

LEVEL OF SERVICE (LOS) ANALYSIS SUMMARY

EVENING PEAK HOUR		2007 EXISTING			2009 NO-BUILD + BKGD			2009 BUILD (INTERIM PHASE)			2009 BUILD WITH MITIGATION (INTERIM PHASE)			2009 BUILD (PHASE I)			2009 BUILD WITH MITIGATION (PHASE I)			2012 NO-BUILD + BKGD			2012 BUILD (PHASE II)			2012 BUILD WITH MITIGATION (PHASE II)			2015 NO-BUILD + BKGD			2015 BUILD (PHASE III)			2015 BUILD WITH MITIGATION (PHASE II)			2025 NO-BUILD + BKGD			2025 BUILD (FUTURE)			2025 BUILD WITH MITIGATION (FUTURE)		
		Intersection Approach	Approach Movement	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	
DELAWARE AVENUE/ARAMINGO AVENUE - RICHMOND ST SIGNALIZED INTERSECTION																																														
Delaware Avenue Northbound	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	TR	B	11.7	0.62	B	12.1	0.65	B	12.8	0.75	B	12.8	0.75	A	7.9	0.50	A	4.0	0.50	B	19.5	0.67	B	14.9	0.78	B	11.2	0.93	B	19.7	0.69	B	16.7	0.97	C	20.2	0.97	C	20.3	0.77	D	42.4	1.06	D	42.4	1.06
(Eastbound from 2012)	Overall Approach	B	11.7	0.00	B	12.1	0.00	B	12.8	0.00	B	12.8	0.00	A	7.9	0.00	A	4.0	0.00	B	18.7	0.00	B	13.6	0.00	B	10.0	0.00	B	18.8	0.00	B	14.8	0.00	B	17.4	0.00	B	19.4	0.00	D	35.9	0.00	D	35.9	0.00
Aramingo Avenue Southbound	L	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	R	A	2.2	0.09	A	2.3	0.11	A	2.4	0.17	A	2.4	0.17	A	2.4	0.17	A	2.4	0.17	C	25.9	0.10	C	29.3	0.39	B	18.4	0.39	C	25.9	0.11	B	19.0	0.44	B	19.0	0.44	C	26.0	0.12	B	19.5	0.47	B	19.5	0.47
	Overall Approach	A	2.2	0.00	A	2.3	0.00	A	2.4	0.00	A	2.4	0.00	A	2.4	0.00	A	2.4	0.00	C	25.9	0.00	C	29.3	0.00	B	18.4	0.00	C	25.9	0.00	B	19.0	0.00	B	19.0	0.00	C	26.0	0.00	B	19.5	0.00	B	19.5	0.00
Richmond St. Westbound	T	D	44.5	0.63	D	44.9	0.64	D	44.9	0.64	D	44.9	0.64	D	44.9	0.64	D	44.9	0.64	A	8.0	0.14	A	9.3	0.32	B	19.7	0.46	A	8.0	0.14	C	20.1	0.49	C	20.1	0.49	A	8.1	0.16	C	20.4	0.51	C	20.4	0.51
	R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A	7.9	0.66	B	10.9	0.77	B	17.3	0.84	A	8.5	0.68	B	19.9	0.87	B	19.9	0.87	B	11.1	0.78	C	32.8	0.97	C	32.8	0.97
	Overall Approach	D	44.5	0.00	D	44.9	0.00	D	44.9	0.00	D	44.9	0.00	D	44.9	0.00	D	44.9	0.00	A	8.0	0.00	B	10.3	0.00	B	18.2	0.00	A	8.4	0.00	B	20.0	0.00	B	20.0	0.00	B	10.4	0.00	C	28.0	0.00	C	28.0	0.00
Intersection	Overall	B	14.5	0.62	B	14.6	0.64	B	14.1	0.73	B	14.1	0.73	B	11.4	0.52	A	8.8	0.52	B	15.1	0.64	B	14.4	0.81	B	14.2	0.86	B	15.3	0.72	B	17.3	0.90	B	18.6	0.90	B	16.4	0.81	C	30.9	0.98	C	30.9	0.98
DELAWARE AVENUE - COLUMBIA AVE. SIGNALIZED INTERSECTION																																														
Delaware Avenue Eastbound	TR	B	15.6	0.89	B	17.1	0.92	D	41.0	1.03	C	31.2	1.03	F	66.6	1.12	D	51.2	1.05	B	19.3	0.95	D	44.7	1.07	D	44.5	1.07	C	23.0	0.98	F	65.9	1.12	A	7.6	0.83	D	53.1	1.08	A	9.6	0.90	A	9.6	0.90
	Overall Approach	B	15.6	0.00	B	17.1	0.00	D	41.0	0.00	C	31.2	0.00	F	66.6	0.00	D	51.2	0.00	B	19.3	0.00	D	44.7	0.00	D	44.5	0.00	C	23.0	0.00	F	65.9	0.00	A	7.6	0.00	D	53.1	0.00	A	9.6	0.00	A	9.6	0.00
Delaware Avenue Westbound	L	A	9.2	0.19	A	9.4	0.19	B	10.6	0.19	B	10.6	0.19	B	10.4	0.19	B	13.0	0.21	B	12.9	0.20	A	9.8	0.19	A	8.4	0.19	B	12.9	0.20	A	7.8	0.19	A	9.4	0.19	B	13.8	0.22	B	10.1	0.21	B	10.1	0.21
	T	A	4.8	0.27	A	5.4	0.29	A	6.9	0.37	A	6.9	0.37	A	6.8	0.37	A	7.9	0.34	A	8.3	0.30	A	7.4	0.50	A	5.7	0.50	A	8.4	0.31	A	5.5	0.53	A	7.7	0.57	A	8.6	0.34	A	8.0	0.59	A	8.0	0.59
	Overall Approach	A	4.9	0.00	A	5.5	0.00	A	7.0	0.00	A	7.0	0.00	A	6.8	0.00	A	8.0	0.00	A	8.4	0.00	A	7.5	0.00	A	5.8	0.00	A	8.5	0.00	A	5.5	0.00	A	7.7	0.00	A	8.7	0.00	A	8.0	0.00	A	8.0	0.00
Columbia Ave. Southbound	Overall Approach	C	31.1	0.00	C	31.4	0.00	C	31.4	0.00	C	31.4	0.00	C	31.4	0.00	D	38.9	0.00	C	31.9	0.00	D	45.9	0.00	D	45.9	0.00	C	32.5	0.00	D	47.7	0.00	D	37.0	0.00	C	34.9	0.00	D	40.1	0.00	D	40.1	0.00
Columbia Ave. Northbound	Overall Approach	C	26.4	0.00	C	26.6	0.00	C	26.8	0.00	C	26.8	0.00	C	26.9	0.00	C	32.5	0.00	C	26.8	0.00	D	35.8	0.00	D	35.8	0.00	C	27.1	0.00	D	36.3	0.00	C	31.0	0.00	C	28.0	0.00	C	31.9	0.00	C	31.9	0.00
Intersection	Overall	B	14.9	0.77	B	15.9	0.79	C	31.6	0.86	C	25.2	0.86	D	49.7	0.92	D	40.0	0.91	B	18.0	0.81	C	33.4	0.98	C	32.8	0.98	C	20.7	0.84	D	46.2	1.03	A	9.6	0.76	D	41.2	0.93	B	11.1	0.83	B	11.1	0.83
DELAWARE AVENUE - SHACKAMAXON AVENUE SIGNALIZED INTERSECTION																																														
Delaware Avenue Eastbound	TR	A	7.6	0.66	A	6.7	0.65	A	6.7	0.67	B	17.8	0.82	B	18.2	0.85	B	14.6	0.84	A	6.7	0.67	B	17.9	0.84	A	9.8	0.91	A	6.7	0.69	B	13.9	0.94	B	13.9	0.94	A	7.0	0.76	C	31.6	1.03	C	31.6	1.03
	Overall Approach	A	7.6	0.00	A	6.7	0.00	A	6.7	0.00	B	17.8	0.00	B	18.2	0.00	B	14.6	0.00	A	6.7	0.00	B	17.9	0.00	A	9.8	0.00	A	6.7	0.00	B	13.9	0.00	B	13.9	0.00	A	7.0	0.00	C	31.6	0.00	C	31.6	0.00
Delaware Avenue Westbound	L	A	5.4	0.05	A	8.7	0.15	F	176.2	1.19	D	40.8	0.64	C	33.5	0.23	D	38.5	0.64	A	8.7	0.15	D	45.1	0.75	D	39.5	0.66	A	8.7	0.15	D	42.1	0.74	D	42.1	0.74	B	10.6	0.21	D	42.2	0.74	D	42.2	0.74
	T	A	4.6	0.14	A	4.6	0.16	A	4.7	0.18	A	4.7	0.18	A	4.7	0.18	A	4.7	0.18	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16	A	4.7	0.16
	Overall Approach	A	4.6	0.00	A	4.7	0.00	C	27.3	0.00	B	16.2	0.00	A	8.1	0.00	A	9.7	0.00	A	4.7	0.00	B	17.6	0.00	B	15.9	0.00	A	4.8	0.00	B	17.4	0.00	B	17.4	0.00	A	4.9	0.00	B	16.9	0.00	B	16.9	0.00
Shackamaxon Ave/Proposed Driveway Northbound	L	N/A	N/A	N/A	N/A	N/A	N/A	C	31.3	0.23	D	44.2	0.40	D	54.5	0.61	C	26.3	0.39	N/A	N/A	N/A	F	59.3	0.70	D	48.5	0.60	N/A	N/A	N/A	D	52.5	0.66	D	52.5	0.66	N/A	N/A	N/A	D	54.9	0.69	D	54.9	0.69
	R	C	29.1	0.08	C	29.6	0.12	C	33.9	0.37	C	28.0	0.29	C	31.5	0.52	C	28.4	0.52	C	29.6	0.12	D	39.2	0.77	C	25.6	0.56	C	29.7	0.12	C	27.1	0.63	C	34.4	0.74	C	29.8	0.14	C	34.5	0.74	C	34.5	0.74
	Overall Approach	C	29.1	0.00	C	29.6	0.00	C	33.3	0.00	C	31.7	0.00	D	36.2	0.00	C	28.0	0.00	C	29.6	0.00	D	42.9	0.00	C	29.8	0.00	C	29.7	0.00	C	31.7	0.00	D	37.6	0.00	C	29.8	0.00	D	38.2	0.00	D	38.2	0.00
Shackamaxon Ave Southbound	LTR	C	29.2	0.10	C	29.7	0.14	C	29.4	0.12	D	37.4	0.19	D	37.4	0.19	C	24.3	0.14	C	29.7	0.14	D	36.4	0.13	C	34.3	0.11	C	29.7	0.14	C	34.4	0.12	C	34.4	0.12	C	30.0	0.16	C	34.6	0.13	C	34.6	0.13
	Overall Approach	C	29.2	0.00	C	29.7	0.00	C	29.4	0.00	D	37.4	0.00	D	37.4	0.00	C	24.3	0.00	C	29.7	0.00	D	36.4	0.00	C	34.3	0.00	C	29.7	0.00	C	34.4	0.00	C	34.4	0.00	C	30.0	0.00	C	34.6	0.00	C	34.6	0.00
Intersection	Overall	A	7.8	0.53	A	7.3	0.53	B	13.7	1.02	B	18.8	0.72	B	19.1	0.77	B	15.6	0.76	A	7.3	0.55	C	21.9	0.80	B	14.9	0.80	A	7.3	0.56	B	18.0	0.85	B											

LEVEL OF SERVICE (LOS) ANALYSIS SUMMARY

EVENING PEAK HOUR		2007 EXISTING			2009 NO-BUILD + BKGD			2009 BUILD (INTERIM PHASE)			2009 BUILD WITH MITIGATION (INTERIM PHASE)			2009 BUILD (PHASE I)			2009 BUILD WITH MITIGATION (PHASE I)			2012 NO-BUILD + BKGD			2012 BUILD (PHASE II)			2012 BUILD WITH MITIGATION (PHASE II)			2015 NO-BUILD + BKGD			2015 BUILD (PHASE III)			2015 BUILD WITH MITIGATION (PHASE II)			2025 NO-BUILD + BKGD			2025 BUILD (FUTURE)			2025 BUILD WITH MITIGATION (FUTURE)		
		Intersection Approach	Approach Movement	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	
DELAWARE AVENUE - SPRING GARDEN ST SIGNALIZED INTERSECTION																																														
Delaware Avenue Northbound	L	D	53.7	0.91	E	65.5	0.96	E	71.3	0.98	D	36.8	0.78	D	38.1	0.80	D	37.5	0.79	E	72.0	0.99	D	41.2	0.83	D	42.0	0.83	F	84.6	1.03	D	44.1	0.85	D	44.1	0.85	F	139.1	1.18	D	54.6	0.92	D	54.6	0.92
	TR	B	12.9	0.59	B	14.0	0.65	B	14.2	0.65	B	15.0	0.66	B	16.4	0.71	B	15.7	0.70	B	14.6	0.67	B	15.9	0.68	B	15.9	0.68	B	15.2	0.69	B	15.8	0.70	B	15.8	0.70	B	16.7	0.75	B	17.4	0.77	B	18.2	0.77
	Overall Approach	C	20.5	0.00	C	23.1	0.00	C	24.1	0.00	B	18.8	0.00	B	19.9	0.00	B	19.2	0.00	C	24.8	0.00	C	20.3	0.00	C	20.4	0.00	C	27.5	0.00	C	20.7	0.00	C	20.7	0.00	D	38.4	0.00	C	23.9	0.00	C	24.6	0.00
Delaware Avenue Southbound	TR	C	25.6	0.57	C	26.7	0.62	C	26.7	0.62	D	35.2	0.78	D	36.0	0.80	C	34.7	0.77	C	26.4	0.59	D	35.5	0.79	D	40.4	0.87	C	26.8	0.61	D	37.3	0.82	D	37.3	0.82	C	27.3	0.63	D	45.5	0.91	D	45.5	0.91
	Overall Approach	C	25.6	0.00	C	26.7	0.00	C	26.7	0.00	D	35.2	0.00	D	36.0	0.00	C	34.7	0.00	C	26.4	0.00	D	35.5	0.00	D	40.4	0.00	C	26.8	0.00	D	37.3	0.00	D	37.3	0.00	C	27.3	0.00	D	45.5	0.00	D	45.5	0.00
Spring Garden Street Eastbound	L	C	24.7	0.75	C	27.1	0.79	C	28.8	0.82	C	28.8	0.80	C	29.7	0.82	C	31.5	0.84	C	26.7	0.80	C	31.0	0.85	C	31.2	0.85	C	27.6	0.82	C	32.9	0.87	C	32.9	0.87	D	35.0	0.91	D	43.0	0.95	D	43.0	0.95
	R	A	6.9	0.37	A	7.6	0.39	A	8.0	0.40	A	6.1	0.39	A	6.2	0.39	A	6.5	0.40	A	7.3	0.39	A	6.3	0.40	A	6.4	0.40	A	7.5	0.41	A	6.4	0.41	A	6.4	0.41	A	8.8	0.47	A	6.6	0.45	A	6.6	0.45
	Overall Approach	B	19.1	0.00	C	21.1	0.00	C	22.6	0.00	C	22.0	0.00	C	22.8	0.00	C	24.2	0.00	C	20.7	0.00	C	23.8	0.00	C	24.0	0.00	C	21.5	0.00	C	25.2	0.00	C	25.2	0.00	C	27.0	0.00	C	32.3	0.00	C	32.3	0.00
Intersection	Overall	C	21.1	0.72	C	23.2	0.80	C	24.2	0.82	C	23.2	0.79	C	24.1	0.81	C	23.9	0.81	C	23.8	0.79	C	24.5	0.83	C	25.9	0.85	C	25.5	0.81	C	25.5	0.85	C	25.5	0.85	C	32.7	0.90	C	31.0	0.93	C	31.3	0.93
COLUMBUS BOULEVARD - CALLOWHILL RD SIGNALIZED INTERSECTION																																														
Columbus Blvd Northbound	T	A	5.1	0.63	A	5.6	0.67	A	5.7	0.68	A	5.7	0.68	A	6.1	0.72	A	6.1	0.72	A	5.8	0.69	A	5.9	0.70	A	4.9	0.68	A	6.1	0.71	A	5.1	0.70	A	5.1	0.70	A	7.2	0.78	A	6.1	0.77	A	6.1	0.77
	Overall Approach	A	5.1	0.00	A	5.6	0.00	A	5.7	0.00	A	5.7	0.00	A	6.1	0.00	A	6.1	0.00	A	5.8	0.00	A	5.9	0.00	A	4.9	0.00	A	6.1	0.00	A	5.1	0.00	A	5.1	0.00	A	7.2	0.00	A	6.1	0.00	A	6.1	0.00
Columbus Blvd Southbound	T	A	2.8	0.23	A	2.9	0.25	A	2.9	0.25	A	2.9	0.25	A	2.9	0.25	A	2.9	0.25	A	2.9	0.26	A	3.0	0.27	A	2.4	0.26	A	3.0	0.26	A	2.5	0.27	A	2.5	0.27	A	3.1	0.29	A	2.5	0.29	A	2.5	0.29
	Overall Approach	A	2.8	0.00	A	2.9	0.00	A	2.9	0.00	A	2.9	0.00	A	2.9	0.00	A	2.9	0.00	A	2.9	0.00	A	3.0	0.00	A	2.4	0.00	A	3.0	0.00	A	2.5	0.00	A	2.5	0.00	A	3.1	0.00	A	2.5	0.00	A	2.5	0.00
Callowhill Rd. Eastbound	L	D	35.7	0.14	D	35.8	0.15	D	35.8	0.15	D	35.8	0.15	D	35.8	0.15	D	35.8	0.15	D	35.8	0.15	D	35.8	0.15	D	38.2	0.18	D	35.9	0.15	D	38.3	0.18	D	38.3	0.18	D	36.1	0.17	D	38.7	0.20	D	38.7	0.20
	R	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	C	34.6	0.06	D	36.4	0.06	C	34.6	0.06	D	36.5	0.06	D	36.5	0.06	C	34.7	0.07	D	36.6	0.07	D	36.6	0.07
	Overall Approach	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	C	34.9	0.00	D	36.9	0.00	C	35.0	0.00	D	37.0	0.00	D	37.0	0.00	D	35.1	0.00	D	37.1	0.00	D	37.1	0.00
Intersection	Overall	A	5.5	0.55	A	5.8	0.59	A	5.9	0.60	A	5.9	0.60	A	6.3	0.63	A	6.3	0.63	A	6.0	0.61	A	6.1	0.62	A	5.3	0.62	A	6.2	0.63	A	5.4	0.64	A	5.4	0.64	A	7.1	0.69	A	6.2	0.70	A	6.2	0.70
COLUMBUS BOULEVARD - RACE STREET SIGNALIZED INTERSECTION																																														
Columbus Blvd Northbound	T	B	10.5	0.61	B	11.3	0.66	B	11.5	0.67	B	11.4	0.67	B	12.3	0.71	B	12.2	0.71	B	11.7	0.68	B	11.9	0.69	B	11.9	0.69	B	12.1	0.70	B	12.3	0.71	B	12.3	0.71	B	13.6	0.77	B	13.8	0.78	B	17.0	0.82
	Overall Approach	B	10.5	0.00	B	11.3	0.00	B	11.5	0.00	B	11.4	0.00	B	12.3	0.00	B	12.2	0.00	B	11.7	0.00	B	11.9	0.00	B	11.9	0.00	B	12.1	0.00	B	12.3	0.00	B	12.3	0.00	B	13.6	0.00	B	13.8	0.00	B	17.0	0.00
Columbus Blvd Southbound	T	A	7.6	0.30	A	7.8	0.33	A	7.8	0.33	A	7.7	0.33	A	7.8	0.33	A	7.7	0.33	A	7.9	0.34	A	8.0	0.35	A	8.0	0.35	A	8.0	0.35	A	8.1	0.36	A	8.1	0.36	A	8.3	0.38	A	8.4	0.39	B	10.1	0.42
	Overall Approach	A	7.6	0.00	A	7.8	0.00	A	7.8	0.00	A	7.7	0.00	A	7.8	0.00	A	7.7	0.00	A	7.9	0.00	A	8.0	0.00	A	8.0	0.00	A	8.0	0.00	A	8.1	0.00	A	8.1	0.00	A	8.3	0.00	A	8.4	0.00	B	10.1	0.00
Race St. Eastbound	L	D	47.7	0.80	D	48.6	0.81	D	48.6	0.81	D	48.5	0.81	D	48.6	0.81	D	48.5	0.81	D	50.3	0.83	D	50.3	0.83	D	50.3	0.83	D	53.1	0.85	D	53.1	0.85	D	53.1	0.85	E	68.1	0.94	E	68.1	0.94	D	43.8	0.80
	TR	C	32.1	0.12	C	32.1	0.12	C	32.1	0.12	C	31.2	0.01	C	32.1	0.12	C	31.2	0.01	C	32.1	0.13	C	32.1	0.13	C	31.1	0.01	C	31.1	0.01	C	31.1	0.01	C	32.2	0.15	C	31.1	0.01	C	31.1	0.01	C	31.5	0.30
	Overall Approach	D	41.4	0.00	D	42.0	0.00	D	42.0	0.00	D	41.9	0.00	D	42.0	0.00	D	41.9	0.00	D	43.0	0.00	D	43.0	0.00	D	42.9	0.00	D	44.6	0.00	D	44.6	0.00	D	44.6	0.00	D	53.7	0.00	D	53.7	0.00	D	38.9	0.00
Intersection	Overall	B	13.8	0.64	B	14.2	0.68	B	14.3	0.69	B	14.2	0.69	B	14.6	0.73	B	14.6	0.73	B	14.6	0.70	B	14.7	0.71	B	14.6	0.71	B	15.1	0.72	B	15.1	0.73	B	15.1	0.73	B	17.2	0.80	B	17.3	0.81	B	17.7	0.80
COLUMBUS BOULEVARD - PENNS LANDING SIGNALIZED INTERSECTION																																														
Columbus Blvd Northbound	TR	B	32.8	0.56	B	33.4	0.59	B	33.4	0.59	B	33.4	0.59	B	33.6	0.59	B	33.6	0.59	B	40.0	0.68	B	40.0	0.69	C	31.1	0.56	B	41.7	0.72	C	31.9	0.59	C	31.9	0.59	B	48.6	0.82	C	34.5	0.67	C	34.5	0.67
	Overall Approach	C	32.8	0.00	C	33.4	0.00	C	33.4	0.00	C	33.4	0.00	C	33.6	0.00	C	33.6	0.00	D	40.0	0.00	D	40.0	0.00	C	31.1	0.00	D	41.7	0.00	C	31.9	0.00	C	31.9	0.00	D	48.6	0.00	C	34.5	0.00	C	34.5	0.00
Columbus Blvd Southbound	L	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.5	0.07	D	40.7	0.08	D	40.7	0.08	D	40.7	0.08	D	40.7	0.08	D	40.7	0.08	D	40.7	0.08
	TR	A	0.3	0.36	A	0.4	0.3																																							

LEVEL OF SERVICE (LOS) ANALYSIS SUMMARY

EVENING PEAK HOUR		2007 EXISTING			2009 NO-BUILD + BKGD			2009 BUILD (INTERIM PHASE)			2009 BUILD WITH MITIGATION (INTERIM PHASE)			2009 BUILD (PHASE I)			2009 BUILD WITH MITIGATION (PHASE I)			2012 NO-BUILD + BKGD			2012 BUILD (PHASE II)			2012 BUILD WITH MITIGATION (PHASE II)			2015 NO-BUILD + BKGD			2015 BUILD (PHASE III)			2015 BUILD WITH MITIGATION (PHASE II)			2025 NO-BUILD + BKGD			2025 BUILD (FUTURE)			2025 BUILD WITH MITIGATION (FUTURE)				
		Intersection Approach	Approach Movement	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C			
SPRING GARDEN STREET - FIFTH STREET SIGNALIZED INTERSECTION																																																
Spring Garden Street Westbound	TR	A	5.0	0.55	A	5.1	0.56	A	5.3	0.58	A	5.3	0.58	A	5.4	0.60	A	5.4	0.60	A	5.5	0.58	A	4.8	0.55	A	7.0	0.63	A	5.6	0.60	A	7.3	0.65	A	7.3	0.65	A	6.3	0.66	A	8.7	0.71	C	30.7	0.98		
	Overall Approach	A	5.0	0.00	A	5.1	0.00	A	5.3	0.00	A	5.3	0.00	A	5.4	0.00	A	5.4	0.00	A	5.5	0.00	A	4.8	0.00	A	7.0	0.00	A	5.6	0.00	A	7.3	0.00	A	7.3	0.00	A	6.3	0.00	A	8.7	0.00	C	30.7	0.00		
Spring Garden Street Eastbound	L	C	21.5	0.61	C	24.3	0.65	C	26.4	0.67	C	26.4	0.67	C	28.7	0.70	C	28.7	0.70	C	27.7	0.69				D	36.5	0.77	C	32.3	0.74	D	46.7	0.84	D	46.7	0.84	E	69.0	0.95	F	78.1	0.98	C	32.6	0.74		
	Overall Approach	B	10.2	0.53	B	10.4	0.55	B	10.6	0.56	B	10.6	0.56	B	10.7	0.58	B	10.7	0.58	B	10.6	0.57				B	11.1	0.60	B	10.8	0.58	B	11.4	0.62	B	11.4	0.62	B	11.6	0.64	B	12.3	0.68	B	18.9	0.81		
Fifth Street Northbound	LT	C	30.2	0.90	C	31.9	0.92	C	31.9	0.92	C	31.9	0.92	C	31.9	0.92	C	31.9	0.92	D	35.4	0.94				D	35.4	0.94	D	40.4	0.97	D	40.4	0.97	D	40.4	0.97	E	68.9	1.07	F	68.9	1.07	C	22.7	0.86		
	Overall Approach	C	20.6	0.48	C	21.8	0.54	C	22.2	0.55	C	22.2	0.55	C	23.0	0.58	C	23.0	0.58	C	22.4	0.56				C	22.9	0.58	C	23.1	0.59	C	23.7	0.61	C	23.7	0.61	C	26.3	0.69	C	26.9	0.70	B	18.5	0.57		
Intersection	Overall	B	16.6	0.70	B	17.4	0.73	B	17.5	0.75	B	17.5	0.75	B	17.6	0.76	B	17.6	0.76	B	18.9	0.77	A	8.3	0.52	B	19.4	0.81	C	20.8	0.81	C	21.6	0.86	C	21.6	0.86	C	32.0	0.96	C	32.4	0.98	C	23.7	0.93		
SPRING GARDEN STREET - FOURTH STREET SIGNALIZED INTERSECTION																																																
Spring Garden Street Westbound	L	B	18.9	0.52	B	20.0	0.52	C	20.3	0.52	C	20.3	0.52	C	20.8	0.52	C	20.8	0.52	C	21.2	0.53	C	22.3	0.53	B	16.7	0.53	C	22.2	0.54	B	17.6	0.54	B	17.6	0.54	D	49.8	0.37	D	35.7	0.37	D	40.4	0.37		
	Overall Approach	A	4.0	0.39	A	4.0	0.40	A	4.0	0.41	A	4.0	0.41	A	4.1	0.42	A	4.1	0.42	A	4.1	0.41	A	4.5	0.45	A	3.0	0.45	A	4.2	0.42	A	3.0	0.46	A	3.0	0.46	A	4.8	0.47	A	3.1	0.51	A	6.5	0.47		
Spring Garden Street Eastbound	TR	B	15.8	0.85	B	17.7	0.88	B	19.1	0.90	B	19.1	0.90	C	20.8	0.92	C	20.8	0.92	B	19.6	0.91	C	24.5	0.95	C	20.8	0.95	C	22.3	0.94	C	25.9	0.98	C	25.9	0.98	D	42.0	1.03	D	54.9	1.08	C	32.8	0.98		
	Overall Approach	B	15.8	0.00	B	17.7	0.00	B	19.1	0.00	B	19.1	0.00	C	20.8	0.00	C	20.8	0.00	B	19.6	0.00	C	24.5	0.00	C	20.6	0.00	C	22.3	0.00	C	25.9	0.00	C	25.9	0.00	D	42.0	0.00	D	54.9	0.00	C	32.8	0.00		
Fourth Street Southbound	LT	C	23.5	0.56	C	23.8	0.57	C	23.8	0.57	C	23.8	0.57	C	23.8	0.57	C	23.8	0.57	C	24.2	0.59	C	24.2	0.59	C	24.2	0.59	C	24.6	0.60	C	24.6	0.60	C	24.6	0.60	C	26.7	0.67	C	26.7	0.67	D	39.8	0.82		
	Overall Approach	B	18.5	0.09	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.6	0.10	B	18.7	0.11	B	18.7	0.11	B	18.7	0.11	B	18.9	0.13	B	18.9	0.13	C	21.9	0.17		
Intersection	Overall	B	13.1	0.74	B	14.3	0.77	B	15.0	0.78	B	15.0	0.78	B	15.9	0.80	B	15.9	0.80	B	15.4	0.79	B	18.0	0.82	B	15.4	0.82	B	17.0	0.82	B	18.3	0.85	B	18.3	0.85	C	28.8	0.90	C	34.8	0.93	C	25.2	0.93		
SPRING GARDEN STREET - THIRD STREET SIGNALIZED INTERSECTION																																																
Spring Garden Street Westbound	TR	A	8.2	0.52	A	8.2	0.53	A	8.3	0.55	A	8.3	0.55	A	8.4	0.56	A	8.4	0.56	A	8.4	0.55	A	8.7	0.60	A	9.2	0.60	A	8.5	0.57	A	9.3	0.62	A	9.3	0.62	A	9.1	0.63	A	9.8	0.68	C	20.8	0.86		
	Overall Approach	A	8.2	0.00	A	8.2	0.00	A	8.3	0.00	A	8.3	0.00	A	8.4	0.00	A	8.4	0.00	A	8.4	0.00	A	8.7	0.00	A	9.2	0.00	A	8.5	0.00	A	9.3	0.00	A	9.3	0.00	A	9.1	0.00	A	9.8	0.00	C	20.8	0.00		
Spring Garden Street Eastbound	L	C	20.2	0.61	C	21.3	0.65	C	22.6	0.67	C	22.6	0.67	C	23.8	0.70	C	23.8	0.70	C	23.2	0.69	C	28.4	0.77	C	33.0	0.77	C	25.9	0.75	D	38.1	0.85	D	38.1	0.85	D	35.1	0.95	E	59.7	1.03	C	24.7	0.62		
	Overall Approach	B	10.4	0.59	B	10.2	0.62	B	10.1	0.64	B	10.1	0.64	B	10.0	0.65	B	10.0	0.65	B	10.1	0.64	A	9.9	0.68	B	14.4	0.68	A	9.9	0.66	B	14.5	0.70	B	14.5	0.70	A	9.3	0.72	B	14.8	0.77	B	10.1	0.81		
Third Street Northbound	L	B	16.4	0.19	B	16.5	0.20	B	16.5	0.20	B	16.5	0.20	B	16.5	0.20	B	16.5	0.20	B	16.5	0.21	B	16.5	0.21	B	16.5	0.21	B	16.6	0.21	B	16.6	0.21	B	16.6	0.21	B	16.8	0.23	B	16.8	0.23	B	15.1	0.21		
	Overall Approach	C	26.4	0.71	C	27.1	0.72	C	27.1	0.72	C	27.1	0.72	C	27.2	0.72	C	27.2	0.72	C	27.2	0.72	C	28.2	0.75	C	28.8	0.76	C	28.8	0.76	C	29.8	0.78	C	30.5	0.79	C	30.5	0.79	D	38.7	0.88	D	39.7	0.89	C	29.8
Intersection	Overall	B	12.9	0.63	B	13.0	0.66	B	13.0	0.67	B	13.0	0.67	B	12.9	0.68	B	12.9	0.68	B	13.2	0.68	B	13.4	0.73	B	15.8	0.73	B	13.6	0.72	B	16.4	0.78	B	16.4	0.78	B	15.4	0.87	B	19.2	0.92	B	17.3	0.81		
SPRING GARDEN STREET - SECOND STREET SIGNALIZED INTERSECTION																																																
Spring Garden Street Westbound	L	B	19.8	0.44	C	20.9	0.45	C	21.3	0.45	C	21.3	0.45	C	21.8	0.45	C	21.8	0.45	C	22.1	0.46	D	37.7	0.46	D	37.7	0.46	D	38.1	0.48	D	38.1	0.48	D	38.1	0.48	D	40.2	0.53	D	40.2	0.53	D	40.2	0.53		
	Overall Approach	A	7.3	0.32	A	7.4	0.33	A	7.5	0.35	A	7.5	0.35	A	7.6	0.36	A	7.6	0.36	A	7.5	0.34	A	7.7	0.38	A	7.7	0.38	A	7.5	0.35	A	7.8	0.40	A	7.8	0.40	A	7.8	0.39	A	8.1	0.43	A	6.4	0.40		
Spring Garden Street Eastbound	TR	B	19.5	0.91	C	24.1	0.95	C	27.3	0.97	C	27.3	0.97	C	32.1	1.00	C	32.1	1.00	C	29.2	0.98	D	40.9	1.03	D	40.7	1.03	D	36.3	1.01	D	51.9	1.06	D	51.9	1.06	E	73.1	1.12	F	92.9	1.17	D	44.7	1.05		
	Overall Approach	B	19.5	0.00	C	24.1	0.00	C	27.3	0.00	C	27.3	0.00	C	32.1	0.00	C	32.1	0.00	C	29.2	0.00	D	40.9	0.00	D	40.7	0.00	D	36.3	0.00	D	51.9	0.00	D	51.9	0.00	E	73.1	0.00	F	92.9	0.00	D	44.7	0.00		
Second Street Southbound	LTR	C	22.3	0.69	C	22.7	0.70	C	22.7	0.70	C	22.7	0.70	C	22.7	0.70	C	22.7	0.70	C	23.3	0.72	C	23.3	0.72	C	23.3	0.72	C	24.1	0.75	C	24.1	0.75	C	24.1	0.75	C	27.5	0.83	C	27.5	0.83	D	52.7	1.00		
	Overall Approach	C	22.3	0.00	C	22.7	0.00	C	22.7	0.00	C	22.7	0.00	C	22.7	0.00	C	22.7	0.00	C	23.3	0.00	C	23.3	0.00	C	23.3	0.00	C	24.1	0.00	C	24.1	0.00	C	24.1	0.00	C	27.5	0.00	C	27.5	0.00	D	52.7	0.00		
Intersection	Overall	B	17.6	0.81	C	20.0	0.84	C	21.6	0.86	C	21.6	0.86	C	24.1	0.87	C	24.1	0.87	C	22.8	0.87	C	29.1	0.90	C	29.0	0.90	C	27.1	0.90	C	34.9	0.93	C	34.9	0.93	D	46.8	0.99	E	56.7	1.02	D	37.6	1.02		
RICHMOND STREET - SCHIRRA DRIVE (UNIGNALIZED)																																																