

Appendix H:

Future CLV Worksheets
with Improvements

Count Date:

Location: MD 650 (New Hampshire Ave) at Powder Mill Rd

Conditions: Build

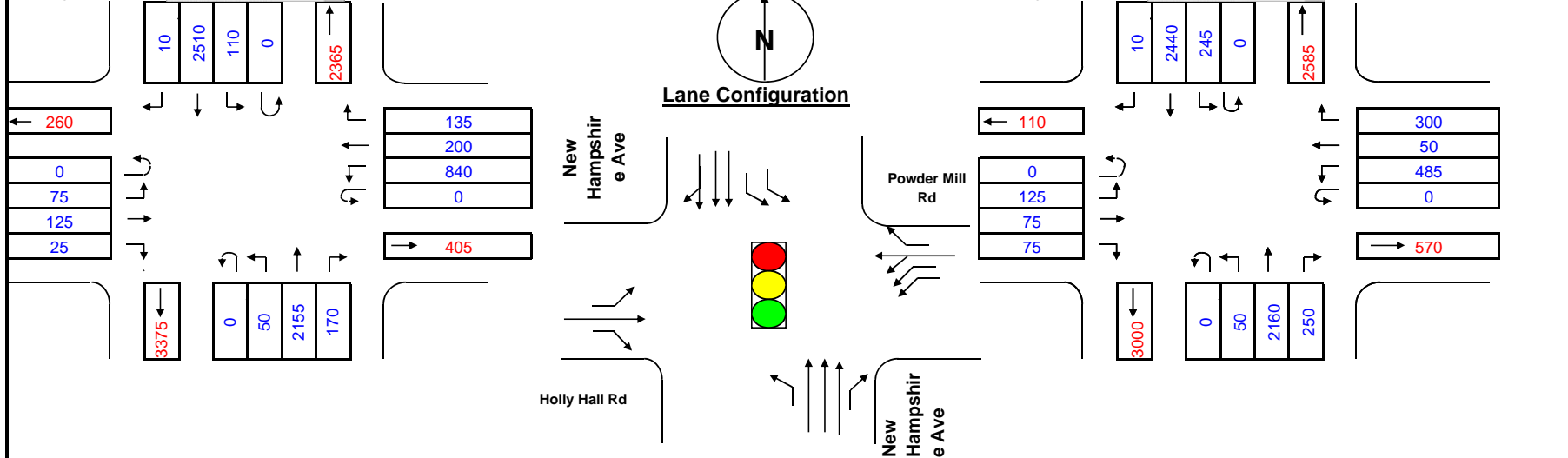
Design Year: 2040

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap	
<input checked="" type="checkbox"/>	Northbound
<input type="checkbox"/>	Southbound
<input checked="" type="checkbox"/>	Eastbound
<input checked="" type="checkbox"/>	Westbound

Split Phasing	
<input checked="" type="radio"/>	East/West
<input type="radio"/>	North/South
<input type="radio"/>	None

Inx. Control	
<input checked="" type="radio"/>	Signal
<input type="radio"/>	Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2155	0.37	797	66	863			NB	2160	0.37	799	147	946	
	SB	2520	0.37	932	50	982	*		SB	2450	0.37	907	50	957	*
	EB	125	1.00	125	0	125	*		EB	125	1.00	125	0	125	*
	WB	1040	0.37	385	0	385	*		WB	535	0.37	198	0	198	*

Remarks:	* Critical volume	Total	1492	Remarks:	* Critical volume	Total	1279
	Level of service (V/C)		0.93		Level of service (V/C)		0.80
			E				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 650 (New Hampshire Ave) at Lockwood Dr

Conditions: Build

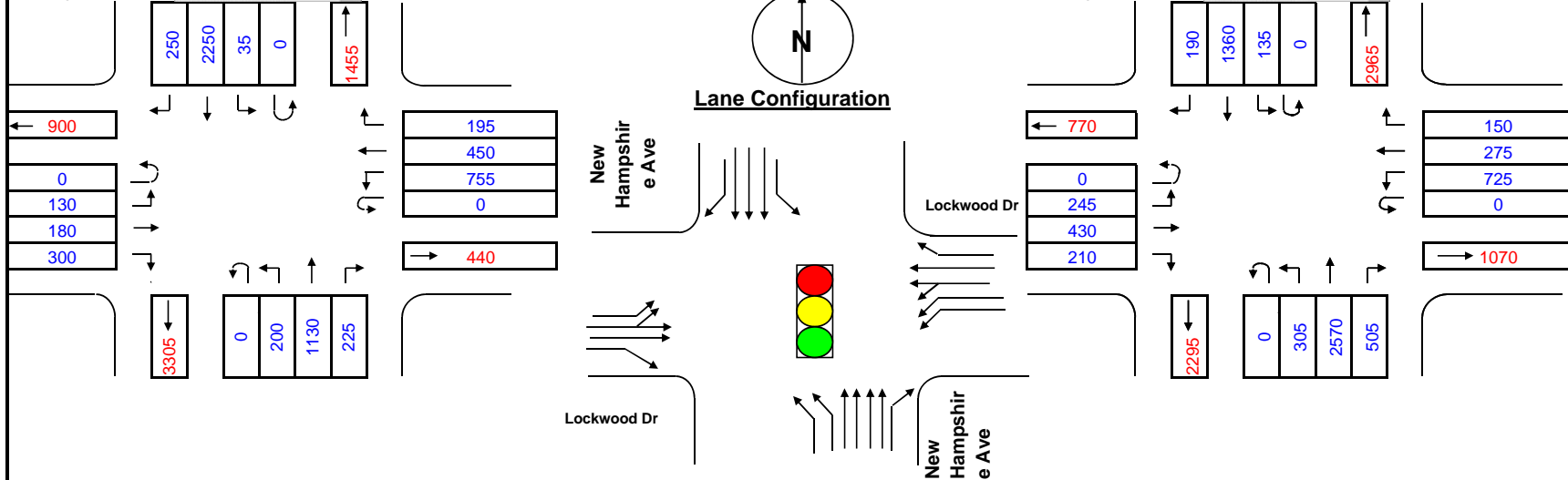
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RTOR/Overlap	
<input checked="" type="checkbox"/>	Northbound
<input checked="" type="checkbox"/>	Southbound
<input checked="" type="checkbox"/>	Eastbound
<input checked="" type="checkbox"/>	Westbound

Split Phasing	
<input checked="" type="radio"/>	East/West
<input type="radio"/>	North/South
<input type="radio"/>	None

Inx. Control	
<input checked="" type="radio"/>	Signal
<input type="radio"/>	Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1130	0.30	339	35	374	*		NB	2570	0.30	771	135	906	*
	SB	2250	0.37	833	120	953	*		SB	1360	0.37	503	183	686	*
	EB	180	1.00	180	0	180	*		EB	675	0.37	250	0	250	*
	WB	1205	0.30	362	0	362	*		WB	1000	0.30	300	0	300	*

Remarks:	* Critical volume	Total	1494	Remarks:	* Critical volume	Total	1456
	Level of service (V/C)		0.93		Level of service (V/C)		0.91
			E				E

Count Date:

Location: US 29 at MD 193 EBL

Conditions: Future

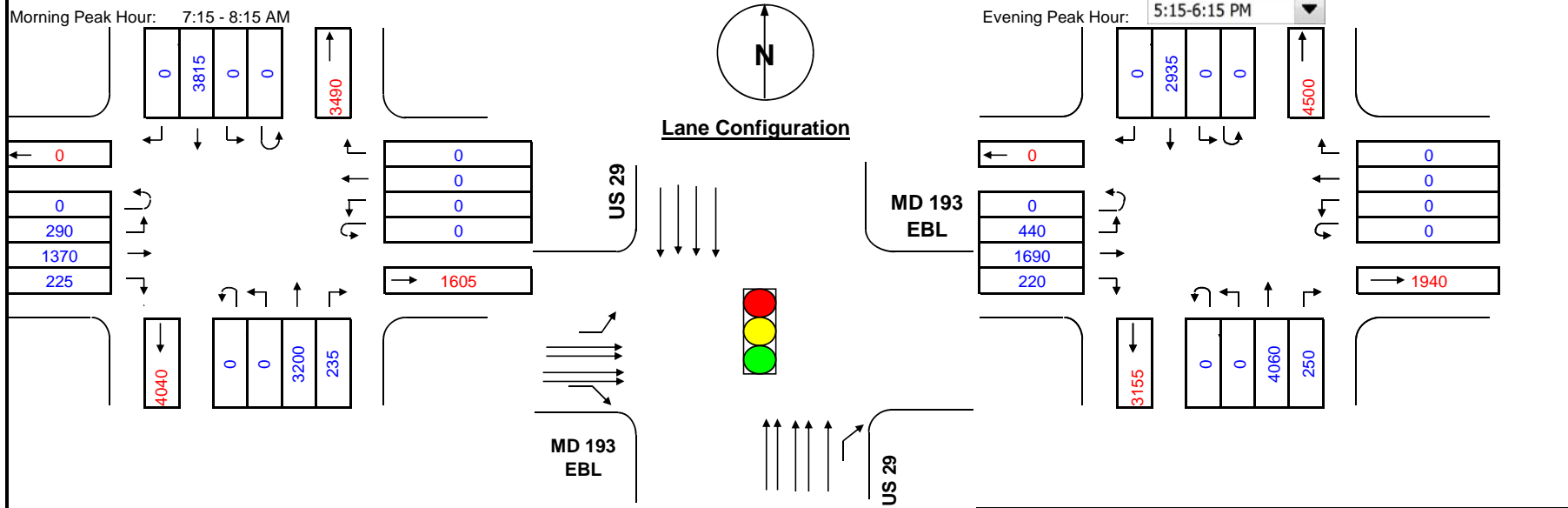
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:15 - 8:15 AM

Evening Peak Hour: 5:15-6:15 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	<= 1000	<= 199	1.1
2	0.53	B	<= 1150	<= 599	2.0
3	0.37	C	<= 1300	<= 799	3.0
4	0.30	D	<= 1450	<= 999	4.0
Dbl-Lt = 0.60		E	<= 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3200	0.25	800	0	800			NB	4060	0.25	1015	0	1015	*
	SB	3815	0.30	1145	0	1145	*		SB	2935	0.30	881	0	881	
	EB	1370	0.30	411	0	411	*		EB	1690	0.30	507	0	507	*
	WB	0	0.00	0	290	290			WB	0	0.00	0	440	440	

Remarks: * Critical volume Total 1556 Level of service (V/C) 0.97 E

Remarks: * Critical volume Total 1522 Level of service (V/C) 0.95 E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: US 29 at MD 193 WBL

Conditions: Future No-Build

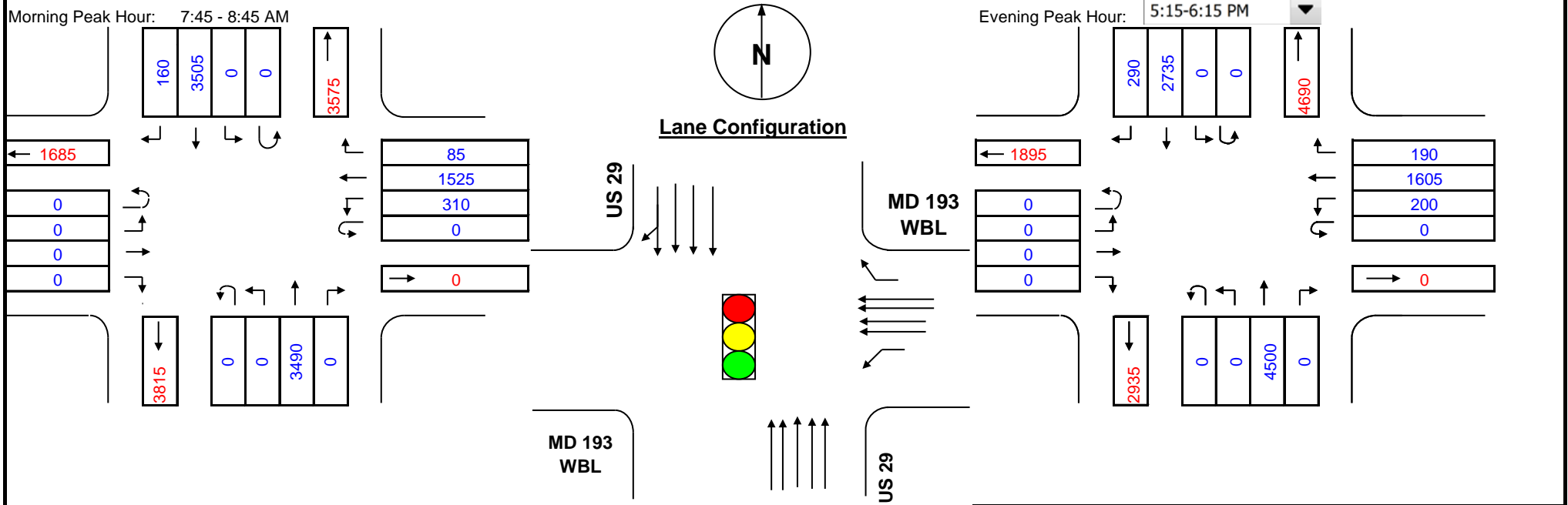
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45 - 8:45 AM

Evening Peak Hour: 5:15-6:15 PM



Phasing			

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3490	0.25	873	0	873			NB	4500	0.25	1125	0	1125	*
	SB	3665	0.30	1100	0	1100	*		SB	3025	0.30	908	0	908	
	EB	0	0.30	0	310	310			EB	0	0.30	0	200	200	
	WB	1525	0.30	458	0	458	*		WB	1605	0.30	482	0	482	*

Remarks:	* Critical volume	Total	1557	Remarks:	* Critical volume	Total	1607
	Level of service (V/C)		0.97		Level of service (V/C)		1.00
			E				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/28/2015

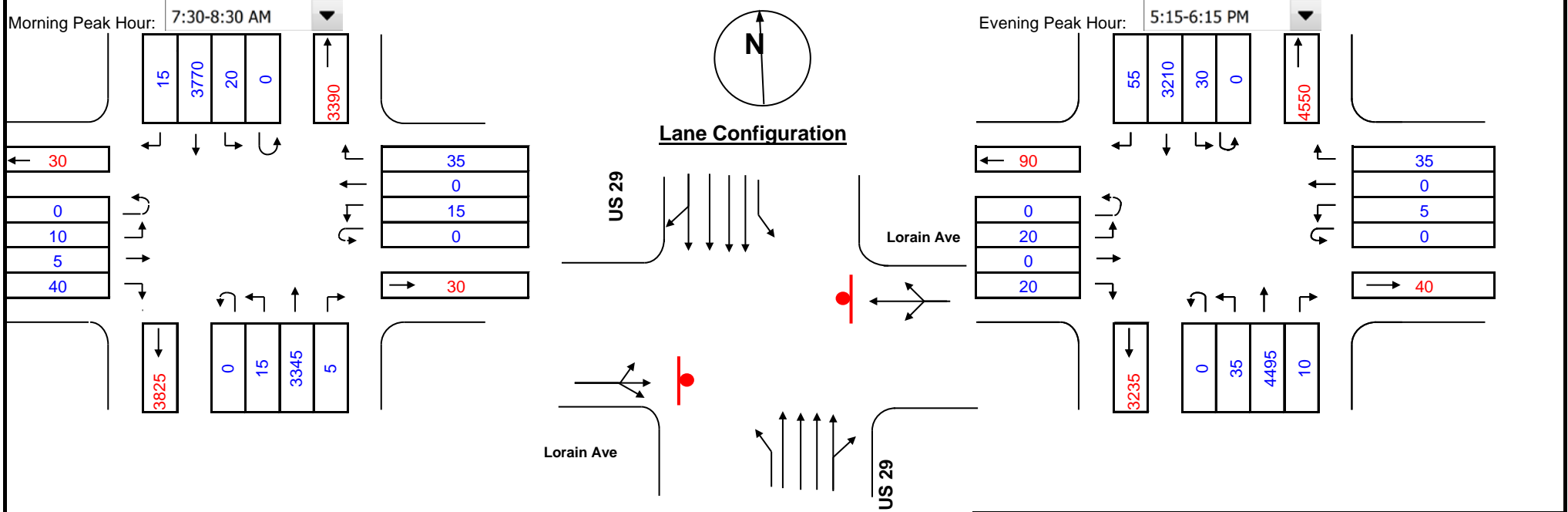
Location: US 29 at Lorain Ave

Conditions: Future No-Build

Design Year: 2040

Computed by: NB

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.55	B	≤ 1150	≤ 599	2.0
3	0.40	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
				<input type="checkbox"/> Northbound	<input type="checkbox"/> East/West	<input type="checkbox"/> East/West	<input type="checkbox"/> Signal		
				<input type="checkbox"/> Southbound	<input type="checkbox"/> North/South	<input type="checkbox"/> North/South	<input checked="" type="checkbox"/> Stop		
				<input type="checkbox"/> Eastbound	<input checked="" type="checkbox"/> None				
				<input type="checkbox"/> Westbound					

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3350	0.30	1005	20	1025			NB	4505	0.30	1352	30	1382	*
	SB	3785	0.30	1136	15	1151	*		SB	3265	0.30	980	35	1015	
	EB	56	1.00	56	15	71	*		EB	42	1.00	42	5	47	
	WB	52	1.00	52	10	62			WB	41	1.00	41	20	61	*

Remarks:	* Critical volume	Total	1222	Remarks:	* Critical volume	Total	1442
	Level of service (V/C)		0.76		Level of service (V/C)		0.90
			C				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/24/2014

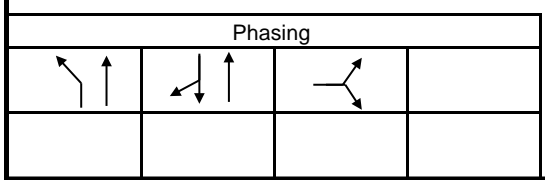
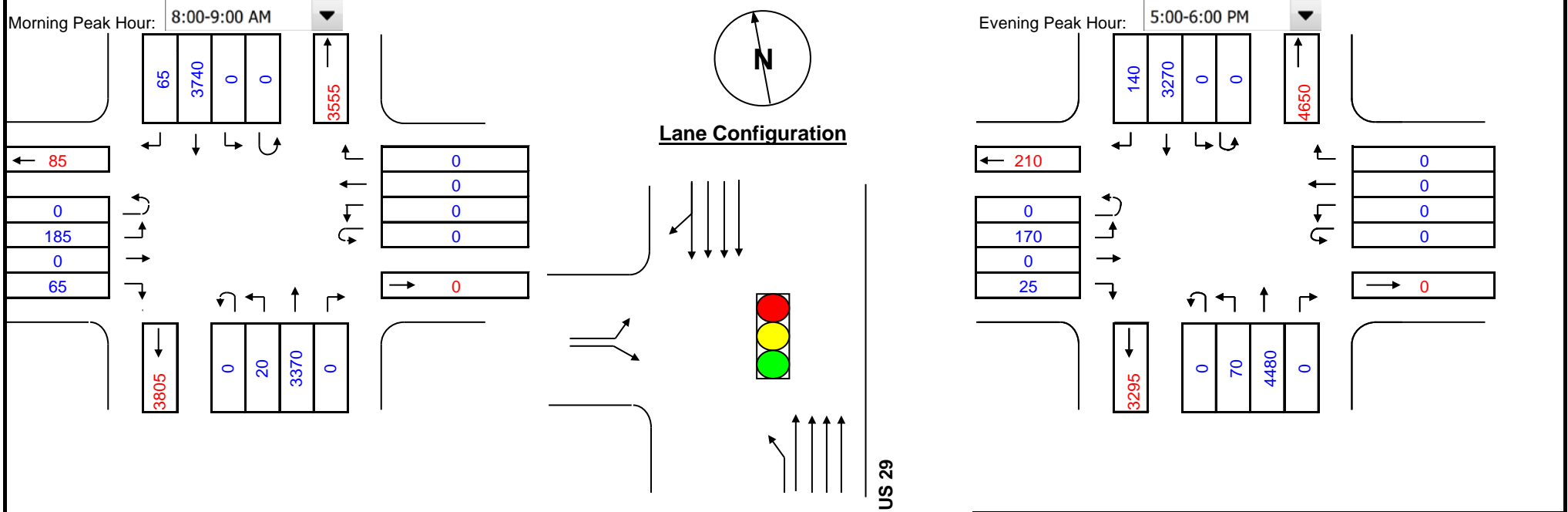
Location: US 29 at Southwood and Eastwood

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3370	0.30	1011	0	1011			NB	4480	0.30	1344	0	1344	*
	SB	3805	0.30	1142	20	1162	*		SB	3410	0.30	1023	70	1093	
	EB	185	1.00	185	0	185	*		EB	170	1.00	170	0	170	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1347	Remarks:	* Critical volume	Total	1514
	Level of service (V/C)		0.84		Level of service (V/C)		0.95
			D				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

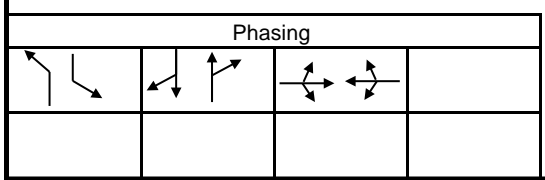
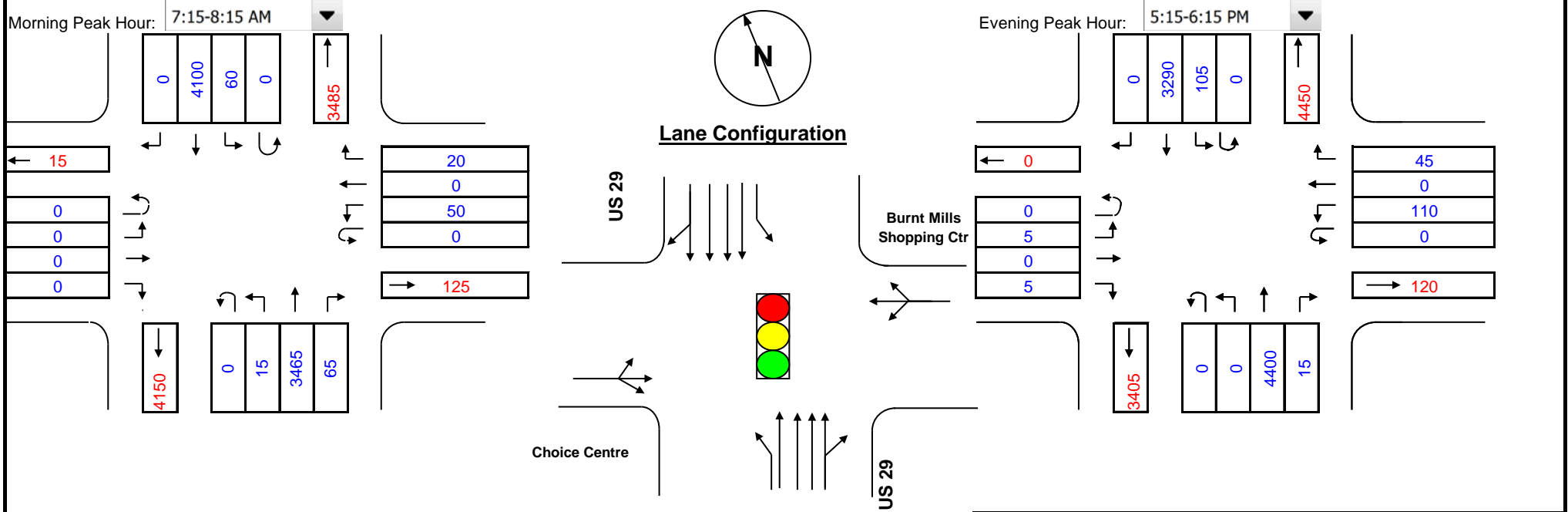
Location: US 29 at Burnt Mills Shopping Ctr

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3530	0.30	1059	60	1119			NB	4415	0.30	1325	105	1430	*
	SB	4100	0.30	1230	15	1245	*		SB	3290	0.30	987	0	987	
	EB	0	1.00	0	50	50			EB	11	1.00	11	110	121	
	WB	75	1.00	75	0	75	*		WB	166	1.00	166	5	171	*

Remarks:	* Critical volume	Total	1320	Remarks:	* Critical volume	Total	1601
	Level of service (V/C)		0.83		Level of service (V/C)		1.00
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

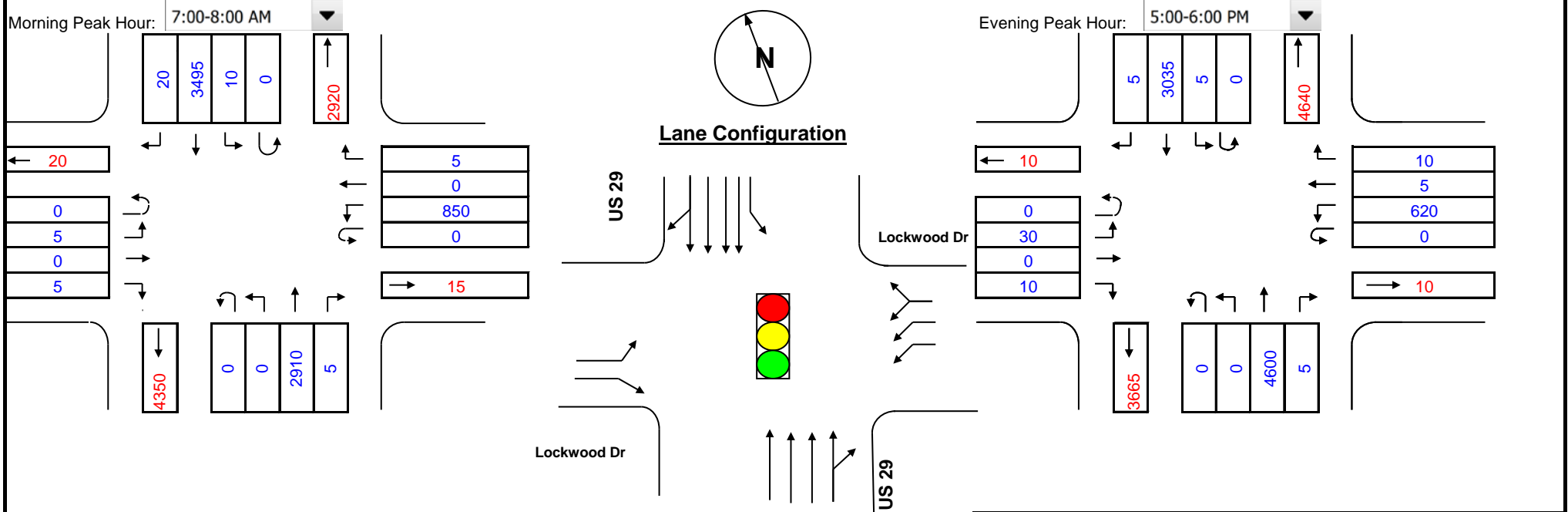
Location: US 29 at Lockwood

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Phasing			

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2915	0.30	875	10	885			NB	4605	0.30	1382	5	1387	*
	SB	3515	0.30	1055	0	1055	*		SB	3040	0.30	912	0	912	
	EB	5	1.00	5	0	5			EB	10	1.00	10	0	10	
	WB	855	0.37	316	5	321	*		WB	635	0.37	235	30	265	*

Remarks:	* Critical volume	Total	1376	Remarks:	* Critical volume	Total	1651
	Level of service (V/C)		0.86		Level of service (V/C)		1.03
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

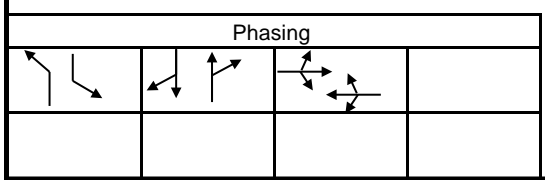
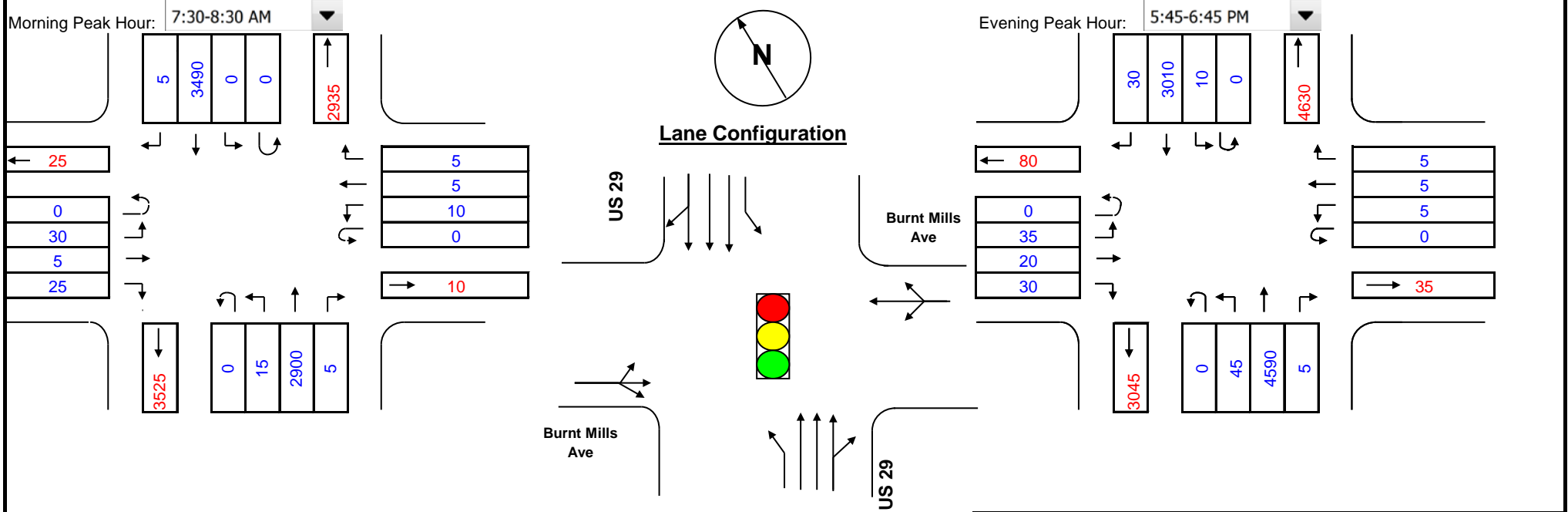
Location: US 29 at Burnt Mills

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2905	0.37	1075	0	1075			NB	4595	0.37	1700	10	1710	*
	SB	3495	0.37	1293	15	1308	*		SB	3040	0.37	1125	45	1170	
	EB	63	1.00	63	10	73	*		EB	89	1.00	89	5	94	*
	WB	21	1.00	21	30	51			WB	16	1.00	16	35	51	

Remarks:	* Critical volume	Total	1381	Remarks:	* Critical volume	Total	1804
	Level of service (V/C)		0.86		Level of service (V/C)		1.13
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/20/2015
Conditions: No-Build
Design Year: 2040

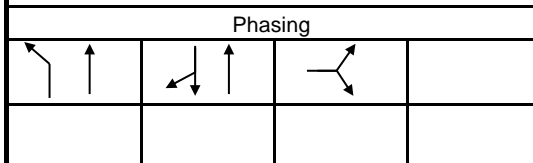
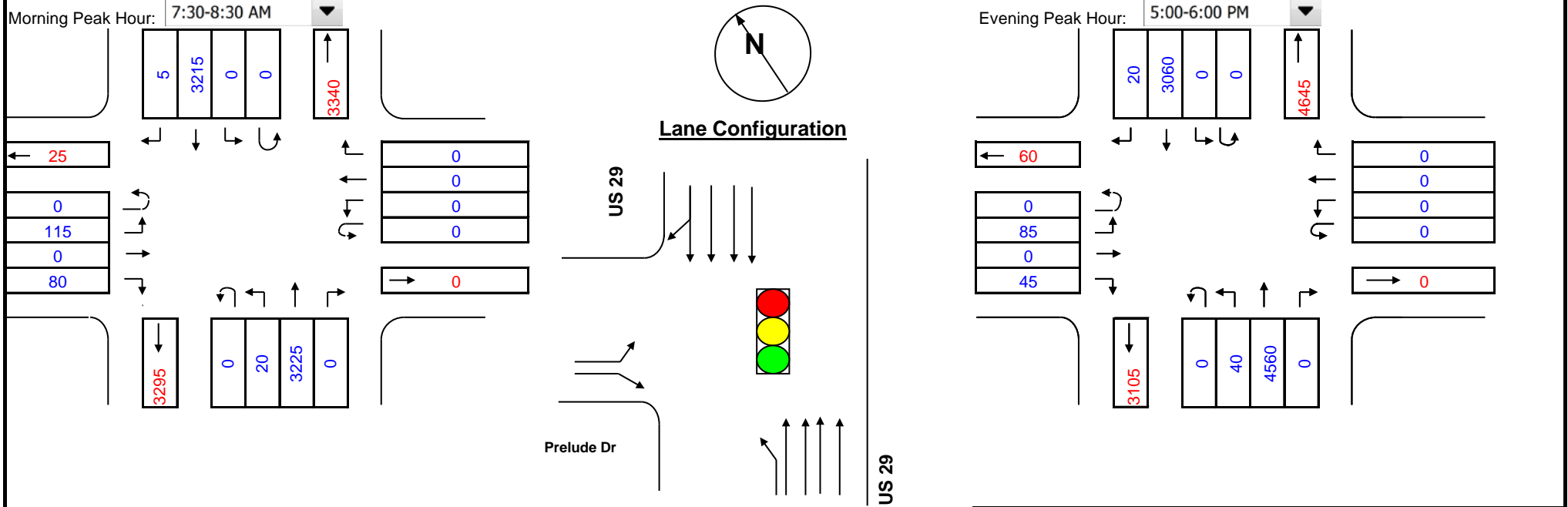
Location: US 29 at Prelude

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:30-8:30 AM

Evening Peak Hour: 5:00-6:00 PM



- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1 = 1.00		A ≤ 1000		≤ 199	1.1
2 = 0.53		B ≤ 1150		≤ 599	2.0
3 = 0.37		C ≤ 1300		≤ 799	3.0
4 = 0.30		D ≤ 1450		≤ 999	4.0
5 = 0.25		E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3225	0.30	968	0	968			NB	4560	0.30	1368	0	1368	*
	SB	3220	0.30	966	20	986	*		SB	3080	0.30	924	40	964	
	EB	115	1.00	115	0	115	*		EB	85	1.00	85	0	85	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks: * Critical volume Total **1101** Level of service (V/C) **0.69** **B** Remarks: * Critical volume Total **1453** Level of service (V/C) **0.91** **E**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

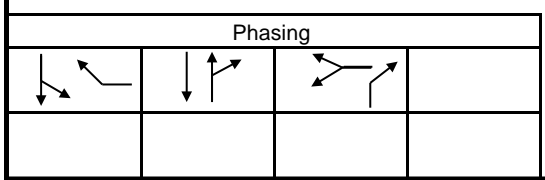
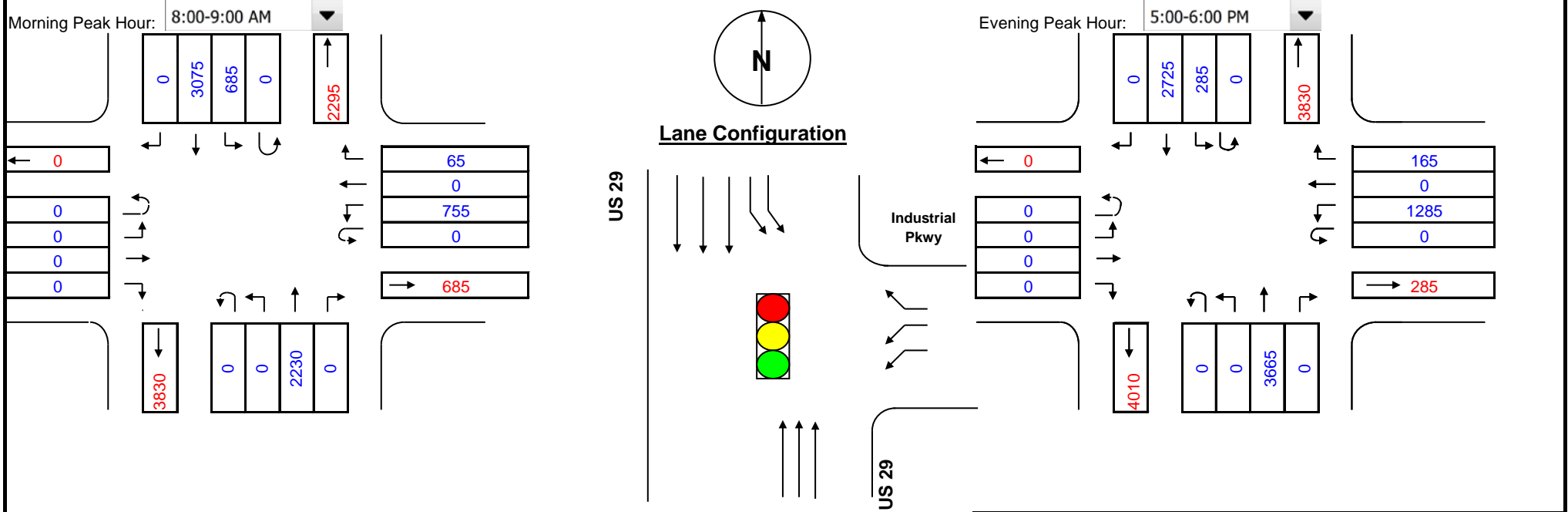
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/27/2012
Conditions: Build
Design Year: 2040

Location: US 29 at Industrial Road

Computed by: JC

Date 5/25/2016



- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2230	0.37	825	685	1510	*		NB	3665	0.37	1356	285	1641	*
	SB	3075	0.37	1138	0	1138			SB	2725	0.37	1008	0	1008	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	755	0.60	453	0	453	*		WB	1285	0.60	771	0	771	*

Remarks:	* Critical volume	Total	1963	Remarks:	* Critical volume	Total	2412
	Level of service (V/C)		1.23		Level of service (V/C)		1.51
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

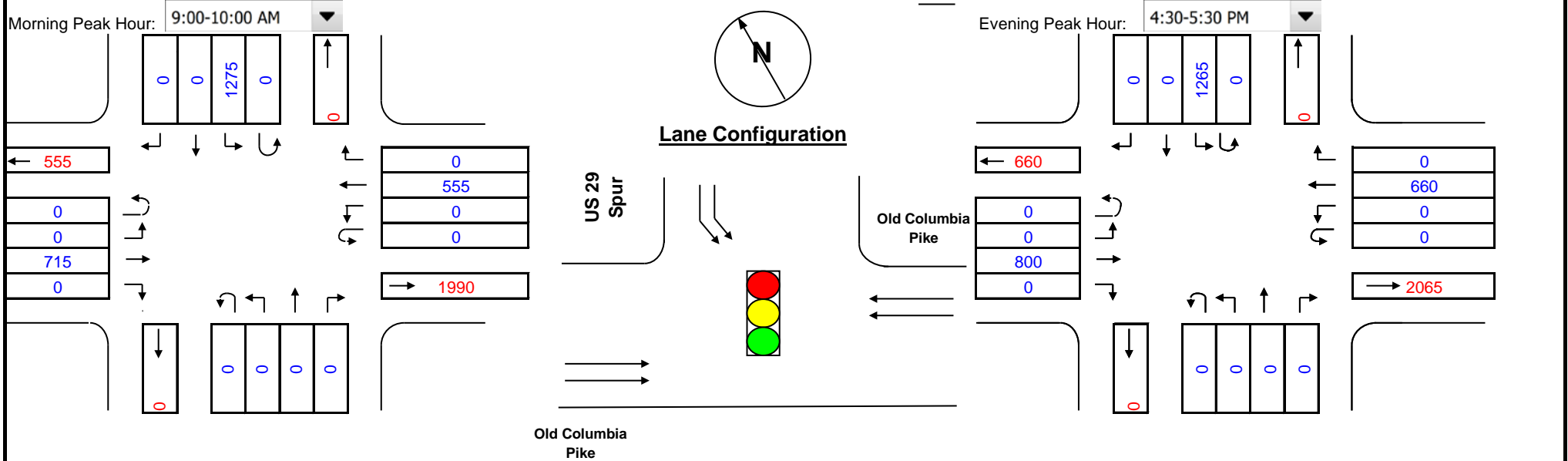
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: Us 29 Spur at Old Columbia Pike

Computed by: JC

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	1275	0.53	676	0	676	*		SB	1265	0.53	670	0	670	*
	EB	715	0.53	379	0	379	*		EB	800	0.53	424	0	424	*
	WB	555	0.53	294	0	294			WB	660	0.53	350	0	350	

Remarks:	* Critical volume	Total	1055	Remarks:	* Critical volume	Total	1094
	Level of service (V/C)		0.66		Level of service (V/C)		0.68
			B				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

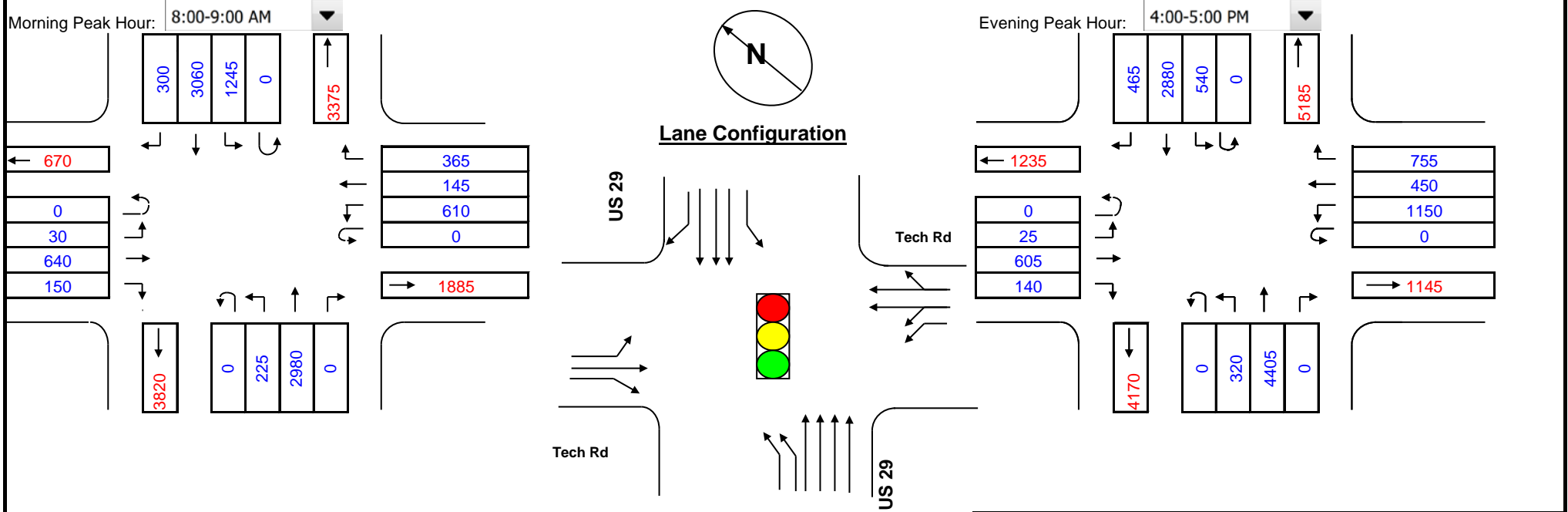
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/6/2014
Conditions: Improved
Design Year: ###

Location: US 29 at Tech Road

Computed by: RS

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2980	0.30	894	1245	2139	*		NB	4405	0.30	1322	540	1862	*
	SB	3060	0.37	1132	135	1267	*		SB	2880	0.37	1066	192	1258	*
	EB	640	1.00	640	0	640	*		EB	605	1.00	605	0	605	*
	WB	1120	0.37	414	0	414	*		WB	2355	0.37	871	0	871	*

Remarks:	* Critical volume	Total	3193	Remarks:	* Critical volume	Total	3338
	Level of service (V/C)		2.00		Level of service (V/C)		2.09
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

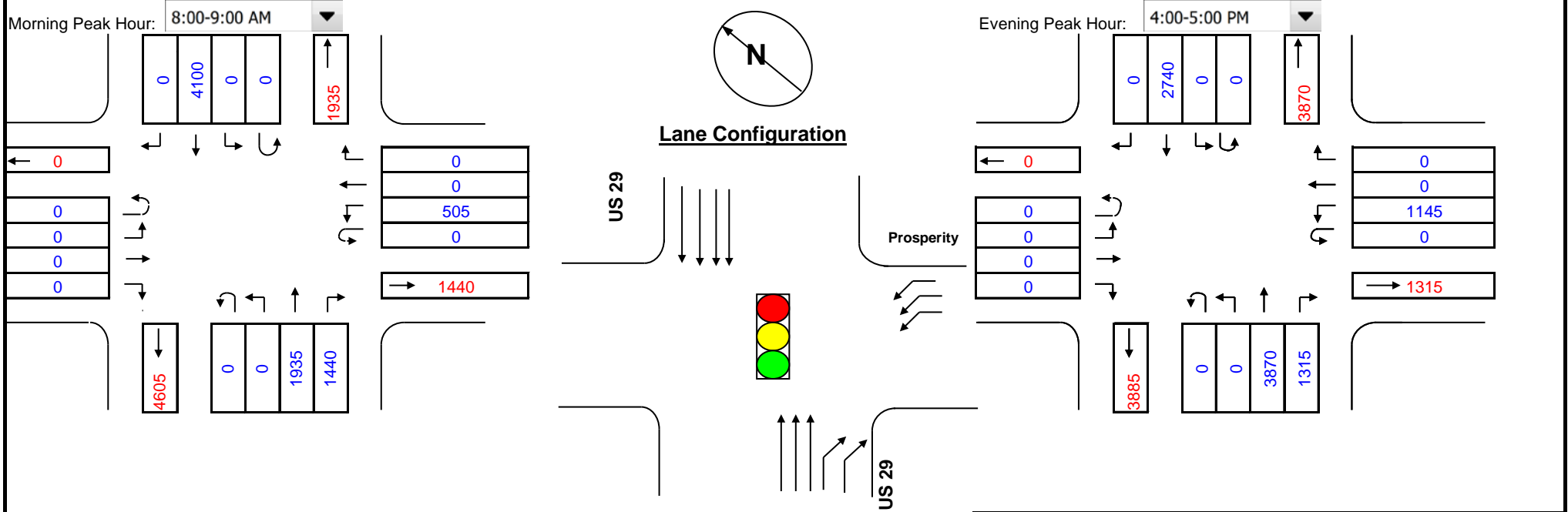
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/6/2014
Conditions: Improved
Design Year: ###

Location: US 29 at Prosperity (Proposed)

Computed by: RS

Date 5/25/2016



Phasing			

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1935	0.37	716	0	716			NB	3870	0.37	1432	0	1432	*
	SB	4100	0.30	1230	0	1230	*		SB	2740	0.30	822	0	822	
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	505	0.37	187	0	187	*		WB	1145	0.37	424	0	424	*

Remarks:	* Critical volume	Total	1417	Remarks:	* Critical volume	Total	1856
	Level of service (V/C)		0.89		Level of service (V/C)		1.16
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/27/2015
Conditions: Build
Design Year: 2040

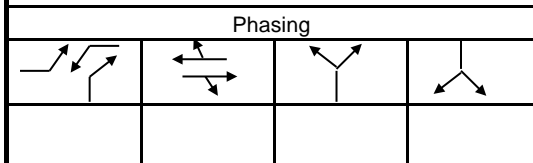
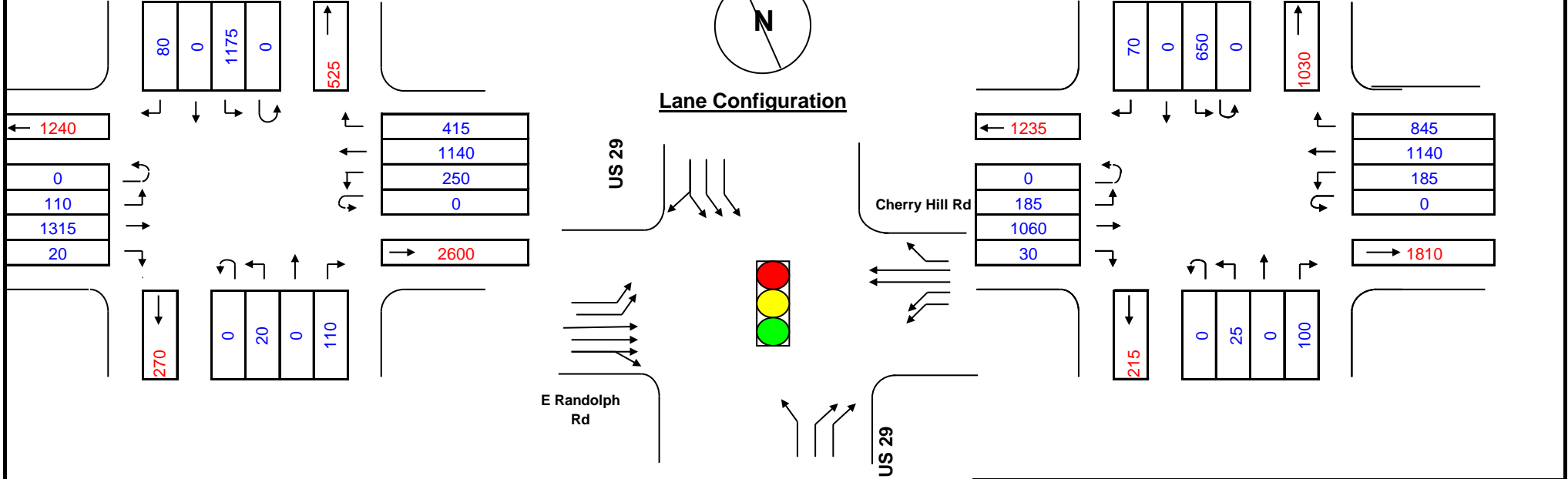
Location: Randolph at Cherry Hill and US 29 Ramps

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 4:45-5:45 PM



- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	20	1.00	20	0	20	*		NB	25	1.00	25	0	25	*
	SB	1255	0.37	464	0	464	*		SB	720	0.37	266	0	266	*
	EB	1335	0.37	494	150	644	*		EB	1090	0.37	403	111	514	*
	WB	1140	0.53	604	66	670	*		WB	1140	0.53	604	111	715	*

Remarks:	* Critical volume	Total	1155	Remarks:	* Critical volume	Total	1007
	Level of service (V/C)		0.72		Level of service (V/C)		0.63
			C				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Old Columbia Pike at Fairland Rd

Conditions: Build

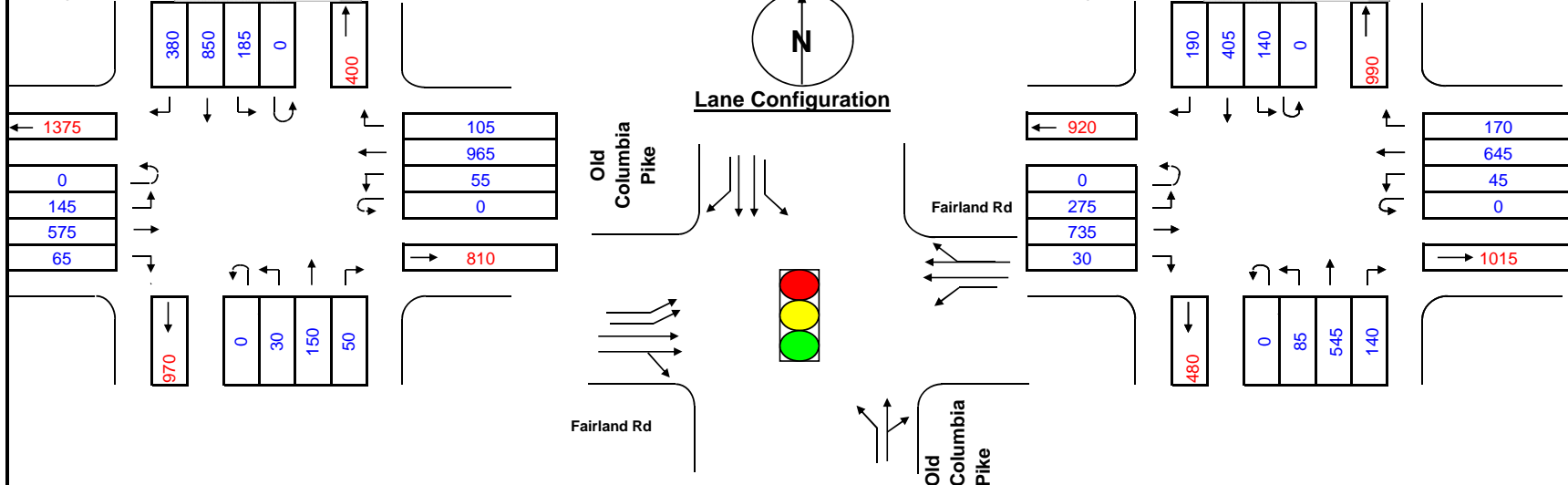
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound

- Split Phasing
- East/West
 - North/South
 - None

- Inx. Control
- Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	200	1.00	200	185	385			NB	685	1.00	685	140	825	*
	SB	850	0.53	451	30	481	*		SB	405	0.53	215	85	300	
	EB	640	0.53	339	55	394			EB	765	0.53	405	45	450	
	WB	1070	0.53	567	87	654	*		WB	815	0.53	432	165	597	*

Remarks: * Critical volume Total **1135**
Level of service (V/C) **0.71** **B**

Remarks: * Critical volume Total **1422**
Level of service (V/C) **0.89** **D**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

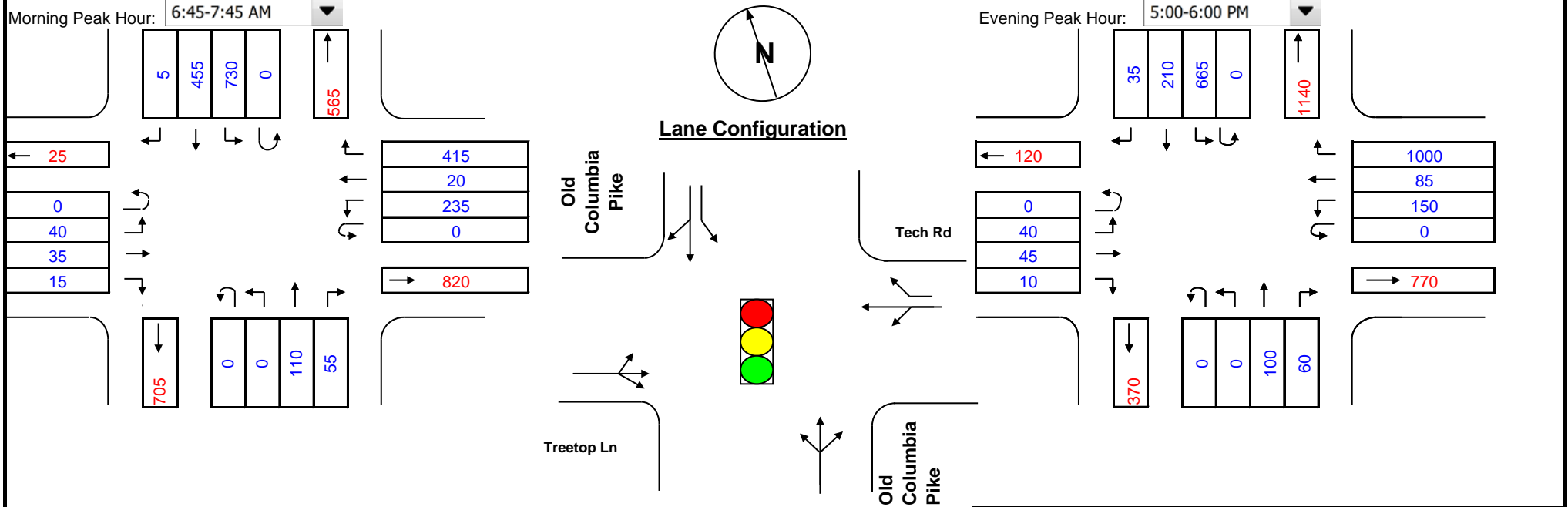
Location: Old Columbia Pike at Tech Rd

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 6:45-7:45 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	165	1.00	165	730	895	*		NB	160	1.00	160	665	825	*
	SB	460	1.00	460	0	460			SB	245	1.00	245	0	245	
	EB	130	1.00	130	0	130	*		EB	135	1.00	135	0	135	*
	WB	279	1.00	279	0	279	*		WB	250	1.00	250	0	250	*

Remarks:	* Critical volume	Total	1304	Remarks:	* Critical volume	Total	1210
	Level of service (V/C)		0.81		Level of service (V/C)		0.76
			D				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

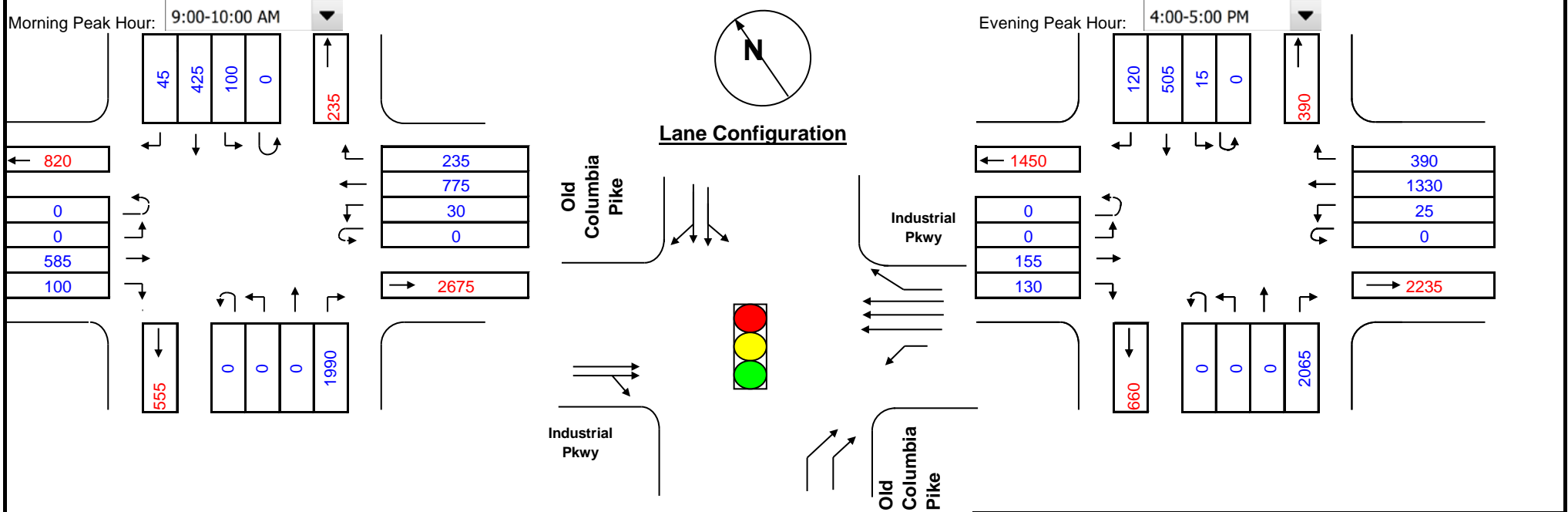
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/12/2015
Conditions: Build
Design Year: 2040

Location: Old Columbia Pike at Industrial

Computed by: JC

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Northbound	<input type="checkbox"/> East/West	<input type="checkbox"/> East/West	<input checked="" type="radio"/> Signal	<input type="checkbox"/> Signal	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Southbound	<input type="checkbox"/> North/South	<input type="checkbox"/> North/South	<input type="radio"/> Stop	<input type="radio"/> Stop	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Eastbound	<input type="checkbox"/> None	<input checked="" type="radio"/> None			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Westbound					

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1960	0.53	1039	100	1139	*		NB	2040	0.53	1081	15	1096	*
	SB	970	0.53	514	0	514			SB	700	0.53	371	0	371	
	EB	685	0.53	363	30	393	*		EB	285	0.53	151	25	176	
	WB	775	0.37	287	0	287			WB	1330	0.37	492	0	492	*

Remarks:	* Critical volume	Total	1532	Remarks:	* Critical volume	Total	1588
	Level of service (V/C)		0.96		Level of service (V/C)		0.99
			E				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

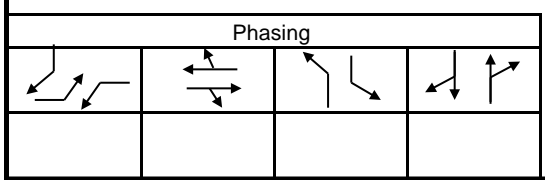
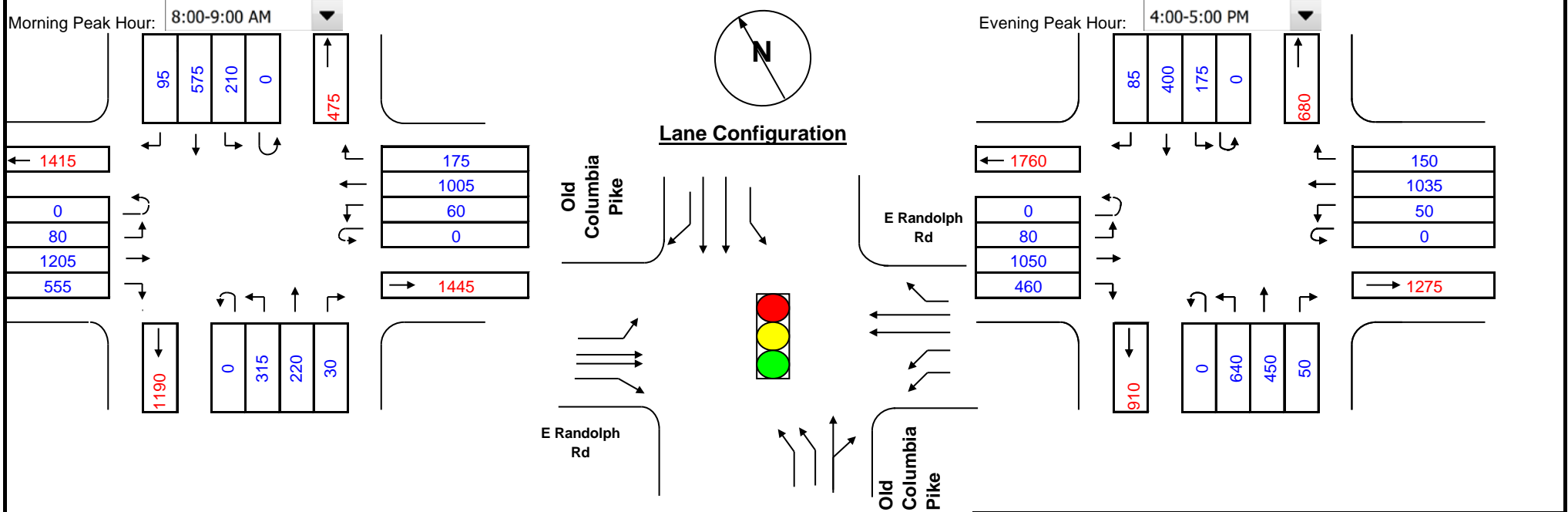
Location: Old Columbia Pike at Randolph

Conditions: Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



- RTOR/Overlap**
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing**
 - East/West
 - North/South
 - None
- Inx. Control**
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	250	1.00	250	210	460			NB	500	1.00	500	175	675	*
	SB	575	0.53	305	189	494	*		SB	400	0.53	212	384	596	
	EB	1205	0.53	639	36	675	*		EB	1050	0.53	557	30	587	
	WB	1005	0.53	533	80	613			WB	1035	0.53	549	80	629	*

Remarks: * Critical volume Total **1168** Level of service (V/C) **0.73** **C** Remarks: * Critical volume Total **1304** Level of service (V/C) **0.81** **D**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Cherry Hill Rd at Broadbirch/Calverton

Conditions: Build

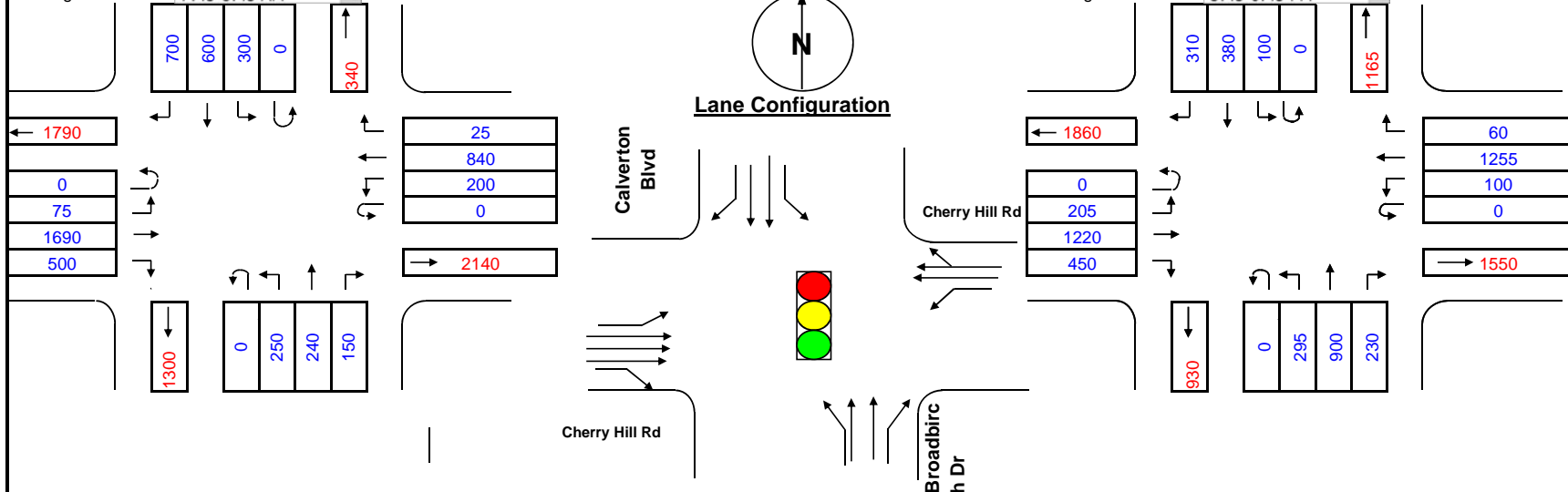
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 5:45-6:45 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	<= 1000	<= 199	1.1
2	0.53	B	<= 1150	<= 599	2.0
3	0.37	C	<= 1300	<= 799	3.0
4	0.30	D	<= 1450	<= 999	4.0
5	0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

--	--	--	--

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	240	0.53	127	300	427			NB	900	0.53	477	100	577	*
	SB	600	0.53	318	250	568	*		SB	380	0.53	201	295	496	
	EB	1690	0.37	625	200	825	*		EB	1220	0.37	451	100	551	
	WB	865	0.53	458	75	533			WB	1315	0.53	697	205	902	*

Remarks: * Critical volume Total **1393** Level of service (V/C) **0.87** **D** Remarks: * Critical volume Total **1479** Level of service (V/C) **0.92** **E**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

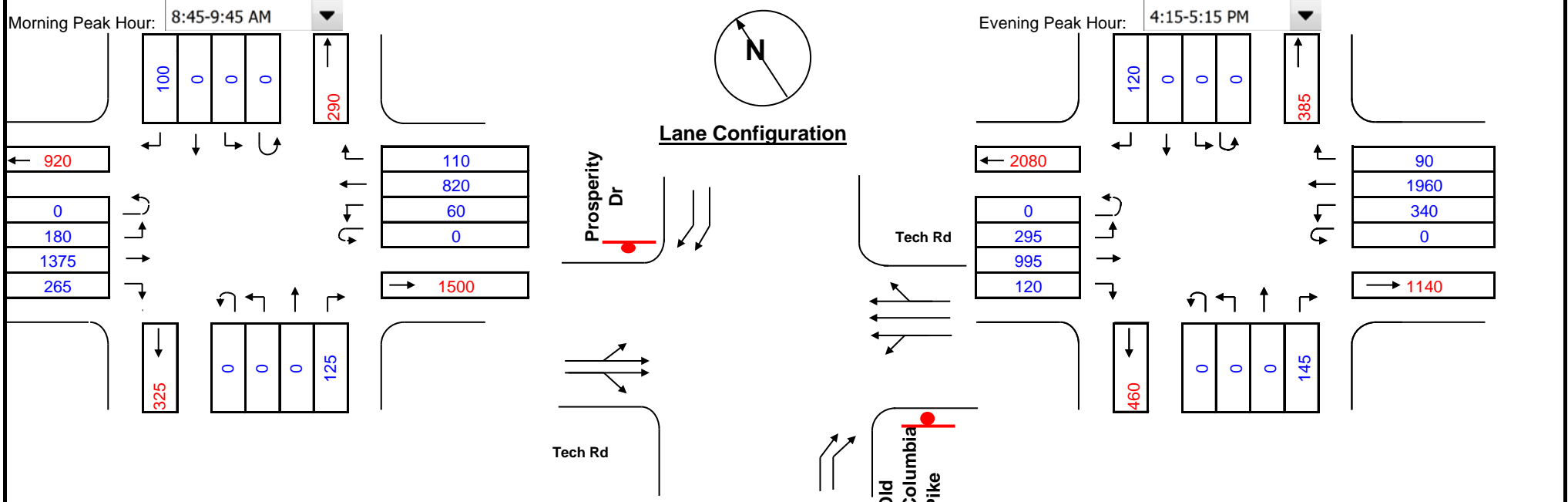
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: Tech Road at Prosperity

Computed by: RS

Date: 5/25/2016



Phasing			

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	125	0.53	66	0	66	*		NB	145	0.53	77	0	77	*
	SB	100	0.53	53	0	53			SB	120	0.53	64	0	64	
	EB	2360	0.53	1251	60	1311	*		EB	2590	0.53	1373	340	1713	*
	WB	1230	0.37	455	180	635			WB	3750	0.37	1388	295	1683	

Remarks:	* Critical volume	Total	1377	Remarks:	* Critical volume	Total	1790
	Level of service (V/C)		0.86		Level of service (V/C)		1.12
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

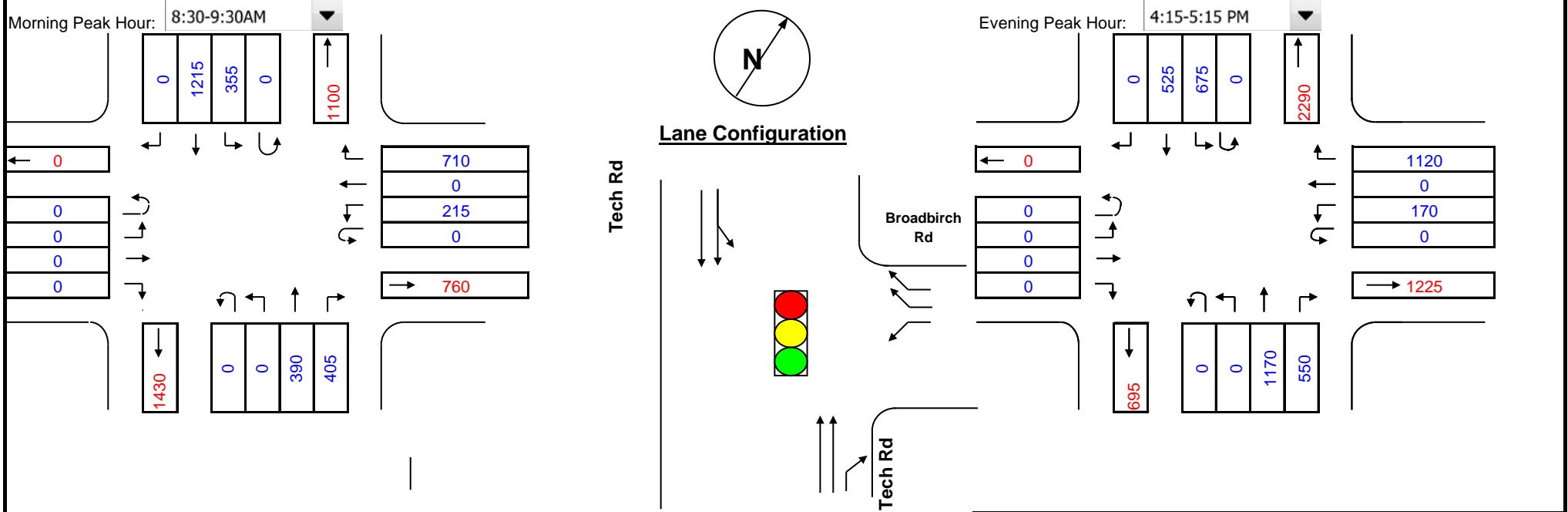
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: Tech Road at Broadbirch

Computed by: RS

Date 5/25/2016



Phasing			

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	390	0.53	207	355	562			NB	1170	0.53	620	675	1295	
	SB	2280	0.53	1208	0	1208	*		SB	3900	0.53	2067	0	2067	*
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	355	1.00	355	0	355	*		WB	445	1.00	445	0	445	*

Remarks:	* Critical volume	Total	1563	Remarks:	* Critical volume	Total	2512
	Level of service (V/C)		0.98		Level of service (V/C)		1.57
			E				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

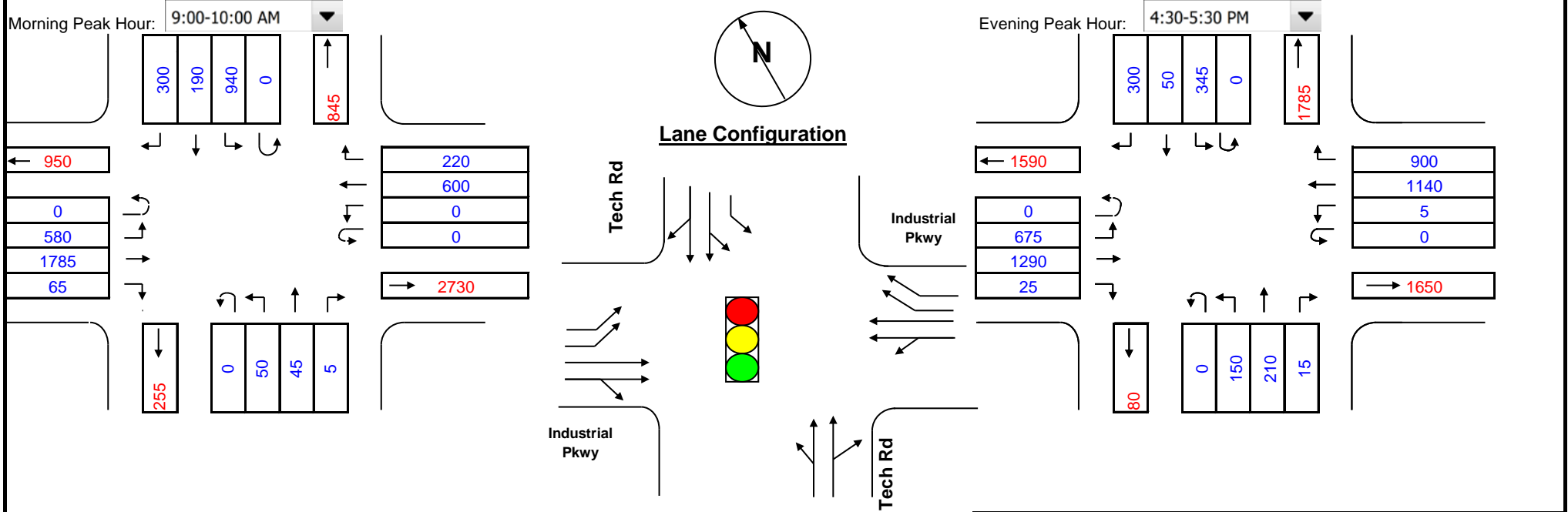
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: Tech Road at Industrial Pkwy

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing			
Phase	Movement	Volume 1	Lane Use Factor - 2
	NB	150	0.53
	SB	1524	0.37
	EB	1850	0.53
	WB	600	0.53

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	150	0.53	80	0	80	*		NB	525	0.53	278	0	278	*
	SB	1524	0.37	564	0	564	*		SB	1040	0.37	385	0	385	*
	EB	1850	0.53	981	0	981	*		EB	1315	0.53	697	5	702	*
	WB	600	0.53	318	580	898			WB	1165	0.53	617	675	1292	*

Remarks:	* Critical volume	Total	1624	Remarks:	* Critical volume	Total	1956
	Level of service (V/C)		1.01		Level of service (V/C)		1.22
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

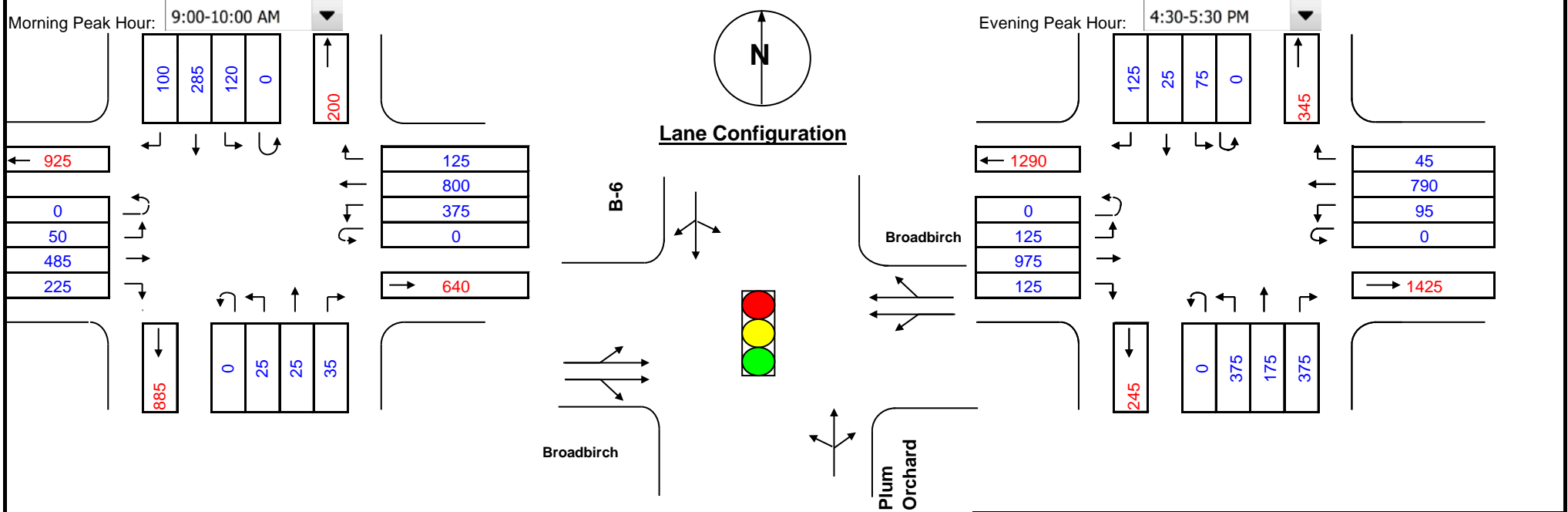
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: Plum Orchard at Broadbirch

Computed by: JC

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing			
Phase	Movement	Volume 1	Lane Use Factor - 2
	NB	110	0.53
	SB	517	0.53
	EB	910	0.53
	WB	2050	0.53

- RTOR/Overlap
 - Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
 - East/West
 - North/South
 - None
- Inx. Control
 - Signal
 - Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	110	0.53	58	120	178			NB	963	0.53	510	75	585	*
	SB	517	0.53	274	25	299	*		SB	300	0.53	159	375	534	
	EB	910	0.53	482	375	857			EB	1600	0.53	848	95	943	*
	WB	2050	0.53	1087	50	1137	*		WB	1310	0.53	694	125	819	

Remarks:	* Critical volume	Total	1436	Level of service (V/C)	0.90	D	Remarks:	* Critical volume	Total	1528	Level of service (V/C)	0.96	E
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Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

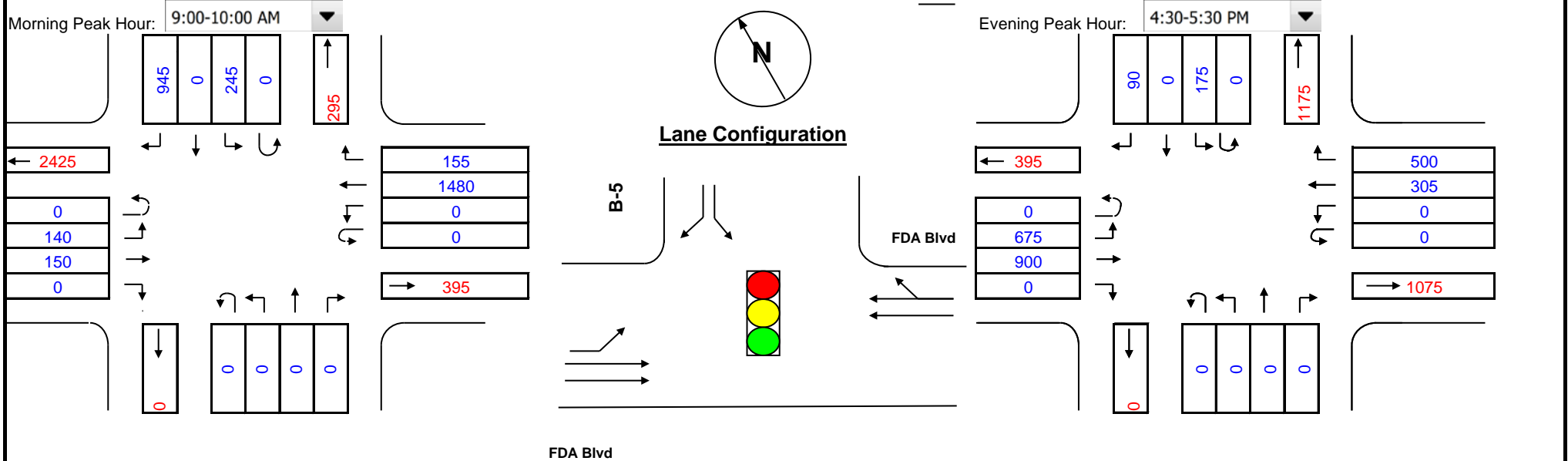
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: Build
Design Year: 2040

Location: FDA Blvd at B-5

Computed by: JC

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing			
Phase	Movement	Volume	Lane Use Factor - 2
	NB	0	1.00
	SB	805	1.00
	EB	150	0.53
	WB	1635	0.53

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	805	1.00	805	0	805	*		SB	175	1.00	175	0	175	*
	EB	150	0.53	80	0	80			EB	900	0.53	477	0	477	
	WB	1635	0.53	867	140	1007	*		WB	805	0.53	427	675	1102	*

Remarks:	* Critical volume	Total	1812	Remarks:	* Critical volume	Total	1277
	Level of service (V/C)		1.13		Level of service (V/C)		0.80
			F				C