

Highway Capacity Manual 2010

Chapter 15 Two-Lane Highways

Step 1: Input Data

- Collect data necessary to evaluate the desired two-lane highway segment.
- Site-specific data is better than default values.

Step 2: Estimate the FFS

- FFS should be measured if possible for the segment, preferably by direct field measurement. If not, a sampling method may be used. If field data are not available, FFS may be indirectly estimated.
- FFS can vary greatly between two-lane highway facilities and helps the analyst understand drivers' behavior on that segment. This step takes into account the effect of the geometry on driver behavior.

Step 3: Demand Adjustment for ATS

- Adjusts the demand volume in the analysis direction into a flow rate (in veh/hr) to better represent traffic, which will be used to calculate ATS.
- This step takes into account the effects of terrain and heavy vehicles on the traffic stream. It also adjusts the volume to represent the peak hour.

Step 4: Estimate the ATS

- Calculate the ATS for the analysis segment using Equation 15-6.
- The ATS adjusts the FFS to account for the effect of no passing zones and the opposing traffic flow rate on traffic traveling in the analysis direction.

Step 5: Demand Adjustment for PTSF

- Adjusts the demand volume in the analysis direction into a flow rate (in veh/hr) to better represent traffic, which will be used to calculate PTSF.
- As with the adjustment for ATS, this step accounts for the effects of grade and heavy vehicles on the traffic stream, as well as adjusting the flow rate to the peak hour.

Step 6: Estimate the PTSF

- Calculate the percentage of time a vehicle traveling in the analysis direction would be unable to pass and form a platoon behind another vehicle traveling slower.
- This step attempts to quantify the difficulty of a vehicle traveling at a higher rate of speed to pass a slower-moving vehicle on the road segment. As the percentage increases, platoons of vehicles grow longer and operational conditions degrade.

Step 7: Estimate the PFFS

- For Class III facilities only, this provides another measure of operational performance.
- This step compares the actual average speed of travel versus the free-flow speed to estimate how the traffic conditions have affected how fast people are able to travel.

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