2019 University of Florida. All Rights		lane Version 7.8	Generated: 08/19/2019 14:05:52

	HCS7 Multilane	Highway Report	
Project Information			
Analyst	Macen Whirrett	Date	6/3/2019
Agency	TRC Engineers, Inc.	Analysis Year	2019
Jurisdiction		Time Period Analyzed	Prop. Design Hour AADT
Project Description	East Point Engery Center Site No. B	Unit	United States Customary
Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), In	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	2
Median Type	Divided	Total Lateral Clearance (TLC), ft	8
Free-Flow Speed (FFS), mi/h	58.4		
Direction 2 Adjustment Facto	ors		
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Cap	acity		
Volume(V) veh/h	160	Heavy Vehicle Adjustment Factor (fHV)	0.746
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	114
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2138
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2070
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06
Direction 2 Speed and Densit	ty		
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	56.9
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	2.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	А
Access Point Density Adjustment (fA)	0.8		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL),veh/h	85	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	22	Bicyle LOS Score (BLOS)	5.91
Average Effective Width (We), ft	28	Bicycle Level of Service (LOS)	F
Copyright © 2019 University of Florida, All Rights	Pasanyad HCSTM Multil	ane Version 7.8	Generated: 08/19/2019 14:06:28

	HCS7 Two-	Lane Highwa	y Report	
Project Information				
Analyst	Macen Whirrett	Date		6/5/2019
Agency	TRC Engineers, Inc.	Analysis Yea	ar	2019
Jurisdiction		Time Period	d Analyzed	Ex. Design Hour
Project Description	East Point Energy Co Site No. C	enter Unit		United States Customary
		Segment 1		
Vehicle Inputs				
Segment Type	Passing Zone	Length, ft		15840
Lane Width, ft	12	Shoulder W	/idth, ft	6
Speed Limit, mi/h	30	Access Poir	nt Density, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	100	100 Opposing Demand Flow Rate, veh/h		67
Peak Hour Factor	0.94	Total Trucks	5, %	5.22
Segment Capacity, veh/h	1700	Demand/Ca	apacity (D/C)	0.06
Intermediate Results				
Segment Vertical Class	1	Free-Flow S	Speed, mi/h	34.0
Speed Slope Coefficient	2.13040	Speed Pow	er Coefficient	0.59085
PF Slope Coefficient	-1.16932	PF Power C	oefficient	0.70733
In Passing Lane Effective Length?	No	Total Segm	ent Density, veh/mi/ln	0.6
%Improved % Followers	0.0	% Improved	d Avg Speed	0.0
Subsegment Data	·	·		
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	15840	-	-	34.0
Vehicle Results				
Average Speed, mi/h	34.0	Percent Fol	lowers, %	20.5
Segment Travel Time, minutes	5.29	Followers D	Pensity, followers/mi/ln	0.6
Vehicle LOS	А			
Bicycle Results				<u>'</u>
Percent Occupied Parking	0	Pavement (Condition Rating	3
Flow Rate Outside Lane, veh/h	100	Bicycle Effe	ctive Width, ft	34
Bicycle LOS Score	0.00	Bicycle Effe	ctive Speed Factor	3.39
Bicycle LOS	Α			

	HCS7 Two-Lar	ne Highway	y Report	
Project Information				
Analyst	Macen Whirrett	Date		6/5/2019
Agency	TRC Engineers, Inc.	Analysis Year		2019
Jurisdiction		Time Period	Analyzed	Prop. Design Hour
Project Description	East Point Energy Cente Site No. C	r Unit		United States Customary
	Se	gment 1		
Vehicle Inputs				
Segment Type	Passing Zone	Length, ft		15840
Lane Width, ft	12	Shoulder Wie	dth, ft	6
Speed Limit, mi/h	30	Access Point	Density, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	111 Opposing Demand Flow Rate, veh/h		74	
Peak Hour Factor	0.94	Total Trucks,	%	9.00
Segment Capacity, veh/h	1700	Demand/Cap	pacity (D/C)	0.07
Intermediate Results		·		
Segment Vertical Class	1	Free-Flow Sp	eed, mi/h	33.9
Speed Slope Coefficient	2.12817	Speed Power	r Coefficient	0.58672
PF Slope Coefficient	-1.17210	PF Power Co	efficient	0.70624
In Passing Lane Effective Length?	No	Total Segme	nt Density, veh/mi/ln	0.7
%Improved % Followers	0.0	% Improved	Avg Speed	0.0
Subsegment Data		·		·
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	15840	-	-	33.8
Vehicle Results				
Average Speed, mi/h	33.8	Percent Follo	wers, %	21.9
Segment Travel Time, minutes	5.33	Followers De	nsity, followers/mi/ln	0.7
Vehicle LOS	A			
Bicycle Results				•
Percent Occupied Parking	0	Pavement Co	ondition Rating	3
Flow Rate Outside Lane, veh/h	111	Bicycle Effect	tive Width, ft	33
Bicycle LOS Score	1.02	Bicycle Effect	tive Speed Factor	3.39
Bicycle LOS	A			

	HCS7 Two-	-Lane	Highway F	Report	
Project Information					
Analyst	Macen Whirrett		Date		6/5/2019
Agency	TRC Engineers, Inc.		Analysis Year		2019
Jurisdiction			Time Period Ana	llyzed	Ex. Design Hour
Project Description	East Point Energy (Site No. D	Center	Unit		United States Customary
		Segn	nent 1		
Vehicle Inputs					
Segment Type	Passing Zone		Length, ft		7920
Lane Width, ft	12		Shoulder Width,	ft	6
Speed Limit, mi/h	30		Access Point De	nsity, pts/mi	0.0
Demand and Capacity	·				
Directional Demand Flow Rate, veh/h	94	94 Opposing Demand Flow Rate, veh/h		63	
Peak Hour Factor	0.94		Total Trucks, %		9.01
Segment Capacity, veh/h	1700	1700		ty (D/C)	0.06
Intermediate Results					
Segment Vertical Class	1		Free-Flow Speed, mi/h		33.9
Speed Slope Coefficient	2.10133		Speed Power Co	efficient	0.59334
PF Slope Coefficient	-1.15325		PF Power Coefficient		0.72706
In Passing Lane Effective Length?	No		Total Segment D	ensity, veh/mi/ln	0.5
%Improved % Followers	0.0		% Improved Avg	g Speed	0.0
Subsegment Data	·				·
# Segment Type	Length, ft	Rad	lius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	7920	-		-	33.9
Vehicle Results				<u> </u>	
Average Speed, mi/h	33.9		Percent Follower	rs, %	18.6
Segment Travel Time, minutes	2.65		Followers Density, followers/mi/ln		0.5
Vehicle LOS	A				
Bicycle Results					
Percent Occupied Parking	0		Pavement Condi	ition Rating	3
Flow Rate Outside Lane, veh/h	94		Bicycle Effective	Width, ft	34
Bicycle LOS Score	0.61		Bicycle Effective	Speed Factor	3.39
Bicycle LOS	Α				<u> </u>

	HCS7 Two-	Lane Highw	ay Report	
Project Information				
Analyst	Macen Whirrett	Date		6/5/2019
Agency	TRC Engineers, Inc.	Analysis Y	⁄ear	2019
Jurisdiction		Time Perio	od Analyzed	Prop. Design Hour
Project Description	East Point Energy Co Site No. D	enter Unit		United States Customary
		Segment 1		
Vehicle Inputs				
Segment Type	Passing Zone	Length, ft		7920
Lane Width, ft	12	Shoulder	Width, ft	6
Speed Limit, mi/h	30	Access Po	int Density, pts/mi	0.0
Demand and Capacity				
Directional Demand Flow Rate, veh/h	115	115 Opposing Demand Flow Rate, veh/h		78
Peak Hour Factor	0.94	Total Truc	ks, %	16.00
Segment Capacity, veh/h	1700	Demand/	Capacity (D/C)	0.07
Intermediate Results				
Segment Vertical Class	1	Free-Flow	Speed, mi/h	33.7
Speed Slope Coefficient	2.09794	Speed Po	wer Coefficient	0.58503
PF Slope Coefficient	-1.15894	PF Power	Coefficient	0.72480
In Passing Lane Effective Length?	No	Total Segr	ment Density, veh/mi/ln	0.7
%Improved % Followers	0.0	% Improv	ed Avg Speed	0.0
Subsegment Data	·	·		
# Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1 Tangent	7920	-	-	33.5
Vehicle Results			•	
Average Speed, mi/h	33.5	Percent Fo	ollowers, %	21.5
Segment Travel Time, minutes	2.69	Followers	Density, followers/mi/ln	0.7
Vehicle LOS	А			
Bicycle Results				
Percent Occupied Parking	0	Pavement	: Condition Rating	3
Flow Rate Outside Lane, veh/h	115	Bicycle Eff	fective Width, ft	32
Bicycle LOS Score	3.63	Bicycle Eff	fective Speed Factor	3.39
Bicycle LOS	D			

HCS7 Multilane Highway Report					
Project Information					
Analyst	Macen Whirrett	Date	6/3/2019		
Agency	TRC Engineers, Inc.	Analysis Year	2019		
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT		
Project Description	East Point Engery Center Site No. E	Unit	United States Customary		
Direction 1 Geometric Data					
Direction 1	Eastbound				
Number of Lanes (N), In	2	Terrain Type	Rolling		
Segment Length (L), ft	-	Percent Grade, %	-		
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-		
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0		
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6		
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12		
Free-Flow Speed (FFS), mi/h	57.7				
Direction 1 Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000		
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000		
Driver Population CAF	1.000				
Direction 1 Demand and Cap	acity				
Volume(V) veh/h	198	Heavy Vehicle Adjustment Factor (fHV)	0.823		
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	128		
Total Trucks, %	10.78	Capacity (c), pc/h/ln	2152		
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152		
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06		
Direction 1 Speed and Density					
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6		
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.2		
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А		
Access Point Density Adjustment (fA)	0.8				
Direction 1 Bicycle LOS					
Flow Rate in Outside Lane (vOL),veh/h	105	Effective Speed Factor (St)	4.79		
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	4.98		
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	E		
Copyright © 2019 University of Florida, All Pights		and Varsion 7.8	Ganaratad: 06/13/2019 14:27:4		

Copyright © 2019 University of Florida. All Rights Reserved.

HCSTM Multilane Version 7.8 Location E - Ex. AADT.xuf Generated: 06/13/2019 14:27:47

	HCS7 Multilane	Highway Report			
Project Information					
Analyst	Macen Whirrett	Date	6/3/2019		
Agency	TRC Engineers, Inc.	Analysis Year	2019		
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT		
Project Description	East Point Engery Center Site No. E	Unit	United States Customary		
Direction 2 Geometric Data					
Direction 2	Westbound				
Number of Lanes (N), In	2	Terrain Type	Rolling		
Segment Length (L), ft	-	Percent Grade, %	-		
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-		
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0		
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6		
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12		
Free-Flow Speed (FFS), mi/h	57.7				
Direction 2 Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000		
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000		
Driver Population CAF	1.000				
Direction 2 Demand and Cap	acity				
Volume(V) veh/h	132	Heavy Vehicle Adjustment Factor (fHV)	0.823		
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	86		
Total Trucks, %	10.78	Capacity (c), pc/h/ln	2152		
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152		
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.04		
Direction 2 Speed and Densi	ty				
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6		
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	1.5		
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А		
Access Point Density Adjustment (fA)	0.8				
Direction 2 Bicycle LOS					
Flow Rate in Outside Lane (vOL),veh/h	70	Effective Speed Factor (St)	4.79		
Effective Width of Volume (Wv), ft	24	Bicyle LOS Score (BLOS)	3.15		
Average Effective Width (We), ft	30	Bicycle Level of Service (LOS)	С		
·	- L	· · · · · · · · · · · · · · · · · · ·	1		

Copyright © 2019 University of Florida. All Rights Reserved.

HCSTM Multilane Version 7.8 Location E - Ex. AADT.xuf Generated: 06/13/2019 14:27:31

Project Information Analyst	HCS7 Multilane Highway Report					
Agency TRC Engineers, Inc. Analysis Year 2019 Jurisdiction Time Period Analyzed Prop. Design Project Description East Point Engery Center Site No. E Direction 1 Geometric Data Direction 1 Eastbound Number of Lanes (N), In 2 Terrain Type Rolling Segment Length (L), ft - Percent Grade, % Rolling Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (TLC), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (FHV) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (Cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fl.W) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adjustment (fl.W) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fl.) 0.8	Project Information					
Durisdiction East Point Engery Center Site No. E East Point Engery Center Site No. E Unit United States						
Project Description East Point Engery Center Site No. E Direction 1 Geometric Data Direction 1 Eastbound Number of Lanes (N), In 2 Terrain Type Rolling Segment Length (L), ft - Percent Grade, % - Measured or Base Free-Flow Speed Base Grade Length, mi - Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Wridth, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (LTC), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), p.c/h/ln 190 Total Trucks, % 19.00 Capacity (c. p.c/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Wridth Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fluc) 0.0 Density (D), p.c/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A						
Direction 1 Geometric Data Direction 1 Eastbound Number of Lanes (N), In 2 Terrain Type Rolling Segment Length (L), ft - Percent Grade, % - Measured or Base Free-Flow Speed Base Grade Length, mi - Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (LCR), ft 12 Pree-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (Firty) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fiw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fix) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fM) 1.6 Level of Service (LOS) A	gn Hour					
Direction 1 Eastbound Number of Lanes (N), In 2 Terrain Type Rolling Segment Length (L), ft - Percent Grade, % - Measured or Base Free-Flow Speed Base Grade Length, mi - Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Trucks, Speed (Sp. mi/h 1000 Total Trucks, Speed (Sp. mi/h 1000 Total Trucks (SUT), Speed Adjustment Factor (SAF) 1.000 Flow Rate (Vp), pc/h/ln 190 Total Trucks, Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (Sp. mi/h 57.6 Total Lateral Clearance Adj. (ftLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8	ites Customary					
Number of Lanes (N), In 2 Terrain Type Rolling Segment Length (L), ft - Percent Grade, % - Measured or Base Free-Flow Speed Base Grade Length, mi - Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (LCR), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (TLC), ft 12 Pree-Flow Speed (FFS), mi/h 57.7 Total Lateral Clearance (TLC), ft 12 Priver Population Adjustment Factors Driver Population SAF 1.000 Final Speed Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (Firv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/hr/ln 190 Total Trucks, % 19.00 Capacity (c), pc/hr/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/hr/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA)						
Segment Length (L), ft						
Measured or Base Free-Flow Speed Base Grade Length, mi - Base Free-Flow Speed (BFFS), mi/h 60.0 Access Point Density, pts/mi 3.0 Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (TLC), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (Hv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (ftLIC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Base Free-Flow Speed (BFFS), mi/h Lane Width, ft Lane Width, ft Lane Width, ft Lane Width, ft Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (TLC), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) Total Trucks, % 19.00 Capacity (c), pc/h/ln 190 Total Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Access Point Density Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Lane Width, ft 12 Left-Side Lateral Clearance (LCR), ft 6 Median Type Undivided Total Lateral Clearance (TLC), ft 12 Free-Flow Speed (FFS), mi/h 57.7 Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fhv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (ftLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Median Type Undivided Total Lateral Clearance (TLC), ft 12 Free-Flow Speed (FFS), mi/h 57.7						
Free-Flow Speed (FFS), mi/h Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Direction 1 Adjustment Factors Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Driver Population All Familiar Final Speed Adjustment Factor (SAF) 1.000 Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Driver Population CAF 1.000 Driver Population CAF 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Driver Population SAF 1.000 Final Capacity Adjustment Factor (CAF) 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Access Point Density Adjustment (fA) 0.8	Direction 1 Adjustment Factors					
Driver Population CAF 1.000 Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) 70 peak Hour Factor 1.000 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Direction 1 Demand and Capacity Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHV) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA)						
Volume(V) veh/h 259 Heavy Vehicle Adjustment Factor (fHv) 0.725 Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) Direction 1 Speed and Density Lane Width Adjustment (fLw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Peak Hour Factor 0.94 Flow Rate (Vp), pc/h/ln 190 Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Total Trucks, % 19.00 Capacity (c), pc/h/ln 2152 Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (ftw) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (ftLtc) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Single-Unit Trucks (SUT), % - Adjusted Capacity (cadj), pc/h/ln 2152 Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Tractor-Trailers (TT), % - Volume-to-Capacity Ratio (v/c) 0.09 Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Direction 1 Speed and Density Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8 ————————————————————————————————————						
Lane Width Adjustment (fLW) 0.0 Average Speed (S), mi/h 57.6 Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Total Lateral Clearance Adj. (fLLC) 0.0 Density (D), pc/mi/ln 3.3 Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Median Type Adjustment (fM) 1.6 Level of Service (LOS) A Access Point Density Adjustment (fA) 0.8						
Access Point Density Adjustment (fA) 0.8						
Direction 1 Bicycle LOS						
	Direction 1 Bicycle LOS					
Flow Rate in Outside Lane (vOL),veh/h 138 Effective Speed Factor (St) 4.79						
Effective Width of Volume (Wv), ft 18 Bicyle LOS Score (BLOS) 9.28						
Average Effective Width (We), ft 24 Bicycle Level of Service (LOS) F						

	HCS7 Multilane	Highway Report				
Project Information						
Analyst	Macen Whirrett	Date	6/3/2019			
Agency	TRC Engineers, Inc.	Analysis Year	2019			
Jurisdiction		Time Period Analyzed	Prop. Design Hour			
Project Description	East Point Engery Center Site No. E	Unit	United States Customary			
Direction 2 Geometric Data						
Direction 2	Westbound					
Number of Lanes (N), In	2	Terrain Type	Rolling			
Segment Length (L), ft	-	Percent Grade, %	-			
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-			
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0			
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6			
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12			
Free-Flow Speed (FFS), mi/h	57.7					
Direction 2 Adjustment Factors						
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000			
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000			
Driver Population CAF	1.000					
Direction 2 Demand and Cap	Direction 2 Demand and Capacity					
Volume(V) veh/h	172	Heavy Vehicle Adjustment Factor (fHV)	0.725			
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	126			
Total Trucks, %	19.00	Capacity (c), pc/h/ln	2152			
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152			
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06			
Direction 2 Speed and Densi	ty					
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6			
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.2			
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А			
Access Point Density Adjustment (fA)	0.8					
Direction 2 Bicycle LOS						
Flow Rate in Outside Lane (vOL),veh/h	91	Effective Speed Factor (St)	4.79			
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	9.07			
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	F			
Copyright © 2019 University of Florida, All Pights	D LICCOTT NA IV	Jana Varsion 7.8	Generated: 08/19/2019 14:55:3			

		HCS7 Two-Lane Highway Report				
Pro	oject Information		_			
Ana	ılyst	Macen Whirrett		Date		6/5/2019
Age	ency	TRC Engineers, Inc.		Analysis Year		2019
Juri	sdiction			Time Period Anal	yzed	Prop. Design Hour
Proj	ject Description	East Point Energy Cen Site No. F	iter	Unit		United States Customary
		S	egn	nent 1		
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		7920
Lan	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
De	mand and Capacity	·		·		
Dire	ectional Demand Flow Rate, veh/h	102		Opposing Demar	nd Flow Rate, veh/h	68
Pea	k Hour Factor	0.94		Total Trucks, %		6.05
Seg	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.06
Intermediate Results						
Seg	Segment Vertical Class 1		Free-Flow Speed, mi/h		62.5	
Spe	ed Slope Coefficient	3.65478		Speed Power Coefficient		0.59025
PF S	ope Coefficient -1.15052		PF Power Coeffic	ient	0.82288	
In P	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	0.3
%In	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	Tangent	1800	1-		-	62.4
2	Tangent	1900	1-		-	62.4
3	Tangent	4220	-		-	62.4
Ve	hicle Results		•			
Ave	rage Speed, mi/h	62.4		Percent Followers	s, %	16.1
Segment Travel Time, minutes 1.44		Followers Density, followers/mi/ln		0.3		
Vehicle LOS A						
Bio	cycle Results					
Percent Occupied Parking 0		Pavement Condition Rating		3		
	w Rate Outside Lane, veh/h			Bicycle Effective		33
_	vcle LOS Score	0.98		Bicycle Effective Speed Factor		4.79
Bicy	vcle LOS	A		,		
Copyright © 2019 University of Florida. All Rights Reserved. HCSTM Two-Lane Version 7.8 Generated: 06/13/2019 14:						Generated: 06/13/2019 14:35:0

		HCS7 Two-Lane Highway Report				
Project Information						
Ana	lyst	Macen Whirrett		Date		6/5/2019
Age	ency	TRC Engineers, Inc.		Analysis Year		2019
Juri	sdiction			Time Period Anal	yzed	Prop. Design Hour
Proj	ect Description	East Point Energy Cer Site No. F	nter	Unit		United States Customary
		S	egr	nent 1		
Ve	hicle Inputs					
Seg	ment Type	Passing Zone		Length, ft		7920
Lan	e Width, ft	12		Shoulder Width,	ft	6
Spe	ed Limit, mi/h	55		Access Point Den	sity, pts/mi	0.0
De	mand and Capacity					
Dire	ectional Demand Flow Rate, veh/h	134		Opposing Demar	nd Flow Rate, veh/h	89
Pea	k Hour Factor	0.94		Total Trucks, %		15.00
Seg	ment Capacity, veh/h	1700		Demand/Capacit	y (D/C)	0.08
Intermediate Results						·
Seg	gment Vertical Class 1		Free-Flow Speed, mi/h		62.2	
Spe	ed Slope Coefficient	3.65108		Speed Power Coefficient		0.57916
PF Slope Coefficient -1.16038		PF Power Coeffic	ient	0.82033		
In P	assing Lane Effective Length?	No		Total Segment De	ensity, veh/mi/ln	0.4
%In	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	Tangent	1800	-		-	61.7
2	Tangent	1900	-		-	61.7
3	Tangent	4220	-		-	61.7
Ve	hicle Results					
Ave	rage Speed, mi/h	61.7		Percent Followers, %		20.0
Segment Travel Time, minutes 1.46		Followers Density, followers/mi/ln		0.4		
Vehicle LOS A						
Bio	cycle Results					
Percent Occupied Parking 0		Pavement Condition Rating		3		
Flov	v Rate Outside Lane, veh/h	134		Bicycle Effective	Width, ft	31
Bicy	rcle LOS Score	5.48		Bicycle Effective Speed Factor		4.79
Bicy	rcle LOS	E				
Copyright © 2019 University of Florida. All Rights Reserved. HCSTM Two-Lane Version 7.8 Generated: 08/19/2019 14:4						

HCS7 Multilane Highway Report					
Project Information					
Analyst	Macen Whirrett	Date	6/3/2019		
Agency	TRC Engineers, Inc.	Analysis Year	2019		
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT		
Project Description	East Point Engery Center Site No. G	Unit	United States Customary		
Direction 1 Geometric Data					
Direction 1	Eastbound				
Number of Lanes (N), In	2	Terrain Type	Rolling		
Segment Length (L), ft	-	Percent Grade, %	-		
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-		
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0		
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6		
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12		
Free-Flow Speed (FFS), mi/h	57.7				
Direction 1 Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000		
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000		
Driver Population CAF	1.000				
Direction 1 Demand and Cap	acity				
Volume(V) veh/h	143	Heavy Vehicle Adjustment Factor (fHV)	0.790		
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	96		
Total Trucks, %	13.29	Capacity (c), pc/h/ln	2152		
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152		
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.04		
Direction 1 Speed and Density					
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6		
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	1.7		
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А		
Access Point Density Adjustment (fA)	0.8				
Direction 1 Bicycle LOS					
Flow Rate in Outside Lane (vol.),veh/h	76	Effective Speed Factor (St)	4.79		
Effective Width of Volume (Wv), ft	23	Bicyle LOS Score (BLOS)	4.61		
Average Effective Width (We), ft	29	Bicycle Level of Service (LOS)	E		
Copyright © 2019 University of Florida, All Pights	D L LICCOMPANION	and Version 7.8	Generated: 06/13/2019 14:28:20		

HCS7 Multilane Highway Report						
Project Information	Project Information					
Analyst	Macen Whirrett	Date	6/3/2019			
Agency	TRC Engineers, Inc.	Analysis Year	2019			
Jurisdiction		Time Period Analyzed	Ex. Design Hour AADT			
Project Description	East Point Engery Center Site No. G	Unit	United States Customary			
Direction 2 Geometric Data						
Direction 2	Westbound					
Number of Lanes (N), In	2	Terrain Type	Rolling			
Segment Length (L), ft	-	Percent Grade, %	-			
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-			
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0			
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6			
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12			
Free-Flow Speed (FFS), mi/h	57.7					
Direction 2 Adjustment Factors						
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000			
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000			
Driver Population CAF	1.000					
Direction 2 Demand and Cap	pacity					
Volume(V) veh/h	96	Heavy Vehicle Adjustment Factor (fHV)	0.790			
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	64			
Total Trucks, %	13.29	Capacity (c), pc/h/ln	2152			
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152			
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.03			
Direction 2 Speed and Density						
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6			
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	1.1			
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А			
Access Point Density Adjustment (fA)	0.8					
Direction 2 Bicycle LOS						
Flow Rate in Outside Lane (vOL),veh/h	51	Effective Speed Factor (St)	4.79			
Effective Width of Volume (Wv), ft	27	Bicyle LOS Score (BLOS)	3.17			
Average Effective Width (We), ft	33	Bicycle Level of Service (LOS)	С			
Copyright © 2019 University of Florida, All Pights	December 1100 CERTANA IN	Jana Varsion 7.8	Gonorated: 06/13/2019 14:28:3			

HCS7 Multilane Highway Report					
Project Information					
Analyst	Macen Whirrett	Date	6/3/2019		
Agency	TRC Engineers, Inc.	Analysis Year	2019		
Jurisdiction		Time Period Analyzed	Prop. Design Hour		
Project Description	East Point Engery Center Site No. G	Unit	United States Customary		
Direction 1 Geometric Data					
Direction 1	Eastbound				
Number of Lanes (N), In	2	Terrain Type	Rolling		
Segment Length (L), ft	-	Percent Grade, %	-		
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-		
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0		
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6		
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12		
Free-Flow Speed (FFS), mi/h	57.7				
Direction 1 Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000		
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000		
Driver Population CAF	1.000				
Direction 1 Demand and Cap	acity				
Volume(V) veh/h	174	Heavy Vehicle Adjustment Factor (fHV)	0.725		
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	128		
Total Trucks, %	19.00	Capacity (c), pc/h/ln	2152		
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152		
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06		
Direction 1 Speed and Density					
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6		
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.2		
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А		
Access Point Density Adjustment (fA)	0.8				
Direction 1 Bicycle LOS					
Flow Rate in Outside Lane (vOL),veh/h	93	Effective Speed Factor (St)	4.79		
Effective Width of Volume (Wv), ft	18	Bicyle LOS Score (BLOS)	9.08		
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	F		
Copyright © 2019 University of Florida, All Pights	1	and Version 7.8	Caparatad: 08/19/2019 14:56:3/		

	HCS7 Multilane	Highway Report			
Project Information					
Analyst	Macen Whirrett	Date	6/3/2019		
Agency	TRC Engineers, Inc.	Analysis Year	2019		
Jurisdiction		Time Period Analyzed	Prop. Design Hour		
Project Description	East Point Engery Center Site No. G	Unit	United States Customary		
Direction 2 Geometric Data					
Direction 2	Westbound				
Number of Lanes (N), In	2	Terrain Type	Rolling		
Segment Length (L), ft	-	Percent Grade, %	-		
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-		
Base Free-Flow Speed (BFFS), mi/h	60.0	Access Point Density, pts/mi	3.0		
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6		
Median Type	Undivided	Total Lateral Clearance (TLC), ft	12		
Free-Flow Speed (FFS), mi/h	57.7				
Direction 2 Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000		
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000		
Driver Population CAF	1.000				
Direction 2 Demand and Capacity					
Volume(V) veh/h	116	Heavy Vehicle Adjustment Factor (fHV)	0.725		
Peak Hour Factor	0.94	Flow Rate (V _p), pc/h/ln	85		
Total Trucks, %	19.00	Capacity (c), pc/h/ln	2152		
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2152		
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.04		
Direction 2 Speed and Density					
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	57.6		
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	1.5		
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	А		
Access Point Density Adjustment (fA)	0.8				
Direction 2 Bicycle LOS					
Flow Rate in Outside Lane (vOL),veh/h	62	Effective Speed Factor (St)	4.79		
Effective Width of Volume (Wv), ft	26	Bicyle LOS Score (BLOS)	6.63		
Average Effective Width (We), ft	32	Bicycle Level of Service (LOS)	F		
Copyright © 2019 University of Florida, All Rights	Posoniod HCSTM Multi	lane Version 7.8	Generated: 08/19/2019 14:56:58		