

INPUTS

Project Information	
Name:	FM 565
Application ID Number:	300693
Sponsor ID Number (CSJ, etc.):	
Year Open to Traffic? (Must be >=2018)	2018

Daily Travel Demand	With Project	Without Project
2018 VHT		
2018 Volume	15,700	
2018 Capacity	6,850	
2025 Volume	21,600	
2025 Capacity	19,900	
2040 Volume	26,400	
2040 Capacity	19,900	

OUTPUTS

Benefit Results	
Annual Discounted Delay Benefits	\$1,779,010

Using the difference in *user cost of delays* per day for each direction of travel from the summary output.
See *Summary View Sheet* for more details.

SummaryView

period length (min)			PROJECT INFORMATION			REPORT INFORMATION						
annual traffic growth (%)			PROJECT TITLE			REPORT TITLE						
years of growth			FM 565, SH99 to SH 146			DETAILED USER COST REPORT SUMMARY SHEET						
VEHICLE INPUT			C.S. JOB #			DIVISION						
cars			START DATE			Liberty						
trucks			NOTES:			REPORT BY						
design demand (%)			Existing 2 lane, Widen to 4 lanes w/continuous center left turn			REPORT DATE						
user cost per hour (\$/V hr)						LR						
user cost per mile, (\$/V mi)						1/12/2015						
user cost per cancellation, (\$/V)												
METHOD INPUT					METHOD 1		METHOD 2		METHOD 3		METHOD 4	
method title					Existing 2 lanes		Proposed 5 lanes					
DISTANCE AND SPEED (mi) (mph)					distance	speed	distance	speed	distance	speed	distance	speed
work zone					2.8	see delay	2.8	see delay		see delay		see delay
normal travel					2.8	55.0	2.8	55.0				
diversion												
method travel												
normal travel												
SPEED DELAY					threshold	range	threshold	range	threshold	range	threshold	range
capacity for speed delay (V/period)					1500		3400					
speed (when D=0) (mph)					55		55					
speed (when D=C) (mph)					36		36					
DECREASE TO DEMAND					threshold	range	threshold	range	threshold	range	threshold	range
capacity for decreases to design demand (V/period)					2100							
canceled cars (with no delay) (%)												
canceled trucks (with no delay) (%)												
canceled cars (with delay) (%/min)												
canceled trucks (with delay) (%/min)												
diverted cars (with no delay) (%)					0.0%							
diverted trucks (with no delay) (%)					0.0%							
diverted cars (with delay) (%/min)												
diverted trucks (with delay) (%/min)												
OTHER USER COST INPUT					cars	trucks	cars	trucks	cars	trucks	cars	trucks
other user cost per actual demand (\$/V)					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
user cost per diversion (\$/V)					\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PERIOD INPUT					backup at start (V)		0		0		0	
direction:					EB	WB	EB	WB	EB	WB	EB	WB
period					historical demand	design demand	capacity		capacity		capacity	
(hr)					(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)	(V/period)
12 A					38	38	1500	1500	3400	3400		
1 A					35	35	1500	1500	3400	3400		
2 A					35	35	1500	1500	3400	3400		
3 A					65	65	1500	1500	3400	3400		
4 A					75	75	1500	1500	3400	3400		
5 A					100	100	1500	1500	3400	3400		
6 A					400	400	1500	1500	3400	3400		
7 A					892	892	1500	1500	3400	3400		
8 A					1200	1200	1500	1500	3400	3400		
9 A					1100	1100	1500	1500	3400	3400		
10 A					900	900	1500	1500	3400	3400		
11 A					900	900	1500	1500	3400	3400		
12 P					900	900	1500	1500	3400	3400		
1 P					900	900	1500	1500	3400	3400		
2 P					800	800	1500	1500	3400	3400		
3 P					800	800	1500	1500	3400	3400		
4 P					1100	1100	1500	1500	3400	3400		
5 P					1200	1200	1500	1500	3400	3400		
6 P					1100	1100	1500	1500	3400	3400		
7 P					900	900	1500	1500	3400	3400		
8 P					800	800	1500	1500	3400	3400		
9 P					700	700	1500	1500	3400	3400		
10 P					500	500	1500	1500	3400	3400		
11 P					260	260	1500	1500	3400	3400		
Total					15700	15700	36000	36000	81600	81600	0	0
SUMMARY OUTPUT					Existing 2 lanes		Proposed 5 lanes		EB		WB	
total user cost					\$3,026	\$3,026	\$589	\$589	\$0	\$0	\$0	\$0
user cost of delays					\$3,026	\$3,026	\$589	\$589	\$0	\$0	\$0	\$0
user cost of decreases					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
maximum backup (V)					0	0	0	0	0	0	0	0
maximum backup length (lane mi)					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
maximum delay (min.)					1.0	1.0	0.2	0.2	0.0	0.0	0.0	0.0
total delay, except diversions (V hr)					166	166	32	32	0	0	0	0
average delay, except diversions (min)					0.6	0.6	0.1	0.1	0.0	0.0	0.0	0.0
total vehicles canceled(V)					0	0	0	0	0	0	0	0
total vehicles diverted (V)					0	0	0	0	0	0	0	0
total decrease in demand (V)					0	0	0	0	0	0	0	0
% decrease in demand					0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
delay per diverted vehicle (min)					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
total diversion delay (V hr)					0	0	0	0	0	0	0	0
total delay, including diversions (V hr)					166	166	32	32	0	0	0	0
average delay, including diversions (min)					0.6	0.6	0.1	0.1	0.0	0.0	0.0	0.0
user cost / design demand					\$0.19	\$0.19	\$0.04	\$0.04	\$0.00	\$0.00	\$0.00	\$0.00
delay cost / actual demand					\$0.19	\$0.19	\$0.04	\$0.04	\$0.00	\$0.00	\$0.00	\$0.00
Aut	ON	Print	ON	Nov	OK	VALID	VALID	VALID	VALID	NOT VALID	NOT VALID	NOT VALID