

AREA OF MILL & OVERLAY
FOR REVISED STRIPING
(~4350SF)

EX. TURN ARROW TO REMAIN

24"± PAVEMENT

RELOCATE STOP BAR —
AND EXTEND TO EDGE
OF TRAVELWAY

APPROX. LOCATION
REV. PED. SIGNAL

AREA OF MILL & OVERLAY
FOR REVISED STRIPING
(~4350SF)

SCALE	1"=50'
JOB No.	06960
DATE	AUG. 2015
EXH 2-A(1)	
SHEET No.	1 OF 1

Lanes, Volumes, Timings
1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL
08/22/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1058	568	323	1388	199	798	0	172	403	0	756
Future Volume (vph)	89	1058	568	323	1388	199	798	0	172	403	0	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	11	11	11
Storage Length (ft)	360		272	205		0	0		262	206		0
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	200			100			95			65		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00	1.00				0.99
Frt			0.850			0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950	0.969		0.950		
Satd. Flow (prot)	3433	5085	1583	1652	4721	1558	1681	1622	0	3319	0	1531
Flt Permitted	0.950			0.950			0.950	0.969		0.461		
Satd. Flow (perm)	3426	5085	1547	1651	4721	1522	1678	1620	0	1610	0	1512
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			609			150		81				809
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1868			295			1315			1108	
Travel Time (s)		36.4			5.7			29.9			25.2	
Confl. Peds. (#/hr)	6		1	1		6	1					1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	4	4	0	0	0	0	0	0
Adj. Flow (vph)	97	1150	617	351	1509	216	867	0	187	438	0	822
Shared Lane Traffic (%)							38%					
Lane Group Flow (vph)	97	1150	617	351	1509	216	538	516	0	438	0	822
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.10	1.02	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

With Road Improvement-Total Future PM

Synchro 9 Report
Page 1

Lanes, Volumes, Timings
1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL
08/22/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm		Free
Protected Phases	1	6!		5!	2!			2!				
Permitted Phases			6			2	2!			4		Free
Detector Phase	1	6	6	5	2	2	2	2		4		
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	20.0	20.0		5.0		
Minimum Split (s)	11.5	29.0	29.0	11.5	29.0	29.0	29.0	29.0		35.5		
Total Split (s)	34.0	36.0	36.0	34.0	36.0	36.0	36.0	36.0		65.0		
Total Split (%)	25.2%	26.7%	26.7%	25.2%	26.7%	26.7%	26.7%	26.7%		48.1%		
Maximum Green (s)	27.5	30.0	30.0	27.5	30.0	30.0	30.0	30.0		58.5		
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0		4.0		
All-Red Time (s)	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0		2.5		
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0		-2.0		
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.0	6.0		4.5		
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag				
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	0.2	0.2	5.0	0.2	0.2	0.2	0.2		3.0		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	C-Max	C-Max		None		
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0		
Flash Dont Walk (s)		16.0	16.0		16.0	16.0	16.0	16.0		22.0		
Pedestrian Calls (#/hr)		5	5		5	5	5	5		5		
Act Effect Green (s)	13.1	47.1	47.1	29.5	63.4	63.4	63.4	61.4		45.4		135.0
Actuated g/C Ratio	0.10	0.35	0.35	0.22	0.47	0.47	0.47	0.45		0.34		1.00
v/c Ratio	0.29	0.65	0.66	0.97	0.68	0.27	0.68	0.66		0.81		0.54
Control Delay	58.4	40.5	7.0	93.8	31.6	9.4	35.8	30.9		52.3		1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	58.4	40.5	7.0	93.8	31.6	9.4	35.8	30.9		52.3		1.4
LOS	E	D	A	F	C	A	D	C		D		A
Approach Delay		30.4			39.8			33.4			19.1	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 3 (2%), Referenced to phase 2:NBWB and 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 31.7

Intersection LOS: C

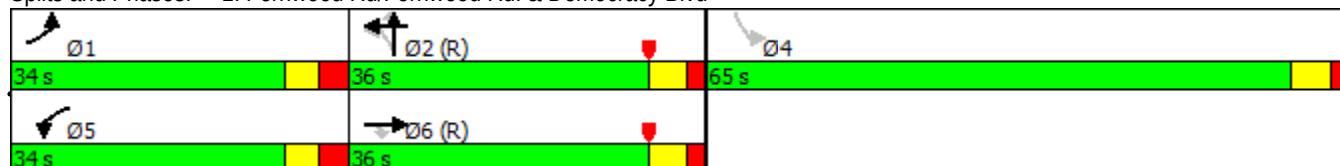
Intersection Capacity Utilization 92.7%

ICU Level of Service F

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

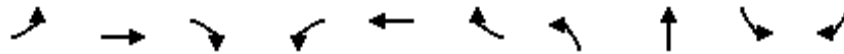


Queues

1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL

08/22/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	97	1150	617	351	1509	216	538	516	438	822
v/c Ratio	0.29	0.65	0.66	0.97	0.68	0.27	0.68	0.66	0.81	0.54
Control Delay	58.4	40.5	7.0	93.8	31.6	9.4	35.8	30.9	52.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	40.5	7.0	93.8	31.6	9.4	35.8	30.9	52.3	1.4
Queue Length 50th (ft)	41	311	5	308	371	32	382	311	179	0
Queue Length 95th (ft)	69	410	121	#507	512	100	#674	#570	219	0
Internal Link Dist (ft)		1788			215			1235		
Turn Bay Length (ft)	360		272	205					206	
Base Capacity (vph)	750	1773	936	360	2218	794	788	781	721	1512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.65	0.66	0.97	0.68	0.27	0.68	0.66	0.61	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

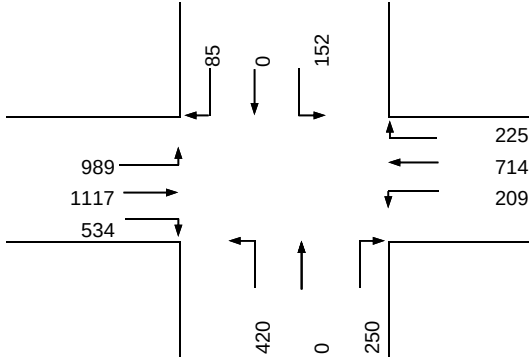
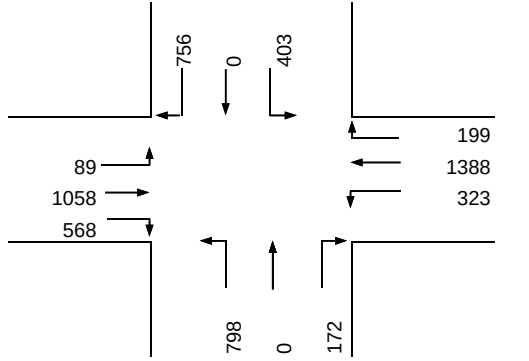
1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL
08/22/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1058	568	323	1388	199	798	0	172	403	0	756
Future Volume (vph)	89	1058	568	323	1388	199	798	0	172	403	0	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	12	12	12	12	11	11	11
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.0	6.0		4.5		2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00		0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00		0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97		0.95		1.00
Satd. Flow (prot)	3433	5085	1547	1652	4721	1522	1678	1620		3319		1512
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97		0.46		1.00
Satd. Flow (perm)	3433	5085	1547	1652	4721	1522	1678	1620		1612		1512
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	1150	617	351	1509	216	867	0	187	438	0	822
RTOR Reduction (vph)	0	0	397	0	0	79	0	44	0	0	0	0
Lane Group Flow (vph)	97	1150	220	351	1509	137	538	472	0	438	0	822
Confl. Peds. (#/hr)	6		1	1		6	1					1
Confl. Bikes (#/hr)						1						
Bus Blockages (#/hr)	0	0	0	0	4	4	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm		Free
Protected Phases	1	6!		5!	2!			2!				
Permitted Phases			6			2	2!			4		Free
Actuated Green, G (s)	11.1	45.1	45.1	27.5	61.5	61.5	61.5	61.5		43.4		135.0
Effective Green, g (s)	13.1	47.1	47.1	29.5	63.5	63.5	63.5	61.5		45.4		135.0
Actuated g/C Ratio	0.10	0.35	0.35	0.22	0.47	0.47	0.47	0.46		0.34		1.00
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0	6.0	6.0	6.0		6.5		
Vehicle Extension (s)	5.0	0.2	0.2	5.0	0.2	0.2	0.2	0.2		3.0		
Lane Grp Cap (vph)	333	1774	539	360	2220	715	789	738		542		1512
v/s Ratio Prot	0.03	0.23		c0.21	0.32							
v/s Ratio Perm			0.14			0.09	c0.32	0.29		c0.27		0.54
v/c Ratio	0.29	0.65	0.41	0.97	0.68	0.19	0.68	0.64		0.81		0.54
Uniform Delay, d1	56.6	37.0	33.4	52.4	27.8	20.8	27.9	28.2		40.8		0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	1.0	1.8	2.3	40.8	1.7	0.6	4.7	4.2		8.6		1.4
Delay (s)	57.7	38.8	35.7	93.2	29.5	21.4	32.6	32.4		49.5		1.4
Level of Service	E	D	D	F	C	C	C	C		D		A
Approach Delay (s)		38.8			39.5			32.5			18.1	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			33.8									
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			135.0									
Intersection Capacity Utilization			92.7%									
Analysis Period (min)			15									
! Phase conflict between lane groups.												
c Critical Lane Group												

With Road Improvement-Total Future PM

Synchro 9 Report
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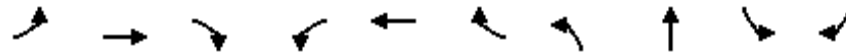
WMAL Property Critical Lane Volume Level of Service Calculations	Intersection: <u>1: Fernwood Road/Democracy Boulevard</u> Jurisdiction: <u>Montgomery County</u> Scenario/Design Year: <u>Total Future Improvement(Dual NB lefts)</u> Computed by: <u>WJC</u>	 WELLS + ASSOCIATES TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS 8730 Georgia Avenue, Suite 200, Silver Spring, Maryland 20910 Phone: (301) 448-1333 Facsimile: (301) 448-1335																																																																																																																																									
AM Peak  Lane Configuration <table style="margin: auto;"> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Fernwood Road</td> <td>1</td> <td>2</td> </tr> <tr> <td></td> <td>R</td> <td>L</td> </tr> <tr> <td></td> <td>2</td> <td>L</td> </tr> <tr> <td></td> <td>3</td> <td>T</td> </tr> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Democracy Boulevard</td> <td>1</td> <td>R</td> </tr> </table> PM Peak  Intersection Control: Signal: <u> X </u> Stop: <u> </u> Split: <u> </u> Ways: <u> </u> RTOR/Overlap (AM): NB <u> 0 </u> SB <u> 0 </u> EB <u> 223 </u> WB <u> 81 </u> RTOR/Overlap (PM): NB <u> 0 </u> SB <u> 0 </u> EB <u> 423 </u> WB <u> 199 </u> <table border="1" style="border-collapse: collapse; text-align: center;"> <tr> <th style="width: 50px;">Number of Lanes</th> <th style="width: 50px;">Lane Use Factor</th> </tr> <tr><td>1</td><td>1.00</td></tr> <tr><td>2</td><td>0.53</td></tr> <tr><td>3</td><td>0.37</td></tr> <tr><td>4</td><td>0.30</td></tr> <tr><td>5</td><td>0.25</td></tr> <tr><td>2 Lefts</td><td>0.53</td></tr> </table>			Fernwood Road	1	2		R	L		2	L		3	T	Democracy Boulevard	1	R	Number of Lanes	Lane Use Factor	1	1.00	2	0.53	3	0.37	4	0.30	5	0.25	2 Lefts	0.53																																																																																																												
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Queues

1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL

08/22/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBR
Lane Group Flow (vph)	1075	1214	580	227	776	245	379	350	165	92
v/c Ratio	0.89	0.43	0.51	0.76	0.43	0.33	0.59	0.53	0.54	0.06
Control Delay	47.2	17.6	3.3	52.1	48.8	22.5	36.5	21.7	51.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	17.6	3.3	52.1	48.8	22.5	36.5	21.7	51.7	0.1
Queue Length 50th (ft)	401	191	0	167	212	63	241	123	62	0
Queue Length 95th (ft)	#503	290	63	#278	267	148	#448	264	86	0
Internal Link Dist (ft)		962			201			717		
Turn Bay Length (ft)	360		272	205					206	
Base Capacity (vph)	1215	2799	1132	309	1790	735	637	655	496	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.43	0.51	0.73	0.43	0.33	0.59	0.53	0.33	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Fernwood Rd/Fernwood Rd. & Democracy Blvd

WMAL
08/22/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	989	1117	534	209	714	225	420	0	250	152	0	85
Future Volume (vph)	989	1117	534	209	714	225	420	0	250	152	0	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	10	10	12	12	12	12	11	11	11
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.0	6.0		4.5		2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95		0.97		1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00		0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95		1.00
Satd. Flow (prot)	3433	5085	1583	1652	4721	1538	1681	1546		3319		1531
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.54		1.00
Satd. Flow (perm)	3433	5085	1583	1652	4721	1538	1681	1546		1893		1531
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1075	1214	580	227	776	245	457	0	272	165	0	92
RTOR Reduction (vph)	0	0	261	0	0	152	0	96	0	0	0	0
Lane Group Flow (vph)	1075	1214	319	227	776	93	379	254	0	165	0	92
Confl. Bikes (#/hr)						1						
Bus Blockages (#/hr)	0	0	0	0	4	4	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm		Free
Protected Phases	1	6!		5!	2!			2!				
Permitted Phases			6			2	2!			4		Free
Actuated Green, G (s)	40.2	64.0	64.0	19.7	43.5	43.5	43.5	43.5		17.3		120.0
Effective Green, g (s)	42.2	66.0	66.0	21.7	45.5	45.5	45.5	43.5		19.3		120.0
Actuated g/C Ratio	0.35	0.55	0.55	0.18	0.38	0.38	0.38	0.36		0.16		1.00
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0	6.0	6.0	6.0		6.5		
Vehicle Extension (s)	5.0	0.2	0.2	5.0	0.2	0.2	0.2	0.2		3.0		
Lane Grp Cap (vph)	1207	2796	870	298	1790	583	637	560		304		1531
v/s Ratio Prot	c0.31	0.24		0.14	0.16							
v/s Ratio Perm			0.20			0.06	c0.23	0.16		c0.09		0.06
v/c Ratio	0.89	0.43	0.37	0.76	0.43	0.16	0.59	0.45		0.54		0.06
Uniform Delay, d1	36.7	16.0	15.2	46.7	27.7	24.6	29.9	29.2		46.3		0.0
Progression Factor	1.00	1.00	1.00	0.75	1.65	5.37	1.00	1.00		1.00		1.00
Incremental Delay, d2	9.1	0.5	1.2	12.4	0.7	0.6	4.1	2.6		2.0		0.1
Delay (s)	45.8	16.5	16.4	47.4	46.4	132.7	33.9	31.8		48.3		0.1
Level of Service	D	B	B	D	D	F	C	C		D		A
Approach Delay (s)		27.5			63.6			32.9			31.0	
Approach LOS		C			E			C			C	

Intersection Summary

HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

WMAL Property Critical Lane Volume Level of Service Calculations	Intersection: <u>1: Fernwood Road/Democracy Boulevard</u> Jurisdiction: <u>Montgomery County</u> Scenario/Design Year: <u>Total Future</u> Computed by: <u>JJA</u>	 WELLS + ASSOCIATES TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS 8730 Georgia Avenue, Suite 200, Silver Spring, Maryland 20910 Phone: (301) 448-1333 Facsimile: (301) 448-1335																																																																			
AM Peak Lane Configuration <table style="margin: auto;"> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Fernwood Road</td> <td>1</td> <td>2</td> </tr> <tr> <td></td> <td>R</td> <td>L</td> </tr> <tr> <td></td> <td>2</td> <td>L</td> </tr> <tr> <td></td> <td>3</td> <td>T</td> </tr> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Democracy Boulevard</td> <td>1</td> <td>R</td> </tr> </table> PM Peak Intersection Control: Signal: <u> X </u> Stop: <u> </u> Split: <u> </u> Ways: <u> </u> RTOR/Overlap (AM): NB <u> 0 </u> SB <u> 0 </u> EB <u> 420 </u> WB <u> 81 </u> RTOR/Overlap (PM): NB <u> 0 </u> SB <u> 0 </u> EB <u> 568 </u> WB <u> 199 </u> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">Number of Lanes</th> <th style="width: 50%;">Lane Use Factor</th> </tr> <tr><td style="text-align: center;">1</td><td style="text-align: center;">1.00</td></tr> <tr><td style="text-align: center;">2</td><td style="text-align: center;">0.53</td></tr> <tr><td style="text-align: center;">3</td><td style="text-align: center;">0.37</td></tr> <tr><td style="text-align: center;">4</td><td style="text-align: center;">0.30</td></tr> <tr><td style="text-align: center;">5</td><td style="text-align: center;">0.25</td></tr> <tr><td style="text-align: center;">2 Lefts</td><td style="text-align: center;">0.53</td></tr> </table>			Fernwood Road	1	2		R	L		2	L		3	T	Democracy Boulevard	1	R	Number of Lanes	Lane Use Factor	1	1.00	2	0.53	3	0.37	4	0.30	5	0.25	2 Lefts	0.53																																						
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