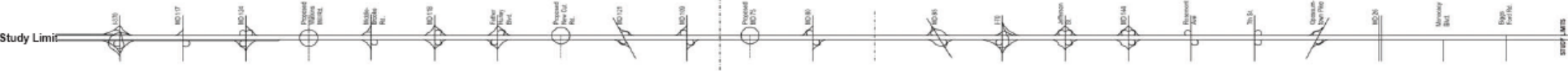


Table III-8: 2030 No-Build and Build Alternatives Peak Hour Mainline LOS and Volume to Capacity (V/C) Ratios Along I-270 and US 15

SOUTHBOUND I-270 and US 15				Interstate 270														US 15											
	PM PEAK HOUR	Alternative 7A/B (2 ETLs north and south of Clarksburg)	LOS V/C	B 0.41	B 0.42	A 0.28	C 0.51	B 0.43	B 0.40	B 0.38	C 0.56	C 0.56	C 0.52	B 0.46	C 0.53	C 0.54	B 0.43	C 0.50	B 0.45	D 0.78	C 0.64	C 0.52	C 0.47	B 0.38	B 0.42	B 0.39	B 0.35		
		Alternative 6A/B (1 ETL north of Clarksburg and 2 ETLs south of Clarksburg)	LOS V/C	B 0.43	B 0.44	B 0.31	C 0.53	B 0.45	C 0.52	B 0.40	C 0.59	C 0.63	C 0.58	C 0.52	C 0.59	C 0.62	C 0.55	C 0.54	B 0.43	D 0.78	C 0.64	C 0.53	C 0.47	B 0.38	B 0.42	B 0.40	C 0.52		
		Alternative 1 - No Build	LOS V/C	B 0.37	C 0.60	B 0.47	C 0.54	C 0.59	C 0.69	B 0.48	D 0.74		D 0.75		D 0.82		E 0.89		F 1.42	C 0.52	E 0.89	E 0.89	E 0.92	D 0.83	D 0.71	C 0.57	C 0.59	C 0.51	
	AM PEAK HOUR	Alternative 7A/B (2 ETLs north and south of Clarksburg)	LOS V/C	D 0.75	D 0.84	C 0.61	F 1.03	D 0.80	D 0.87	C 0.70	E 0.95	E 0.98	E 0.98	D 0.82	E 0.99	F 1.22	F 1.05	D 0.74	C 0.65	D 0.87	D 0.72	C 0.62	C 0.65	C 0.59	D 0.69	D 0.69	E 0.89		
		Alternative 6A/B (1 ETL north of Clarksburg and 2 ETLs south of Clarksburg)	LOS V/C	D 0.76	D 0.84	C 0.61	E 1.00	D 0.84	E 0.92	D 0.82	F 1.11	F 1.16	F 1.29	F 1.14	F 1.32	F 1.54	F 1.34	C 0.67	C 0.65	E 0.89	D 0.73	C 0.62	C 0.65	C 0.59	D 0.69	D 0.70	E 0.89		
		Alternative 1 - No Build	LOS V/C	C 0.67	F 1.14	E 0.93	F 1.08	F 1.15	F 1.28	E 0.90	F 1.31		F 1.58		F 1.57		F 1.94		F 1.71	D 0.70	E 0.92	E 0.92	E 0.99	F 1.04	E 0.98	D 0.77	E 1.00	E 0.89	
Corridor Segments																													
	AM PEAK HOUR	Alternative 1 - No Build	LOS V/C	B 0.39	B 0.41	A 0.26	B 0.46	B 0.49	B 0.40	B 0.39	C 0.57		C 0.68		D 0.73		E 0.89		C 0.47	B 0.34	D 0.69	D 0.84	D 0.73	C 0.60	C 0.54	B 0.44	B 0.38	B 0.38	
		Alternative 6A/B (1 ETL north of Clarksburg and 2 ETLs south of Clarksburg)	LOS V/C	B 0.35	B 0.46	A 0.26	B 0.34	B 0.49	B 0.40	A 0.30	B 0.46	B 0.46	C 0.52	B 0.44	C 0.55	C 0.60	C 0.62	C 0.60	B 0.32	C 0.63	C 0.52	B 0.46	B 0.38	B 0.32	B 0.37	B 0.29	B 0.33		
		Alternative 7A/B (2 ETLs north and south of Clarksburg)	LOS V/C	B 0.35	B 0.45	A 0.25	B 0.33	B 0.47	B 0.38	A 0.29	B 0.44	B 0.42	C 0.51	B 0.43	C 0.52	C 0.61	C 0.48	C 0.48	B 0.32	C 0.63	C 0.52	B 0.45	B 0.38	B 0.31	B 0.36	A 0.28	A 0.14		
	PM PEAK HOUR	Alternative 1 - No Build	LOS V/C	D 0.86	D 0.86	C 0.58	E 0.97	F 1.07	E 0.91	D 0.84	F 1.32		F 1.65		F 1.70		F 1.99		E 0.90	C 0.58	E 0.93	F 1.14	F 1.04	F 1.10	F 1.03	F 0.93	F 1.05	F 1.05	
		Alternative 6A/B (1 ETL north of Clarksburg and 2 ETLs south of Clarksburg)	LOS V/C	D 0.80	E 0.92	C 0.56	C 0.65	F 1.01	D 0.84	C 0.62	E 1.00	F 1.03	F 1.22	F 1.06	F 1.29	F 1.60	F 1.37	E 0.89	C 0.55	E 0.89	D 0.73	C 0.65	D 0.70	C 0.61	D 0.76	D 0.76	E 0.96		
		Alternative 7A/B (2 ETLs north and south of Clarksburg)	LOS V/C	D 0.80	E 0.90	C 0.53	C 0.65	E 0.95	D 0.79	C 0.58	E 0.94	E 0.95	F 1.02	D 0.84	F 1.06	F 1.24	F 1.08	E 0.95	C 0.57	E 0.89	D 0.72	C 0.65	D 0.70	C 0.60	D 0.76	D 0.76	C 0.58		
LEGEND																													
VOL = 2030 Traffic Volume (vehicles per hour)		V/C = Volume-to-Capacity Ratio		V/C Ratio Range (70 mph)		V/C Ratio Range (65 mph)																							
LOS = Levels of Service		A-D = Free or Stable Flow/Reduced Speeds E = Irregular Flow/Speeds/With Occasional Stop-and-Go F = Congested; Stop-and-Go Conditions		South of I-370 to Father Hurley Blvd.		Father Hurley Blvd. to Biggs Ford Rd.																							
				A 0.00 – 0.30 C 0.51 – 0.71 E 0.90 – 1.00		A 0.00 – 0.29 C 0.48 – 0.69 E 0.89 – 1.00																							
				B 0.31 – 0.50 D 0.72 – 0.89 F > 1.00		B 0.30 – 0.47 D 0.69 – 0.89 F > 1.00																							