

Table 26: Vehicular Level of Service Results (Existing, Background)

Intersection	Approach	Existing Conditions (2013)								Background 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	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>I Street &amp; South Capitol Street</b>	<b>Overall</b>	<b>30.5</b>	<b>C</b>	<b>18.8</b>	<b>B</b>	<b>16.5</b>	<b>B</b>	<b>27.0</b>	<b>C</b>	<b>43.0</b>	<b>D</b>	<b>24.1</b>	<b>C</b>	<b>16.1</b>	<b>B</b>	<b>38.2</b>	<b>D</b>
	Eastbound	76.5	E	45.3	D	28.6	C	61.3	E	178.0	F	72.7	E	30.7	C	157.8	F
	Westbound	51.4	D	39.3	D	28.8	C	44.5	D	63.4	E	46.9	D	31.0	C	57.7	E
	Northbound	26.4	C	7.4	A	7.5	A	23.6	C	31.1	C	7.5	A	7.2	A	18.4	B
	Southbound	20.1	C	17.2	B	20.1	C	17.2	B	20.6	C	17.5	B	24.5	C	17.6	B
<b>M Street &amp; South Capitol Street SB</b> <i>Intersection reconfigured during Total Future Conditions (2027)</i>	<b>Overall</b>	<b>20.5</b>	<b>B</b>	<b>21.4</b>	<b>C</b>	<b>15.7</b>	<b>B</b>	<b>18.0</b>	<b>B</b>	<b>27.8</b>	<b>C</b>	<b>25.4</b>	<b>C</b>	<b>17.7</b>	<b>B</b>	<b>23.2</b>	<b>C</b>
	Eastbound	37.5	D	21.6	C	27.0	C	22.4	C	39.3	D	22.1	C	27.4	C	23.0	C
	Westbound	0.4	A	0.9	A	0.6	A	0.8	A	0.5	A	1.3	A	0.9	A	1.0	A
	Southbound	40.3	D	40.6	D	23.4	C	42.8	D	57.3	E	52.8	D	27.7	C	65.1	E
<b>M Street &amp; South Capitol Street NB</b> <i>Intersection reconfigured during Total Future Conditions (2027)</i>	<b>Overall</b>	<b>21.8</b>	<b>C</b>	<b>16.3</b>	<b>B</b>	<b>21.5</b>	<b>C</b>	<b>34.6</b>	<b>C</b>	<b>21.1</b>	<b>C</b>	<b>14.3</b>	<b>B</b>	<b>17.7</b>	<b>B</b>	<b>43.1</b>	<b>D</b>
	Eastbound	1.5	A	1.2	A	0.6	A	0.9	A	2.1	A	1.6	A	0.8	A	1.5	A
	Westbound	56.0	E	40.1	D	28.4	C	38.1	D	56.0	E	29.2	C	31.3	C	39.4	D
	Northbound	25.1	C	36.7	D	43.6	D	75.4	E	25.7	C	37.5	D	34.2	C	112.6	F
<b>N Street &amp; South Capitol Ramp</b> <i>Intersection reconfigured during Total Future Conditions (2027)</i>	<b>Overall</b>	<b>9.4</b>	<b>A</b>	<b>49.1</b>	<b>D</b>	<b>16.1</b>	<b>B</b>	<b>58.5</b>	<b>E</b>	<b>14.8</b>	<b>B</b>	<b>67.1</b>	<b>E</b>	<b>16.2</b>	<b>B</b>	<b>94.1</b>	<b>F</b>
	Westbound	58.9	E	62.3	E	54.7	D	59.2	E	54.3	D	141.4	F	39.2	D	55.2	E
	Northbound	7.9	A	22.6	C	6.7	A	10.7	B	14.1	B	25.7	C	11.5	B	21.5	C
	Southbound	3.6	A	24.9	C	24.2	C	12.6	B	4.5	A	27.2	C	17.9	B	21.3	C
	Southeastbound	51.9	D	172.3	F	36.5	D	263.7	F	53.5	D	209.0	F	35.4	D	386.3	F
<b>Potomac Avenue &amp; South Capitol Street</b> <i>Intersection reconfigured during Total Future Conditions (2027)</i>	<b>Overall</b>	<b>56.5</b>	<b>E</b>	<b>240.4</b>	<b>F</b>	<b>14.8</b>	<b>B</b>	<b>281.5</b>	<b>F</b>	<b>82.1</b>	<b>F</b>	<b>283.8</b>	<b>F</b>	<b>15.0</b>	<b>B</b>	<b>321.7</b>	<b>F</b>
	Eastbound	55.1	E	297.5	F	44.7	D	482.4	F	55.2	E	303.9	F	44.7	D	487.8	F
	Westbound	57.1	E	304.1	F	43.3	D	313.0	F	56.1	E	404.5	F	19.6	D	363.7	F
	Northbound	77.0	E	80.4	F	7.9	A	69.2	E	116.4	F	107.2	F	9.3	A	103.8	F
	Southbound	14.4	B	315.2	F	17.7	B	340.0	F	18.1	B	369.8	F	15.3	B	402.5	F
<b>M Street &amp; Half Street</b>	<b>Overall</b>	<b>2.9</b>	<b>A</b>	<b>7.3</b>	<b>A</b>	<b>5.8</b>	<b>A</b>	<b>6.6</b>	<b>A</b>	<b>5.9</b>	<b>A</b>	<b>17.4</b>	<b>B</b>	<b>11.7</b>	<b>B</b>	<b>8.1</b>	<b>A</b>
	Eastbound	0.3	A	7.4	A	4.7	A	6.6	A	0.6	A	15.6	B	8.7	A	8.9	A
	Westbound	0.8	A	1.5	A	0.4	A	1.6	A	1.6	A	8.6	A	0.6	A	3.1	A
	Northbound	45.2	D	42.0	D	44.8	D	--	--	44.5	D	45.8	D	43.8	D	--	--
	Southbound	46.9	D	45.0	D	45.9	D	43.8	D	39.1	D	32.4	C	38.3	D	43.0	D
<b>M Street &amp; 1st Street</b>	<b>Overall</b>	<b>12.9</b>	<b>B</b>	<b>10.4</b>	<b>B</b>	<b>14.8</b>	<b>B</b>	<b>12.8</b>	<b>B</b>	<b>15.2</b>	<b>B</b>	<b>17.8</b>	<b>B</b>	<b>21.7</b>	<b>C</b>	<b>17.3</b>	<b>B</b>
	Eastbound	6.2	A	7.1	A	16.0	B	11.6	B	8.2	A	16.0	B	27.6	C	20.6	C
	Westbound	1.9	A	3.7	A	7.6	A	3.6	A	2.1	A	5.1	A	8.7	A	4.5	A
	Northbound	65.2	E	27.5	C	45.9	D	26.0	C	66.2	E	42.3	D	35.2	D	26.8	C
	Southbound	30.1	C	29.6	C	30.1	C	30.1	C	30.9	C	31.5	C	31.0	C	31.5	C
<b>N Street &amp; 1st Street</b>	<b>Overall</b>	<b>20.8</b>	<b>C</b>	<b>19.2</b>	<b>B</b>	<b>16.9</b>	<b>B</b>	<b>19.8</b>	<b>B</b>	<b>23.0</b>	<b>C</b>	<b>21.8</b>	<b>C</b>	<b>17.0</b>	<b>B</b>	<b>20.8</b>	<b>C</b>
	Eastbound	15.1	B	15.5	B	5.2	A	--	--	16.9	B	20.7	C	9.2	A	--	--
	Westbound	14.7	B	20.4	C	9.4	A	24.3	C	15.3	B	24.4	C	9.6	A	27.9	C
	Northbound	19.5	B	17.1	B	22.1	C	17.3	B	21.1	C	18.2	B	22.6	C	17.7	B
	Southbound	29.9	C	19.7	B	20.4	C	18.0	B	33.4	C	22.3	C	21.1	C	17.8	B
<b>M Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>12.8</b>	<b>B</b>	<b>14.0</b>	<b>B</b>	<b>21.1</b>	<b>B</b>	<b>14.6</b>	<b>B</b>	<b>14.6</b>	<b>B</b>	<b>17.1</b>	<b>B</b>	<b>14.2</b>	<b>B</b>	<b>15.9</b>	<b>B</b>

Intersection	Approach	Existing Conditions (2013)								Background 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	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
	Eastbound	15.7	B	9.0	A	12.5	B	8.9	A	17.3	B	13.6	B	15.7	B	12.1	B
	Westbound	7.8	A	13.8	B	9.2	A	14.7	B	10.2	B	13.6	B	10.8	B	14.4	B
	Northbound	27.7	C	26.7	C	20.1	C	28.5	C	28.2	C	27.3	C	20.3	C	29.6	C
	Southbound	27.5	C	26.8	C	20.2	C	27.7	C	27.8	C	28.0	C	20.3	C	28.7	C
<b>N Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>8.5</b>	<b>A</b>	<b>7.5</b>	<b>A</b>	<b>7.0</b>	<b>A</b>	<b>8.8</b>	<b>A</b>	<b>9.1</b>	<b>A</b>	<b>8.2</b>	<b>A</b>	<b>7.3</b>	<b>A</b>	<b>9.8</b>	<b>A</b>
	Eastbound	8.9	A	7.5	A	7.2	A	8.0	A	9.5	A	8.0	A	7.4	A	8.5	A
	Westbound	8.0	A	7.8	A	6.9	A	9.3	A	8.6	A	8.6	A	7.3	A	10.7	B
	Northbound	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound	8.3	A	6.8	A	6.7	A	7.3	A	8.8	A	7.4	A	7.1	A	8.0	A
<b>M Street &amp; 4th Street</b>	<b>Overall</b>	<b>14.0</b>	<b>B</b>	<b>14.6</b>	<b>B</b>	<b>11.9</b>	<b>B</b>	<b>15.0</b>	<b>B</b>	<b>15.1</b>	<b>B</b>	<b>19.6</b>	<b>B</b>	<b>12.5</b>	<b>B</b>	<b>17.6</b>	<b>B</b>
	Eastbound	14.8	B	12.4	B	11.2	B	15.0	B	11.9	B	19.0	B	6.7	A	16.3	B
	Westbound	8.4	A	8.3	A	7.7	A	8.8	A	8.9	A	8.8	A	7.9	A	9.5	A
	Northbound	28.4	C	29.0	C	27.6	C	28.7	C	30.4	C	33.4	C	28.7	C	32.8	C
	Southbound	28.5	C	28.7	C	27.7	C	28.7	C	29.4	C	30.0	C	28.4	C	30.5	C
<b>M Street &amp; 5th Street</b>	Eastbound Left	1.2	A	0.8	A	0.5	A	1.0	A	2.3	A	3.3	A	1.4	A	3.2	B
	Southbound	18.2	C	28.8	D	10.0	A	31.2	D	24.2	C	55.2	F	10.9	B	72.6	F
<b>I Street &amp; 1st Street</b>	<b>Overall</b>	<b>9.0</b>	<b>A</b>	<b>9.6</b>	<b>A</b>	<b>7.9</b>	<b>A</b>	<b>10.2</b>	<b>B</b>	<b>9.9</b>	<b>A</b>	<b>11.8</b>	<b>B</b>	<b>8.5</b>	<b>A</b>	<b>12.5</b>	<b>B</b>
	Eastbound	8.9	A	9.3	A	7.9	A	10.1	B	9.6	A	11.3	B	8.4	A	12.0	B
	Westbound	9.4	A	10.2	B	8.0	A	10.6	B	10.3	B	12.6	B	8.6	A	13.0	B
	Northbound	8.7	A	8.8	A	7.8	A	9.7	A	9.6	A	11.2	B	8.5	A	12.5	B
<b>I Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>8.2</b>	<b>A</b>	<b>8.6</b>	<b>A</b>	<b>7.5</b>	<b>A</b>	<b>8.8</b>	<b>A</b>	<b>8.5</b>	<b>A</b>	<b>9.2</b>	<b>A</b>	<b>7.7</b>	<b>A</b>	<b>9.3</b>	<b>A</b>
	Eastbound	7.7	A	8.0	A	7.1	A	8.5	A	8.0	A	8.4	A	7.3	A	8.9	A
	Northbound	8.8	A	9.4	A	8.0	A	9.3	A	9.2	A	10.0	B	8.2	A	9.9	A
	Southbound	8.0	A	8.7	A	7.5	A	8.8	A	8.2	A	9.2	A	7.7	A	9.4	A
<b>N Place &amp; 1st Street</b>	Eastbound	10.6	B	21.4	B	8.4	A	17.4	C	11.5	B	14.9	B	8.6	A	20.2	C
	Westbound	10.5	B	10.2	B	0.0	A	11.9	B	11.3	B	11.5	B	0.0	A	13.0	B
	Northbound 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
	Southbound 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
<b>O Street &amp; 1st Street</b>	Westbound	10.1	B	9.4	A	14.3	B	10.9	B	10.7	B	10.1	B	16.2	C	11.5	B
	Southbound Left	0.8	A	0.1	A	0.1	A	0.0	A	0.7	A	0.0	A	0.1	A	0.0	A
<b>N Place &amp; 1 1/2 Street</b>	Eastbound 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
	Westbound Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Northbound	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	Southbound	0.0	A	8.4	A	8.3	A	8.5	A	0.0	A	8.4	A	8.3	A	8.5	A
<b>1 1/2 Street &amp; Site Driveway</b>	Southbound Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
<b>N Place &amp; Site Driveway</b>	Northbound	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**Table 27: Vehicular Level of Service Results (Total Future with Canal Street, Total Future without Canal Street)**

Intersection	Approach	Total Future Conditions with Canal Street (2016)								Total Future Conditions without Canal Street (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	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>I Street &amp; South Capitol Street</b>	<b>Overall</b>	<b>41.8</b>	<b>D</b>	<b>24.6</b>	<b>C</b>	<b>19.5</b>	<b>B</b>	<b>39.4</b>	<b>D</b>	<b>41.8</b>	<b>D</b>	<b>24.6</b>	<b>C</b>	<b>19.5</b>	<b>B</b>	<b>39.3</b>	<b>D</b>
	Eastbound	178.0	F	76.0	E	31.3	C	165.3	F	178.0	F	76.0	E	31.3	C	165.3	F
	Westbound	63.4	E	47.6	D	31.9	C	60.0	E	63.4	E	47.6	D	31.9	C	59.2	E
	Northbound	28.9	C	7.7	A	12.4	B	18.4	B	28.9	C	7.7	A	12.4	B	18.4	B
	Southbound	20.2	D	17.6	B	23.1	C	17.6	B	20.2	D	17.6	B	23.1	C	17.6	B
<b>M Street &amp; South Capitol Street SB</b>	<b>Overall</b>	<b>27.8</b>	<b>C</b>	<b>25.7</b>	<b>C</b>	<b>18.1</b>	<b>B</b>	<b>23.8</b>	<b>C</b>	<b>27.8</b>	<b>C</b>	<b>25.7</b>	<b>C</b>	<b>18.1</b>	<b>B</b>	<b>23.8</b>	<b>C</b>
	<i>Intersection reconfigured during Total Future Conditions (2027)</i>																
	Eastbound	39.3	D	22.1	C	27.5	C	23.0	C	39.3	D	22.1	C	27.5	C	23.0	C
	Westbound	0.5	A	1.3	A	0.9	A	1.0	A	0.5	A	1.3	A	0.9	A	1.0	A
<b>M Street &amp; South Capitol Street NB</b>	<b>Overall</b>	<b>21.1</b>	<b>C</b>	<b>14.3</b>	<b>B</b>	<b>16.3</b>	<b>B</b>	<b>42.8</b>	<b>D</b>	<b>21.1</b>	<b>C</b>	<b>14.3</b>	<b>B</b>	<b>16.3</b>	<b>B</b>	<b>42.7</b>	<b>D</b>
	<i>Intersection reconfigured during Total Future Conditions (2027)</i>																
	Eastbound	2.1	A	1.6	A	0.8	A	1.6	A	2.1	A	1.6	A	0.8	A	1.6	A
	Westbound	56.0	E	28.9	C	31.0	C	39.2	D	56.0	E	28.9	C	31.0	C	39.0	D
<b>N Street &amp; South Capitol Ramp</b>	<b>Overall</b>	<b>14.6</b>	<b>B</b>	<b>68.3</b>	<b>E</b>	<b>15.5</b>	<b>B</b>	<b>94.1</b>	<b>F</b>	<b>14.6</b>	<b>B</b>	<b>68.3</b>	<b>E</b>	<b>15.5</b>	<b>B</b>	<b>94.1</b>	<b>F</b>
	<i>Intersection reconfigured during Total Future Conditions (2027)</i>																
	Westbound	54.3	D	149.6	F	37.5	D	55.2	E	54.3	D	149.6	F	38.6	D	55.2	E
	Northbound	14.0	B	25.7	B	8.2	A	21.5	C	14.0	B	25.7	B	8.2	A	21.5	C
	Southbound	4.2	A	37.2	C	19.8	B	21.2	C	4.2	A	37.2	C	19.8	B	21.2	C
Southeastbound	53.5	D	209.0	F	35.3	D	386.3	F	53.5	D	209.0	F	35.3	D	386.3	F	
<b>Potomac Avenue &amp; South Capitol Street</b>	<b>Overall</b>	<b>98.5</b>	<b>F</b>	<b>287.9</b>	<b>F</b>	<b>15.1</b>	<b>B</b>	<b>325.4</b>	<b>F</b>	<b>98.5</b>	<b>F</b>	<b>287.9</b>	<b>F</b>	<b>15.4</b>	<b>B</b>	<b>325.4</b>	<b>F</b>
	<i>Intersection reconfigured during Total Future Conditions (2027)</i>																
	Eastbound	55.2	E	304.6	F	44.7	D	488.5	F	55.2	E	304.6	F	44.7	D	488.5	F
	Westbound	56.1	E	428.0	F	41.7	D	395.0	F	56.1	E	428.0	F	46.5	D	395.0	F
	Northbound	143.2	F	106.4	F	11.6	B	103.2	F	143.2	F	106.4	F	11.6	B	103.2	F
Southbound	17.8	B	372.6	F	13.3	B	402.5	F	17.8	B	372.6	F	13.3	B	402.5	F	
<b>M Street &amp; Half Street</b>	<b>Overall</b>	<b>5.9</b>	<b>A</b>	<b>17.3</b>	<b>B</b>	<b>11.2</b>	<b>B</b>	<b>8.2</b>	<b>A</b>	<b>5.9</b>	<b>A</b>	<b>17.3</b>	<b>B</b>	<b>11.2</b>	<b>B</b>	<b>8.2</b>	<b>A</b>
	Eastbound	0.6	A	15.6	B	8.4	A	9.1	A	0.6	A	15.6	B	8.4	A	9.1	A
	Westbound	1.6	A	8.6	A	0.6	A	3.2	A	1.6	A	8.6	A	0.6	A	3.1	A
	Northbound	44.5	D	45.8	D	43.8	D	--	--	44.5	D	45.8	D	43.8	D	--	--
	Southbound	39.1	D	32.4	C	38.3	D	42.9	D	39.1	D	32.4	C	38.3	D	42.9	D
<b>M Street &amp; 1st Street</b>	<b>Overall</b>	<b>15.4</b>	<b>B</b>	<b>17.9</b>	<b>B</b>	<b>25.0</b>	<b>C</b>	<b>17.7</b>	<b>B</b>	<b>15.4</b>	<b>B</b>	<b>18.0</b>	<b>B</b>	<b>24.2</b>	<b>C</b>	<b>17.9</b>	<b>B</b>
	Eastbound	8.2	A	16.2	B	30.5	C	21.2	C	8.2	A	16.2	B	30.5	C	21.3	C
	Westbound	2.1	A	5.2	A	9.3	A	4.6	A	2.1	A	5.2	A	9.3	A	4.7	A
	Northbound	67.5	E	41.1	D	43.1	D	26.7	C	67.5	E	41.8	D	37.5	D	26.8	C
	Southbound	30.9	C	31.6	C	31.2	C	31.6	C	30.9	C	31.6	C	31.2	C	31.7	C
<b>N Street &amp; 1st Street</b>	<b>Overall</b>	<b>22.9</b>	<b>C</b>	<b>21.8</b>	<b>C</b>	<b>22.7</b>	<b>C</b>	<b>20.5</b>	<b>C</b>	<b>23.0</b>	<b>C</b>	<b>21.9</b>	<b>C</b>	<b>23.1</b>	<b>C</b>	<b>20.8</b>	<b>C</b>
	Eastbound	16.2	B	20.8	C	11.0	B	--	--	16.2	B	20.7	C	11.0	B	--	--
	Westbound	15.3	B	24.9	C	9.9	A	27.9	C	15.0	B	25.5	C	10.8	B	28.7	C
	Northbound	21.1	C	18.5	B	27.1	C	17.9	B	21.1	C	18.9	B	27.9	C	18.1	B
	Southbound	33.4	C	21.9	C	29.7	C	17.4	B	33.4	C	22.0	C	29.7	C	17.6	B

Intersection	Approach	Total Future Conditions with Canal Street (2016)								Total Future Conditions without Canal Street (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	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>M Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>14.6</b>	<b>B</b>	<b>17.2</b>	<b>B</b>	<b>14.4</b>	<b>B</b>	<b>16.2</b>	<b>B</b>	<b>14.7</b>	<b>B</b>	<b>17.2</b>	<b>B</b>	<b>14.5</b>	<b>B</b>	<b>16.1</b>	<b>B</b>
	Eastbound	17.3	B	16.3	B	15.4	B	12.3	B	17.5	B	16.3	B	15.6	B	12.4	B
	Westbound	10.2	B	13.6	B	10.9	B	14.4	B	10.2	B	13.6	B	10.9	B	14.4	B
	Northbound	28.2	C	27.7	C	20.7	C	30.0	C	28.2	C	27.7	C	20.7	C	29.6	C
	Southbound	27.8	C	28.1	C	20.4	C	29.1	C	27.8	C	28.1	C	20.4	C	29.0	C
<b>N Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>9.2</b>	<b>A</b>	<b>8.6</b>	<b>A</b>	<b>8.2</b>	<b>A</b>	<b>10.4</b>	<b>B</b>	<b>9.1</b>	<b>A</b>	<b>8.6</b>	<b>A</b>	<b>8.1</b>	<b>A</b>	<b>9.9</b>	<b>A</b>
	Eastbound	9.6	A	8.2	A	7.9	A	8.8	A	9.4	A	8.3	A	8.2	A	8.6	A
	Westbound	8.9	A	9.1	A	8.5	A	11.7	B	8.5	A	8.8	A	8.0	A	10.7	B
	Northbound	7.7	A	8.2	A	8.4	A	8.6	A	--	--	--	--	--	--	--	--
	Southbound	8.8	A	7.6	A	7.4	A	8.2	A	9.3	A	8.2	A	7.8	A	8.8	A
<b>M Street &amp; 4th Street</b>	<b>Overall</b>	<b>15.1</b>	<b>B</b>	<b>19.8</b>	<b>B</b>	<b>14.0</b>	<b>B</b>	<b>17.9</b>	<b>B</b>	<b>15.1</b>	<b>B</b>	<b>19.8</b>	<b>B</b>	<b>14.0</b>	<b>B</b>	<b>17.9</b>	<b>B</b>
	Eastbound	11.9	B	19.0	B	7.6	A	16.5	B	11.9	B	19.0	B	7.5	A	16.7	B
	Westbound	8.9	A	8.9	A	8.1	A	9.6	A	8.9	A	8.9	A	8.1	A	9.5	A
	Northbound	30.4	C	33.7	C	28.8	C	32.8	C	30.4	C	33.7	C	28.8	C	32.8	C
	Southbound	29.4	C	30.1	C	28.8	C	30.6	C	29.4	C	30.1	C	28.8	C	30.6	C
<b>M Street &amp; 5th Street</b>	Eastbound Left	2.3	A	3.3	A	1.5	A	3.3	B	2.3	A	3.3	A	1.5	A	3.2	B
	Southbound	24.2	C	57.6	F	11.4	B	77.2	F	24.2	C	57.6	F	11.4	B	75.6	F
<b>I Street &amp; 1st Street</b>	<b>Overall</b>	<b>9.9</b>	<b>A</b>	<b>12.0</b>	<b>B</b>	<b>8.7</b>	<b>A</b>	<b>12.8</b>	<b>B</b>	<b>9.9</b>	<b>A</b>	<b>12.0</b>	<b>B</b>	<b>8.7</b>	<b>A</b>	<b>12.8</b>	<b>B</b>
	Eastbound	9.6	A	11.5	B	8.6	A	12.2	B	9.6	A	11.5	B	8.6	A	12.2	B
	Westbound	10.3	B	12.9	B	8.8	A	13.3	B	10.3	B	12.9	B	8.8	A	13.3	B
	Northbound	9.6	A	11.4	B	8.8	A	12.8	B	9.6	A	11.4	B	8.8	A	12.9	B
<b>I Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>8.5</b>	<b>A</b>	<b>9.3</b>	<b>A</b>	<b>7.9</b>	<b>A</b>	<b>9.5</b>	<b>A</b>	<b>8.5</b>	<b>A</b>	<b>9.3</b>	<b>A</b>	<b>7.9</b>	<b>A</b>	<b>9.4</b>	<b>A</b>
	Eastbound	8.0	A	8.5	A	7.4	A	9.0	A	8.0	A	8.5	A	7.4	A	9.0	A
	Northbound	9.2	A	10.2	B	8.5	A	10.1	B	9.2	A	10.2	B	8.5	A	10.0	B
	Southbound	8.2	A	9.3	A	7.9	A	9.4	A	8.2	A	9.3	A	7.9	A	9.4	A
<b>N Place &amp; 1st Street</b>	Eastbound	12.6	B	16.5	C	10.9	B	26.1	D	13.4	B	19.7	C	12.6	B	32.8	D
	Westbound	11.6	B	11.0	B	0.0	A	14.6	B	11.5	B	10.8	B	0.0	A	15.4	C
	Northbound Left	0.1	A	0.0	A	3.1	A	0.0	A	0.1	A	0.0	A	5.0	A	0.0	A
	Southbound Left	1.8	A	0.3	A	0.0	A	0.7	A	2.5	A	0.5	A	0.0	A	1.1	A
<b>O Street &amp; 1st Street</b>	Westbound	10.7	B	10.2	B	18.1	C	11.6	B	10.7	B	10.3	B	18.1	C	11.7	B
	Southbound Left	0.7	A	0.0	B	0.1	A	0.0	A	0.7	A	0.0	B	0.1	A	0.0	A
<b>N Place &amp; 1 1/2 Street</b>	Eastbound Left	7.3	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	Westbound Left	0.0	A	1.4	A	3.6	A	0.8	A	0.0	A	0.0	A	0.0	A	0.0	A
	Northbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	Southbound	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
<b>1 1/2 Street &amp; Site Driveway</b>	Southbound Left	7.4	A	7.3	A	7.7	A	7.4	A	7.4	A	7.3	A	7.7	A	7.4	A
<b>N Place &amp; Site Driveway</b>	Northbound	8.5	A	9.0	A	9.7	A	9.4	A	8.6	A	9.0	A	9.6	A	9.3	A

Table 28: 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	<b>Overall</b>	<b>79.5</b>	<b>E</b>	<b>76.1</b>	<b>E</b>	<b>20.2</b>	<b>C</b>	<b>100.0</b>	<b>F</b>
	Eastbound	507.9	F	429.5	F	35.9	D	648.1	F
	Westbound	81.5	F	71.1	E	34.3	C	104.9	F
	Northbound	31.6	C	27.3	C	15.6	B	16.2	B
	Southbound	21.5	C	18.0	B	16.0	B	17.7	B
M Street & South Capitol Street Southbound	<b>Overall</b>	<b>89.1</b>	<b>F</b>	<b>52.3</b>	<b>D</b>	<b>33.3</b>	<b>C</b>	<b>84.0</b>	<b>F</b>
	Eastbound	631.0	E	30.7	C	44.5	D	63.3	E
	Westbound	63.1	E	38.4	D	45.5	D	193.3	F
	Northbound	103.7	F	32.6	D	27.3	C	46.5	D
	Southbound	86.9	F	91.1	F	28.4	C	46.8	D
N Street & South Capitol Ramp	<b>Overall</b>	<b>17.6</b>	<b>B</b>	<b>19.8</b>	<b>B</b>	<b>7.5</b>	<b>A</b>	<b>8.2</b>	<b>A</b>
	Westbound	53.7	D	62.8	E	53.2	D	52.1	D
	Northbound	15.3	B	19.3	B	5.2	A	8.2	A
	Southbound	18.8	B	5.2	A	2.1	A	2.5	A
S Capitol Oval & South Capitol Street	<b>Overall</b>	<b>22.5</b>	<b>C</b>	<b>69.8</b>	<b>E</b>	<b>11.3</b>	<b>B</b>	<b>87.9</b>	<b>F</b>
	Westbound	8.8	A	3.8	A	19.7	B	4.8	A
	Southbound	26.5	C	94.9	F	9.6	A	120.0	F
Potomac Avenue & South Capitol Street	<b>Overall</b>	<b>22.1</b>	<b>C</b>	<b>27.5</b>	<b>C</b>	<b>9.0</b>	<b>A</b>	<b>29.1</b>	<b>C</b>
	Westbound	45.5	D	44.7	D	28.3	C	40.7	D
	Northbound	18.9	B	18.7	B	5.1	A	22.8	A
M Street & Half Street	<b>Overall</b>	<b>8.3</b>	<b>A</b>	<b>19.4</b>	<b>B</b>	<b>8.5</b>	<b>A</b>	<b>8.8</b>	<b>A</b>
	Eastbound	6.1	A	13.2	B	4.5	A	8.3	A
	Westbound	1.7	A	16.5	B	0.9	A	6.4	A
	Northbound	45.7	D	52.4	D	44.3	D	--	--
	Southbound	39.0	D	28.7	C	37.3	D	45.1	D
M Street & 1st Street	<b>Overall</b>	<b>23.8</b>	<b>C</b>	<b>48.0</b>	<b>D</b>	<b>24.5</b>	<b>C</b>	<b>101.7</b>	<b>F</b>
	Eastbound	23.4	C	33.2	C	23.7	C	140.5	F
	Westbound	4.7	A	7.9	A	10.0	A	7.2	A
	Northbound	72.4	E	135.5	F	47.2	D	191.3	F
	Southbound	32.5	C	39.8	D	32.4	C	39.3	D
N Street & 1st Street	<b>Overall</b>	<b>33.0</b>	<b>C</b>	<b>29.5</b>	<b>C</b>	<b>28.6</b>	<b>C</b>	<b>28.4</b>	<b>C</b>
	Eastbound	18.9	B	24.5	C	10.9	B	--	--
	Westbound	17.9	B	41.7	D	10.6	B	46.4	D
	Northbound	43.1	D	32.6	C	35.9	D	29.3	C
	Southbound	31.9	C	22.0	C	34.7	C	18.2	B
M Street & New Jersey Avenue	<b>Overall</b>	<b>24.7</b>	<b>C</b>	<b>26.6</b>	<b>C</b>	<b>15.7</b>	<b>B</b>	<b>39.3</b>	<b>D</b>
	Eastbound	24.8	C	15.6	B	14.8	B	16.4	B
	Westbound	17.2	B	16.9	B	12.2	B	19.7	B
	Northbound	33.6	C	63.5	E	22.7	C	119.5	F
	Southbound	46.1	D	39.4	D	22.3	C	60.5	E
N Street & New Jersey Avenue	Eastbound	21.9	C	191.3	F	16.8	C	407.0	F
	Southbound	1.4	A	1.6	A	1.9	A	1.8	A
N Street & Canal Street	Eastbound	0.0	A	0.0	A	0.0	A	0.0	A
	Northbound	10.9	B	17.2	C	11.5	B	18.6	C
N Street & 2nd Street	Eastbound	8.1	A	10.1	B	8.2	A	10.7	B
	Northbound	0.0	A	0.0	A	0.0	A	0.0	A
Tingey Street & 2nd Street	Westbound	50.2	F	514.0	F	27.5	D	ERR	F
	Northbound	2.3	A	3.6	A	2.8	A	3.8	A
Tingey Street & New Jersey Ave	Westbound	5.1	A	2.9	A	4.9	A	5.2	A
	Southbound	231.5	F	25.8	D	23.9	C	172.1	F
M Street & 4th Street	<b>Overall</b>	<b>32.4</b>	<b>C</b>	<b>68.6</b>	<b>E</b>	<b>18.5</b>	<b>B</b>	<b>60.4</b>	<b>E</b>
	Eastbound	14.2	B	19.9	B	8.5	A	20.4	C
	Westbound	10.7	B	10.4	B	8.8	A	11.7	B
	Northbound	119.3	F	244.9	F	36.1	D	241.2	F
	Southbound	35.6	D	35.4	C	31.8	C	36.2	D
M Street & 5th Street	Eastbound Left	8.4	A	27.8	F	2.5	A	24.4	F
	Southbound	282.9	F	Err	F	15.4	C	Err	F
Potomac Avenue & 1st Street	<b>Overall</b>	<b>15.9</b>	<b>B</b>	19.4	B	19.9	B	18.4	B
	Eastbound	8.9	A	2.8	A	19.5	B	4.5	A
	Westbound	33.9	C	34.6	C	31.4	C	33.9	C
	Northbound	25.3	C	25.4	C	18.1	B	25.5	C
I Street & 1st Street	<b>Overall</b>	<b>13.4</b>	<b>B</b>	<b>22.0</b>	<b>C</b>	<b>10.2</b>	<b>B</b>	<b>27.7</b>	<b>D</b>
	Eastbound	13.8	B	18.3	C	10.1	B	21.3	C
	Westbound	14.2	B	29.2	D	10.4	B	37.3	E
	Northbound	11.8	B	16.0	C	10.1	B	21.9	C
N Street & 1 1/2 Street	Westbound Left	0.6	A	4.0	A	2.7	A	0.7	A
	Northbound	9.7	A	9.4	A	9.0	A	11.1	B

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
<b>I Street &amp; New Jersey Avenue</b>	<b>Overall</b>	<b>9.7</b>	<b>A</b>	<b>12.4</b>	<b>B</b>	<b>8.7</b>	<b>A</b>	<b>12.7</b>	<b>B</b>
	Eastbound	9.0	A	10.3	B	8.0	A	10.9	B
	Northbound	11.0	B	15.2	C	9.5	A	15.2	C
	Southbound	9.4	A	11.3	B	8.6	A	11.3	B
<b>N Place &amp; 1st Street</b>	Eastbound	17.2	C	26.3	D	10.7	B	55.2	F
	Westbound	14.0	B	13.2	B	0.0	A	29.3	D
	Northbound Left	0.0	A	0.0	A	0.0	A	0.0	A
	Southbound Left	1.3	A	0.1	A	1.2	A	0.7	A
<b>O Street &amp; 1st Street</b>	Westbound	21.0	C	14.5	B	24.9	C	19.9	C
	Southbound Left	0.9	A	0.7	A	1.6	A	0.8	A
<b>N Place &amp; 1 1/2 Street</b>	Eastbound Left	0.0	A	0.0	A	0.0	A	0.0	A
	Westbound Left	7.3	A	3.3	A	4.6	A	1.9	A
	Northbound	9.6	A	9.6	A	10.7	B	10.1	B
	Southbound	10.2	B	10.4	B	13.3	B	11.2	B
<b>O Street &amp; 1 1/2 Street</b>	<b>Overall</b>	7.1	A	7.1	A	7.5	A	7.0	A
	Eastbound	7.3	A	7.4	A	7.6	A	7.3	A
	Northbound	7.3	A	7.3	A	7.6	A	7.3	A
	Southbound	6.5	A	6.9	A	7.3	A	6.6	A
<b>O Street &amp; Site Driveway</b>	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
<b>1 1/2 Street &amp; Site Driveway</b>	Southbound Left	6.9	A	2.8	A	5.6	A	5.2	A
<b>N Place &amp; Site Driveway</b>	Northbound	8.6	A	9.1	A	9.8	A	9.5	A



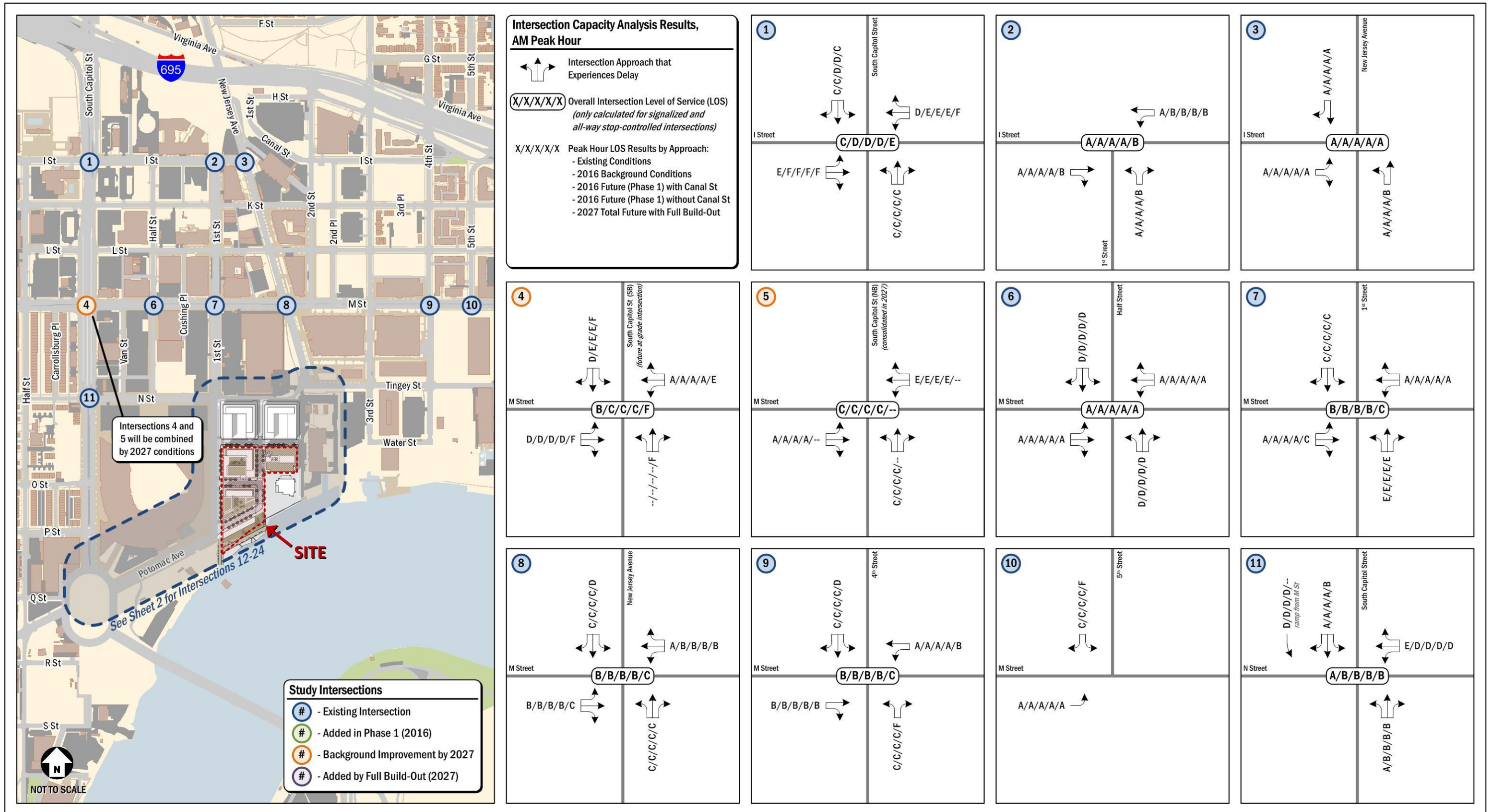


Figure 48: Morning Peak Hour Level of Service Results (Sheet 1 of 2)

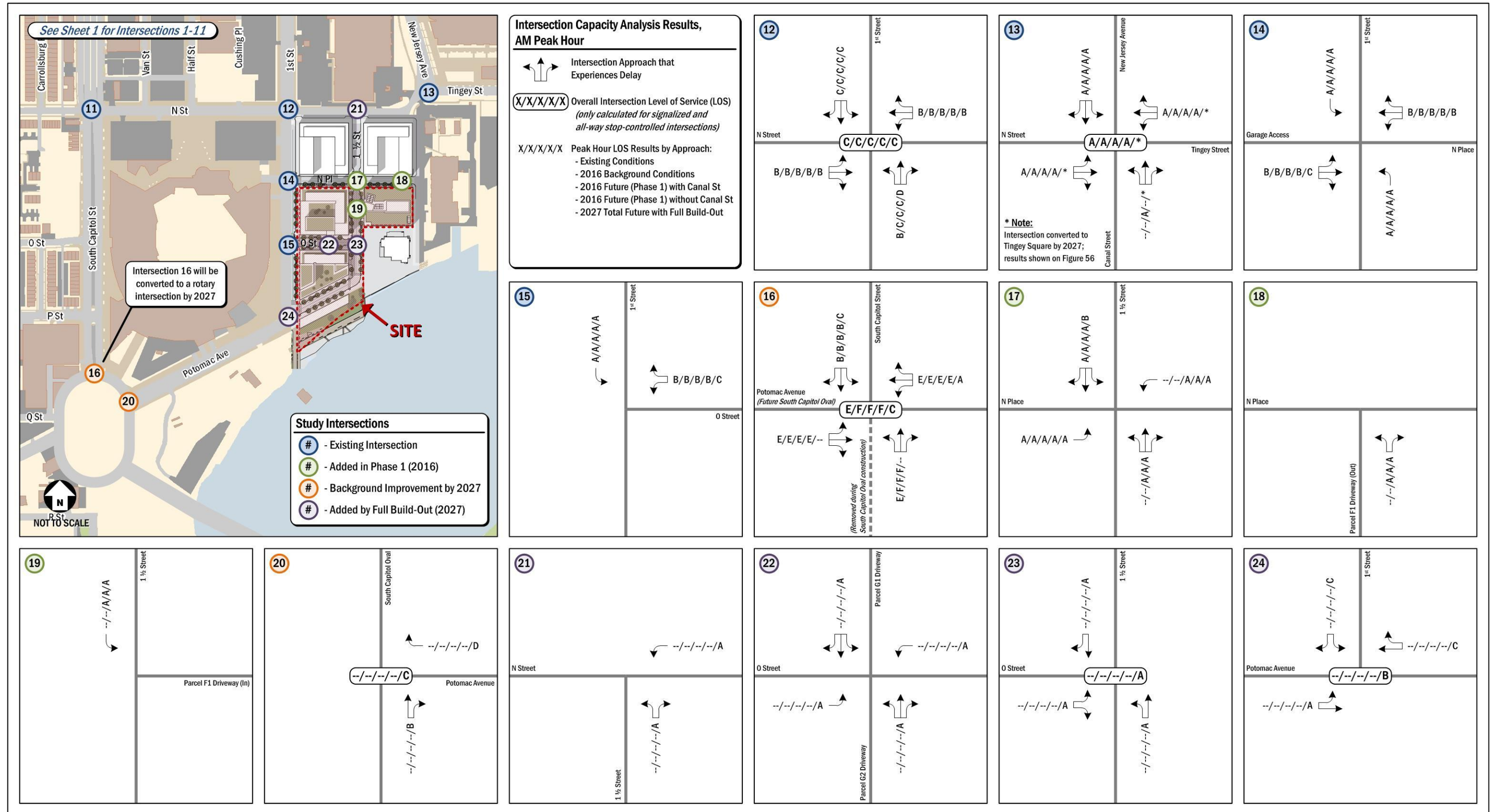


Figure 49: Morning Peak Hour Level of Service Results (Sheet 2 of 2)



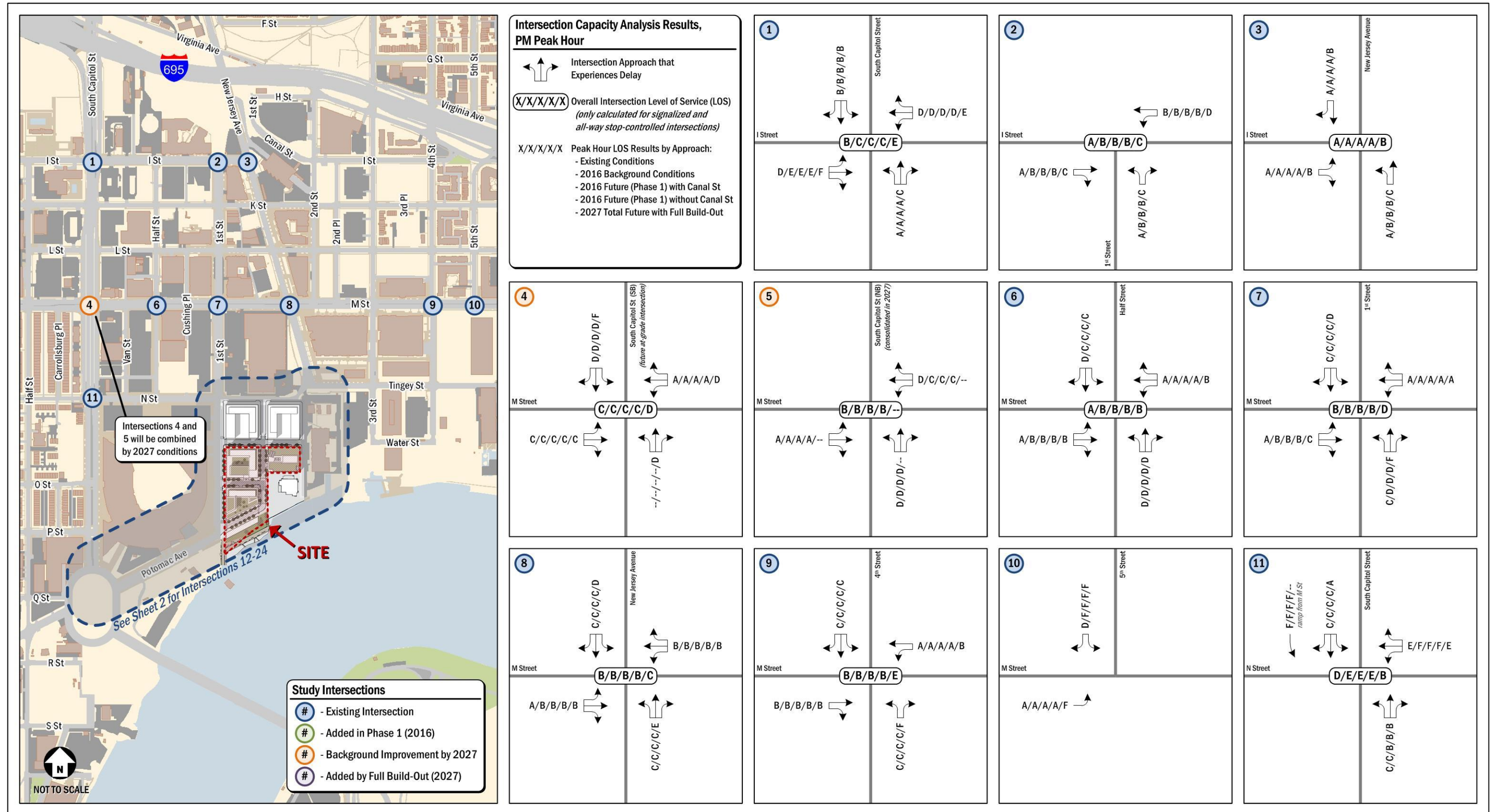


Figure 50: Afternoon Peak Hour Level of Service Results (Sheet 1 of 2)

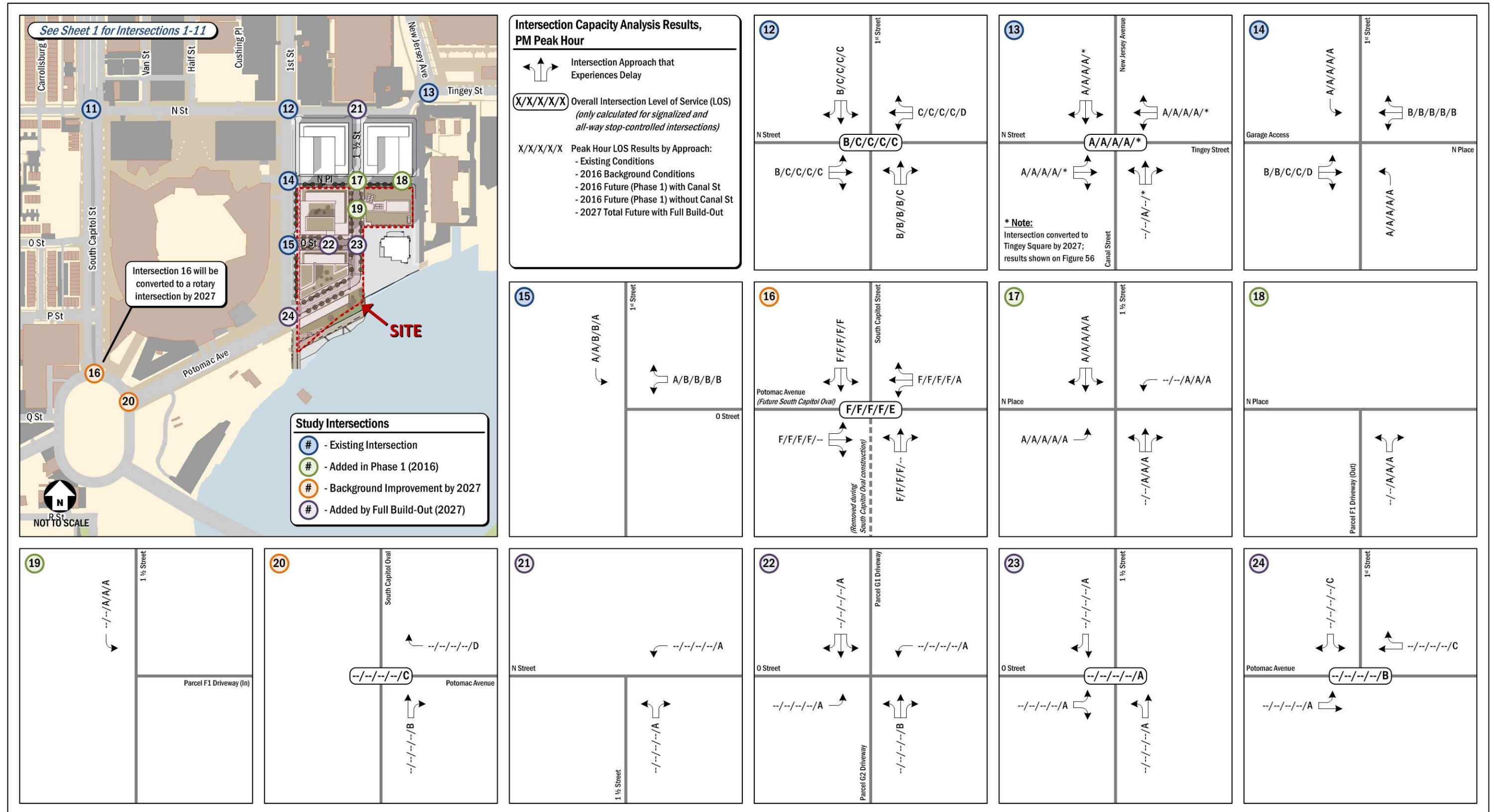


Figure 51: Afternoon Peak Hour Level of Service Results (Sheet 2 of 2)



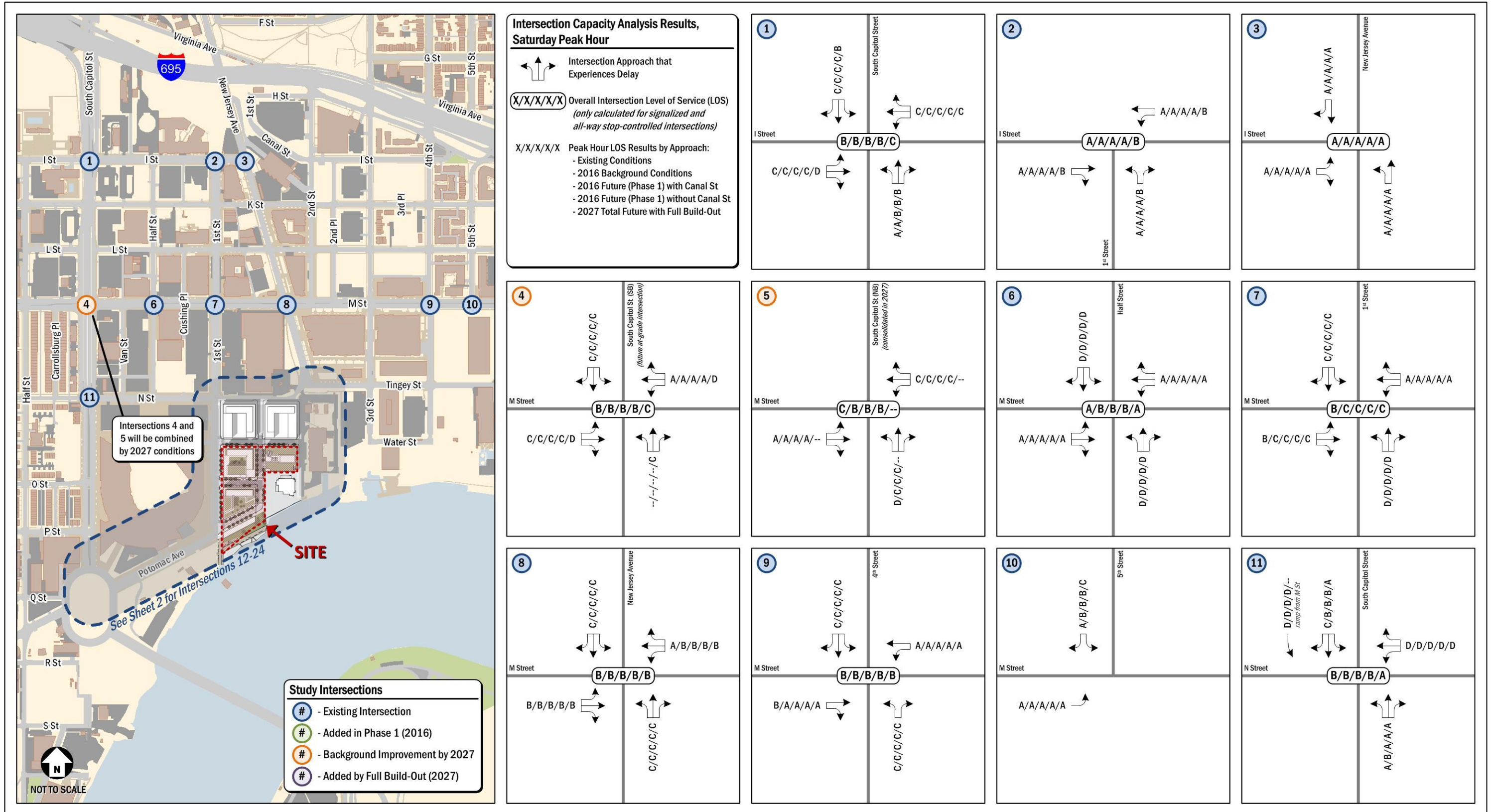


Figure 52: Saturday Peak Hour Level of Service Results (Sheet 1 of 2)

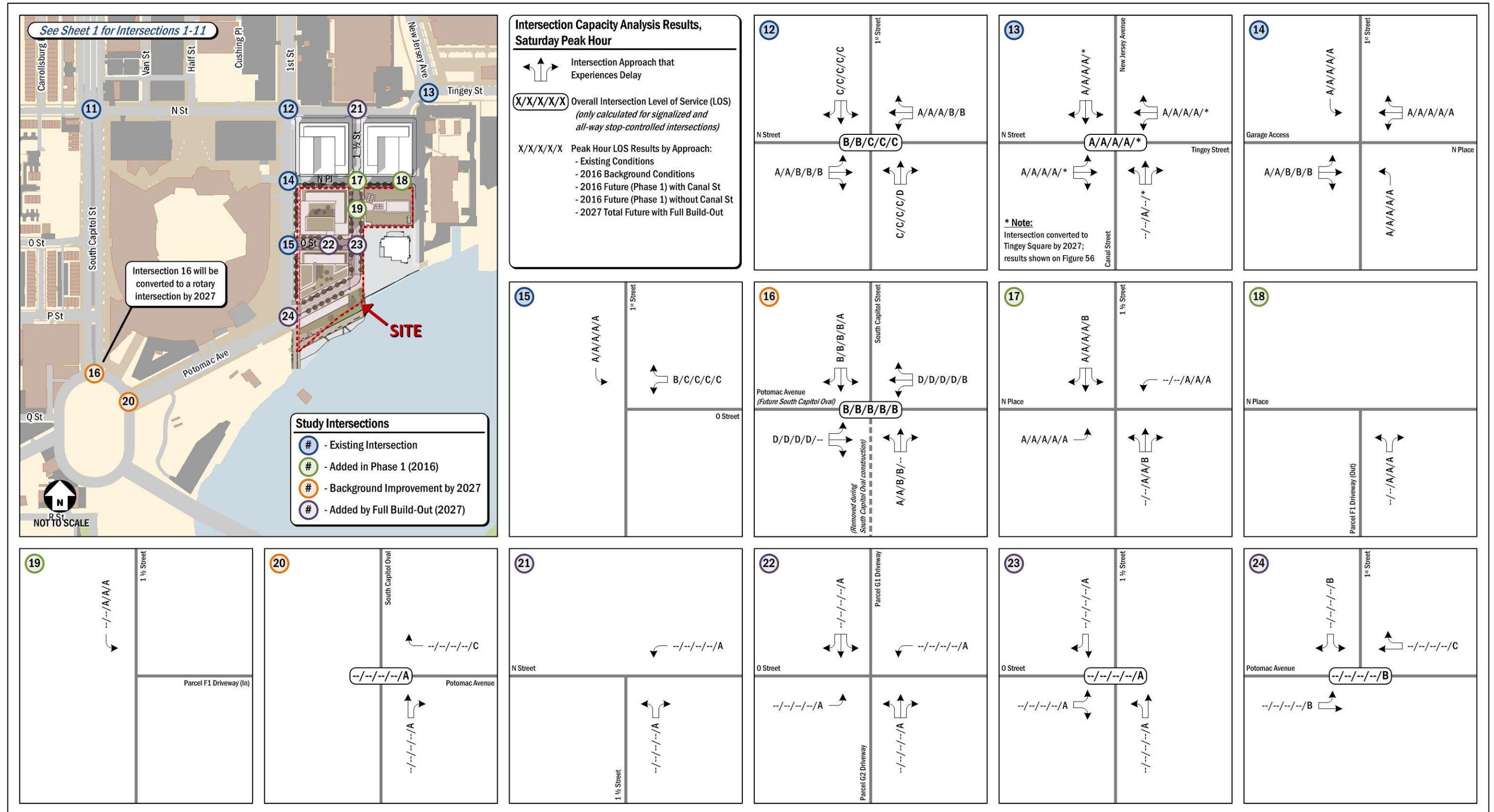


Figure 53: Saturday Peak Hour Level of Service Results (Sheet 2 of 2)



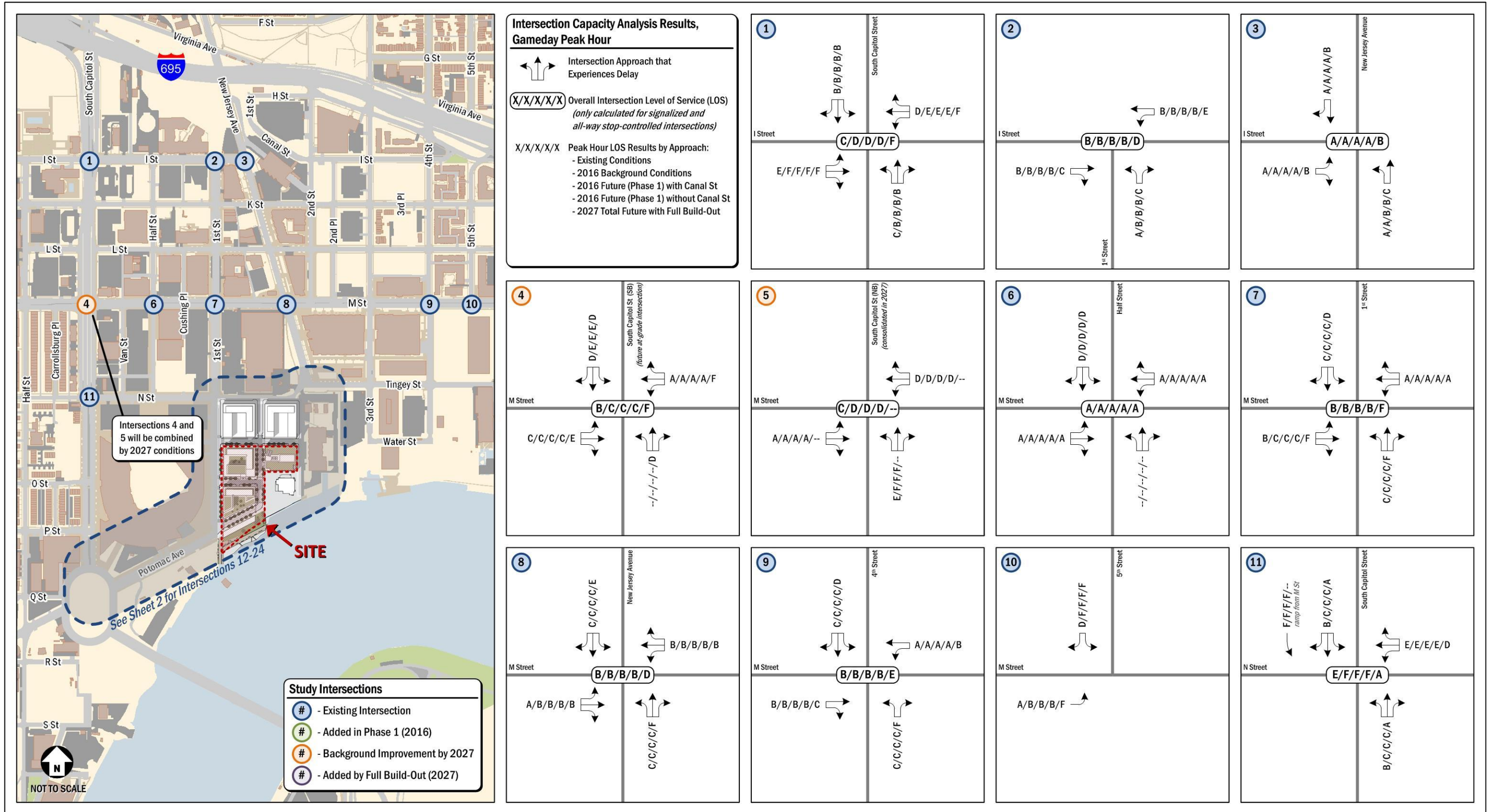


Figure 54: "Game Day" Peak Hour Level of Service Results (Sheet 1 of 2)

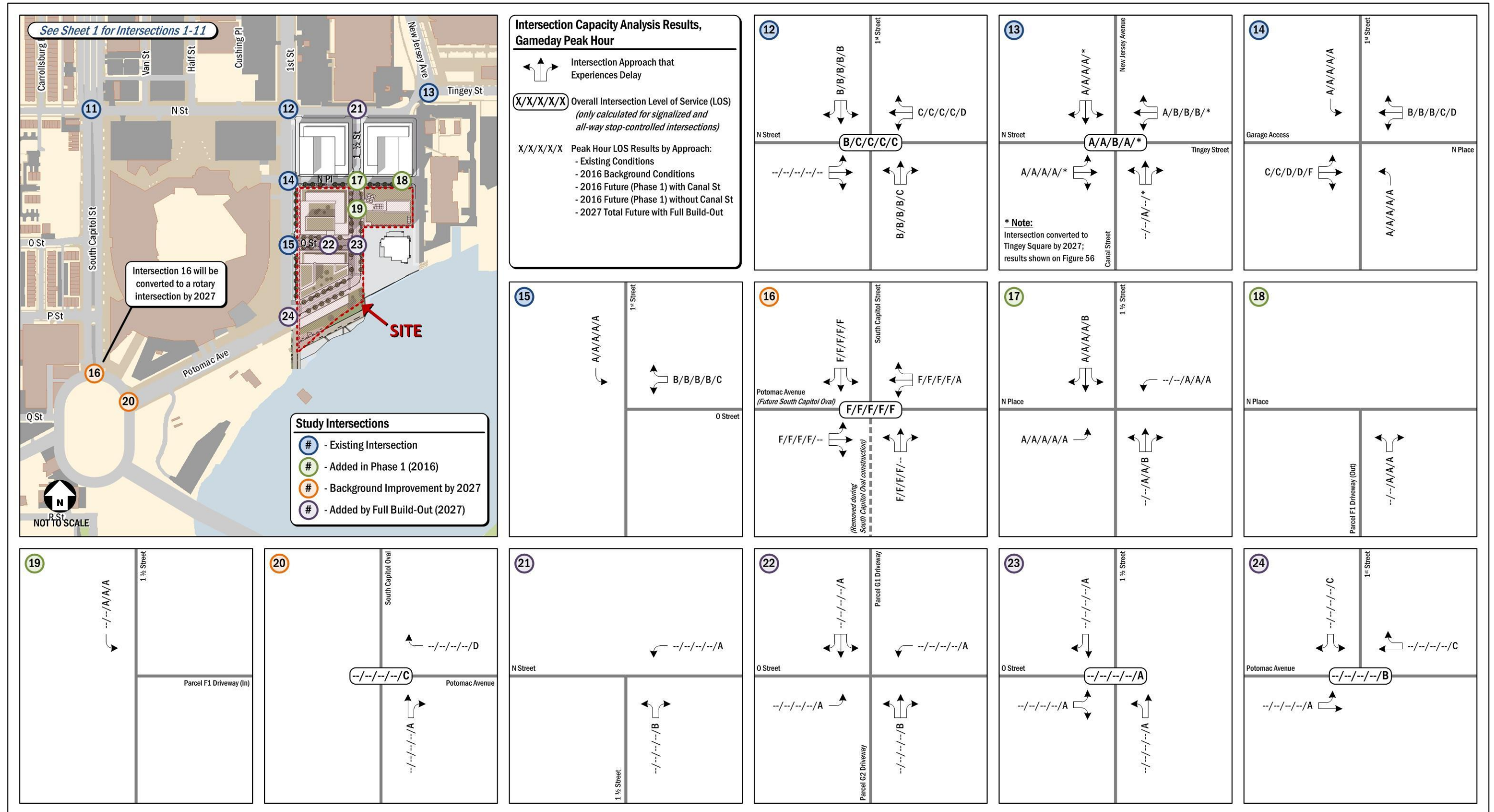


Figure 55: "Game Day" Peak Hour Level of Service Results (Sheet 2 of 2)



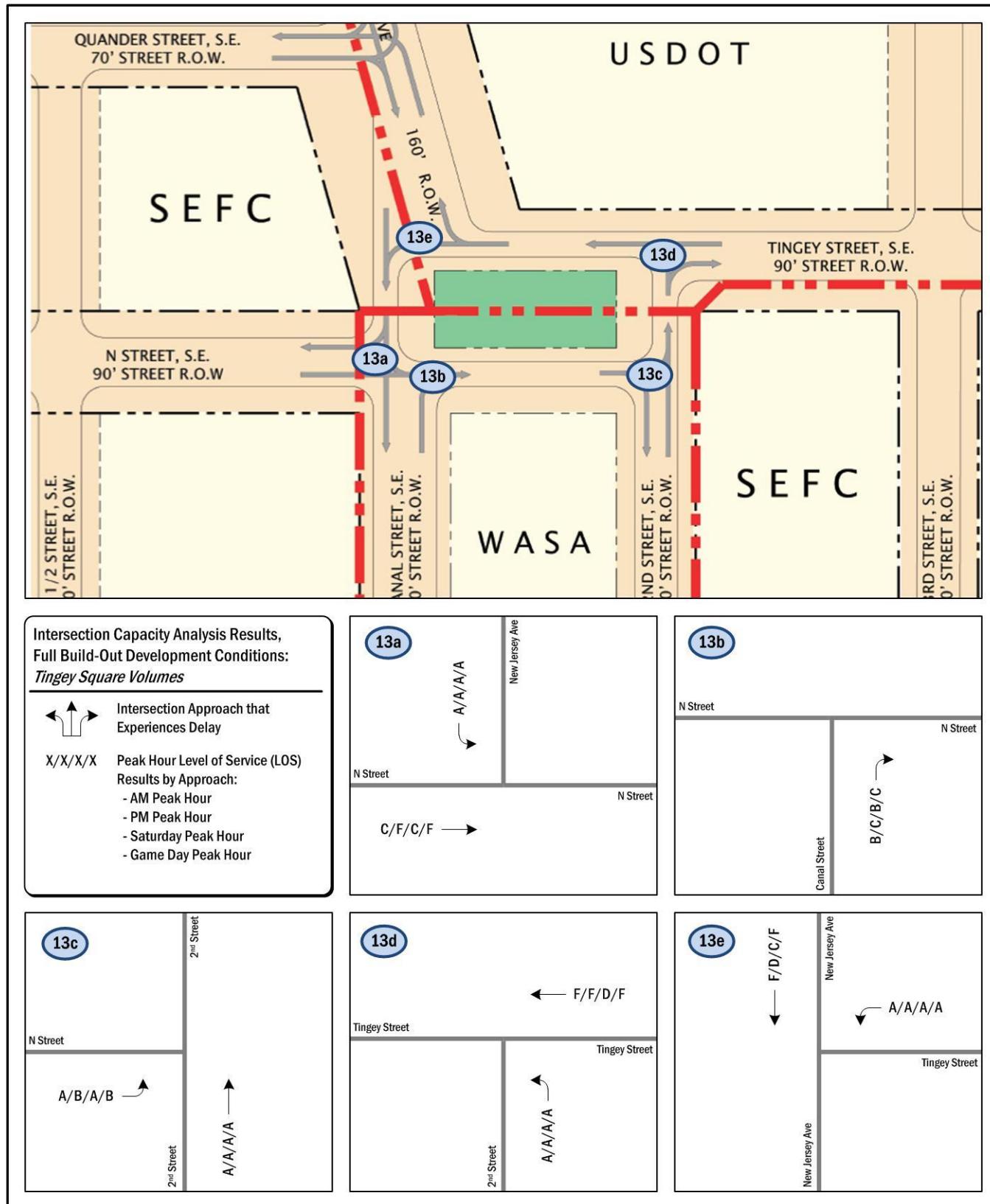


Figure 56: Tingey Square Level of Service Results