

Figure 33: 2016 Future Peak Hour Traffic Controls and Lane Configurations (Sheet 1 of 2)

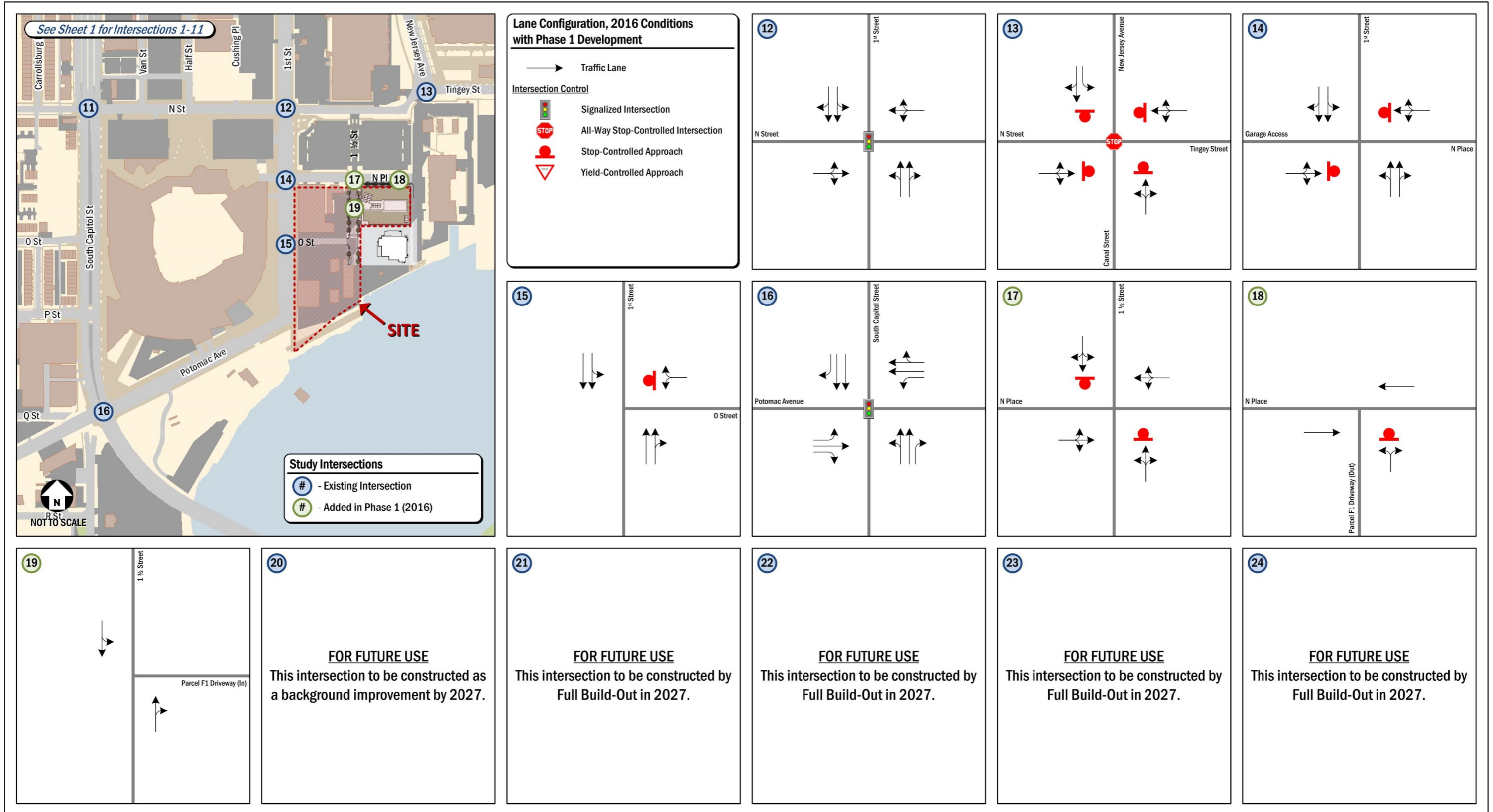


Figure 34: 2016 Future Peak Hour Traffic Controls and Lane Configurations (Sheet 2 of 2)

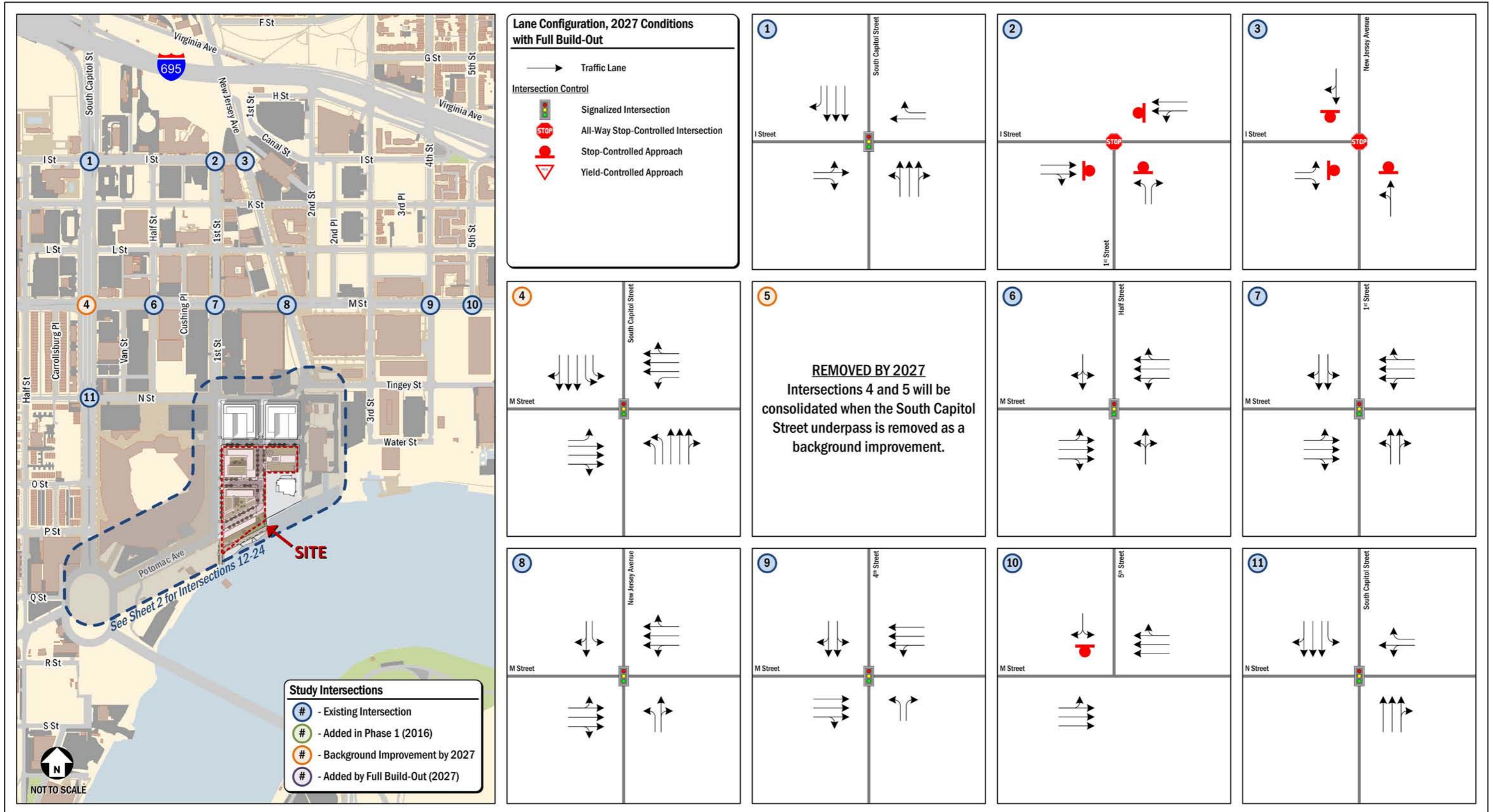


Figure 35: 2027 Future Peak Hour Traffic Controls and Lane Configurations (Sheet 1 of 2)

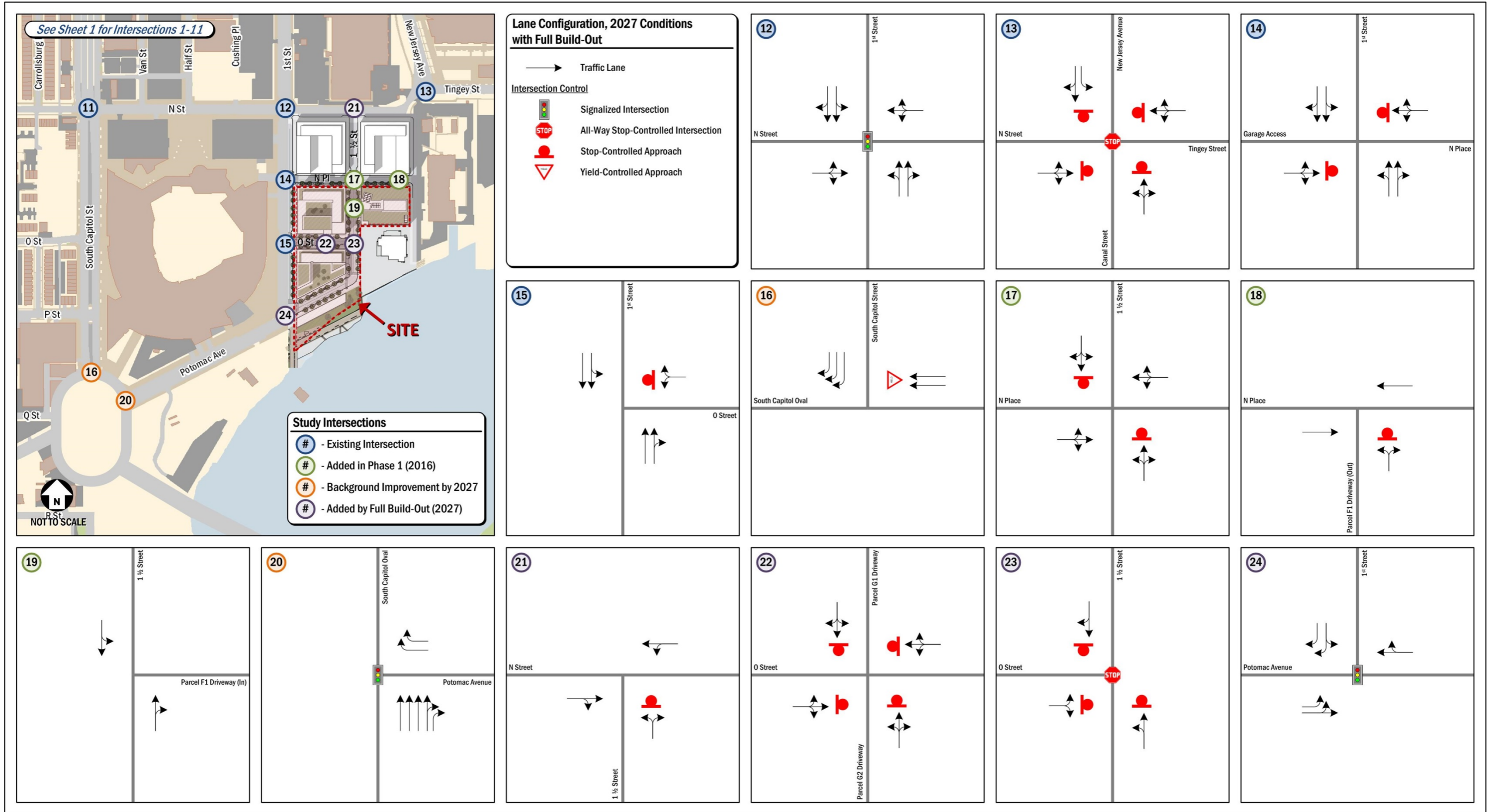


Figure 36: 2027 Future Peak Hour Traffic Controls and Lane Configurations (Sheet 2 of 2)

Table 25: Vehicular Level of Service Results (Existing, Background, Total Future 2016)

Intersection	Approach	Existing Conditions (2013)								Background Conditions (2016)								Total Future Conditions (2016)							
		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I Street & South Capitol Street	Overall	30.1	C	18.6	B	18.5	B	24.2	C	39.5	D	22.3	C	19.2	B	35.7	D	39.5	D	22.7	C	19.5	B	37.6	D
	EB	76.5	E	45.3	D	28.6	C	61.3	E	154.6	F	61.7	E	30.4	C	157.8	F	154.6	F	63.8	E	31.1	C	165.3	F
	WB	51.4	D	39.3	D	28.8	C	44.5	D	61.6	E	45.3	D	30.8	C	57.7	E	61.6	E	45.9	D	31.7	C	60.2	E
	NB	25.5	C	7.0	A	12.7	B	15.3	B	28.7	C	7.3	A	12.6	B	10.7	B	28.7	C	7.4	A	12.4	B	12.8	B
	SB	20.1	C	17.2	B	20.1	C	17.2	B	20.5	D	17.5	B	25.2	C	17.6	B	20.5	D	17.5	B	20.4	C	17.6	B
M Street & South Capitol Street SB <i>Intersection reconfigured during Total Future Conditions (2027)</i>	Overall	19.5	B	14.2	B	15.7	B	18.0	B	24.9	C	17.9	B	17.6	B	23.2	C	24.9	C	18.2	B	18.0	B	23.8	C
	EB	34.1	C	8.1	A	27.0	C	22.4	C	34.8	C	8.4	A	27.4	C	23.0	C	34.8	C	8.4	A	27.5	C	23.0	C
	WB	0.4	A	0.9	A	0.6	A	0.8	A	0.5	A	1.3	A	0.8	A	1.0	A	0.5	A	1.3	A	0.9	A	1.0	A
	SB	40.3	D	40.6	D	23.4	C	42.8	D	53.0	D	50.0	D	27.5	C	65.1	E	53.0	D	50.8	D	28.2	C	67.5	E
M Street & South Capitol Street NB <i>Intersection reconfigured during Total Future Conditions (2027)</i>	Overall	20.8	C	15.5	B	19.1	B	34.6	C	20.4	A	14.0	B	17.1	B	43.1	D	20.4	A	13.7	B	16.3	B	42.8	D
	EB	1.1	A	0.5	A	0.6	A	0.9	A	1.6	D	0.7	A	0.7	A	1.5	A	1.6	D	0.7	A	0.8	A	1.6	A
	WB	51.7	D	38.5	D	28.4	C	38.4	D	54.0	C	30.5	C	30.4	C	39.4	D	54.0	C	29.0	C	30.2	C	39.3	D
	NB	25.1	C	36.7	D	36.0	D	75.4	E	25.5	A	37.3	D	32.4	C	112.6	F	25.5	A	37.4	D	31.0	C	112.6	F
N Street & South Capitol Ramp <i>Intersection reconfigured during Total Future Conditions (2027)</i>	Overall	10.0	A	45.2	D	14.3	B	57.1	E	13.9	B	57.5	E	12.8	B	92.1	F	13.9	B	58.5	E	14.9	B	92.1	F
	WB	58.9	E	62.3	E	54.7	D	59.2	E	57.8	E	115.4	F	45.1	D	55.2	E	57.8	E	122.0	F	39.5	D	55.2	E
	NB	8.6	A	14.2	B	3.4	A	7.6	A	13.2	B	15.7	B	5.9	A	16.8	B	13.2	B	15.7	B	7.6	A	16.8	B
	SB	3.6	A	24.9	C	24.2	C	12.6	B	4.1	A	27.4	C	16.1	B	21.3	C	4.1	A	27.3	C	19.1	B	21.2	C
	SEB	51.9	D	172.3	F	36.5	D	263.7	F	53.1	D	200.2	F	35.4	D	386.3	F	53.1	D	200.2	F	35.3	D	386.3	F
Potomac Avenue & South Capitol Street <i>Intersection reconfigured during Total Future Conditions (2027)</i>	Overall	73.5	E	247.1	F	10.4	B	275.0	F	91.2	F	281.8	F	12.3	B	317.3	F	91.2	F	286.4	F	14.8	B	321.1	F
	EB	55.1	E	299.7	F	44.7	D	482.4	F	55.2	E	304.6	F	44.7	D	487.8	F	55.2	E	305.3	F	44.7	D	488.5	F
	WB	56.8	E	388.0	F	43.7	D	313.0	F	57.5	E	461.1	F	48.6	D	363.7	F	57.5	E	484.8	F	41.2	D	395.0	F
	NB	107.6	F	80.4	F	7.9	A	69.2	E	134.7	F	102.5	F	9.1	A	103.8	F	134.7	F	101.8	F	11.4	B	103.2	F
	SB	7.7	A	301.8	F	8.6	A	324.5	F	11.0	B	346.0	F	10.0	B	392.2	F	11.0	B	349.0	F	13.0	B	392.2	F
M Street & Half Street	Overall	3.0	A	5.1	A	5.8	A	6.6	A	5.8	A	15.2	B	11.6	B	8.1	A	5.8	A	14.3	B	11.1	B	8.2	A
	EB	0.4	A	3.3	A	4.7	A	6.6	A	0.5	A	11.3	B	8.7	A	8.9	A	0.5	A	10.0	B	8.3	A	9.0	A
	WB	0.8	A	1.6	A	0.4	A	1.6	A	1.6	A	8.3	A	0.6	A	3.2	A	1.6	A	7.9	A	0.6	A	3.2	A
	NB	45.2	D	42.0	D	44.8	D	--	--	43.8	D	45.8	D	43.6	D	--	--	43.8	D	45.8	D	43.6	D	--	--
	SB	46.9	D	45.0	D	45.9	D	43.8	D	39.8	D	32.7	C	38.7	D	43.0	D	39.8	D	32.7	C	38.7	D	42.9	D
M Street & 1st Street	Overall	13.0	B	11.3	B	14.8	B	12.8	B	15.1	B	16.0	B	21.8	C	17.4	B	15.1	B	17.1	B	25.2	C	17.7	B
	EB	6.7	A	8.9	A	16.0	B	11.6	B	8.0	A	14.8	B	27.3	C	20.6	C	8.0	A	17.6	B	30.4	C	21.3	C
	WB	1.9	A	4.1	A	7.6	A	3.6	A	2.1	A	4.9	A	8.9	A	4.6	A	2.1	A	4.9	A	9.4	A	4.6	A
	NB	65.2	E	27.5	C	45.8	D	26.0	C	66.6	E	36.0	D	35.5	D	26.8	C	66.6	E	34.6	C	44.3	D	26.7	C
	SB	30.1	C	29.6	C	30.1	C	30.1	C	30.6	C	31.3	C	30.9	C	31.5	C	30.6	C	31.4	C	31.2	C	31.6	C
N Street & 1st Street	Overall	20.5	C	19.3	B	17.3	B	19.8	B	21.9	C	21.0	C	17.6	B	20.8	C	21.9	C	20.0	C	22.7	C	20.6	C
	EB	15.1	B	15.5	B	8.5	A	--	--	16.3	B	17.8	B	10.4	B	--	--	16.3	B	17.9	B	10.6	B	--	--
	WB	14.7	B	20.4	C	9.4	A	24.3	C	15.1	B	22.8	C	9.6	A	27.9	C	15.1	B	23.2	C	9.9	A	27.9	C
	NB	19.5	B	17.1	B	22.1	C	17.3	B	20.6	C	18.1	B	22.4	C	17.7	B	20.6	C	18.3	B	27.0	C	17.9	B
	SB	28.5	C	19.8	B	20.4	C	18.0	B	31.0	C	22.1	C	21.2	C	17.9	B	31.0	C	21.9	C	29.4	C	17.6	B
M Street & New Jersey Avenue	Overall	13.0	B	13.9	B	12.0	B	14.7	B	13.9	B	17.0	B	13.9	B	15.9	B	13.9	B	15.9	B	14.2	B	16.2	B
	EB	15.4	B	8.6	A	12.5	B	8.9	A	16.8	B	16.1	B	15.5	B	12.2	B	16.8	B	13.3	B	15.3	B	12.3	B
	WB	8.4	A	14.1	B	9.2	A	14.8	B	9.1	A	13.7	B	10.4	B	14.4	B	9.1	A	13.6	B	10.6	B	14.5	B
	NB	27.7	C	26.7	C	20.1	C	28.5	C	28.2	C	27.3	C	20.3	C	29.5	C	28.2	C	27.6	C	20.7	C	29.9	C
	SB	27.5	C	26.8	C	20.2	C	27.7	C	27.7	C	27.8	C	20.3	C	29.0	C	27.7	C	27.8	C	20.4	C	28.9	C

Intersection	Approach	Existing Conditions (2013)								Background Conditions (2016)								Total Future Conditions (2016)							
		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
N Street & New Jersey Avenue	Overall	8.5	A	7.5	A	7.0	A	8.8	A	8.9	A	81.0	A	7.2	A	9.8	A	8.9	A	8.3	A	8.2	A	10.2	B
	EB	8.9	A	7.5	A	7.2	A	8.0	A	9.4	A	7.9	A	7.4	A	8.5	A	9.4	A	8.1	A	7.9	A	8.7	A
	WB	8.0	A	7.8	A	6.9	A	9.3	A	8.5	A	8.4	A	7.2	A	10.6	B	8.5	A	8.8	A	8.4	A	11.3	B
	NB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.0	A	8.0	A	8.3	A	8.4	A
	SB	8.3	A	6.8	A	6.7	A	7.3	A	8.7	A	7.2	A	7.1	A	7.9	A	8.7	A	7.4	A	7.4	A	8.1	A
M Street & 4th Street	Overall	12.4	B	15.9	B	11.9	B	14.9	B	13.3	B	18.9	B	11.9	B	17.6	B	13.3	B	18.8	B	13.6	B	17.9	B
	EB	13.6	B	12.5	B	11.2	B	14.8	B	11.9	B	17.0	B	7.0	A	16.1	B	11.9	B	16.4	B	8.0	A	16.3	B
	WB	6.0	A	11.5	B	7.7	A	8.8	A	6.3	A	12.1	B	7.9	A	9.5	A	6.3	A	21.1	B	8.1	A	9.6	A
	NB	28.4	C	29.0	C	27.6	C	28.9	C	29.1	C	30.6	C	28.2	C	33.3	C	29.1	C	30.7	C	28.4	C	33.2	C
	SB	28.5	C	28.7	C	27.7	C	28.6	C	29.2	C	29.4	C	28.2	C	30.4	C	29.2	C	29.5	C	28.6	C	30.5	C
M Street & 5th Street	EB Left	1.2	A	0.8	A	0.5	A	4.1	A	2.0	A	2.7	A	1.3	A	3.2	B	2.0	A	2.8	A	1.3	A	3.2	B
	SB	18.2	C	28.8	D	10.0	A	29.8	D	22.3	C	48.8	E	10.8	B	72.8	F	22.3	C	50.7	F	11.2	B	77.4	F
I Street & 1st Street	Overall	8.1	A	8.3	A	7.3	A	8.8	A	8.6	A	9.4	A	7.8	A	10.5	B	8.6	A	9.5	A	8.0	A	10.7	B
	EB	7.6	A	7.8	A	6.9	A	8.3	A	8.0	A	8.6	A	7.3	A	9.3	A	8.0	A	8.7	A	7.4	A	9.4	A
	WB	8.1	A	8.4	A	7.2	A	8.7	A	8.5	A	9.4	A	7.6	A	9.9	A	8.5	A	9.5	A	7.8	A	10.1	B
	NB	8.7	A	8.8	A	7.8	A	9.7	A	9.4	A	10.4	B	8.4	A	12.3	B	9.4	A	10.6	B	8.7	A	12.7	B
N Street & 1 1/2 Street	WB Left	3.2	A	0.0	A	0.0	A	0.3	A	2.5	A	0.0	A	0.0	A	0.3	A	2.5	A	0.0	A	0.0	A	0.3	A
	NB	9.8	A	9.4	A	8.8	A	11.1	B	10.1	B	9.8	A	9.0	A	11.8	B	10.1	B	9.8	A	9.2	A	11.8	B
I Street & New Jersey Avenue	Overall	8.2	A	8.6	A	7.5	A	8.5	A	8.4	A	9.1	A	7.7	A	9.4	A	8.4	A	9.2	A	7.9	A	9.5	A
	EB	7.7	A	8.0	A	7.1	A	9.3	A	8.0	A	8.3	A	7.3	A	8.9	A	8.0	A	8.4	A	7.4	A	9.0	A
	NB	8.8	A	9.4	A	8.0	A	9.3	A	9.1	A	9.9	A	8.2	A	9.9	A	9.1	A	10.0	B	8.4	A	10.1	B
	SB	8.0	A	8.7	A	7.5	A	8.8	A	8.2	A	9.1	A	7.7	A	9.4	A	8.2	A	9.1	A	7.9	A	9.5	A
N Place & 1st Street	EB	10.6	B	10.9	B	8.4	A	17.4	C	11.3	B	12.7	B	8.6	A	20.2	C	11.3	B	13.6	B	11.2	B	22.3	C
	WB	10.5	B	10.0	B	0.0	A	11.9	B	11.1	B	11.4	B	0.0	A	13.0	B	11.1	B	11.3	B	0.0	A	14.2	B
	NB Left	0.1	A	0.0	A	0.0	A	0.1	A	0.1	A	0.0	A	0.0	A	0.0	A	0.1	A	0.0	A	3.7	A	0.0	A
	SB Left	0.2	A	0.0	A	0.0	A	0.2	A	0.2	A	0.0	A	0.0	A	0.1	A	0.2	A	0.4	A	0.0	A	0.4	A
O Street & 1st Street	WB	9.9	A	9.1	A	14.3	B	10.9	B	10.4	B	9.7	A	16.0	C	11.5	B	10.4	B	9.8	A	17.9	C	11.7	B
	SB Left	1.0	A	0.1	A	0.1	A	0.0	A	0.9	A	0.1	A	0.1	A	0.0	A	0.9	A	0.1	A	0.1	A	0.0	A
N Place & 1 1/2 Street	EB Left	7.3	A	0.0	A	0.0	A	7.3	A	7.3	A	0.0	A	0.0	A	7.3	A	7.3	A	0.0	A	0.0	A	1.8	A
	WB Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.0	A	2.1	A	3.6	A	1.8	A
	NB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.0	A	0.0	A	0.0	A	0.0	A
	SB	0.0	A	8.4	A	8.3	A	8.5	A	0.0	A	8.4	A	8.3	A	8.5	A	0.0	A	8.6	A	8.8	A	8.7	A
1 1/2 Street & Site Driveway	SB Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.0	A	7.3	A	7.7	A	7.3	A
N Place & Site Driveway	NB	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.0	A	7.4	A	9.7	A	7.5	A

Table 26: Vehicular Level of Service Results (Total Future 2027)

Intersection	Approach	Total Future Conditions (2027)							
		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I Street & South Capitol Street	Overall	74.4	E	67.0	E	20.2	C	94.4	F
	Eastbound	467.8	F	362.7	F	35.5	D	610.5	F
	Westbound	78.5	E	64.9	E	34.0	C	98.1	F
	Northbound	30.7	C	27.3	C	15.6	B	15.8	B
	Southbound	21.3	C	17.9	B	17.0	B	17.6	B
M Street & South Capitol Street Southbound	Overall	82.6	F	45.5	D	32.7	C	77.8	E
	Eastbound	60.1	E	33.2	C	45.1	D	62.7	E
	Westbound	59.9	E	39.9	D	45.9	D	172.8	F
	Northbound	97.4	F	52.8	D	26.8	C	45.3	D
	Southbound	76.9	E	48.1	D	27.0	C	42.4	D
N Street & South Capitol Ramp	Overall	15.7	B	18.3	B	7.0	A	7.7	A
	Westbound	53.9	D	57.3	E	53.4	D	53.8	D
	Northbound	13.1	B	18.3	B	4.9	A	7.9	A
	Southbound	18.1	B	5.0	A	2.1	A	2.2	A
S Capitol Oval & South Capitol Street	Westbound	20.6	C	343.1	F	16.4	C	430.2	F
Potomac Avenue & South Capitol Street	Overall	18.9	B	29.4	C	8.7	A	27.1	C
	Westbound	49.0	D	50.7	D	28.0	C	38.5	C
	Northbound	14.6	B	18.4	B	4.9	A	21.3	A
M Street & Half Street	Overall	8.3	A	18.0	B	8.2	A	8.6	A
	Eastbound	5.6	A	12.7	B	4.4	A	8.1	A
	Westbound	2.9	A	13.6	B	0.9	A	6.2	A
	Northbound	45.2	D	51.5	D	44.0	D	--	--
	Southbound	40.0	D	28.9	C	37.6	D	45.0	D
M Street & 1st Street	Overall	24.8	C	37.0	D	24.6	C	90.2	F
	Eastbound	25.4	C	29.7	C	23.6	C	130.4	F
	Westbound	4.7	A	7.2	A	9.9	A	6.9	A
	Northbound	74.4	E	94.3	F	48.0	D	155.0	F
	Southbound	32.0	C	38.2	D	32.3	C	38.7	D
N Street & 1st Street	Overall	34.4	C	28.4	C	28.0	C	26.2	C
	Eastbound	18.4	B	20.2	C	10.6	B	--	--
	Westbound	17.5	B	35.1	D	10.5	B	46.7	D
	Northbound	46.6	D	35.3	D	33.5	C	20.3	C
	Southbound	31.7	C	21.9	C	34.5	C	19.5	B
M Street & New Jersey Avenue	Overall	23.8	C	25.0	C	15.7	B	36.8	D
	Eastbound	24.2	C	13.5	B	14.7	B	16.3	B
	Westbound	15.4	B	14.9	B	12.1	B	17.6	B
	Northbound	33.4	C	62.6	E	22.7	C	111.3	F
	Southbound	46.1	D	37.8	D	22.3	C	51.3	D
N Street & New Jersey Avenue	Overall	33.4	D	74.0	F	12.1	B	116.8	F
	Eastbound	30.1	D	132.0	F	12.9	B	200.0	F
	Westbound	47.1	E	23.7	C	13.7	B	69.4	F
	Northbound	11.7	B	11.5	B	10.5	B	12.3	B
	Southbound	23.8	C	11.9	B	9.6	A	13.1	B
M Street & 4th Street	Overall	23.6	C	44.4	D	17.7	B	42.4	D
	Eastbound	13.4	B	17.2	B	8.6	A	19.9	B
	Westbound	8.0	A	13.4	B	8.8	A	11.7	B
	Northbound	71.6	E	140.9	F	33.4	C	148.7	F
	Southbound	35.0	D	34.2	C	31.4	C	34.8	C
M Street & 5th Street	Eastbound Left	7.4	A	22.4	F	2.4	A	21.4	F
	Southbound	210.5	F	Err	F	15.1	C	Err	F
Potomac Avenue & 1st Street	Overall	16.2	B	20.4	C	21.0	C	20.7	C
	Eastbound	9.6	A	7.4	A	21.8	C	9.3	A
	Westbound	33.9	C	34.6	C	31.4	C	34.6	C
	Northbound	25.3	C	25.4	C	18.2	B	25.5	C
I Street & 1st Street	Overall	10.3	B	12.5	B	9.0	A	15.1	C
	Eastbound	9.7	A	11.0	B	8.3	A	12.0	B
	Westbound	10.1	B	12.9	B	8.7	A	14.2	B
	Northbound	11.3	B	13.9	B	10.0	A	19.3	C
N Street & 1 1/2 Street	Westbound								
	Left	2.0	A	1.0	A	2.7	A	1.2	A
	Northbound	10.0	B	10.6	B	9.1	A	13.8	B
I Street & New Jersey Avenue	Overall	9.5	A	12.1	B	8.7	A	12.4	B
	Eastbound	8.8	A	10.1	B	8.0	A	10.9	B
	Northbound	10.7	B	14.7	B	9.5	A	14.7	B
	Southbound	9.2	A	11.1	B	8.5	A	11.5	B
N Place & 1st Street	Eastbound	14.6	B	22.9	C	10.6	B	41.8	E
	Westbound	13.3	B	15.7	C	0.0	A	21.5	C
	Northbound								
	Left	0.0	A	0.0	A	0.0	A	0.0	A
	Southbound								
O Street & 1st Street	Left	0.2	A	0.2	A	1.2	A	0.3	A
	Westbound	18.1	C	14.8	B	24.6	C	18.9	C
	Southbound								
	Left	0.9	A	0.9	A	1.6	A	0.7	A

Intersection	Approach	Total Future Conditions (2027)							
		AM Peak Hour		PM Peak Hour		Sat Peak Hour		Game Day Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
N Place & 1 1/2 Street	Eastbound Left	7.3	A	0.0	A	0.0	A	3.9	A
	Westbound								
	Left	7.3	A	4.6	A	4.7	A	4.9	A
	Northbound	9.4	A	9.4	A	10.6	B	9.6	A
	Southbound	9.7	A	9.8	A	13.1	B	9.7	A
O Street & 1 1/2 Street	Overall	7.1	A	7.1	A	7.5	A	7.1	A
	Eastbound	7.3	A	7.4	A	7.6	A	7.4	A
	Northbound	7.3	A	7.3	A	7.6	A	7.3	A
	Southbound	6.5	A	6.9	A	7.3	A	6.9	A
O Street & Site Driveway	Eastbound Left	4.1	A	4.2	A	3.9	A	4.2	A
	Westbound								
	Left	3.4	A	3.4	A	3.5	A	3.4	A
	Northbound	9.3	A	10.0	B	9.8	A	10.0	B
	Southbound	8.9	A	9.2	A	9.1	A	9.2	A
	Southbound								
1 1/2 Street & Site Driveway	Left	0.0	A	2.7	A	5.5	A	2.7	A
N Place & Site Driveway	Northbound	0.0	A	8.9	A	9.7	A	8.9	A

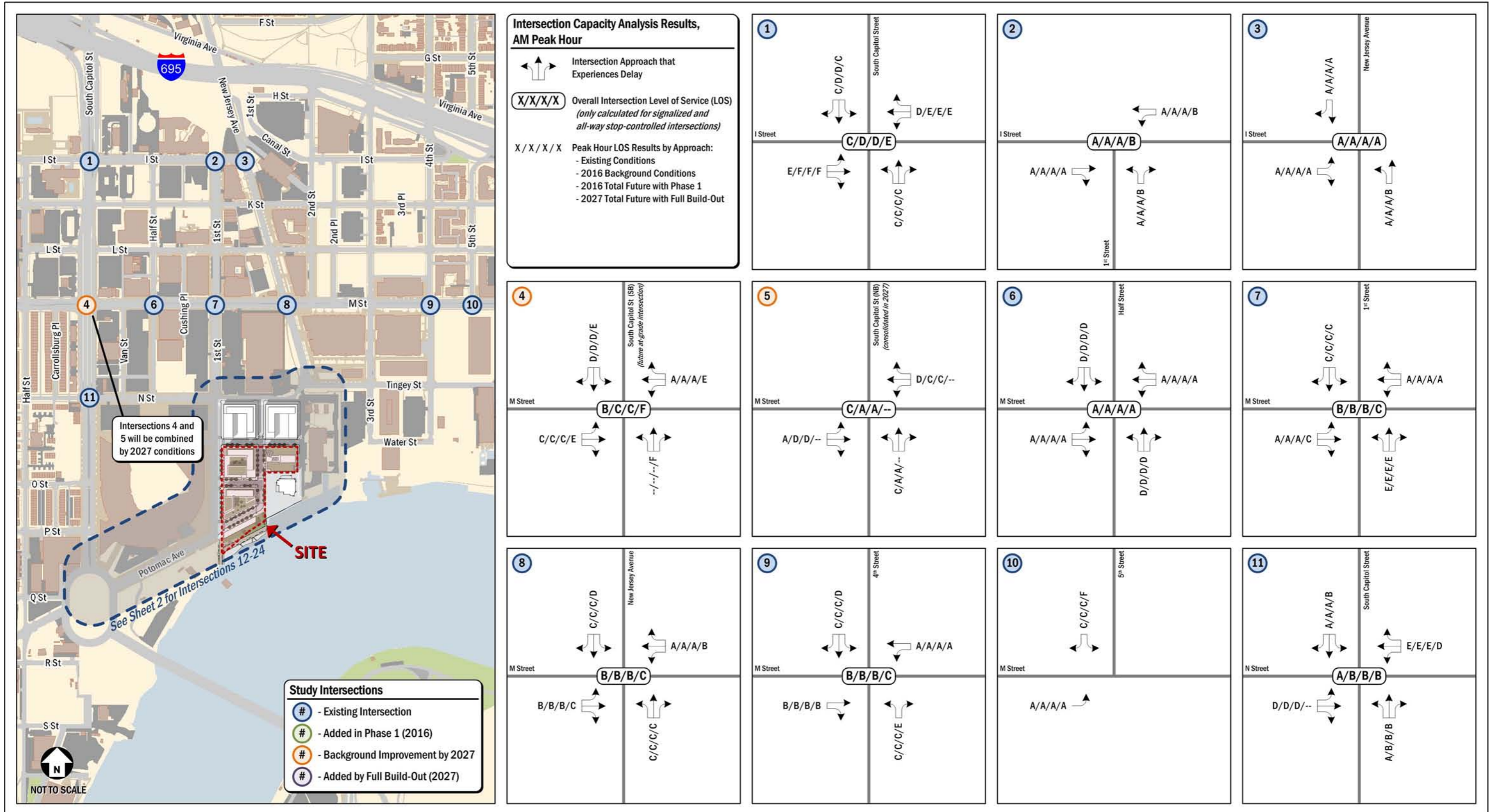


Figure 37: Morning Peak Hour Level of Service Results (Sheet 1 of 2)

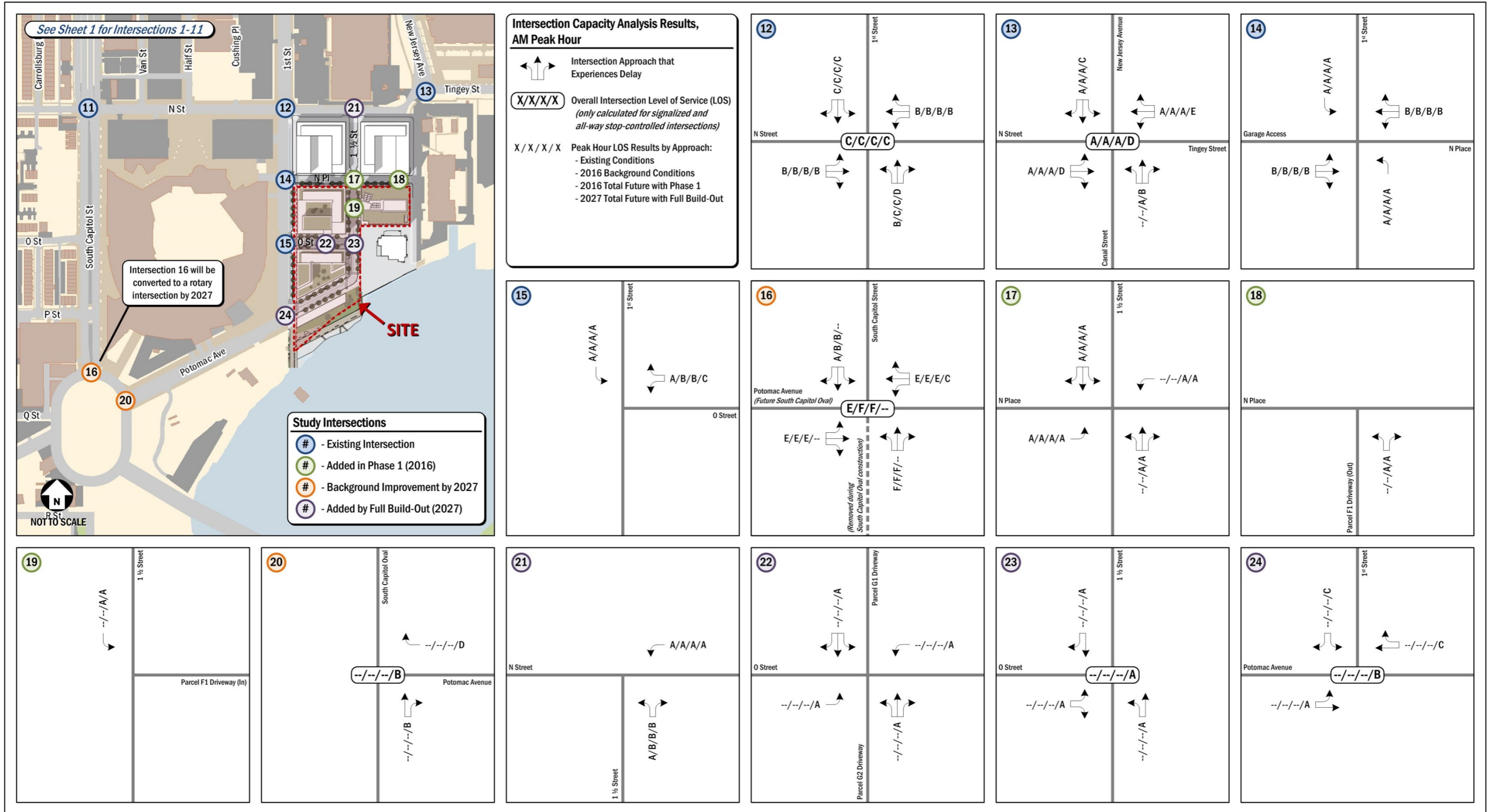


Figure 38: Morning Peak Hour Level of Service Results (Sheet 2 of 2)

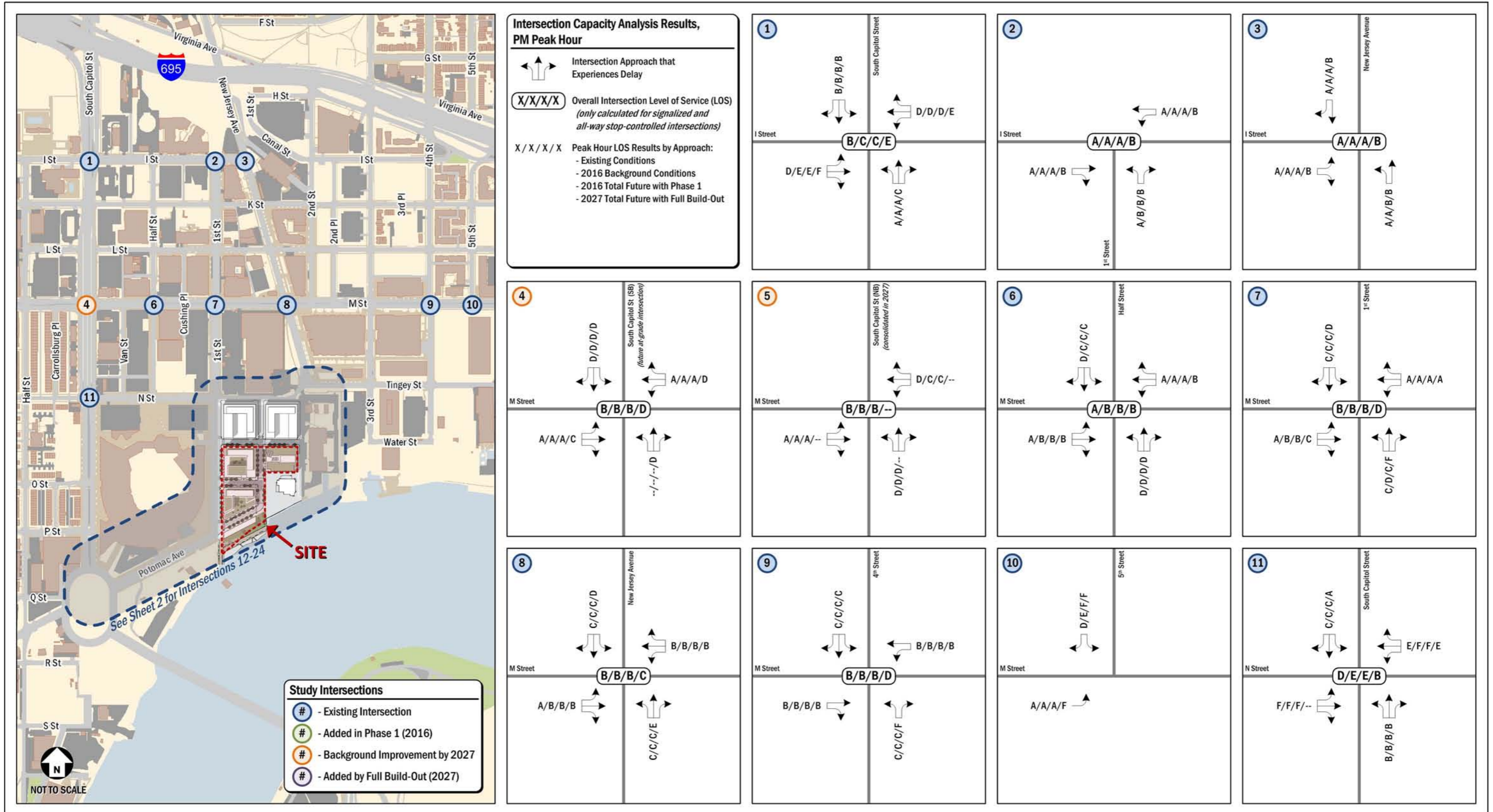


Figure 39: Afternoon Peak Hour Level of Service Results (Sheet 1 of 2)

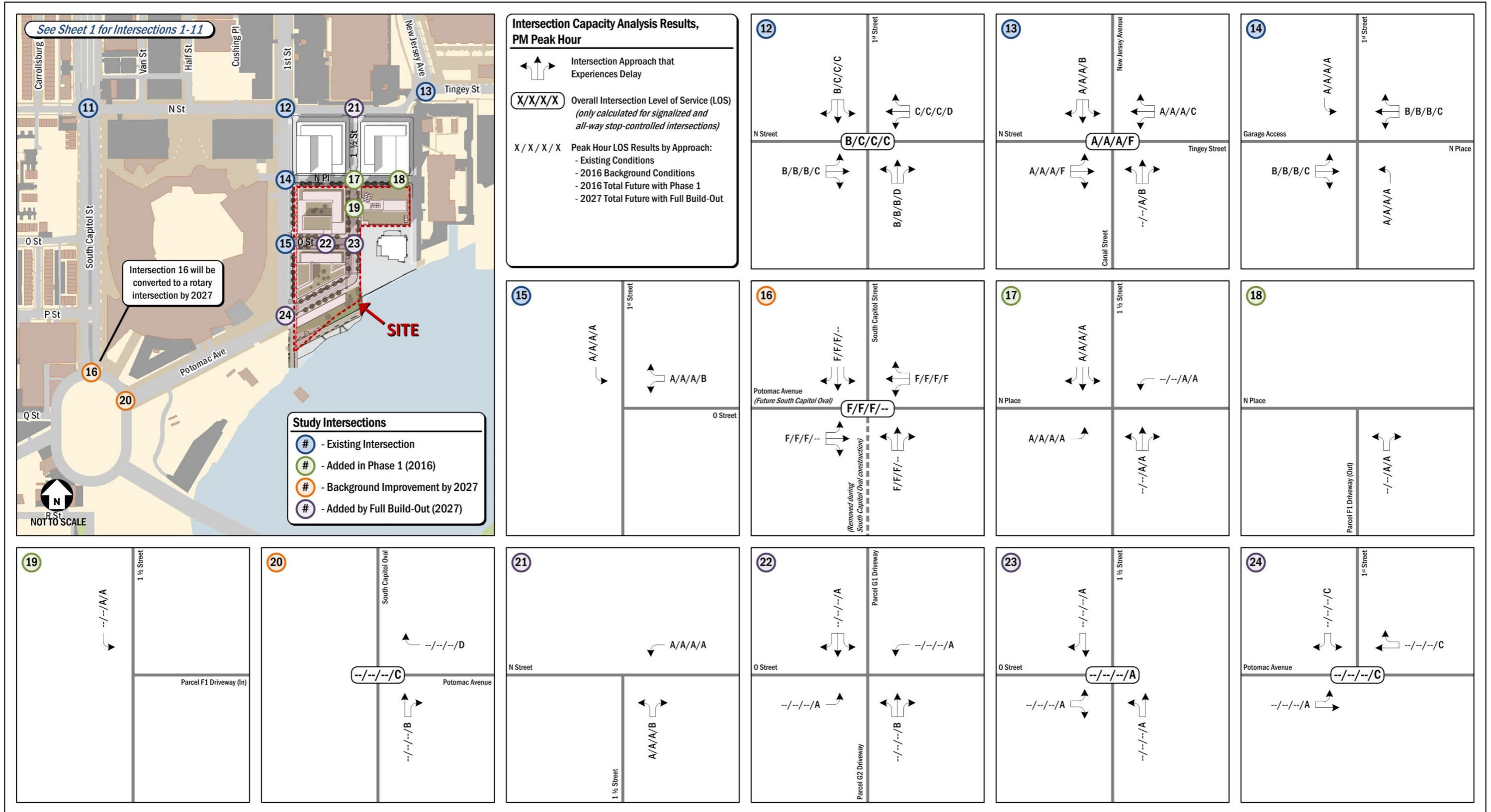


Figure 40: Afternoon Peak Hour Level of Service Results (Sheet 2 of 2)

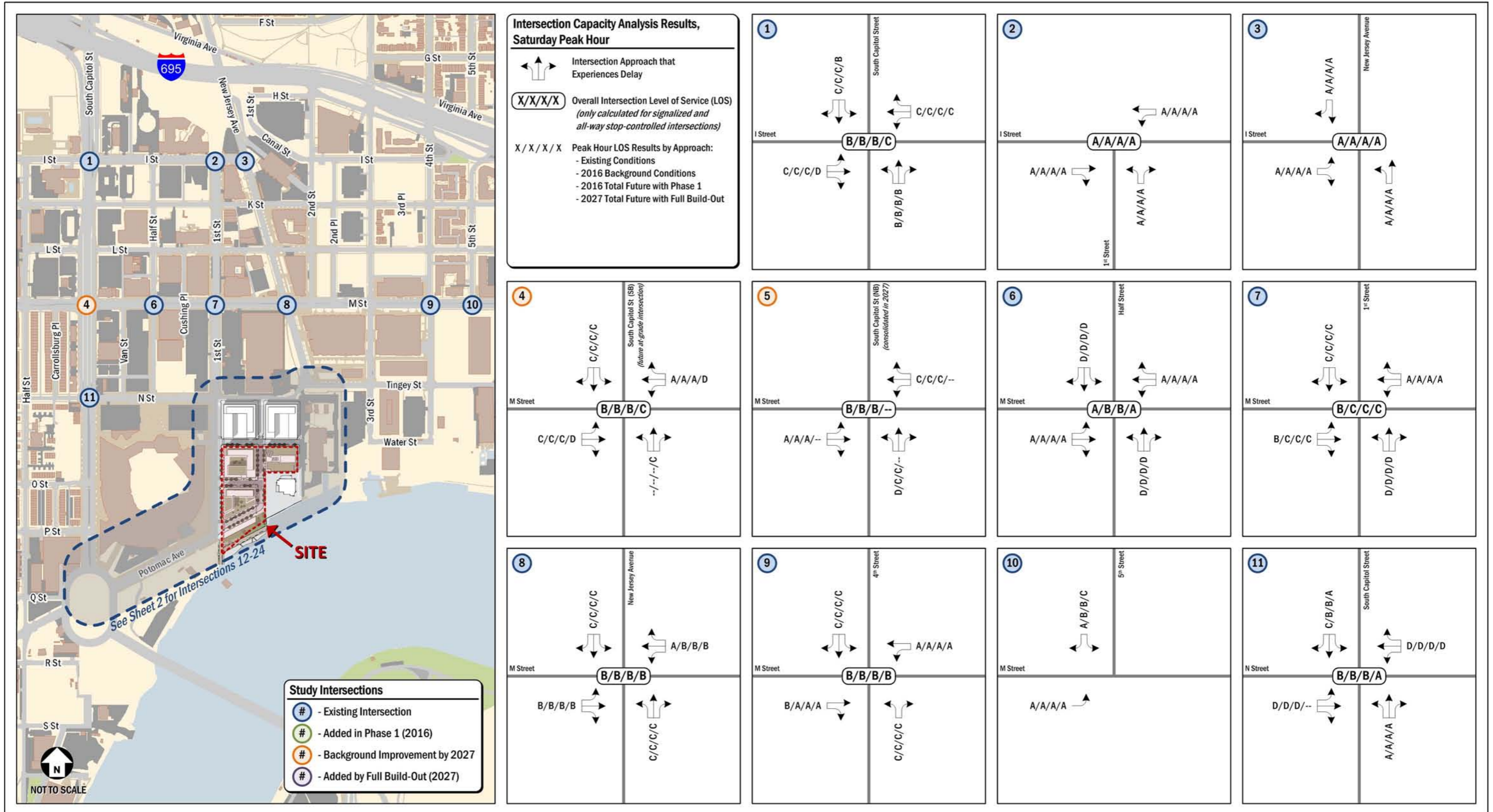


Figure 41: Saturday Peak Hour Level of Service Results (Sheet 1 of 2)

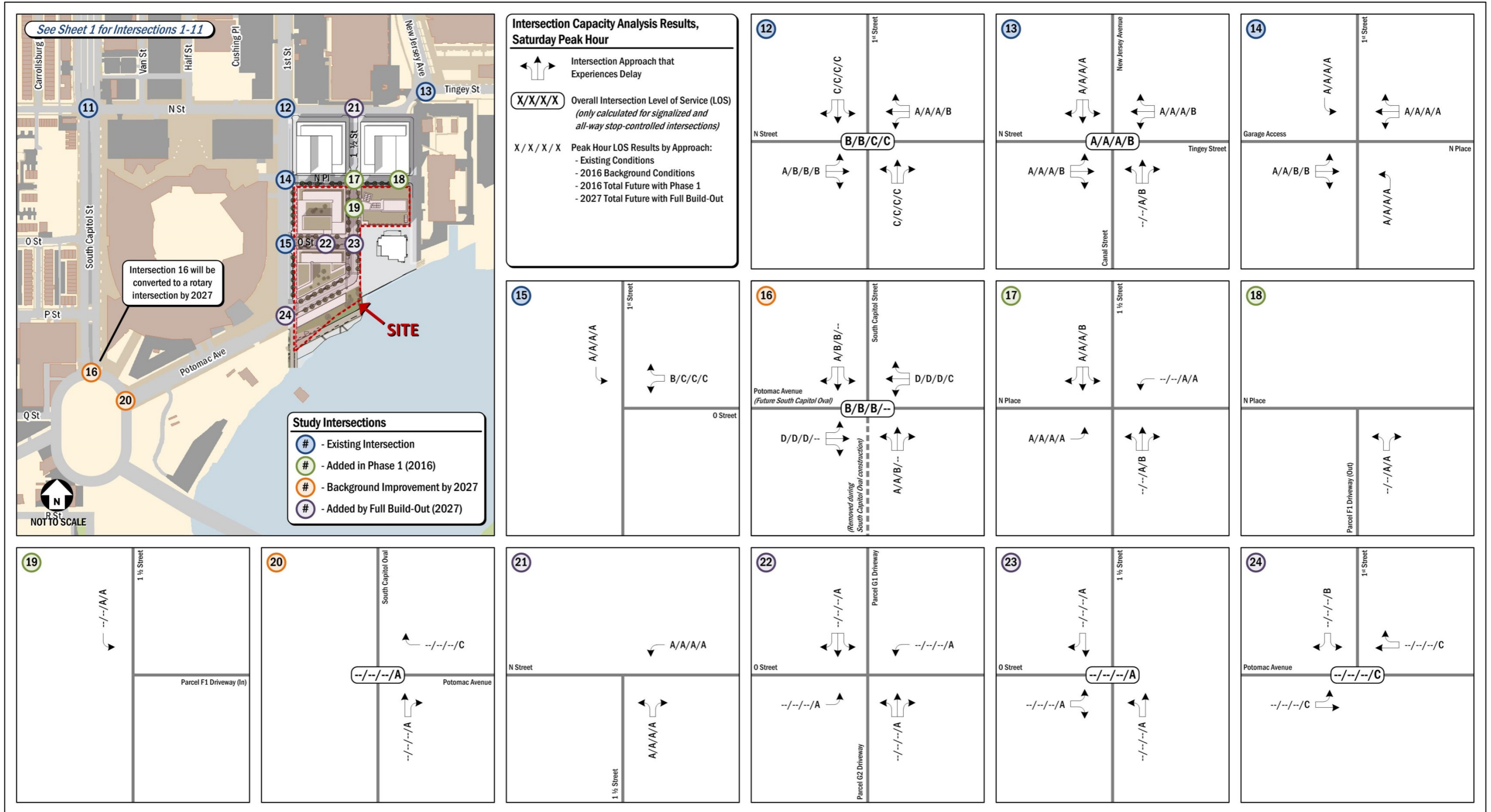


Figure 42: Saturday Peak Hour Level of Service Results (Sheet 2 of 2)

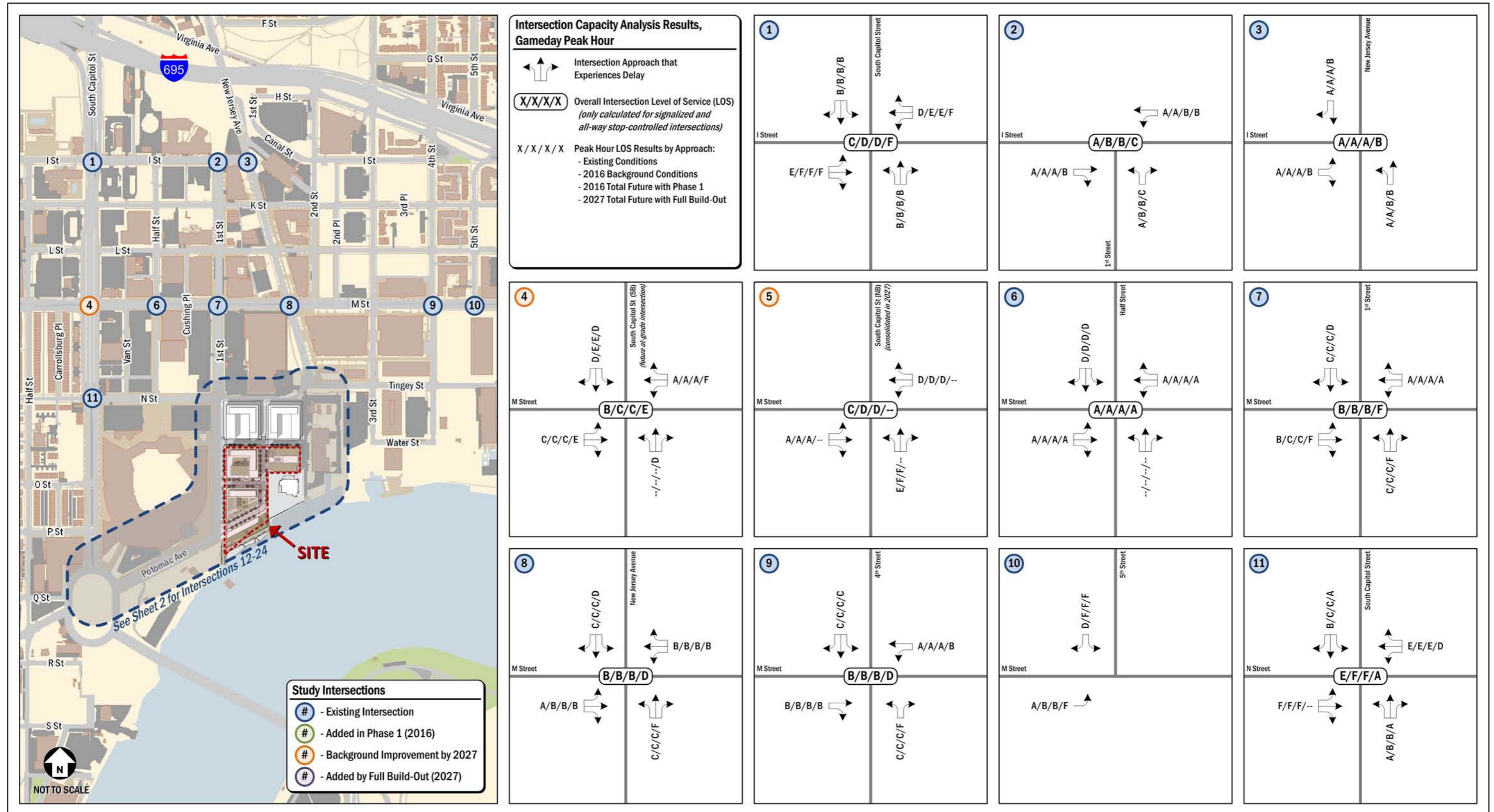


Figure 43: "Game Day" Peak Hour Level of Service Results (Sheet 1 of 2)

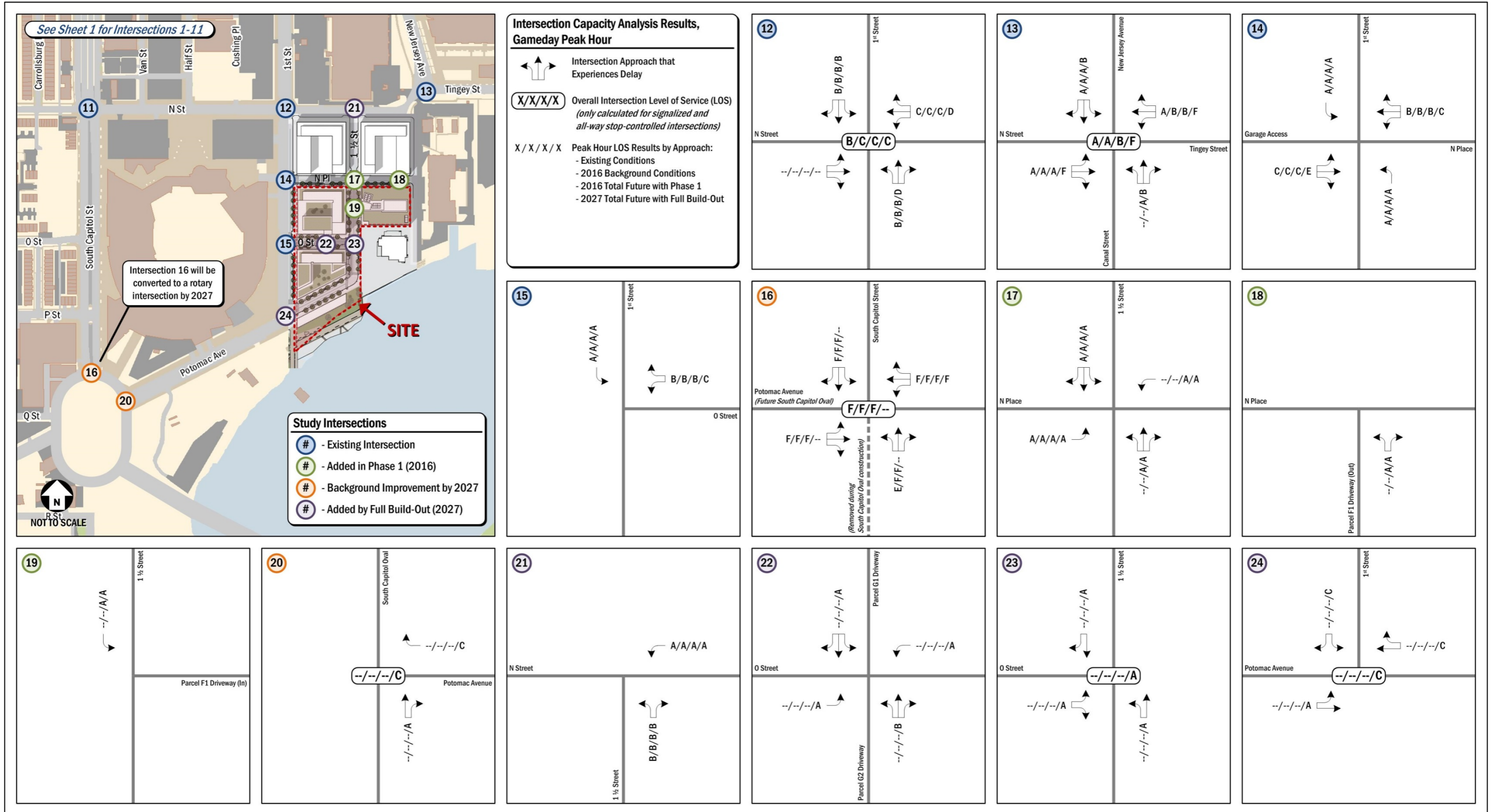


Figure 44: "Game Day" Peak Hour Level of Service Results (Sheet 2 of 2)