APPENDIX S

2025 No Build Weave Analysis

			FREEWA	Y WEAV	ING WOF	KSHEE	Т				
Genera	I Informat	ion			Site Info	rmation					
Analyst TC Agency/Company McMahon Date Performed Analysis Time Period AM Peak Hour				Freeway/Dir of Travel Weaving Seg Location Jurisdiction Analysis Year		Rt 12 Rt 12 2025	Rt 128 NB Rt 128 NB @ Rt 9 2025 No Build/Full Cloverleaf				
Inputs											
Freeway free-flow speed, S _{FF} (mi/h) 55 Weaving number of lanes, N 4 Weaving seg length, L (ft) 490 Terrain Leve) el	Weaving type Volume ratio Weaving rati	e , VR o, R		A 0.17 0.34				
Convei	sions to p	oc/h Unde	er Base C	ondition	IS						
(pc/h)	V	PHF	Truck %	RV %	Ε _Τ	ER	f _{HV}	fp	v		
V _{o1}	7126	0.92	3	0	1.5	1.2	0.985	1.00	7861		
V _{o2}	0	0.92	3	0	1.5	1.2	0.985	1.00	0		
V _{w1}	958	0.92	3	0	1.5	1.2	0.985	1.00	1056		
V _{w2}	486	0.92	3	0	1.5	1.2	0.985	1.00	536		
V.,,				1592	V _{nw}	·			7861		
V	-			L		1			9453		
Weavir	and No	n-Weavin	a Speeds	5							
	J		Unconstr	ained			Constrained				
		Weaving	(i = w)	Non-Weaving (i = nw)		Weaving (i = w) Non-V		Non-Wea	ving (= nw)		
a (Exhibit 2	24-6)	0.15	5	0.0035		ļ					
D (EXNIDIT 2 c (Exhibit 2	24-6) 24-6)	2.20	,	4.	30			<u> </u>			
d (Exhibit 2	24-6)	0.97)	0.75				<u> </u>			
Weaving inten	sity factor, Wi	2.79)	1.52							
Weaving and r	non-weaving	26.8	9	32.84							
Number of Maximum I	lanes required for the second	for unconstrair s, Nw (max) (max) unconst	ned operation, trained operat	, Nw ion	1.08 1.40	if Nw > Nv	w (max) const	rained operati	on		
Weavir	ig Segmer	nt Speed,	Density,	Level of	f Service,	and Cap	pacity				
Weaving segment speed, S (mi/h)				31.66							
Weaving s	egment density,	D (pc/mi/ln)		/4.64							
Level of se	rvice, LOS										
Capacity of base condition, c _b (pc/h)				0954							
Capacity as a 15-minute flow rate, c (veh/h)				6851							
				6303							
Notes a. Weaving Junctions". b. Capacity c. Capacity d. Three-lar such cases. f. Capacity of g. Five-lane cases. h. Type B w	segments longer constrained by b occurs under cor le Type A segme e Type A segment constrained by m Type A segment eaving segments	than 2500 ft. an asic freeway ca istrained operat nts do not operat ts do not operat aximum allowat ts do not operat	re treated as is pacity. ing conditions. ate well at volu te well at volum ole weaving flo e well at volume	olated merge me ratios grea ne ratios great w rate: 2,800 p le ratios greate e ratios greate	and diverge area ater than 0.45. P er than 0.35. Po pc/h (Type A), 4 er than 0.20. Poo r than 0.80. Poo	as using the p loor operation or operations ,000 (Type B) or operations a	rocedures of C s and some loc and some loca , 3,500 (Type C and some local nd some local	Chapter 25, "Ra cal queuing are al queuing are e C). I queuing are e queuing are ex	mps and Ramp expected in xpected in xpected in such pected in such		
i. Type C we cases.	eaving segments	do not operate	well at volume	ratios greater	than 0.50. Poor	operations a	nd some local o	queuing are exp	pected in such		

			FREEWA	Y WEAV	ING WOF	KSHEE	Γ			
Genera	al Informat	ion			Site Info	rmation				
Analyst TC Agency/Company McMahon Date Performed Analysis Time Period AM Peak Hour				Freeway/Dir Weaving Sec Jurisdiction Analysis Yea	of Travel g Location tr	Rt 128 SB Rt 128 SB at Rt 9 2025 No Build/Full Cloverleaf				
Inputs										
Freeway free-flow speed, S _{FF} (mi/h) 55 Weaving number of lanes, N 5 Weaving seg length, L (ft) 590 Terrain Leve			el	Weaving type Volume ratio Weaving ratio	e , VR o, R	A 0.16 0.35				
Conve	rsions to p	c/h Unde	er Base C	ondition	S			-		
(pc/h)	V	PHF	Truck %	RV %	Ε _T	ER	f _{HV}	fp	v	
V _{o1}	7044	0.92	3	0	1.5	1.2	0.985	1.00	7771	
V _{o2}	0	0.92	0	0	1.5	1.2	1.000	1.00	0	
V _{w1}	877	0.92	3	0	1.5	1.2	0.985	1.00	967	
V _{w2}	480	0.92	3	0	1.5	1.2	0.985	1.00	529	
V _w				1496	V _{nw}	·		- n	7771	
V				L		1			9267	
Weavir	ng and Nor	n-Weavin	g Speeds	6						
	J		Unconstr	ained		Constrained				
		Weaving	(i = w)	Non-Weav	/ing (i = nw)	Weavir	ng (i = w)	Non-Wea	ving (= nw)	
a (Exhibit 2	24-6)	0.15)	0.0035						
b (Exhibit 2	24-6)	2.20)	4.00		ļ		ļ		
c (Exhibit 2	24-6)	0.97		1.30		ļ				
a (Exhibit 2	24-6)	0.80) 7	0.	/5 04					
Weaving Intern Weaving and I	non-weaving	1.07	7	0.94						
speeds, Si (mi	i/h)	50.0	/	Jon Như	1 20					
Maximum	number of lanes	, Nw (max)	ieu operation,	INW	1.40					
	🔽 If Nw < Nw	(max) unconst	trained operat	ion	Γ	if Nw > Nv	v (max) const	rained operati	ion	
Weavir	ng Segmer	nt Speed,	Density,	Level of	Service,	and Cap	acity			
Weaving s	egment speed, S	S (mi/h)		36.72		•				
Weaving s	egment density,	D (pc/mi/ln)		50.48						
Level of service, LOS				F						
Capacity of base condition, c _h (pc/h)				8989						
Capacity a	s a 15-minute flo	ow rate, c (ver	ı/h)	8856						
Capacity as a full-hour volume, c _h (veh/h)				8148						
Notes				<u>.</u>						
a. Weaving Junctions". b. Capacity c. Capacity d. Three-lar such cases. f. Capacity (g. Five-lane cases. h. Type B w	segments longer constrained by be occurs under com the Type A segmen to Type A segment constrained by me to Type A segment reaving segments	than 2500 ft. a asic freeway ca istrained operat nts do not opera ts do not operat aximum allowat is do not operate	re treated as is pacity. ing conditions. ate well at volu te well at volum ble weaving flov e well at volum well at volum	olated merge a me ratios grea ne ratios greate w rate: 2,800 p e ratios greate e ratios greater	and diverge are ter than 0.45. P er than 0.35. Po oc/h (Type A), 4 er than 0.20. Poo than 0.80. Poo	as using the p loor operations lor operations ,000 (Type B), or operations a r operations a	and some loca and some loca 3,500 (Type C and some loca d some local	hapter 25, "Ra al queuing are Il queuing are e 2). I queuing are e queuing are ex	mps and Ramp expected in expected in xpected in such pected in such	
cases. i. Type C we cases.	eaving segments	do not operate	well at volume	ratios greater	than 0.50. Poor	operations an	d some local o	queuing are exp	pected in such	

			FREEWA	Y WEAV	ING WOR	KSHEE	Γ			
General	Informat	ion			Site Info	rmation				
Analyst TC Agency/Company McMahon Date Performed Analysis Time Period PM Peak Hour				Freeway/Dir of Travel Weaving Seg Location Jurisdiction Analysis Year		Rt 128 NB Rt 128 NB @ Rt 9 2025 No Build/Full Cloverleaf				
Inputs										
Freeway fre	e-flow speed. S	S (mi/h)	55		<u> </u>					
Weaving nu Weaving se Terrain	mber of lanes, g length, L (ft)	N	4 490 Leve	el	Weaving type Volume ratio, VR Weaving ratio, R		A 0.15 0.48			
Convers	sions to p	c/h Unde	r Base C	ondition	S	~				
(pc/h)	V	PHF	Truck %	RV %	Ε _Τ	E _R	f _{HV}	fp	v	
V _{o1}	8039	0.92	3	0	1.5	1.2	0.985	1.00	8869	
V _{o2}	0	0.92	3	0	1.5	1.2	0.985	1.00	0	
V _{w1}	704	0.92	3	0	1.5	1.2	0.985	1.00	776	
V _{w2}	752	0.92	3	0	1.5	1.2	0.985	1.00	829	
V _w				1605	V _{nw}				8869	
V	1				<u> </u>	1			10474	
Weavin	g and Nor	n-Weavin	g Speeds	5						
			Unconstra	ained			Constrained			
		Weaving	(i = w)	Non-Weav	ving (i = nw)	Weavin	g (i = w)	Non-Weav	/ing (= nw)	
a (Exhibit 24	I-6)	0.15	<u> </u>	0.0035				ļ		
D (EXHIDIL 24 c (Exhibit 24	1-0) 1-6)	2.20	,	4.	30					
d (Exhibit 24	-6)	0.80		0.75						
Weaving intensi	ty factor, Wi	2.99)	1.65						
Weaving and no speeds. Si (mi/b	on-weaving	26.28	3	31.98						
Number of Is Maximum n	anes required f umber of lanes If Nw < Nw	or unconstrair , Nw (max) (max) unconst	ed operation, rained operat	Nw ion	1.03 1.40	if Nw > Nw	ı (max) const	rained operation	on	
Weaving	g Segmen	t Speed,	Density,	Level of	Service,	and Cap	acity			
Weaving se	gment speed, S	S (mi/h)		30.95						
Weaving segment density, D (pc/mi/ln)				84.60						
Level of ser	vice, LOS									
Capacity of base condition, c _b (pc/h)				7056						
Capacity as a 15-minute flow rate, c (veh/h)				6952						
Capacity as a full-hour volume, c _h (veh/h)				6396						
Notes a. Weaving s	egments longer	than 2500 ft. ai	e treated as is	plated merge a	and diverge area	as using the pi	ocedures of C	hapter 25, "Rar	nps and Ramp	
Junctions". b. Capacity c c. Capacity c d. Three-lane such cases. e. Four-lane such cases. f. Capacity cc g. Five-lane cases. h. Type B we	onstrained by ba ccurs under con e Type A segment Type A segment onstrained by ma Type A segments aving segments	asic freeway ca strained operat nts do not operat ts do not operat aximum allowat s do not operate do not operate	pacity. ing conditions. ate well at volum re well at volum ble weaving flow e well at volume well at volume	me ratios grea le ratios great w rate: 2,800 p e ratios greate ratios greater	ter than 0.45. P er than 0.35. Po c/h (Type A), 4, r than 0.20. Poo than 0.80. Poo	oor operations or operations ,000 (Type B), or operations a r operations a	and some loca and some loca 3,500 (Type C and some local and some local	al queuing are e l queuing are e). queuing are ex queuing are ext	expected in xpected in xpected in such	
cases. i. Type C wea cases.	aving segments	do not operate	well at volume	ratios greater	than 0.50. Poor	operations an	d some local c	ueuing are exp	ected in such	

General Information Site Information Analyst Analyst Analyst Date Performed Analysis Time Period TC Modebon FreewayDir of Travel Waving Seg Location Rt 128 SB at Rt 9 Uurisdiction Date Performed Analysis Time Period PM Peak Hour Analysis Year 2025 No BuildFull Cloverlea Freeway free flow speed, Sp _F (mi/h) 55 Weaving type A Weaving runber of lanes, N 5 Volume ratio, R 0.15 Weaving seg length, L (ft) 590 Weaving ratio, R 0.44 Conversions to pc/h Under Base Conditions (pc/h) V PHF Truck % RV % E_T E_R f.w. f.h v Quint 7552 0.92 3 0 1.5 1.2 0.985 1.00 8331 V _{a1} 777 0.92 3 0 1.5 1.2 0.985 1.00 669 V _{a2} 607 0.92 9 0 1.5 1.2 0.985 1.00 1.02 V _{a2} 0 1.5 0.0035 0 1.5 1.00 </th <th></th> <th></th> <th></th> <th>FREEWA</th> <th>Y WEAV</th> <th>ING WOR</th> <th>KSHEE</th> <th>Т</th> <th></th> <th></th>				FREEWA	Y WEAV	ING WOR	KSHEE	Т					
Analyst TC Freeway/Dir of Travel Wasing Seg Location Universidiciton Rt 128 SB Rt 128 SB at Rt 9 Wasing trutes down Analysis Time Period PM Peak Hour Freeway fibre -flow speed, S _{tre} (m/m) 55 Weaving trutes down Analysis Time Period 2025 No Build/Full Cloverlea Analysis Year 2025 No Build/Full Cloverlea Analysis Year Freeway fibre -flow speed, S _{tre} (m/m) 55 Weaving type A Weaving seglength, L (ft) 590 Weaving ratio, VR 0.15 Weaving ratio, R 0.44 0.44 Conversions to pc/h Under Base Conditions 0 1.5 1.2 0.985 1.00 8331 V _{g1} 7752 0.92 3 0 1.5 1.2 0.985 1.00 669 V _{g2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V _{g2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V _{g2} 0.015 0.0035 I.00 669 V V 9857 Weaving anon-weaving	Genera	I Informat	ion			Site Info	rmation						
Inputs Inputs Freeway free-flow speed, S _{pr} (m/h) 55 Weaving number of lanes, N 590 Uncertain 590 Conversions to pc/h Under Base Conditions 0.44 Conversions to pc/h Under Base Conditions 0.44 pc/h) V PHF Truck % RV % E _T E R fw 0.44 Val 7552 0.92 3 0 1.5 1.2 0.985 1.00 8331 Val 0 0.92 0 0 1.5 1.2 0.985 1.00 657 Val 1526 Vmw 8331 9857 9857 9857 Weaving and Non-Weaving Speeds Unconstrained Constrained 9857 Weaving and non-Weaving Speeds Unconstrained operation 9857 9857 Weaving and non-weaving Speeds 0.0035 0 1.5 9857 Weaving and non-weaving Speeds 0.0035 0 0 1.5 Unconstrained 0.0035 0	Analyst TC Agency/Company McMahon Date Performed Analysis Time Period PM Peak Hour				Freeway/Dir of Travel Weaving Seg Location Jurisdiction Analysis Year		Rt 128 SB Rt 128 SB at Rt 9 2025 No Build/Full Cloverleaf						
Prevent Prevent <t< td=""><td>Inputs</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Inputs												
	Freeway free-flow speed, S Freeway free-flow speed, S FF (mi/h)55Weaving number of lanes, N5Weaving seg length, L (ft)590TerrainLeve			el	Weaving type Volume ratio Weaving ratio	e , VR o, R	A 0.15 0.44						
	Conver	sions to p	oc/h Unde	r Base C	ondition	S	í	1	-				
V ₀₁ 7552 0.92 3 0 1.5 1.2 0.985 1.00 8331 V ₀₂ 0 0.92 0 0 1.5 1.2 1.000 1.00 0 V _{w1} 777 0.92 3 0 1.5 1.2 0.985 1.00 857 V _{w2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V _w 1526 V _{nw} 8331 9857 Weaving and Non-Weaving Speeds Unconstrained Constrained Constrained Unconstrained Constrained Non-Weaving (= m) Non-Weaving (= m) Non-Weaving (= m) 0 0.55 0.0035 0 0 0 0 0 0 0.51 0.0035 0 0 0 0 0 0 0.97 1.30 0 0 0 0 0 0 0 0 0	(pc/h)	V	PHF	Truck %	RV %	Ε _Τ	E _R	f _{HV}	fp	v			
v_{o2} 0 0.92 0 0 1.5 1.2 1.000 1.00 0 V_{w1} 777 0.92 3 0 1.5 1.2 0.985 1.00 857 V_{w2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V_w 1526 V_{nw} 8331 9857 9857 9857 Weaving and Non-Weaving Speeds Unconstrained Constrained Constrained 607 9857 9857 Weaving (i = w) Non-Weaving (i = nw) Weaving (i = w) Non-Weaving (i = m) Non-Weaving (V _{o1}	7552	0.92	3	0	1.5	1.2	0.985	1.00	8331			
V_{w1} 777 0.92 3 0 1.5 1.2 0.985 1.00 857 V_{w2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V_{w} 1526 V_{nw} 8331 9857 Weaving and Non-Weaving Speeds Weaving (i = w) Non-Weaving (i = nw) Weaving (i = w) Non-Weaving (= n a (Exhibit 24-6) 0.15 0.0035 0	V _{o2}	0	0.92	0	0	1.5	1.2	1.000	1.00	0			
V_{w2} 607 0.92 3 0 1.5 1.2 0.985 1.00 669 V_w 1526 V_{nw} 8331 9857 Weaving and Non-Weaving Speeds Weaving and Non-Weaving (i = w) Non-Weaving (i = m) Non-Weaving (i = m) a (Exhibit 24-6) 0.15 0.0035 0	V _{w1}	777	0.92	3	0	1.5	1.2	0.985	1.00	857			
Vw 1526 Vnw 8331 V Unconstrained Constrained 9857 Weaving and Non-Weaving Speeds Unconstrained Constrained Non-Weaving (i = nw) Weaving (i = w) Non-Weaving (i = nw) Non-Weaving (i = nw) Non-Weaving (i = m) Non-W	V _{w2}	607	0.92	3	0	1.5	1.2	0.985	1.00	669			
V 9857 Weaving and Non-Weaving Speeds Unconstrained Constrained Weaving (i = w) Non-Weaving (i = nw) Weaving (i = w) Non-Weaving (i = m) b (Exhibit 24-6) 0.15 0.0035 b) c (Exhibit 24-6) 0.220 4.00	V _w		•		1526	V _{nw}		•		8331			
Weaving and Non-Weaving Speeds Unconstrained Constrained Weaving (i = w) Non-Weaving (i = m) Weaving (i = w) Non-Weaving (= m) a (Exhibit 24-6) 0.15 0.0036 b b (Exhibit 24-6) 2.20 4.00 c c (Exhibit 24-6) 0.97 1.30 c d (Exhibit 24-6) 0.80 0.75 c weaving intensity tactor, Wi 1.96 1.00 c Weaving and non-weaving speeds, SI (m/h) 30.19 37.52 c Number of lanes, Nw (max) 1.40 c if Nw < Nw (max) unconstrained operation	V				L	<u> </u>	1			9857			
Unconstrained Constrained Weaving (i = w) Non-Weaving (i = m) Weaving (i = w) Non-Weaving (= m) a (Exhibit 24-6) 0.15 0.0035 Image: Constrained (i = m) Non-Weaving (= m) b (Exhibit 24-6) 2.20 4.00 Image: Constrained (i = m) Image: Constrained (i = m) Image: Constrained (i = m) d (Exhibit 24-6) 0.97 1.30 Image: Constrained (i = m) Image: Constrained (i = m	Weavin	g and Nor	n-Weavin	g Speeds	6								
Weaving (i = w) Non-Weaving (i = nw) Weaving (i = w) Non-Weaving (i = m) a (Exhibit 24-6) 0.15 0.0035 0 b (Exhibit 24-6) 2.20 4.00 0 c (Exhibit 24-6) 0.977 1.30 0 d (Exhibit 24-6) 0.80 0.75 0 Weaving intensity factor, Wi 1.96 1.00 0 Weaving and non-weaving speeds, S (m/h) 30.19 37.52 0 Number of lanes, Nw (max) 1.40 1.40 1.40 If Nw < Nw(max) unconstrained operation				Unconstr	ained			Constrained					
a (Exhibit 24-6) 0.15 0.0035 b (Exhibit 24-6) 2.20 4.00 c (Exhibit 24-6) 0.97 1.30 d (Exhibit 24-6) 0.80 0.75 Weaving intensity factor, Wi 1.96 1.00 Weaving and non-weaving speeds, Si (mih) 30.19 37.52 Number of lanes required for unconstrained operation, Nw 1.28 Maximum number of lanes, Nw (max) 1.40 If Nw < Nw(max) unconstrained operation			Weaving	(i = w)	Non-Weaving (i = nw)		Weaving (i = w) Non-		Non-Wea	1-Weaving (= nw)			
b (Exhibit 24-6) 2.20 4.00 c (Exhibit 24-6) 0.97 1.30 d (Exhibit 24-6) 0.80 0.75 Weaving intensity factor, Wi 1.96 1.00 Weaving intensity factor, Wi 1.96 1.00 Weaving intensity factor, Wi 1.96 1.00 Weaving and non-weaving speeds, Si (mi/h) 30.19 37.52 Maximum number of lanes, Nw (max) 1.40 If Nw < Nw(max) unconstrained operation	a (Exhibit 2 b (Exhibit 2	4-6)	0.15	; \	0.0035		ļ						
(Exhibit 24-6) 0.80 0.75 Weaving intensity factor, Wi 1.96 1.00 Weaving and non-weaving speeds, Si (mi/h) 30.19 37.52 Number of lanes required for unconstrained operation, Nw 1.28 Maximum number of lanes, Nw (max) 1.40 Image:	c (Exhibit 2	4-0) 4-6)	2.20	,	4.	30	ļ						
Weaving intensity factor, Wi 1.96 1.00 Weaving and non-weaving speeds, Si (mi/h) 30.19 37.52 Number of lanes required for unconstrained operation, Nw 1.28 Maximum number of lanes, Nw (max) 1.40 If Nw < Nw(max) unconstrained operation	d (Exhibit 2	4-6)	0.80		0.75								
Weaving and nor-weaving speeds, Si (mi/h) 30.19 37.52 Number of lanes required for unconstrained operation, Nw 1.28 Maximum number of lanes, Nw (max) 1.40 If Nw < Nw(max) unconstrained operation	Weaving intens	sity factor, Wi	1.96)	1.00				[
Number of lanes required for unconstrained operation, Nw 1.28 Maximum number of lanes, Nw (max) 1.40 If Nw < Nw(max) unconstrained operation	Weaving and r speeds, Si (mi/	ion-weaving /h)	30.1	9	37.52								
Weaving Segment Speed, Density, Level of Service, and Capacity Weaving segment speed, S (mi/h) 36.16 Weaving segment density, D (pc/mi/ln) 54.52 Level of service, LOS F Capacity of base condition, c _b (pc/h) 9042 Capacity as a 15-minute flow rate, c (veh/h) 8908 Capacity as a full-hour volume, c _h (veh/h) 8195 Notes a. a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity constrained by basic freeway capacity. c. Capacity constrained by basic freeway capacity. c. Capacity cocurs under constrained operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. n. Type B weaving segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. n. Type A segments do not oper	Number of Maximum r	lanes required f number of lanes	for unconstrair , Nw (max) (max) unconst	ned operation, trained operat	Nw ion	1.28 1.40	if Nw > N	w (max) const	rained operati	on			
Weaving segment speed, S (mi/h) 36.16 Weaving segment density, D (pc/mi/ln) 54.52 Level of service, LOS F Capacity of base condition, c _b (pc/h) 9042 Capacity as a 15-minute flow rate, c (veh/h) 8908 Capacity as a full-hour volume, c _h (veh/h) 8195 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity constrained by basic freeway capacity. c. Capacity corus under constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. n. T	Weavin	g Segmer	nt Speed,	Density,	Level of	Service,	and Cap	pacity					
Weaving segment density, D (pc/mi/ln) 54.52 Level of service, LOS F Capacity of base condition, c _b (pc/h) 9042 Capacity as a 15-minute flow rate, c (veh/h) 8908 Capacity as a full-hour volume, c _h (veh/h) 8195 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. n. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in cases. <td colspan="4">Weaving segment speed, S (mi/h)</td> <td>36.16</td> <td></td> <td></td> <td></td> <td></td> <td></td>	Weaving segment speed, S (mi/h)				36.16								
Level of service, LOS F Capacity of base condition, c _b (pc/h) 9042 Capacity as a 15-minute flow rate, c (veh/h) 8908 Capacity as a full-hour volume, c _h (veh/h) 8195 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. n. Type B weaving segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases.	Weaving segment density, D (pc/mi/ln)				54.52	F							
Capacity of base condution, cb (pc/n) 9042 Capacity as a 15-minute flow rate, c (veh/h) 8908 Capacity as a full-hour volume, ch (veh/h) 8195 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity occurs under constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. h. Type B weaving segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases.					0042								
Capacity as a 13-finitute now fate, c (ven/h) 6900 Capacity as a full-hour volume, c _h (veh/h) 8195 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in cases.	Capacity of base condition, c_b (pc/ff)				3042 8008								
 Notes a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity occurs under constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in cases. 	Capacity as a full-hour volume c (veh/h)				0900								
 a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and R Junctions". b. Capacity constrained by basic freeway capacity. c. Capacity occurs under constrained operating conditions. d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases. e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases. f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C). g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in cases. h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in cases. 	Notos		une, c _h (ven/n)									
i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in si	a. Weaving : Junctions". b. Capacity of c. Capacity of d. Three-lan such cases. e. Four-lane such cases. f. Capacity of g. Five-lane cases. h. Type B w cases. i. Type C we	segments longer constrained by bi- occurs under con e Type A segmen Type A segment constrained by mi- Type A segment eaving segments	than 2500 ft. an asic freeway ca istrained operat nts do not operat ts do not operat aximum allowat is do not operate do not operate	re treated as is pacity. ing conditions. ate well at volu te well at volum ble weaving flov e well at volum well at volume well at volume	olated merge a me ratios great ne ratios great w rate: 2,800 p le ratios greate ratios greater ratios greater	and diverge area ater than 0.45. P er than 0.35. Po oc/h (Type A), 4, er than 0.20. Poo than 0.80. Poo than 0.50. Poor	as using the p oor operation or operations ,000 (Type B) or operations r operations a	rocedures of C s and some loca and some loca , 3,500 (Type C and some local nd some local of some local o	hapter 25, "Ra al queuing are I queuing are e 2). I queuing are ex queuing are exp	mps and Ramp expected in expected in xpected in such pected in such			