Arkansas on the Move

Using LOS and LOTTR to Understand Capacity Challenges

Arkansas Transportation Summit 2025

Overview

What is LOS and LOTTR?

Data Needs & Facility Determination

Level of Service (LOS) Threshold Values

Level of Travel Time Reliability (LOTTR)

Acceptability Ratio & Validation

Macros

Capacity Project Identification

What is Level of Service (LOS)?

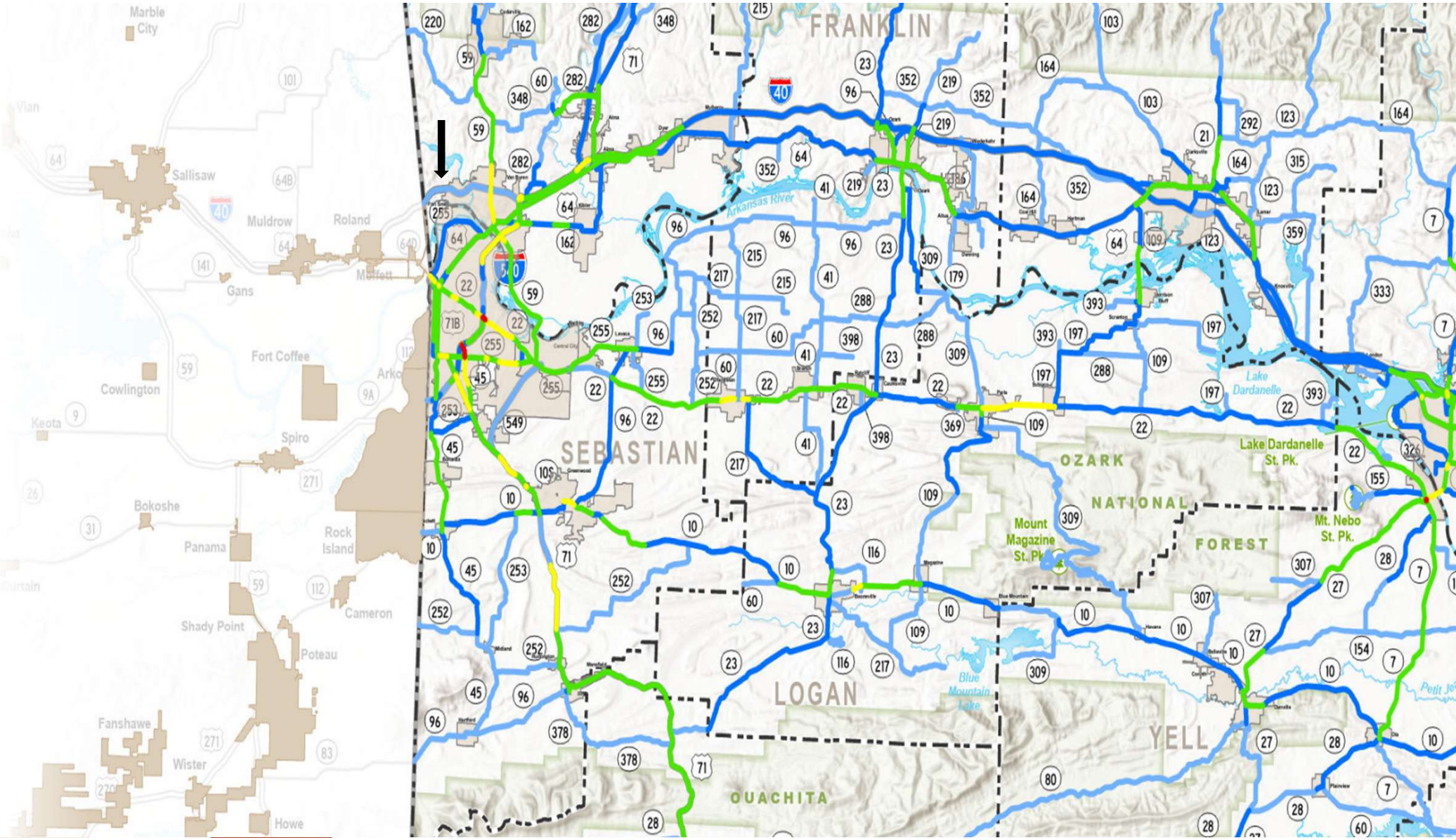
- A qualitative measure describing operational conditions within a traffic stream, and their perception by motorist and/or passengers
- Generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety

Level of Service Breakdown

A – free flow
B – reasonably free flow
C – stable flow
D – approaching unstable flow
E – stable flow
F – forced or breakdown flow

Level of Service Breakdown

LOS A describes free-flow operations. FFS prevails on the freeway or multilane highway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.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Fort Coffee
Cowlington
Keota
Spiro
Arkoma
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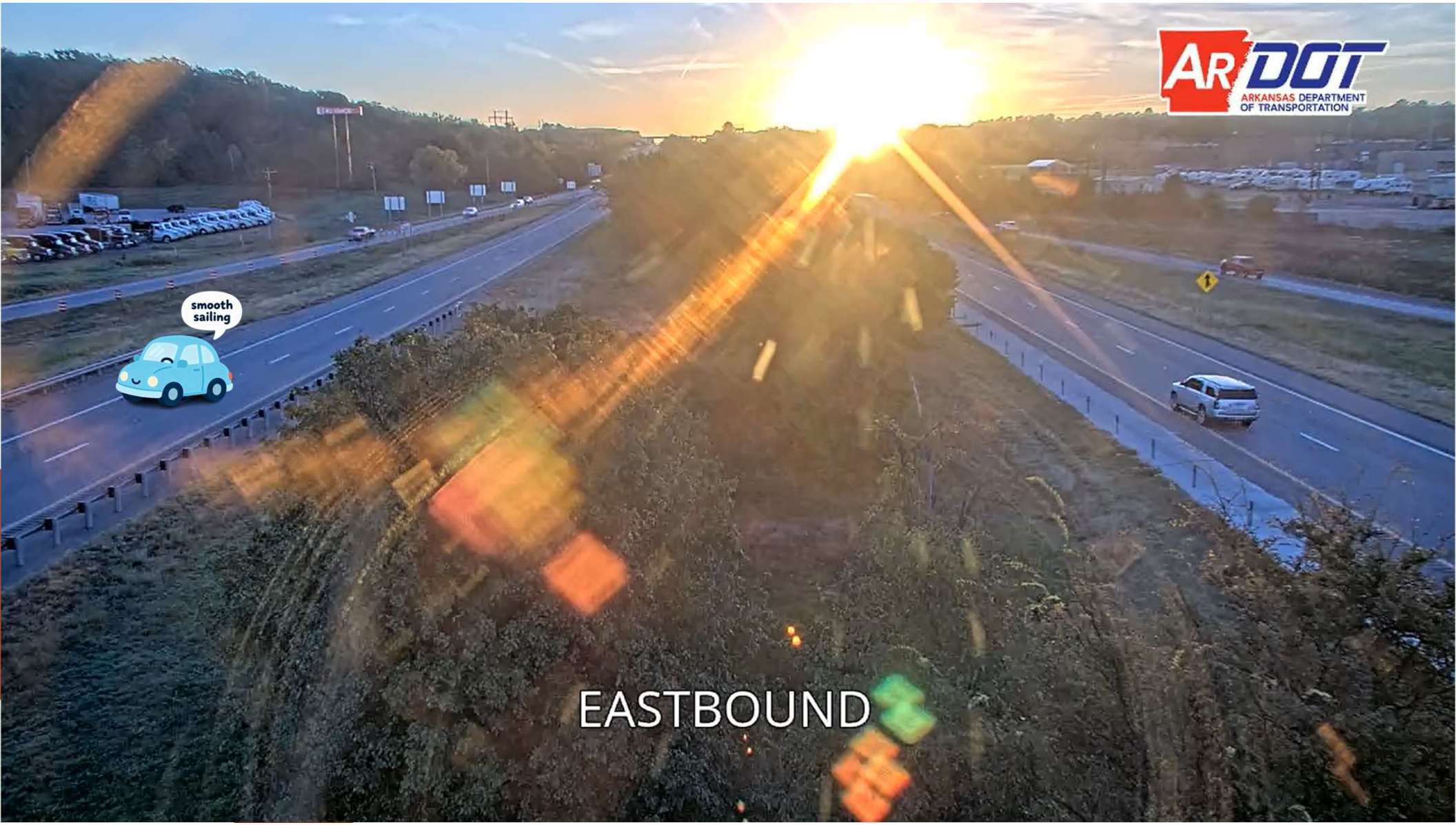
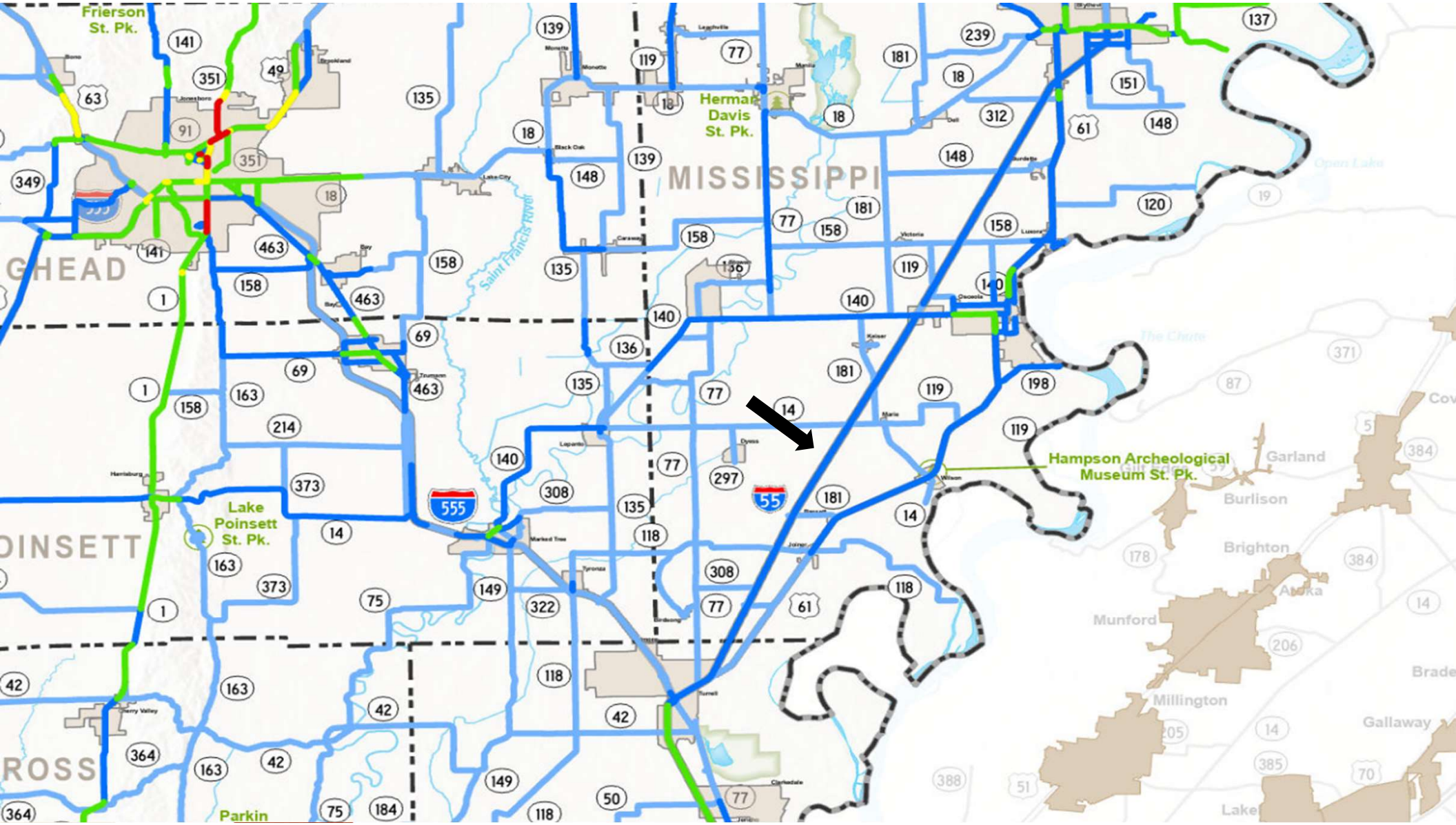
Panama
Rock Island
Cameron
Shady Point
Poteau
Fanshawe
Wister
Howe
FRANKLIN
SEBASTIAN
LOGAN
YELL
OUACHITA
OZARK NATIONAL FOREST
Arkansas River
Lake Dardanelle
Lake Dardanelle St. Pk.
Mount Magazine St. Pk
Mt. Nebo St. Pk.
Blue Mountain Lake
Petit Jean


ARDOT
ARKANSAS DEPARTMENT
OF TRANSPORTATION
smooth
sailing
EASTBOUND

Level of Service Breakdown

LOS B represents reasonably free-flow operations, and FFS on the freeway or multilane highway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and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Herman Davis St. Pk.
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Saint Francis River
Lake Poinsett St. Pk.
Hampson Archeological Museum St. Pk.
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Brighton
Munford
Millington
Garland
Gallaway
555
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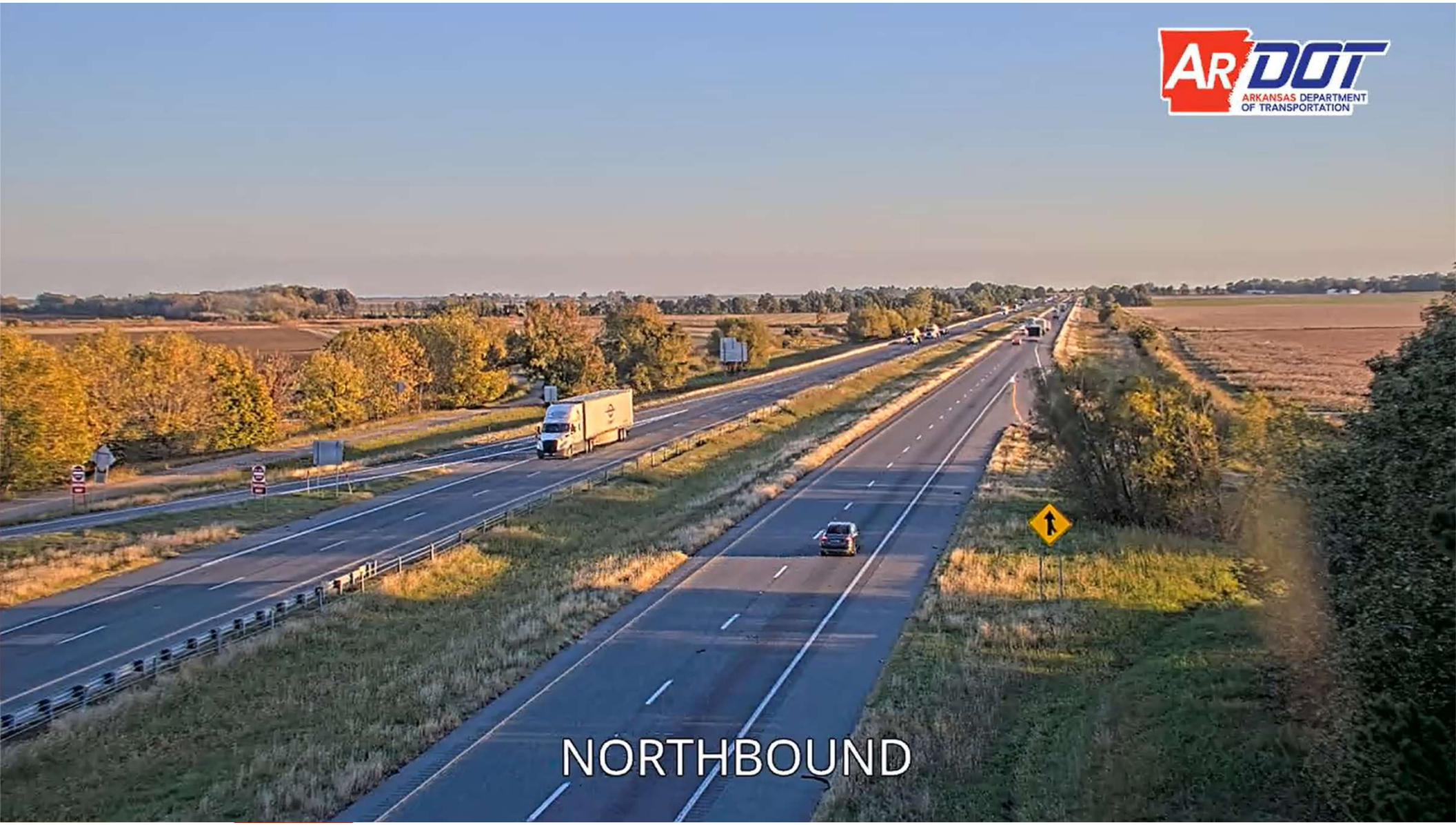
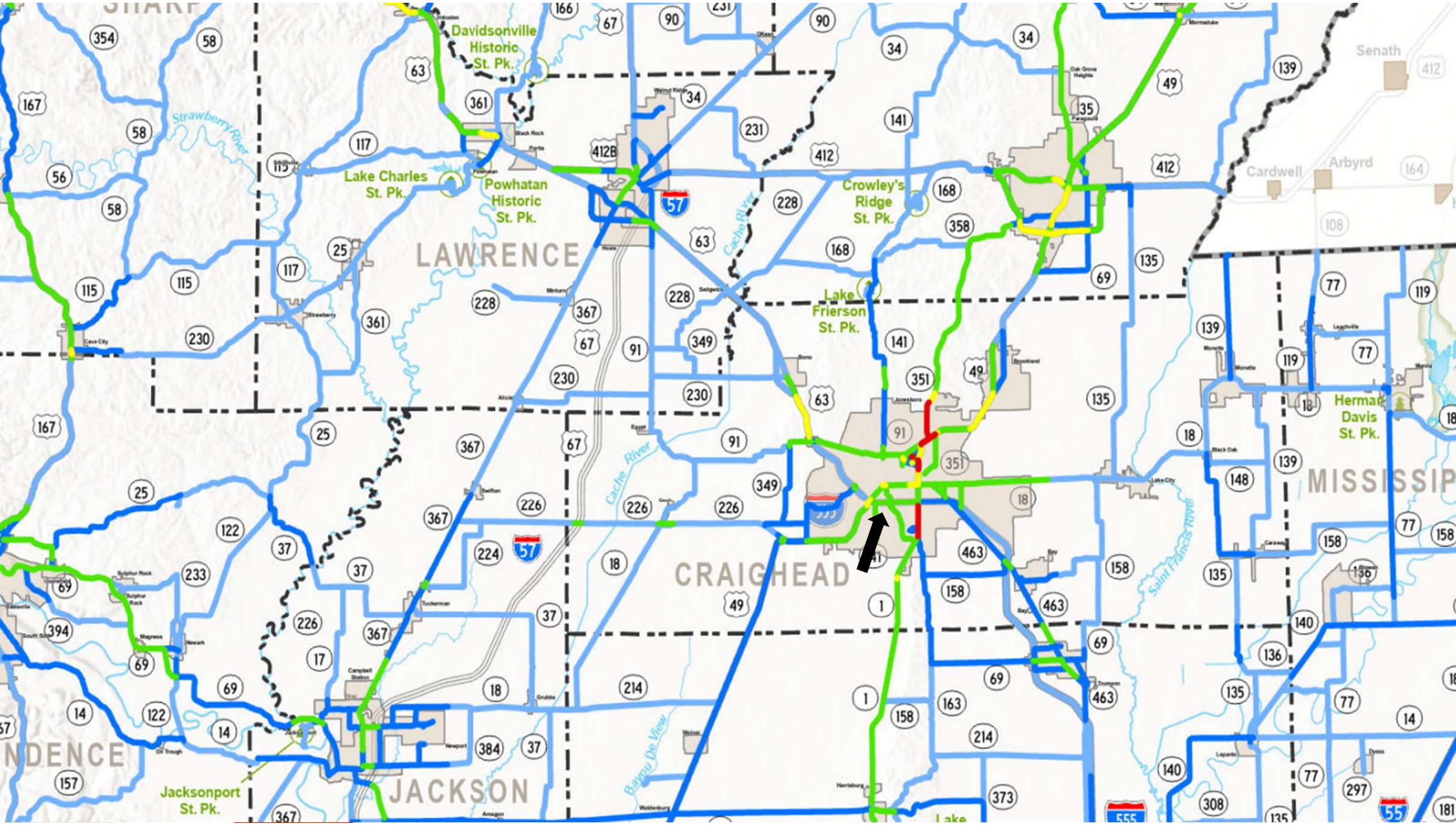

AR DOT
ARKANSAS DEPARTMENT OF TRANSPORTATION
NORTHBOUND

Level of Service Breakdown

LOS C provides for flow with speeds near the FFS of the freeway or multilane highway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.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Lake Charles St. Pk.
Powhatan Historic St. Pk.
Crowley's Ridge St. Pk.
Lake Frierson St. Pk.
Herman Davis St. Pk.
Jacksonport St. Pk.
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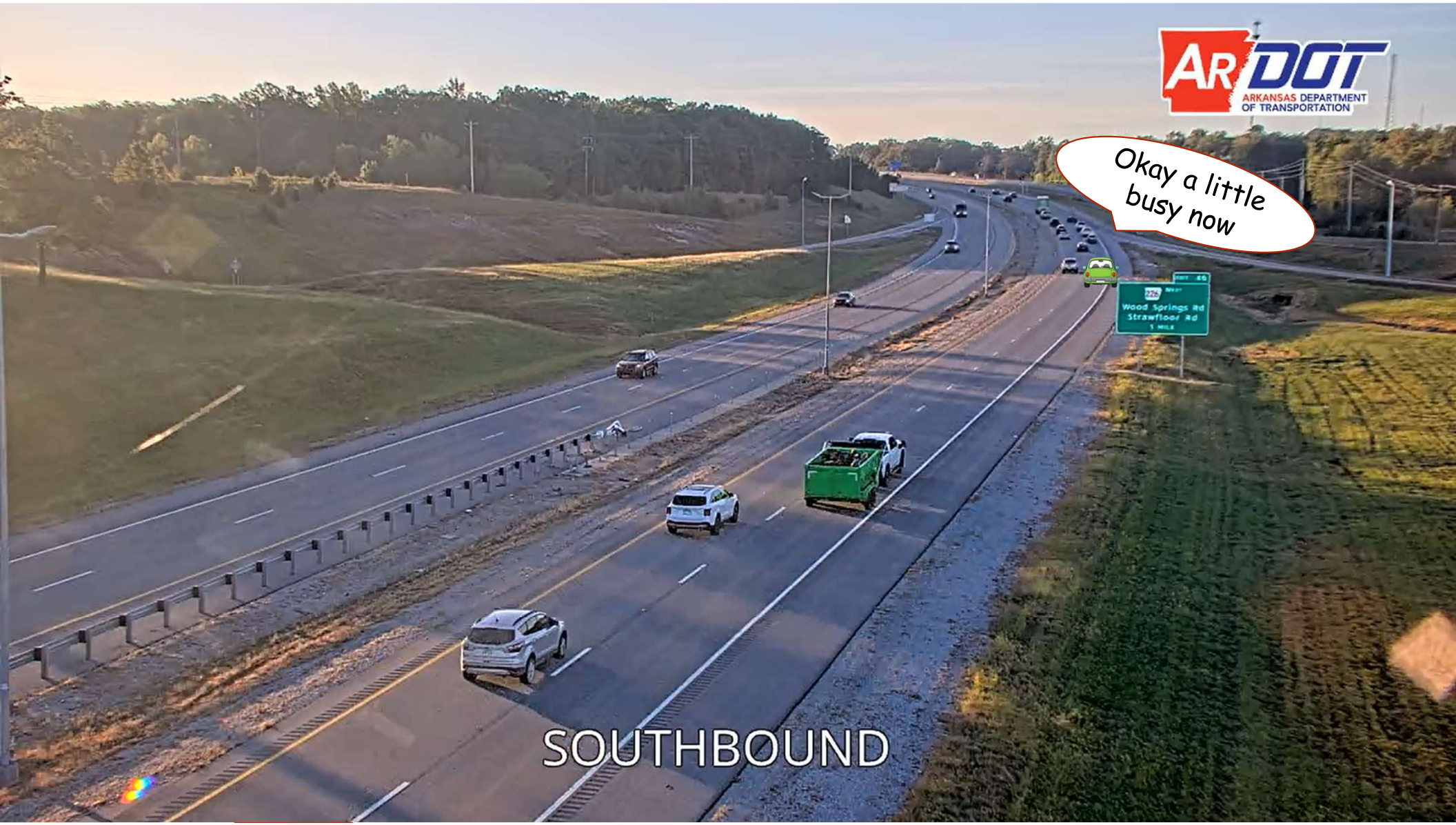
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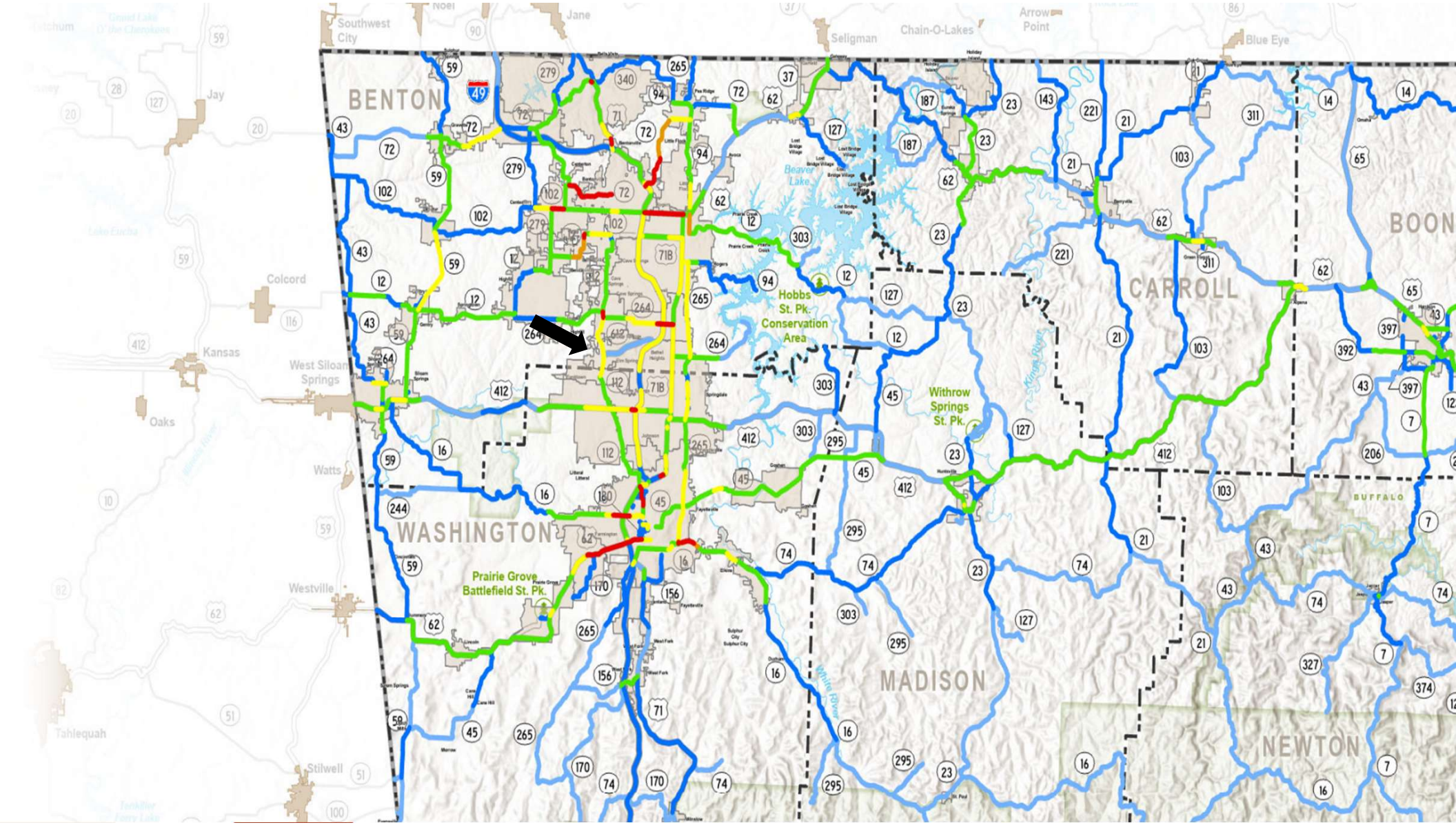
ARKANSAS DEPARTMENT OF TRANSPORTATION
Okay a little busy now
226
Wood Springs Rd
Strawfloor Rd
SOUTHBOUND

Level of Service Breakdown

LOS D is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited, and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.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WASHINGTON
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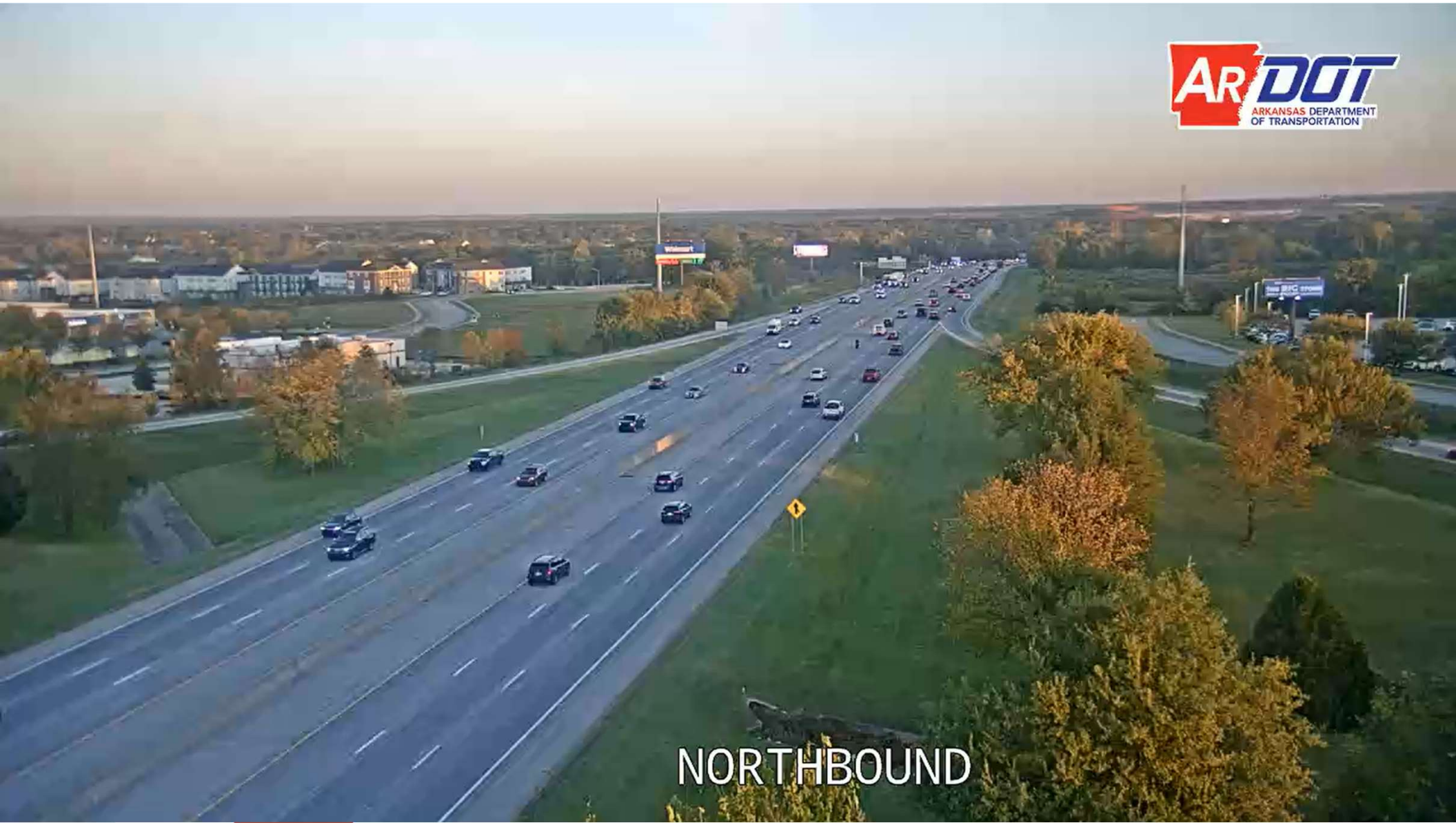
CARROLL
BOONE
NEWTON
BUFFALO
Hobbs St. Pk. Conservation Area
Withrow Springs St. Pk.
Prairie Grove Battlefield St. Pk.
Beaver Lake
White River
Kings River
Southwest City
Noel
Jane
Seligman
Chain-O-Lakes
Arrow Point
Blue Eye
Jay
Colcord
Kansas
West Siloam Springs
Oaks
Watts
Westville
Tahlequah
Stilwell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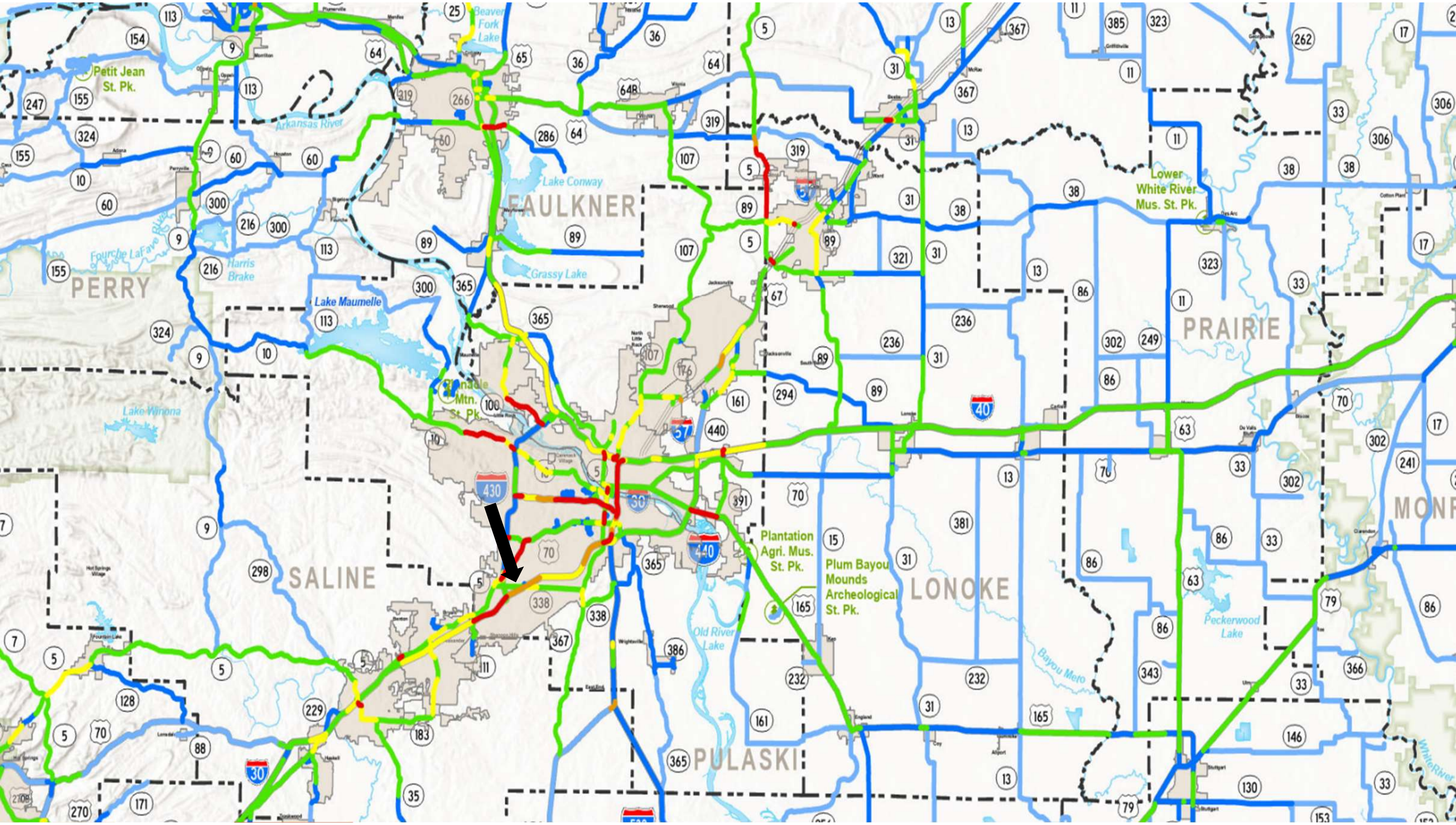
OF TRANSPORTATION
NORTHBOUND

Level of Service Breakdown

- LOS E describes operation at or near capacity. Operations on the freeway or multilane highway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or an access point or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic stream. Toward the upper boundary of LOS E, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.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PERRY
SALINE
PULASKI
LONOKE
PRAIRIE
MONR
Petit Jean St. Pk.
Arkansas River
Lake Conway
Beaver Fork Lake
Grassy Lake
Harris Brake
Fourche LaFave River
Lake Maumelle
Pinnacle Mtn. St. Pk.
Lake Winona
Lower White River Mus. St. Pk.
Plantation Agri. Mus. St. Pk.
Plum Bayou Mounds Archeological St. Pk.
Old River Lake
Bayou Meto
Peckerwood Lake
White River


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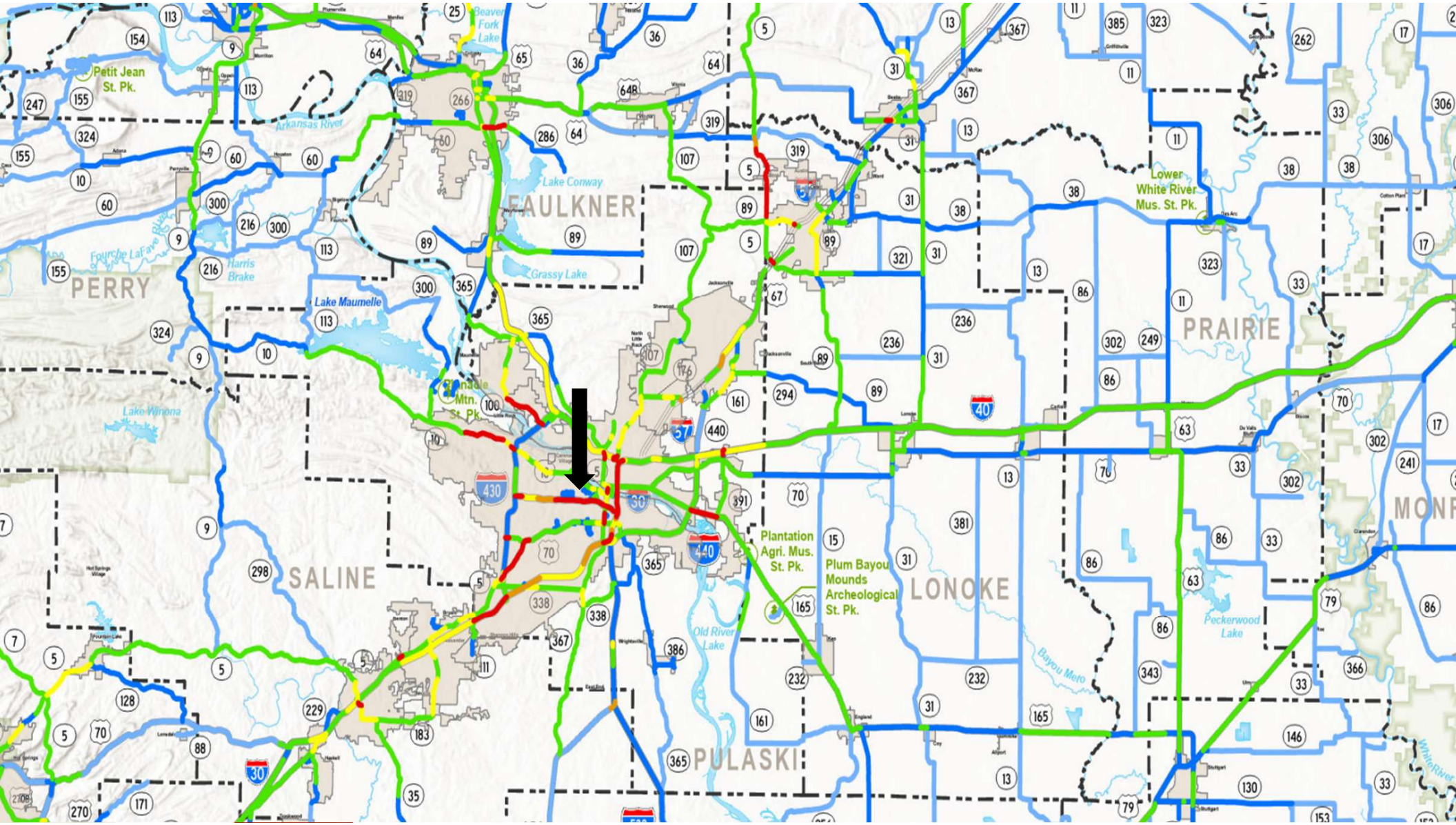
Level of Service Breakdown

LOS F describes unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons:

- Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it.
- Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged.
- In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.


Petit Jean St. Pk.
Arkansas River
Beaver Fork Lake
Lake Conway
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Grassy Lake
Fourche LaFave River
Harris Brake
PERRY
Lake Maumelle
Lake Winona
Mtn. St. Pk
Lower White River Mus. St. Pk.
PRAIRIE
SALINE
Plantation Agri. Mus. St. Pk.
Plum Bayou Mounds Archeological St. Pk.
LONOKE
Old River Lake
Bayou Meto
Peckerwood Lake
PULASKI


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TRAFTIC NIGHTMARE.
WESTBOUND

Level of Travel Time Reliability

LOTTR	Score
1.00	Good
1.15	Good to Moderate
1.3	Moderate
1.4	Moderate to Poor
>=1.5	Poor

- The consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day
- LOTTR $= \frac{80th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ time}$
- Travel Times are gathered through the National Performance Management Research Data Set (NPMRDS) which is a national dataset of vehicle probe base travel times and speeds
- The consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day

Best 14 min 3h 27m 59 min —

Chick-fil-A, 11525 Cantrell Rd, Little Rock

913-909 S Main St, Little Rock, AR 72202

Depart at Options

9:06 AM Thu, Oct 23

Send directions to your phone Copy link

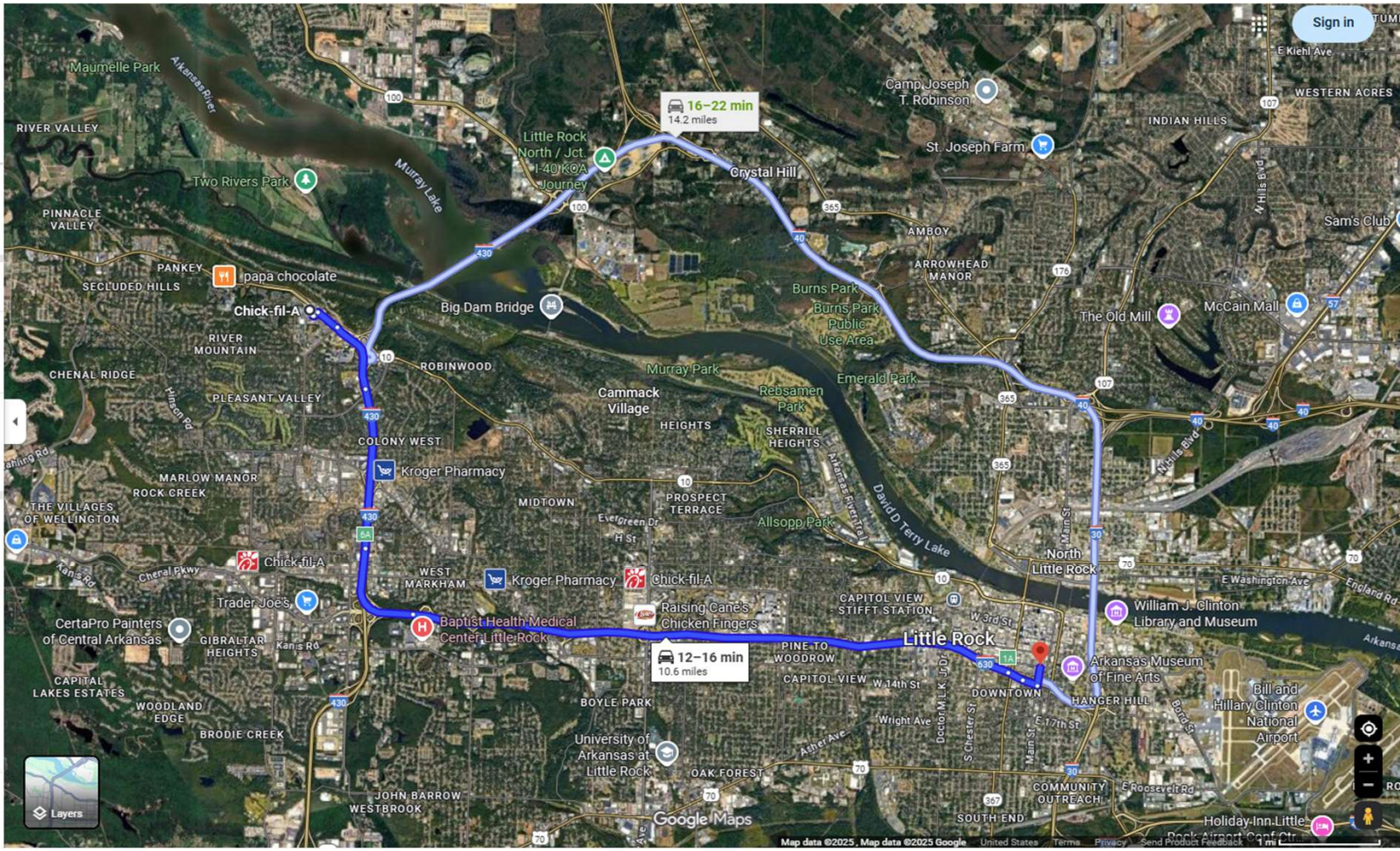
via I-630 E typically 12–16 min
Details Preview Arrive around 9:22 AM
10.6 miles

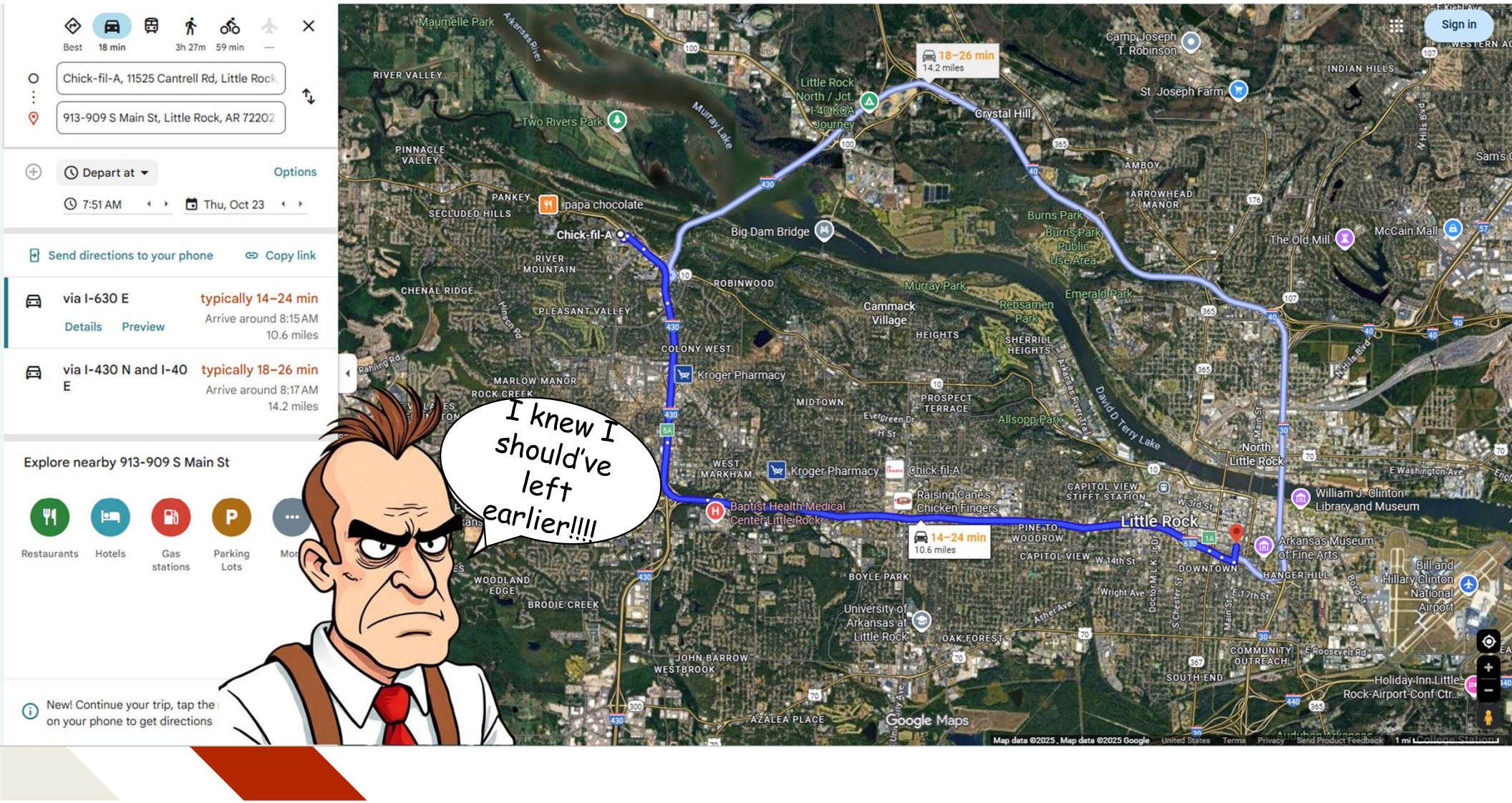
via I-430 N and I-40 E typically 16–22 min
Arrive around 9:28 AM
14.2 miles

Explore nearby 913-909 S Main St

Restaurants Hotels Gas stations Parking Lots More

New! Continue your trip, tap the notification on your phone to get directions




Best
18 min
3h 27m
59 min
Chick-fil-A, 11525 Cantrell Rd, Little Rock
913-909 S Main St, Little Rock, AR 72202
Depart at
Options
7:51 AM
Thu, Oct 23
Send directions to your phone
Copy link
via I-630 E
typically 14–24 min
Details
Preview
Arrive around 8:15 AM
10.6 miles
via I-430 N and I-40 E
typically 18–26 min
Arrive around 8:17 AM
14.2 miles
Explore nearby 913-909 S Main St
Restaurants
Hotels
Gas stations
Parking Lots
New! Continue your trip, tap the
on your phone to get directions
I knew I should've left earlier!!!!
18–26 min
14.2 miles
14–24 min
10.6 miles
Sign in
Maumelle Park
Arkansas River
RIVER VALLEY
Two Rivers Park
Murray Lake
PINNACLE VALLEY
Little Rock North / Jct I-40 KOA Journey
Crystal Hill
Camp Joseph T. Robinson
St. Joseph Farm
INDIAN HILLS
AMBOY
ARROWHEAD MANOR
PANKEY
SECLUDED HILLS
papa chocolate
Chick-fil-A
Big Dam Bridge
Burns Park
Burns Park Public Use Area
The Old Mill
McCain Mall
RIVER MOUNTAIN
CHENAL RIDGE
ROBINWOOD
PLEASANT VALLEY
Murray Park
Cammack Village
HEIGHTS
Rebsamen Park
Emerald Park
SHERRILL HEIGHTS
COLONY WEST
Kroger Pharmacy
MARLOW MANOR
ROCK CREEK
MIDTOWN
PROSPECT TERRACE
Allsopp Park
David D Terry Lake
North Little Rock
WEST MARKHAM
Kroger Pharmacy
Chick-fil-A
CAPITOL VIEW STIFFT STATION
William J. Clinton Library and Museum
Baptist Health Medical Center Little Rock
Raising Cane's Chicken Fingers
Little Rock
PINE TO WOODROW
CAPITOL VIEW
W 14th St
Arkansas Museum of Fine Arts
DOWNTOWN
HANGER HILL
Bill and Hillary Clinton National Airport
WOODLAND EDGE
BRODIE CREEK
BOYLE PARK
University of Arkansas at Little Rock
OAK FOREST
JOHN BARROW WESTBROOK
COMMUNITY OUTREACH
SOUTH END
Holiday Inn Little Rock-Airport-Conf Ctr...
AZALEA PLACE
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Level of Travel Time Reliability Limitations

- LOTTR primarily measures travel time reliability. It reflects the congestion level to some extent. However, it may not entirely capture the varying levels of congestion;
- LOTTR values are calculated using different sample sizes in different locations, making comparisons between locations somewhat challenging;
- The numeric value is derived from NPMRDS 2024 data(from locations with an ADT>10,000 and TMC segment>0.1 mile to ensure greater accuracy);

Efficiency and accuracy

Data Needs

Roadway Inventory – 2023

- dbo_OUT_Mileage

Traffic Data – 2023

- K – density (vehicle/mile/lane)
- D – Directional Distributional Factor
- Peak Hour ADT
- Truck Percentage

Level of Travel Time Reliability (LOTTR) – 2023

Facility Determination

Facility types are determined using the Roadway Inventory

- Urban/Rural
- Access
- Number of Lanes
- Passing Lanes
- Median
- High Type

		Rural Urban Area	Access	Number of Lanes
Urban	Freeway	2, 3, 4 (Population greater than 5,000)	1 (Full Control)	4 or More
	Arterial	2, 3, 4 (Population greater than 5,000)	Other	Any
	Arterial - High Type[1]	2, 3, 4 (Population greater than 5,000)	N/A	N/A
Rural	Freeway	1 (Rural)	1 (Full Control)	4 or More
	Multilane	1 (Rural)	Other	4 or More
	Arterial[2]	1 (Rural)	N/A	N/A
	Two-Lane	1 (Rural)	Other	3 or Fewer
	Two-Lane Passing[3]	1 (Rural)	Other	3 or Fewer

[1]Urban Arterial High Type was used on select roadways where engineering judgement suggested design features increased the per-lane roadway capacity.
[2]Rural Arterial was used on rural highways that had interrupted flow characteristics (multiple traffic signals, etc.).
[3]Two-Lane Passing was used on rural two-lane highways with periodic passing opportunities. This designation was used for the entire length between major destinations regardless of the presence of a passing lane at any specific location.

LOS Thresholds

Thresholds are based on Highway Capacity Manual (HCM 7) methodologies

LOS Thresholds (pc/ln/hr)							
			A	B	C	D	E
Urban	Freeway	UF	813	1299	1718	2039	2280
	Arterial	UA	0	340	740	850	880
	Arterial - High Type	UAH	0	560	890	990	990
Rural	Freeway	RF	438	1024	1522	1839	2147
	Multilane	RM	647	1056	1513	1847	2062
	Arterial	RA	0	340	740	850	880
	2 Lane	R2L	90	220	420	760	1700
	2L w Passing	R2LP	140	310	720	1410	1700
	[1]High Type Arterial represents a corridor where capacity has been enhansed without main lane widening (double left turn lanes, improved side street approaches, access management, favorable timings, etc.)						

Acceptability Ratio & Validation

For additional validation, peaking factors were reviewed using location specific data

- HPMS, planning studies, etc.
- Previous analysis' notes and comments were considered

$$Acceptability\ Ratio = \frac{Hourly\ Volume}{Unacceptable\ Threshold}$$

Efficiency, accuracy, & consistency

Macros

What are Macros?

Macros are recorded code that automates repetitive Excel tasks, turning hours of big data cleaning into one-click processing

Macros

1. Data Preparation

What are Macros?

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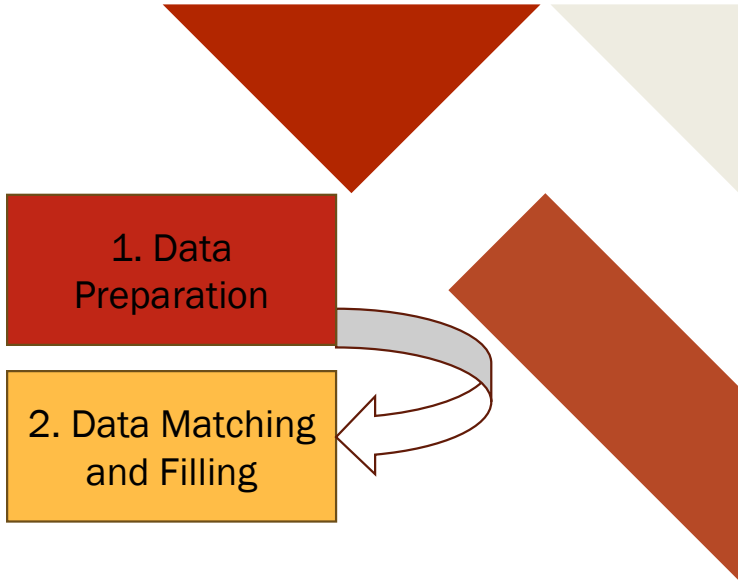

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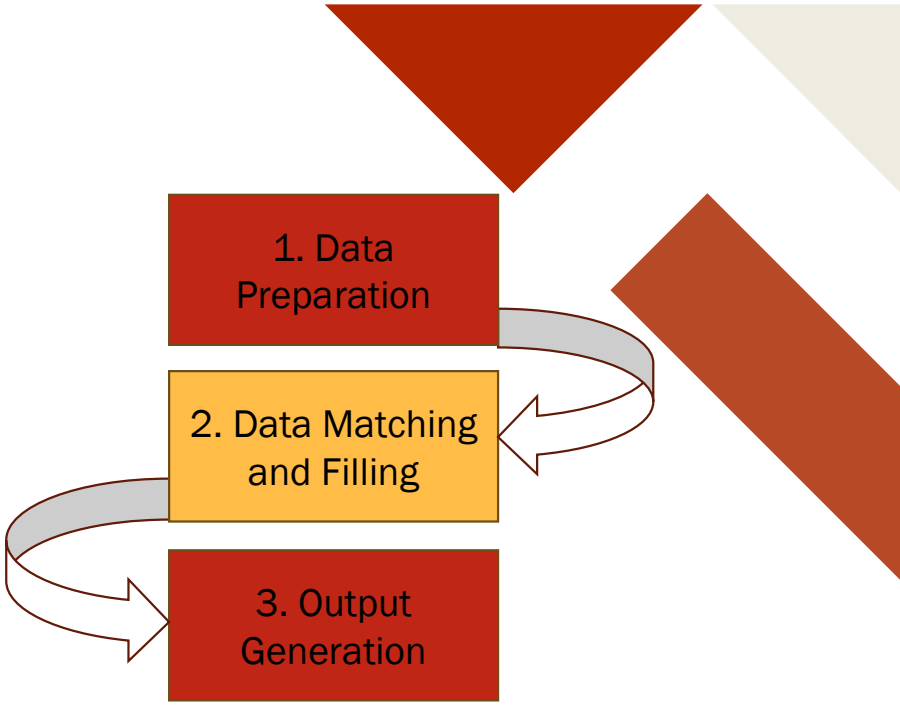

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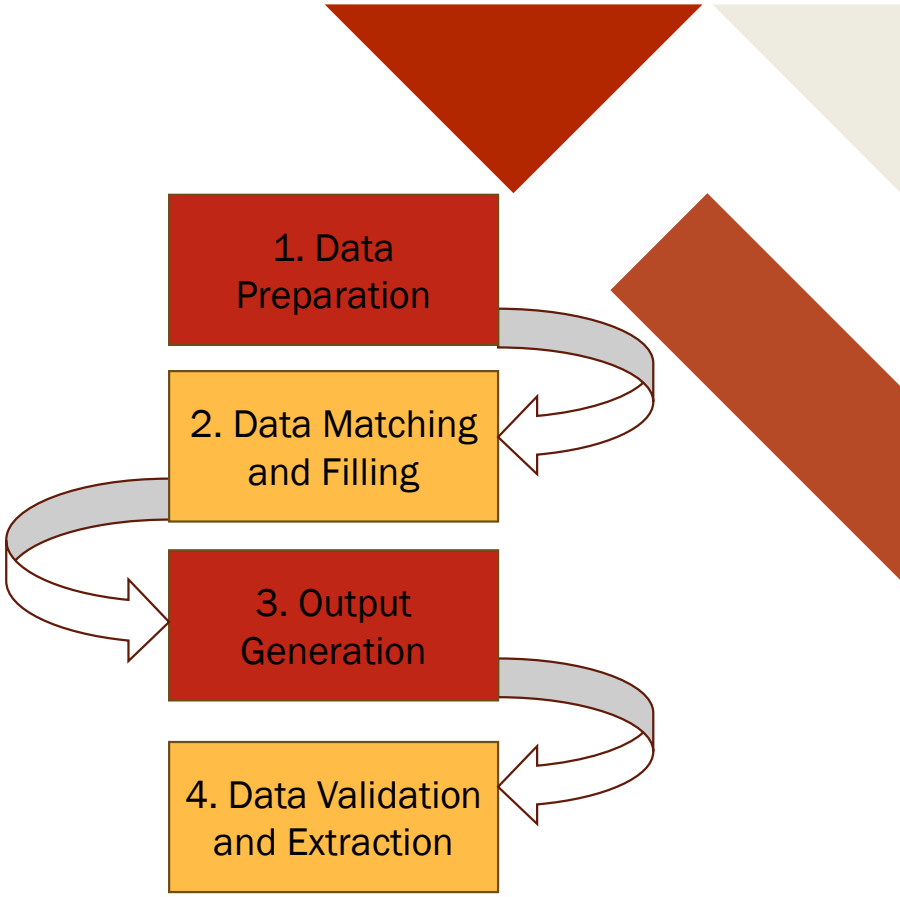

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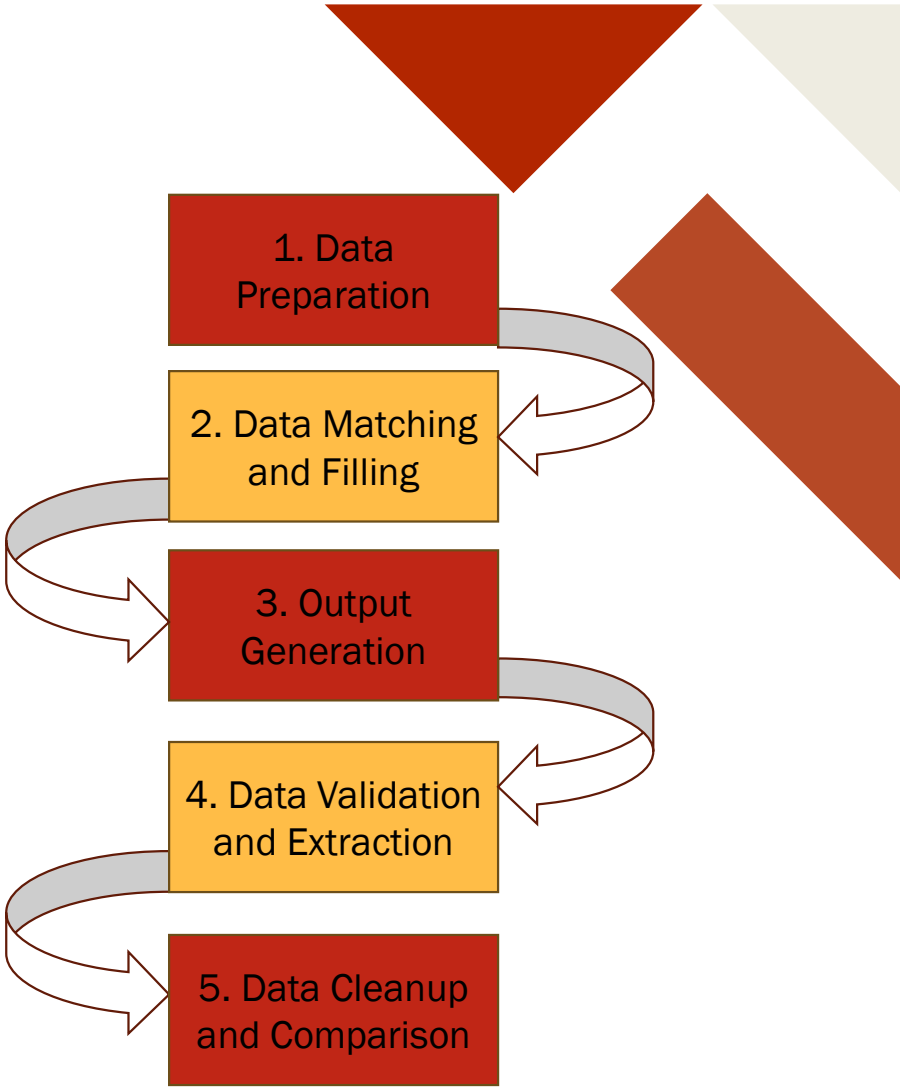

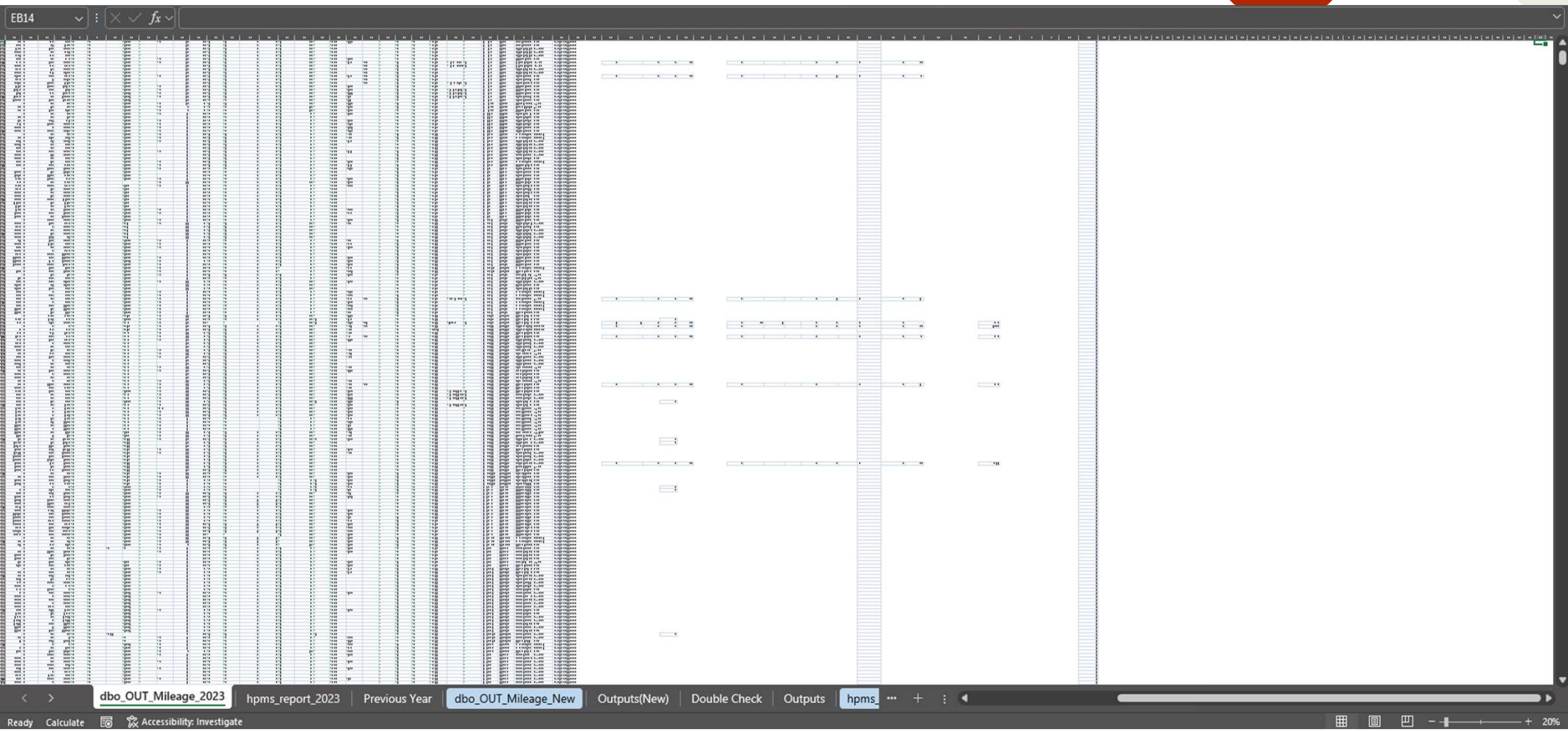
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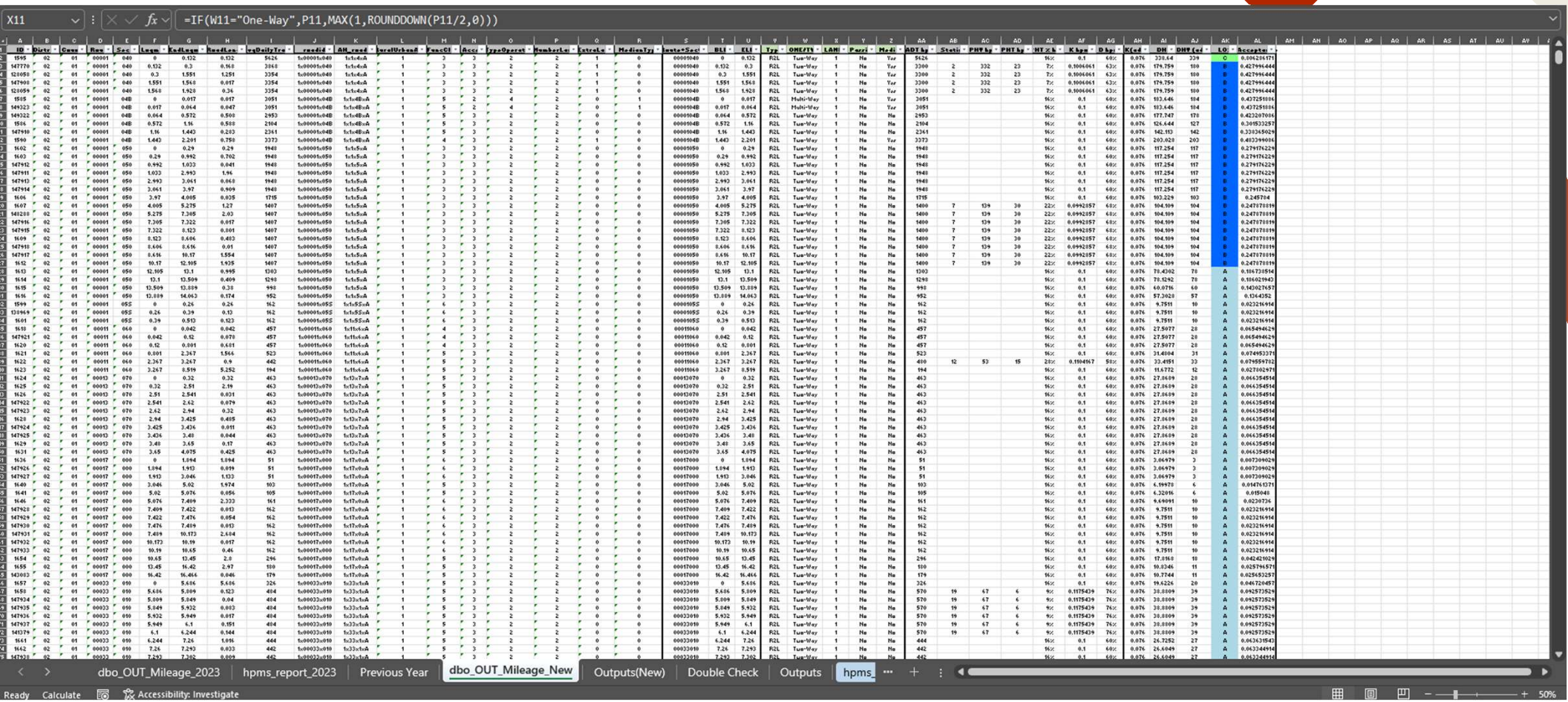
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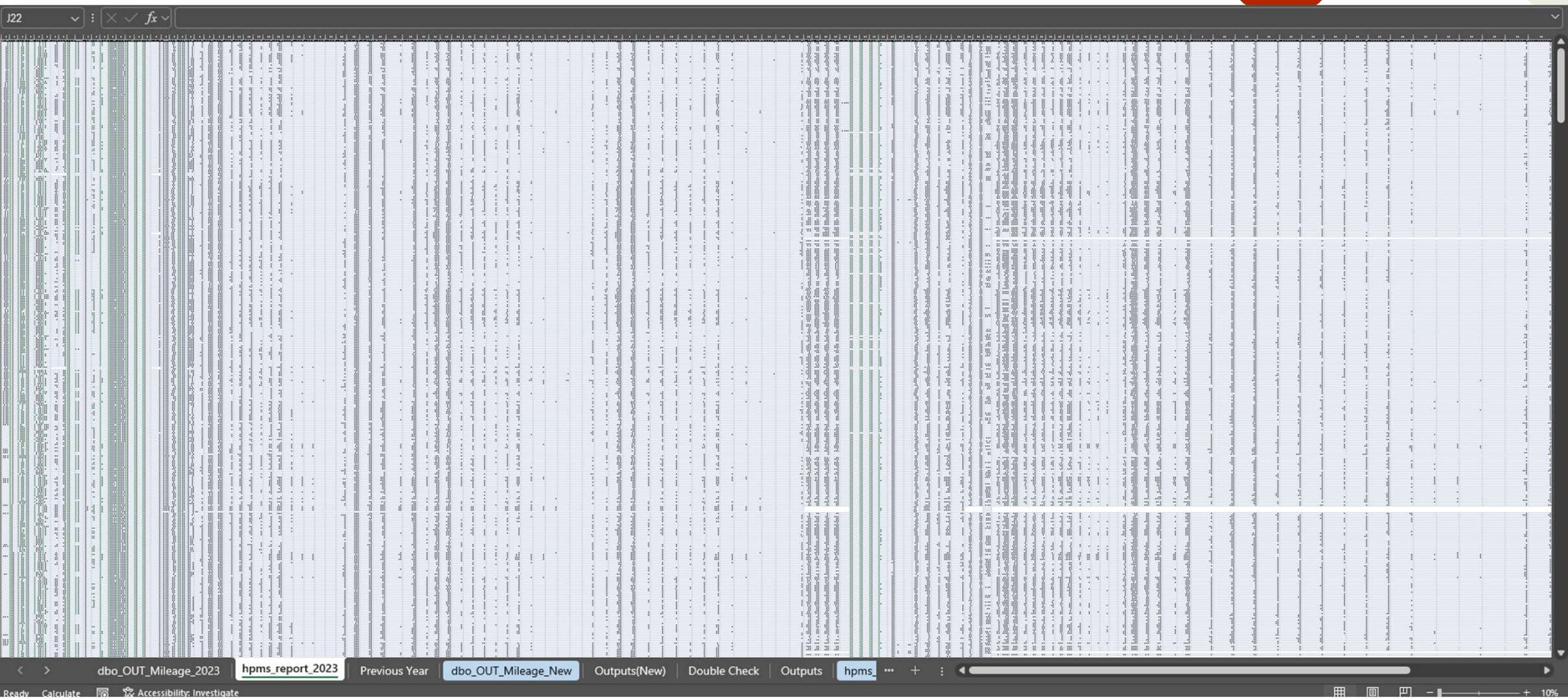
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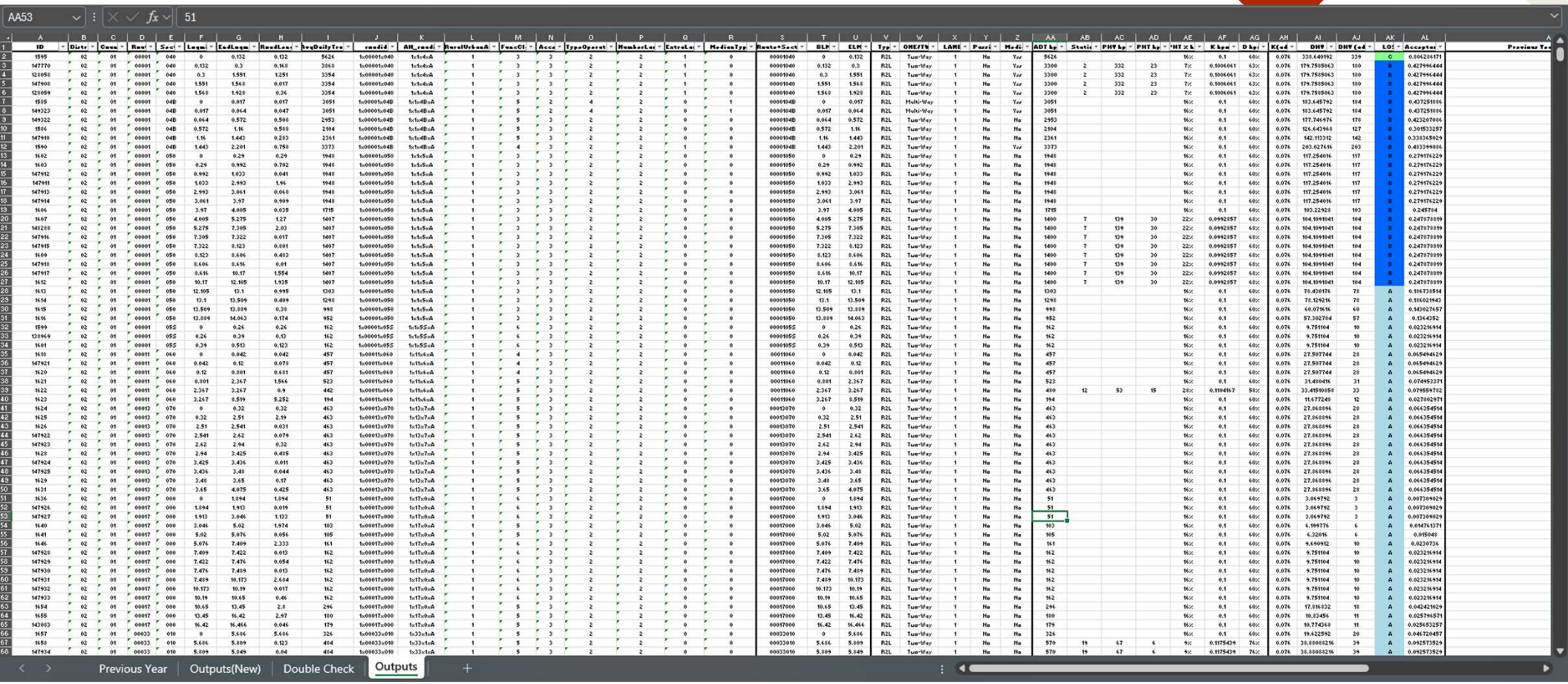

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5	147908	02	01	00001	040	1.551	1.568	0.017	00001040	1.551	1.568	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
6	128059	02	01	00001	040	1.568	1.928	0.36	00001040	1.568	1.928	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
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8	149323	02	01	00001	04B	0.017	0.064	0.047	00001048	0.017	0.064	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
9	149322	02	01	00001	04B	0.064	0.572	0.508	00001048	0.064	0.572	R2L	Two-Way	1	No	No	2953				16%	0.1	60%	0.076	177.746976	178	B	0.423207086
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11	147910	02	01	00001	04B	1.16	1.443	0.283	00001048	1.16	1.443	R2L	Two-Way	1	No	No	2361				16%	0.1	60%	0.076	142.113312	142	B	0.338365029
12	1590	02	01	00001	04B	1.443	2.201	0.758	00001048	1.443	2.201	R2L	Two-Way	1	No	Yes	3373				16%	0.1	60%	0.076	203.027616	203	B	0.483399086
13	1602	02	01	00001	050	0	0.29	0.29	00001050	0	0.29	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
14	1603	02	01	00001	050	0.29	0.992	0.702	00001050	0.29	0.992	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
15	147912	02	01	00001	050	0.992	1.033	0.041	00001050	0.992	1.033	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
16	147911	02	01	00001	050	1.033	2.993	1.96	00001050	1.033	2.993	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
17	147913	02	01	00001	050	2.993	3.061	0.068	00001050	2.993	3.061	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
18	147914	02	01	00001	050	3.061	3.97	0.909	00001050	3.061	3.97	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
19	1606	02	01	00001	050	3.97	4.005	0.035	00001050	3.97	4.005	R2L	Two-Way	1	No	No	1715				16%	0.1	60%	0.076	103.22928	103	B	0.245784
20	1607	02	01	00001	050	4.005	5.275	1.27	00001050	4.005	5.275	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
21	148288	02	01	00001	050	5.275	7.305	2.03	00001050	5.275	7.305	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
22	147916	02	01	00001	050	7.305	7.322	0.017	00001050	7.305	7.322	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
23	147915	02	01	00001	050	7.322	8.123	0.801	00001050	7.322	8.123	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
24	1609	02	01	00001	050	8.123	8.606	0.483	00001050	8.123	8.606	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
25	147918	02	01	00001	050	8.606	8.616	0.01	00001050	8.606	8.616	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
26	147917	02	01	00001	050	8.616	10.17	1.554	00001050	8.616	10.17	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
27	1612	02	01	00001	050	10.17	12.105	1.935	00001050	10.17	12.105	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
28	1613	02	01	00001	050	12.105	13.1	0.995	00001050	12.105	13.1	R2L	Two-Way	1	No	No	1303				16%	0.1	60%	0.076	78.430176	78	A	0.186738514
29	1614	02	01	00001	050	13.1	13.509	0.409	00001050	13.1	13.509	R2L	Two-Way	1	No	No	1298				16%	0.1	60%	0.076	78.129216	78	A	0.186021943
30	1615	02	01	00001	050	13.509	13.889	0.38	00001050	13.509	13.889	R2L	Two-Way	1	No	No	998				16%	0.1	60%	0.076	60.071616	60	A	0.143027657
31	1616	02	01	00001	050	13.889	14.063	0.174	00001050	13.889	14.063	R2L	Two-Way	1	No	No	952				16%	0.1	60%	0.076	57.302784	57	A	0.1364352
32	1599	02	01	00001	05S	0	0.26	0.26	00001058	0	0.26	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
33	138969	02	01	00001	05S	0.26	0.39	0.13	00001058	0.26	0.39	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
34	1601	02	01	00001	05S	0.39	0.513	0.123	00001058	0.39	0.513	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
35	1618	02	01	00011	060	0	0.042	0.042	00011060	0	0.042	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
36	147921	02	01	00011	060	0.042	0.12	0.078	00011060	0.042	0.12	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
37	1620	02	01	00011	060	0.12	0.801	0.681	00011060	0.12	0.801	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
38	1621	02	01	00011	060	0.801	2.367	1.566	00011060	0.801	2.367	R2L	Two-Way	1	No	No	523				16%	0.1	60%	0.076	31.480416	31	A	0.074953371
39	1622	02	01	00011	060	2.367	3.267	0.9	00011060	2.367	3.267	R2L	Two-Way	1	No	No	480	12	53	15	28%	0.11041667	58%	0.076	33.41510858	33	A	0.079559782
40	1623	02	01	00011	060	3.267	8.519	5.252	00011060	3.267	8.519	R2L	Two-Way	1	No	No	194				16%	0.1	60%	0.076	11.677248	12	A	0.027802971
41	1624	02	01	00013	070	0	0.32	0.32	00013070	0	0.32	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
42	1625	02	01	00013	070	0.32	2.51	2.19	00013070	0.32	2.51	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
43	1626	02	01	00013	070	2.51	2.541	0.031	00013070	2.51	2.541	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
44	147922	02	01	00013	070	2.541	2.62	0.079	00013070	2.541	2.62	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514

Previous Year | Outputs(New) | Double Check | Outputs

DBO Out Mileage

ID	Distri	Count	Rout	Secti	Logmil	EndLogmil	RoadLengt	Route+Sectio	BLM	ELM	Type	ONE/TW(	LANES	Passin	Media	ADT hpn	Station	PHV hpn	PHT hpn	PHT % hp	K hpm	D hpn	K(adj	DHV	DHV (adj	LOS	Acceptanc
1595	02	01	00001	040	0	0.132	0.132	00001040	0	0.132	R2L	Two-Way	1	No	Yes	5626				16%	0.1	60%	0.076	338.640192	339	C	0.806286171
147770	02	01	00001	040	0.132	0.3	0.168	00001040	0.132	0.3	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128058	02	01	00001	040	0.3	1.551	1.251	00001040	0.3	1.551	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
147908	02	01	00001	040	1.551	1.568	0.017	00001040	1.551	1.568	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128059	02	01	00001	040	1.568	1.928	0.36	00001040	1.568	1.928	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
1585	02	01	00001	04B	0	0.017	0.017	00001048	0	0.017	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149323	02	01	00001	04B	0.017	0.064	0.047	00001048	0.017	0.064	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149322	02	01	00001	04B	0.064	0.572	0.508	00001048	0.064	0.572	R2L	Two-Way	1	No	No	2953				16%	0.1	60%	0.076	177.746976	178	B	0.423207086
1586	02	01	00001	04B	0.572	1.16	0.588	00001048	0.572	1.16	R2L	Two-Way	1	No	No	2104				16%	0.1	60%	0.076	126.643968	127	B	0.301533257
147910	02	01	00001	04B	1.16	1.443	0.283	00001048	1.16	1.443	R2L	Two-Way	1	No	No	2361				16%	0.1	60%	0.076	142.113312	142	B	0.338365029
1590	02	01	00001	04B	1.443	2.201	0.758	00001048	1.443	2.201	R2L	Two-Way	1	No	Yes	3373				16%	0.1	60%	0.076	203.027616	203	B	0.483399086
1602	02	01	00001	050	0	0.29	0.29	00001050	0	0.29	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1603	02	01	00001	050	0.29	0.992	0.702	00001050	0.29	0.992	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147912	02	01	00001	050	0.992	1.033	0.041	00001050	0.992	1.033	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147911	02	01	00001	050	1.033	2.993	1.96	00001050	1.033	2.993	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147913	02	01	00001	050	2.993	3.061	0.068	00001050	2.993	3.061	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147914	02	01	00001	050	3.061	3.97	0.909	00001050	3.061	3.97	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1606	02	01	00001	050	3.97	4.005	0.035	00001050	3.97	4.005	R2L	Two-Way	1	No	No	1715				16%	0.1	60%	0.076	103.22928	103	B	0.245784
1607	02	01	00001	050	4.005	5.275	1.27	00001050	4.005	5.275	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
148288	02	01	00001	050	5.275	7.305	2.03	00001050	5.275	7.305	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147916	02	01	00001	050	7.305	7.322	0.017	00001050	7.305	7.322	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147915	02	01	00001	050	7.322	8.123	0.801	00001050	7.322	8.123	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1609	02	01	00001	050	8.123	8.606	0.483	00001050	8.123	8.606	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147918	02	01	00001	050	8.606	8.616	0.01	00001050	8.606	8.616	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147917	02	01	00001	050	8.616	10.17	1.554	00001050	8.616	10.17	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1612	02	01	00001	050	10.17	12.105	1.935	00001050	10.17	12.105	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1613	02	01	00001	050	12.105	13.1	0.995	00001050	12.105	13.1	R2L	Two-Way	1	No	No	1303				16%	0.1	60%	0.076	78.430176	78	A	0.186738514
1614	02	01	00001	050	13.1	13.509	0.409	00001050	13.1	13.509	R2L	Two-Way	1	No	No	1298				16%	0.1	60%	0.076	78.129216	78	A	0.186021943
1615	02	01	00001	050	13.509	13.889	0.38	00001050	13.509	13.889	R2L	Two-Way	1	No	No	998				16%	0.1	60%	0.076	60.071616	60	A	0.143027657
1616	02	01	00001	050	13.889	14.063	0.174	00001050	13.889	14.063	R2L	Two-Way	1	No	No	952				16%	0.1	60%	0.076	57.302784	57	A	0.1364352
1599	02	01	00001	05S	0	0.26	0.26	0000105S	0	0.26	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
138969	02	01	00001	05S	0.26	0.39	0.13	0000105S	0.26	0.39	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1601	02	01	00001	05S	0.39	0.513	0.123	0000105S	0.39	0.513	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1618	02	01	00011	060	0	0.042	0.042	00011060	0	0.042	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
147921	02	01	00011	060	0.042	0.12	0.078	00011060	0.042	0.12	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1620	02	01	00011	060	0.12	0.801	0.681	00011060	0.12	0.801	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1621	02	01	00011	060	0.801	2.367	1.566	00011060	0.801	2.367	R2L	Two-Way	1	No	No	523				16%	0.1	60%	0.076	31.480416	31	A	0.074953371
1622	02	01	00011	060	2.367	3.267	0.9	00011060	2.367	3.267	R2L	Two-Way	1	No	No	480	12	53	15	28%	0.11041667	58%	0.076	33.41510858	33	A	0.079559782
1623	02	01	00011	060	3.267	8.519	5.252	00011060	3.267	8.519	R2L	Two-Way	1	No	No	194				16%	0.1	60%	0.076	11.677248	12	A	0.027802971
1624	02	01	00013	070	0	0.32	0.32	00013070	0	0.32	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1625	02	01	00013	070	0.32	2.51	2.19	00013070	0.32	2.51	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1626	02	01	00013	070	2.51	2.541	0.031	00013070	2.51	2.541	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
147922	02	01	00013	070	2.541	2.62	0.079	00013070	2.541	2.62	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514

Previous Year | Outputs(New) | Double Check | Outputs

DBO Out Mileage

HPMS Report

ID	Distri	Count	Rout	Secti	Logmil	EndLogmil	RoadLengt	Route+Sectio	BLM	ELM	Type	ONE/TW	LANES	Passin	Media	ADT hpn	Station	PHV hpn	PHT hpn	PHT % hp	K hpms	D hpn	K(adj	DHV	DHV (adj	LOS	Acceptanc
1595	02	01	00001	040	0	0.132	0.132	00001040	0	0.132	R2L	Two-Way	1	No	Yes	5626				16%	0.1	60%	0.076	338.640192	339	C	0.806286171
147770	02	01	00001	040	0.132	0.3	0.168	00001040	0.132	0.3	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128058	02	01	00001	040	0.3	1.551	1.251	00001040	0.3	1.551	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
147908	02	01	00001	040	1.551	1.568	0.017	00001040	1.551	1.568	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128059	02	01	00001	040	1.568	1.928	0.36	00001040	1.568	1.928	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
1585	02	01	00001	04B	0	0.017	0.017	00001048	0	0.017	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149323	02	01	00001	04B	0.017	0.064	0.047	00001048	0.017	0.064	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149322	02	01	00001	04B	0.064	0.572	0.508	00001048	0.064	0.572	R2L	Two-Way	1	No	No	2953				16%	0.1	60%	0.076	177.746976	178	B	0.423207086
1586	02	01	00001	04B	0.572	1.16	0.588	00001048	0.572	1.16	R2L	Two-Way	1	No	No	2104				16%	0.1	60%	0.076	126.643968	127	B	0.301533257
147910	02	01	00001	04B	1.16	1.443	0.283	00001048	1.16	1.443	R2L	Two-Way	1	No	No	2361				16%	0.1	60%	0.076	142.113312	142	B	0.338365029
1590	02	01	00001	04B	1.443	2.201	0.758	00001048	1.443	2.201	R2L	Two-Way	1	No	Yes	3373				16%	0.1	60%	0.076	203.027616	203	B	0.483399086
1602	02	01	00001	050	0	0.29	0.29	00001050	0	0.29	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1603	02	01	00001	050	0.29	0.992	0.702	00001050	0.29	0.992	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147912	02	01	00001	050	0.992	1.033	0.041	00001050	0.992	1.033	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147911	02	01	00001	050	1.033	2.993	1.96	00001050	1.033	2.993	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147913	02	01	00001	050	2.993	3.061	0.068	00001050	2.993	3.061	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147914	02	01	00001	050	3.061	3.97	0.909	00001050	3.061	3.97	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1606	02	01	00001	050	3.97	4.005	0.035	00001050	3.97	4.005	R2L	Two-Way	1	No	No	1715				16%	0.1	60%	0.076	103.22928	103	B	0.245784
1607	02	01	00001	050	4.005	5.275	1.27	00001050	4.005	5.275	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
148288	02	01	00001	050	5.275	7.305	2.03	00001050	5.275	7.305	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147916	02	01	00001	050	7.305	7.322	0.017	00001050	7.305	7.322	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147915	02	01	00001	050	7.322	8.123	0.801	00001050	7.322	8.123	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1609	02	01	00001	050	8.123	8.606	0.483	00001050	8.123	8.606	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147918	02	01	00001	050	8.606	8.616	0.01	00001050	8.606	8.616	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147917	02	01	00001	050	8.616	10.17	1.554	00001050	8.616	10.17	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1612	02	01	00001	050	10.17	12.105	1.935	00001050	10.17	12.105	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1613	02	01	00001	050	12.105	13.1	0.995	00001050	12.105	13.1	R2L	Two-Way	1	No	No	1303				16%	0.1	60%	0.076	78.430176	78	A	0.186738514
1614	02	01	00001	050	13.1	13.509	0.409	00001050	13.1	13.509	R2L	Two-Way	1	No	No	1298				16%	0.1	60%	0.076	78.129216	78	A	0.186021943
1615	02	01	00001	050	13.509	13.889	0.38	00001050	13.509	13.889	R2L	Two-Way	1	No	No	998				16%	0.1	60%	0.076	60.071616	60	A	0.143027657
1616	02	01	00001	050	13.889	14.063	0.174	00001050	13.889	14.063	R2L	Two-Way	1	No	No	952				16%	0.1	60%	0.076	57.302784	57	A	0.1364352
1599	02	01	00001	05S	0	0.26	0.26	0000105S	0	0.26	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
138969	02	01	00001	05S	0.26	0.39	0.13	0000105S	0.26	0.39	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1601	02	01	00001	05S	0.39	0.513	0.123	0000105S	0.39	0.513	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1618	02	01	00011	060	0	0.042	0.042	00011060	0	0.042	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
147921	02	01	00011	060	0.042	0.12	0.078	00011060	0.042	0.12	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1620	02	01	00011	060	0.12	0.801	0.681	00011060	0.12	0.801	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1621	02	01	00011	060	0.801	2.367	1.566	00011060	0.801	2.367	R2L	Two-Way	1	No	No	523				16%	0.1	60%	0.076	31.480416	31	A	0.074953371
1622	02	01	00011	060	2.367	3.267	0.9	00011060	2.367	3.267	R2L	Two-Way	1	No	No	480	12	53	15	28%	0.11041667	58%	0.076	33.41510858	33	A	0.079559782
1623	02	01	00011	060	3.267	8.519	5.252	00011060	3.267	8.519	R2L	Two-Way	1	No	No	194				16%	0.1	60%	0.076	11.677248	12	A	0.027802971
1624	02	01	00013	070	0	0.32	0.32	00013070	0	0.32	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1625	02	01	00013	070	0.32	2.51	2.19	00013070	0.32	2.51	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1626	02	01	00013	070	2.51	2.541	0.031	00013070	2.51	2.541	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
147922	02	01	00013	070	2.541	2.62	0.079	00013070	2.541	2.62	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514

Previous Year | Outputs(New) | Double Check | Outputs

DBO Out Mileage

HPMS Report

Final Results

ID	Distri	Count	Rout	Secti	Logmil	EndLogmil	RoadLengt	Route+Sectio	BLM	ELM	Type	ONE/TW	LANES	Passin	Media	ADT hpn	Station	PHV hpn	PHT hpn	PHT % hp	K hpms	D hpn	K(adj	DHV	DHV (adj	LOS	Acceptanc
1595	02	01	00001	040	0	0.132	0.132	00001040	0	0.132	R2L	Two-Way	1	No	Yes	5626				16%	0.1	60%	0.076	338.640192	339	C	0.806286171
147770	02	01	00001	040	0.132	0.3	0.168	00001040	0.132	0.3	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128058	02	01	00001	040	0.3	1.551	1.251	00001040	0.3	1.551	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
147908	02	01	00001	040	1.551	1.568	0.017	00001040	1.551	1.568	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
128059	02	01	00001	040	1.568	1.928	0.36	00001040	1.568	1.928	R2L	Two-Way	1	No	Yes	3300	2	332	23	7%	0.10060606	63%	0.076	179.7585063	180	B	0.427996444
1585	02	01	00001	04B	0	0.017	0.017	00001048	0	0.017	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149323	02	01	00001	04B	0.017	0.064	0.047	00001048	0.017	0.064	R2L	Multi-Way	1	No	Yes	3051				16%	0.1	60%	0.076	183.645792	184	B	0.437251886
149322	02	01	00001	04B	0.064	0.572	0.508	00001048	0.064	0.572	R2L	Two-Way	1	No	No	2953				16%	0.1	60%	0.076	177.746976	178	B	0.423207086
1586	02	01	00001	04B	0.572	1.16	0.588	00001048	0.572	1.16	R2L	Two-Way	1	No	No	2104				16%	0.1	60%	0.076	126.643968	127	B	0.301533257
147910	02	01	00001	04B	1.16	1.443	0.283	00001048	1.16	1.443	R2L	Two-Way	1	No	No	2361				16%	0.1	60%	0.076	142.113312	142	B	0.338365029
1590	02	01	00001	04B	1.443	2.201	0.758	00001048	1.443	2.201	R2L	Two-Way	1	No	Yes	3373				16%	0.1	60%	0.076	203.027616	203	B	0.483399086
1602	02	01	00001	050	0	0.29	0.29	00001050	0	0.29	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1603	02	01	00001	050	0.29	0.992	0.702	00001050	0.29	0.992	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147912	02	01	00001	050	0.992	1.033	0.041	00001050	0.992	1.033	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147911	02	01	00001	050	1.033	2.993	1.96	00001050	1.033	2.993	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147913	02	01	00001	050	2.993	3.061	0.068	00001050	2.993	3.061	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
147914	02	01	00001	050	3.061	3.97	0.909	00001050	3.061	3.97	R2L	Two-Way	1	No	No	1948				16%	0.1	60%	0.076	117.254016	117	B	0.279176229
1606	02	01	00001	050	3.97	4.005	0.035	00001050	3.97	4.005	R2L	Two-Way	1	No	No	1715				16%	0.1	60%	0.076	103.22928	103	B	0.245784
1607	02	01	00001	050	4.005	5.275	1.27	00001050	4.005	5.275	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
148288	02	01	00001	050	5.275	7.305	2.03	00001050	5.275	7.305	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147916	02	01	00001	050	7.305	7.322	0.017	00001050	7.305	7.322	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147915	02	01	00001	050	7.322	8.123	0.801	00001050	7.322	8.123	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1609	02	01	00001	050	8.123	8.606	0.483	00001050	8.123	8.606	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147918	02	01	00001	050	8.606	8.616	0.01	00001050	8.606	8.616	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
147917	02	01	00001	050	8.616	10.17	1.554	00001050	8.616	10.17	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1612	02	01	00001	050	10.17	12.105	1.935	00001050	10.17	12.105	R2L	Two-Way	1	No	No	1400	7	139	30	22%	0.09928571	68%	0.076	104.1091041	104	B	0.247878819
1613	02	01	00001	050	12.105	13.1	0.995	00001050	12.105	13.1	R2L	Two-Way	1	No	No	1303				16%	0.1	60%	0.076	78.430176	78	A	0.186738514
1614	02	01	00001	050	13.1	13.509	0.409	00001050	13.1	13.509	R2L	Two-Way	1	No	No	1298				16%	0.1	60%	0.076	78.129216	78	A	0.186021943
1615	02	01	00001	050	13.509	13.889	0.38	00001050	13.509	13.889	R2L	Two-Way	1	No	No	998				16%	0.1	60%	0.076	60.071616	60	A	0.143027657
1616	02	01	00001	050	13.889	14.063	0.174	00001050	13.889	14.063	R2L	Two-Way	1	No	No	952				16%	0.1	60%	0.076	57.302784	57	A	0.1364352
1599	02	01	00001	05S	0	0.26	0.26	0000105S	0	0.26	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
138969	02	01	00001	05S	0.26	0.39	0.13	0000105S	0.26	0.39	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1601	02	01	00001	05S	0.39	0.513	0.123	0000105S	0.39	0.513	R2L	Two-Way	1	No	No	162				16%	0.1	60%	0.076	9.751104	10	A	0.023216914
1618	02	01	00011	060	0	0.042	0.042	00011060	0	0.042	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
147921	02	01	00011	060	0.042	0.12	0.078	00011060	0.042	0.12	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1620	02	01	00011	060	0.12	0.801	0.681	00011060	0.12	0.801	R2L	Two-Way	1	No	No	457				16%	0.1	60%	0.076	27.507744	28	A	0.065494629
1621	02	01	00011	060	0.801	2.367	1.566	00011060	0.801	2.367	R2L	Two-Way	1	No	No	523				16%	0.1	60%	0.076	31.480416	31	A	0.074953371
1622	02	01	00011	060	2.367	3.267	0.9	00011060	2.367	3.267	R2L	Two-Way	1	No	No	480	12	53	15	28%	0.11041667	58%	0.076	33.41510858	33	A	0.079559782
1623	02	01	00011	060	3.267	8.519	5.252	00011060	3.267	8.519	R2L	Two-Way	1	No	No	194				16%	0.1	60%	0.076	11.677248	12	A	0.027802971
1624	02	01	00013	070	0	0.32	0.32	00013070	0	0.32	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1625	02	01	00013	070	0.32	2.51	2.19	00013070	0.32	2.51	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
1626	02	01	00013	070	2.51	2.541	0.031	00013070	2.51	2.541	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514
147922	02	01	00013	070	2.541	2.62	0.079	00013070	2.541	2.62	R2L	Two-Way	1	No	No	463				16%	0.1	60%	0.076	27.868896	28	A	0.066354514

Previous Year | Outputs(New) | Double Check | Outputs

U	V	W	X	Y	Z	AE	AF	AG	AH	AI	AJ	AK
Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293

igh_Type | Passing_Lanes | Median

U	V	W	X	Y	Z	AE	AF	AG	AH	AI	AJ	AK	AL	AM
Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance		
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118		
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963		
RF									1356.644	1356.643776	C	0.891355963		
RF									1356.644	1356.643776	C	0.891355963		
RF									1356.644	1356.643776	C	0.891355963		
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416		
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416		
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416		
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416		
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293		

$$\text{DHV} = \frac{ADT\ (HPM\ )\quad K(adj.)\ x\ \left(1\ or\ D(hpms)\right)\ x\ (1{+}2\ x\ PHT\ \%\ )}{Number\ of\ lanes}$$

igh_Type | Passing_Lanes | Median | +

Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293

$$\text{DHV} = \frac{ADT\ (HPMS) x\ K(adj.)\ x\ (1\ or\ D(hpms))\ x\ (1{+}2\ x\ PHT\ \%\ )}{Number\ of\ lanes}$$

DHV is then adjusted based on road type, median, or whether it is a one way road

igh_Type | Passing_Lanes | Median

U	V	W	X	Y	Z	AE	AF	AG	AH	AI	AJ	AK
Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293
RF	Multi-Way	2	No	Yes	40083	0.1	0.6	0.076	1352.561	1352.560752	C	0.888673293

igh_Type | Passing_Lanes | Median

$$DHV = \frac{ADT\ (HPMS) x\ K(adj.)\ x\ (1\ or\ D(hpms))\ x\ (1{+}2\ x\ PHT\ \%\ )}{Number\ of\ lanes}$$

DHV is then adjusted based on road type, median, or whether it is a one way road

DHV is then compared to the Thresholds to figure the Level of Service

Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
RF									1356.644	1356.643776	C	0.891355963
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L									374.1535	374.153472	C	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	374.153472	C	0.8908416
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293
RF									1352.561	1352.560752	C	0.888673293

igh_Type | Passing_Lanes | Median

$$\text{DHV} = \frac{ADT\ (HPM\ )\quad K(adj.)\ x\ \big(1\ or\ D(hpms)\big)\ x\ (1{+}2\ x\ PHT\ \%\ )}{Number\ of\ lanes}$$

DHV is then adjusted based on road type, median, or whether it is a one way road

DHV is then compared to the Thresholds to figure the Level of Service

$$\text{Acceptance} = \frac{Threshold\ for\ road\ type}{DHV}$$

Type	ONE/TWO	LANES	Passing	Median	ADT hpms	K hpms	D hpms	K(adj.)	DHV	DHV (adj.)	LOS	Acceptance
UA	Two-Way	2	No	Yes	23669	0.1	0.6	0.1	781.077	781.077	D	0.918914118
UA	Two-Way	2	No	Yes	23107	0.1	0.6	0.1	762.531	762.531	D	0.897095294
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	1356.643776	C	0.891355963
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	[illegible]	[illegible]	[illegible]
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	[illegible]	[illegible]	[illegible]
RF	Multi-Way	2	No	Yes	40204	0.1	0.6	0.076	1356.644	[illegible]	[illegible]	[illegible]
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1356.644	[illegible]	[illegible]	[illegible]
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1356.644	[illegible]	[illegible]	[illegible]
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1356.644	1356.643776	[illegible]	[illegible]
R2L	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	374.1535	374.153472	[illegible]	0.8908416
R2L	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	374.1535	374.153472	[illegible]	0.8908416
R2L	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	374.1535	374.153472	[illegible]	0.8908416
R2L	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	374.1535	374.153472	[illegible]	0.8908416
R2L	Two-Way	1	No	No	6216	0.1	0.6	0.076	374.1535	[illegible]	[illegible]	0.8908416
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	[illegible]	[illegible]	0.888673293
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	1352.560752	[illegible]	0.888673293
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	1352.560752	[illegible]	[illegible]
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	1352.560752	[illegible]	0.888673293
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	1352.560752	[illegible]	[illegible]
RF	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1352.561	1352.560752	C	0.888673293

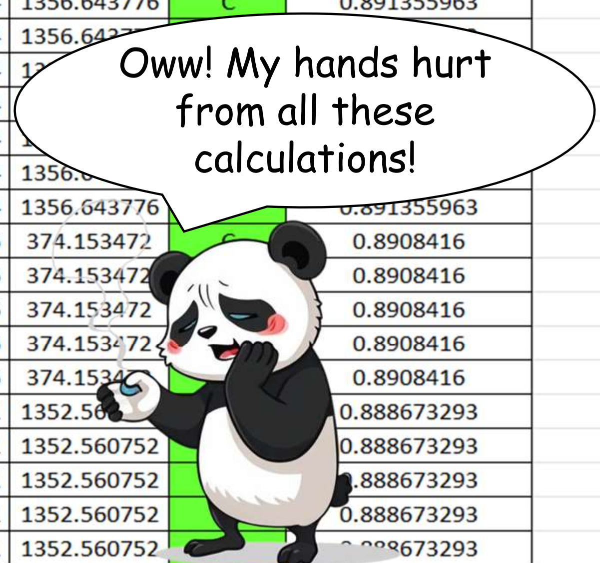
igh_Type | Passing_Lanes | Median

$$\text{DHV} = \frac{ADT\ (HPMS) x\ K(adj.)\ x\ \left(1\ or\ D(hpms)\right)\ x\ (1+2\ x\ PHT\ \%\ )}{Number\ of\ lanes}$$

DHV is then adjusted based on road type, median, or whether it is a one way road

DHV is then compared to the Thresholds to figure the Level of Service

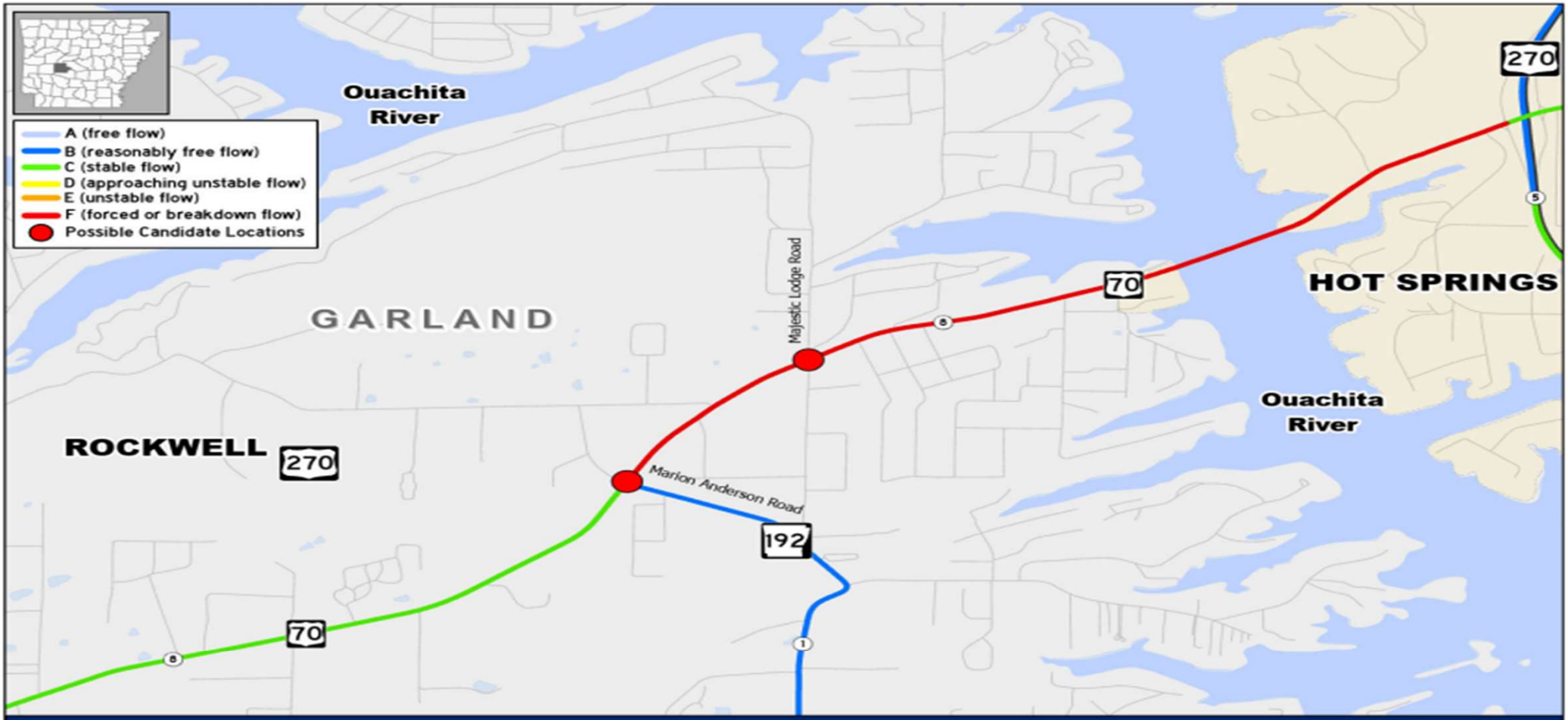
$$\text{Acceptance} = \frac{Threshold\ for\ road\ type}{DHV}$$



Capacity Project Identification

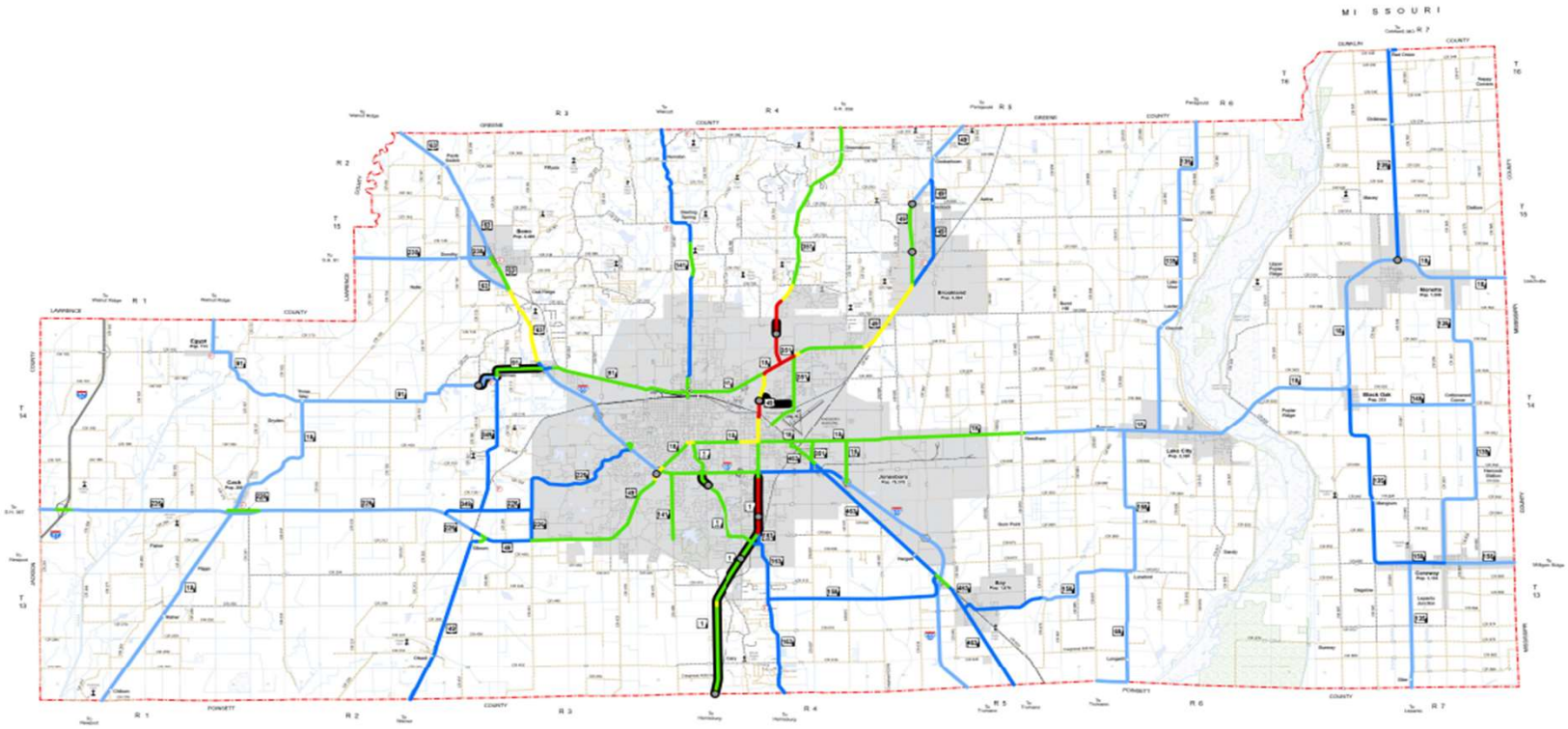
- Potential capacity improvements were scoped for locations with an acceptability ratio >= 1.0
- Current STIP projects and construction jobs were considered
- Planning studies, if available, were used to scope improvements
- LOTTR >= 1.5 were considered in addition to the acceptability ratio

Tier	Score	LOTTR
A	>=1.20	>=1.5
B	>=1.10	>=1.3
C	>=1.05	N/A
D (Opt. 1)	>=1.00	N/A
D (Opt. 2)	N/A	>=1.5



Highway 70/Marion Anderson Road Intersection
Highway 70/Majestic Lodge Road Intersection

Highway 70, Section 8
Garland County



GENERAL HIGHWAY MAP

CRAIGHEAD COUNTY

ARKANSAS

Prepared by
Arkansas Department of Transportation
Planning & Research Division
GIS & Mapping Section

In Cooperation with
U.S. Department of Transportation
Federal Highway Administration

2023 Level of Service

- A (free flow)
- B (reasonably free flow)
- C (stable flow)
- D (approaching unstable flow)
- E (unstable flow)
- F (forced or breakdown flow)
- STIP Lines
- STIP Points

Legend

- County Boundary
- Municipal Boundary
- Interstate
- U.S. Highway
- State Highway
- Interstate Ramps and Frontage
- Municipal Road
- Local Paved Road
- Local Unpaved Road
- Private Paved Road
- Private Unpaved Road
- Railroad
- Airport Runways
- Rivers and Lakes (Major/Minor)
- Swamps
- Rivers and Streams (Minor)
- Canals and Ditches
- Sections
- Public Lands
- Cemetery
- Post Office
- Fire Stations
- County Seat
- Unincorporated Community

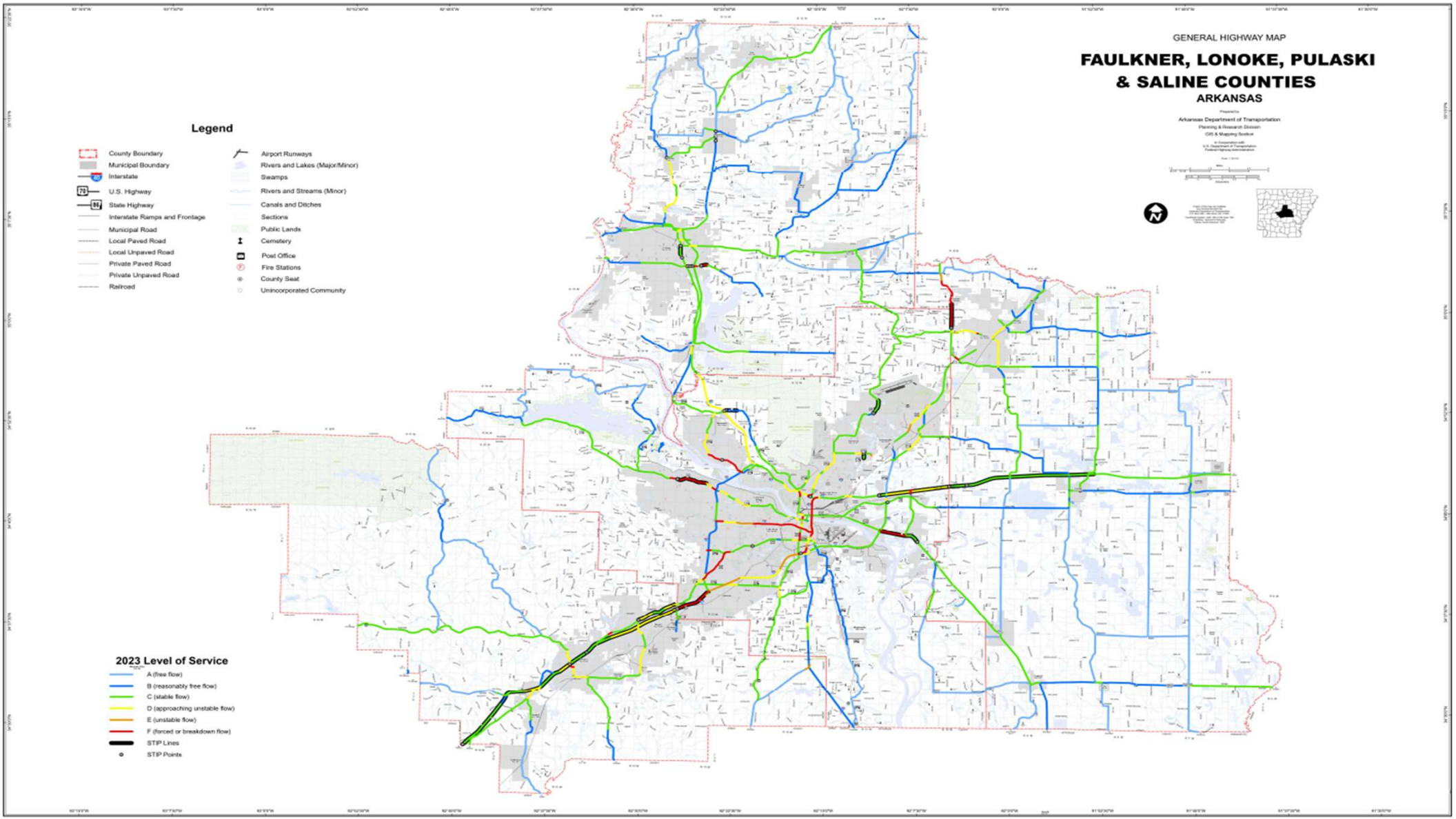
GENERAL HIGHWAY MAP

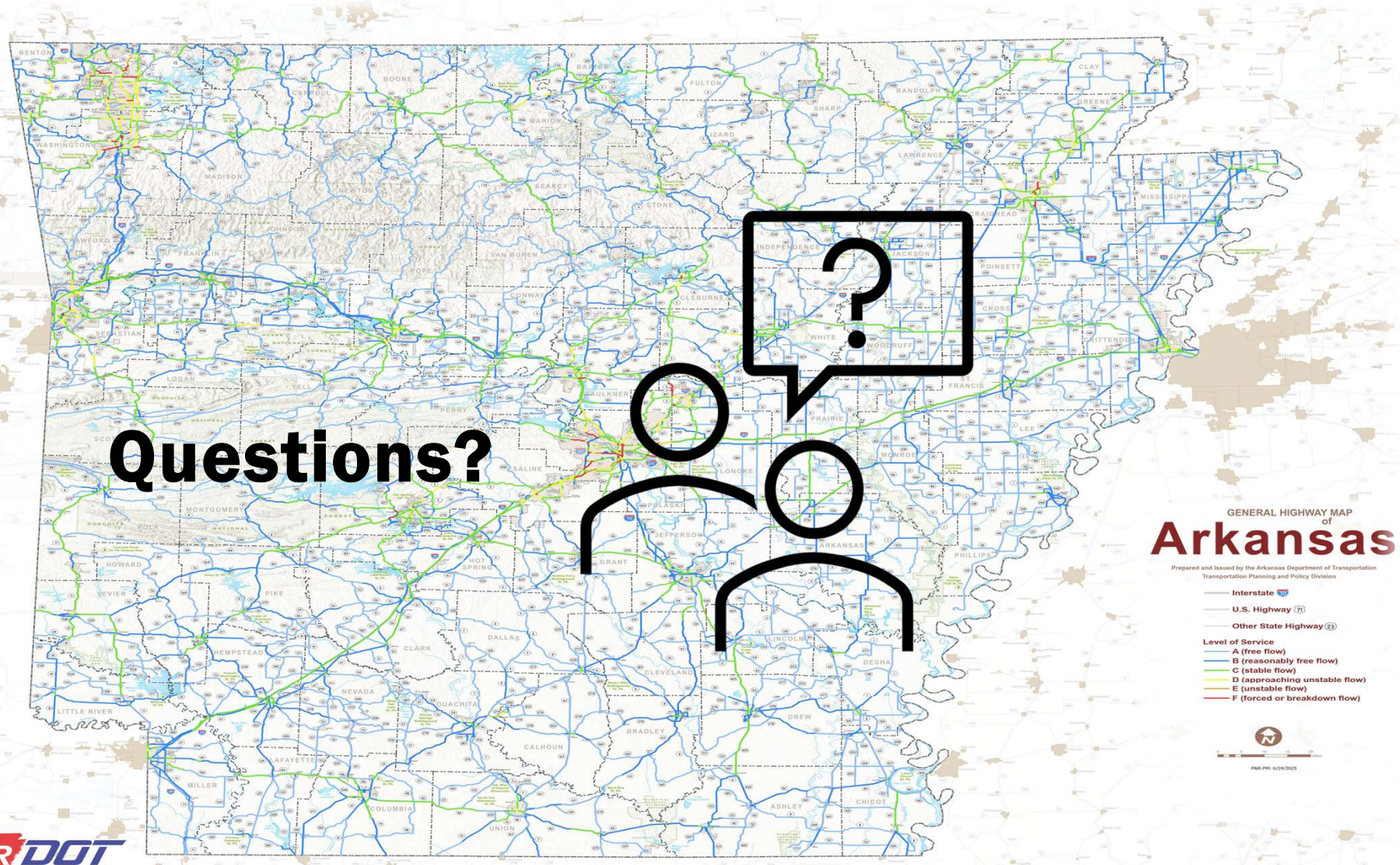
FAULKNER, LONOKE, PULASKI & SALINE COUNTIES

ARKANSAS

Prepared by
Arkansas Department of Transportation
Planning & Research Division
GIS & Mapping Section

In Cooperation with
U.S. Department of Transportation
Federal Highway Administration




Questions?
GENERAL HIGHWAY MAP
of
Arkansas
Prepared and issued by the Arkansas Department of Transportation
Transportation Planning and Policy Division
Interstate
U.S. Highway
Other State Highway
Level of Service
A (free flow)
B (reasonably free flow)
C (stable flow)
D (approaching unstable flow)
E (unstable flow)
F (forced or breakdown flow)
P&R:PM: 6/24/2025
ARDOT
ARKANSAS DEPARTMENT OF TRANSPORTATION