

Int #	Intersection Name	In/Out Participant Boundary	Control Type	Signal Permit #	Int #	Intersection LOS & Delay Comparison - Existing Conditions vs Future (both optimized)													
						AM						PM							
						EC LOS (grade)	Future LOS (grade)	EC Delay (sec)	Future Delay (sec)	LOS Change (grade)	Delay Change (sec)	Delay % Change	EC LOS (grade)	Future LOS (grade)	EC Delay (sec)	Future Delay (sec)	LOS Change (grade)	Delay Change (sec)	Delay % Change
1	SR 896/South College Ave & Welsh Tract Rd	Out	Signal	N434T	1	D	E	44.7	59.2	-1	14.5	32.4%	D	D	37.6	52.8	0	15.2	40.4%
2	SR 896/South College Ave & Chestnut Hill Rd	Out	Signal	N435T	2	C'	D'	26.0	37.2	-1	11.2	43.1%	D'	D'	36.4	43.2	0	6.8	18.7%
3	SR 896/South College Ave & SR 4/Christina Pkwy	Out	Signal	N436T	3	D	D	48.3	48.6	0	0.3	0.6%	E	E	60.6	68.8	0	8.2	13.5%
4	SR 896/South College Ave & Marvin Dr	Out	Signal	N467T	4	A'	A'	6.6	3.8	0	-2.8	-42.4%	B'	A'	11.5	9.0	+1	-2.5	-21.7%
5	SR 896/South College Ave & Discovery Blvd	Out	Signal	N016P	5	A	B	2.3	10.0	-1	7.7	334.8%	A	B	7.6	10.2	-1	2.6	34.2%
6	SR 896/South College Ave & Healthy Way	Out	TWSC	6	EB-B	EB-B	10.3	11.5	0	1.2	11.7%	EB-B	EB-D	14.6	27.2	-2	12.6	86.3%	
7	SR 896/South College Ave & Inspiration Blvd	Out	Signal	N015P	7	A	B	5.6	15.7	-1	10.1	180.4%	C	D	22.2	53.6	-1	31.4	141.4%
8	SR 896/South College Ave & W. Park Place	In	Signal	N438T	8	C	D	32.7	53.2	-1	20.5	62.7%	D	E	37.1	78.3	-1	41.2	111.1%
9	SR 896/South College Ave & Kent Way	In	Signal	N018P	9	A'	A'	7.8	8.6	0	0.8	10.3%	B'	B'	10.3	11.5	0	1.2	11.7%
10	SR 896/South College Ave & Amstel Ave	In	Signal	N448T	10	A	A	0.5	0.5	0	0.0	0.0%	A	A	0.9	1.2	0	0.3	33.3%
11	SR 896/South College Ave & Delaware Ave	In	Signal	N428T	11	C'	C'	22.2	23.4	0	1.2	5.4%	C'	C'	24.9	33.6	0	8.7	34.9%
12	East Main St & SR 896/South College Ave	In	Signal	N416T	12	B' <sup>1,2</sup>	B' <sup>1,2</sup>	17.5	19.1	0	1.6	9.1%	C' <sup>1,2</sup>	C' <sup>1,2</sup>	23.1	25.4	0	2.3	10.0%
13	East Main St & North College Ave	In	Signal	N416T	13	B'	B'	11.9	14.5	0	2.6	21.8%	B'	B'	11.5	11.0	0	-0.5	-4.3%
14	North College Ave & Cleveland Ave	In	Signal	N433T	14	B'	B'	11	17.2	0	6.2	56.4%	B'	C'	18.9	25.1	-1	6.2	32.8%
15	North College Ave & Ray St	In	AWSC	15	A	A	7.4	7.4	0	0.0	0.0%	A	A	7.6	7.6	0	0.0	0.0%	
16	SR 4/Christina Pkwy & Science Blvd	Out	Signal	N441T	16	A	A	4.5	8.9	0	4.4	97.8%	A	B	8.5	16.3	-1	7.8	91.8%
17	SR 2/Elkton Rd & Otts Chapel Rd	Out	Signal	N181	17	C	D	28.0	39.6	-1	11.6	41.4%	D	D	36.5	41.1	0	4.6	12.6%
18	SR 2/Elkton Rd & Interchange Blvd	Out	Signal	N017P	18	A	A	2.4	3.9	0	1.5	62.5%	C	C	20.1	21.6	0	1.5	7.5%
19	SR 2/Elkton Rd & SR 4/Christina Pkwy	Out	Signal	N153	19	C	D	33.7	53.5	-1	19.8	58.8%	F	E	104.1	65.7	+1	-38.4	-36.9%
20	SR 2/Elkton Rd & Casho Mill Rd	In	Signal	N639	20	C'	C'	24.8	28.0	0	3.2	12.9%	C'	C'	21.5	23.5	0	2.0	9.3%
21	SR 2/Elkton Rd & Chrysler Ave	In	TWSC	21	SE-A/NW-B	SE-A/NW-B	0.0/11.7	0.0/12.5	0/0	0.0/0.8	0.0%/6.8%	SE-A/NW-B	SE-A/NW-B	0.0/12.1	0.0/12.6	0/0	0.0/0.5	0.0%/4.1%	
22	SR 2/Elkton Rd & Short Ln/Thorn Ln	In	Signal	N411T	22	A	A	8.6	9.5	0	0.9	10.5%	B	B	13.5	14.3	0	0.8	5.9%
23	SR 2/Elkton Rd & Park Place	In	Signal	N413T	23	A	A	4.2	7.6	0	3.4	81.0%	B	B	18.2	10.7	0	-7.5	-41.2%
24	SR 2/Elkton Rd & Veterans Ln	In	Signal	N563T	24	A	A	3.4	2.9	0	-0.5	-14.7%	B	B	10.1	13.2	0	3.1	30.7%
25	SR 2/Elkton Rd & Apple Rd	In	Signal	N414T	25	C	C	21.8	22.9	0	1.1	5.0%	C	D	34.3	35.3	-1	1.0	2.9%
26	SR 2/Elkton Rd & Amstel Ave	In	Signal	N415T	26	A'	A'	2.5	2.5	0	0.0	0.0%	A'	A'	7.1	7.0	0	-0.1	-1.4%
27	Barksdale Rd & Country Hills Dr	Out	TWSC	27	NB-A/SB-B	NB-A/SB-B	9.6/12.3	9.8/13.0	0/0	0.2/0.7	2.1%/5.7%	NB-A/SB-B	NB-A/SB-B	9.7/14.6	9.9/15.4	0/0	0.2/0.8	2.1%/5.5%	
28	Casho Mill Rd & Barksdale Rd	In	Signal	N442T	28	C	C	27.9	31.8	0	3.9	14.0%	C	C	30.3	32.2	0	1.9	6.3%
29	Apple Rd & Barksdale Rd/Hillside Rd	In	Signal	N663T	29	B	B	15.9	16.1	0	0.2	1.3%	C	C	21.5	21.7	0	0.2	0.9%
30	West Main St & Hillside Rd	In	Signal	N427T	30	D	D	42.4	44.4	0	2.0	4.7%	D	D	46.1	47.3	0	1.2	2.6%
31	Casho Mill Rd & Church Rd	In	AWSC	31	B	B	10.4	13.3	0	2.9	27.9%	C	C	15.4	19.9	0	4.5	29.2%	
32	West Main St & Casho Mill Rd	In	Signal	N426T	32	B	C	19.4	22.0	-1	2.6	13.4%	F	F	220.0	283.6	0	63.6	28.9%
33	Nottingham Rd & N Church Rd	Out	TWSC	33	NB-C	NB-C	16.6	19.0	0	2.4	14.5%	NB-C	NB-C	17.7	19.7	0	2.0	11.3%	
34	Nottingham Rd & Wedgewood Rd	Out	TWSC	34	SB-D/NE-C	SB-E/NE-C	27.0/17.0	42.4/19.3	-1/0	15.4/7.3	57.0%/13.5%	SB-D/NE-C	SB-E/NE-C	27.4/17.8	35.0/19.9	-1/0	7.6/2.1	27.7%/11.8%	
35	New London Rd & Hillside Rd/W. Cleveland Ave	In	Signal	N439T	35	C	C	31.5	33.3	0	1.8	5.7%	C	C	30.5	33.2	0	2.7	8.9%
36	New London Rd & Country Club Dr/Fremont Rd	Out	Signal	N440T	36	B	B	12.3	11.9	0	-0.4	-3.3%	B	B	17.6	17.3	0	-0.3	-1.7%
37	New London Rd & Wedgewood Rd	Out	TWSC	37	EB-C/WB-C	EB-C/WB-C	18.0/16.6	22.0/19.3	0/0	4.0/2.7	22.2%/16.3%	EB-C/WB-C	EB-F/WB-C	42.0/19.1	63.2/21.9	-1/0	21.2/2.8	50.5%/14.7%	
38	New London Rd & Hopkins Bridge Rd	Out	TWSC	38	WB-C	WB-C	17.3	20.6	0	3.3	19.1%	WB-E	WB-F	37.6	58.9	-1	21.3	56.6%	
39	Paper Mill Rd & Possum Park Rd/Thompson Sta Rd	Out	Signal	N362	39	D	E	42.4	63.0	-1	20.6	48.6%	D	E	48.4	60.7	-1	12.3	25.4%
40	Paper Mill Rd & Louviers Dr	Out	Signal	N003P	40	B	C	12.7	31.5	-1	18.8	148.0%	C	C	27.6	31.0	0	3.4	12.3%
41	Paper Mill Rd & Wintertur Ln	Out	Signal	N657	41	B	B	10.6	14.4	0	3.8	35.8%	B	B	12.6	15.4	0	2.8	22.2%
42	Paper Mill Rd & Old Paper Mill Rd	Out	Signal	N603T	42	B	C	16.2	20.1	-1	3.9	24.1%	B	B	11.8	12.8	0	1.0	8.5%
43	North Chapel St & Cleveland Ave	In	Signal	N432T	43	C'	D'	29.6	35.8	-1	6.2	20.9%	D'	E'	54.1	76.7	-1	22.6	41.8%
44	Capitol Trail & Possum Park Rd	Out	Signal	N166	44	D	D	35.3	37.9	0	2.6	7.4%	D	D	46.1	51.6	0	5.5	11.9%
45	Capitol Trail & Anna Way	In	Signal	N511T	45	A	A	3.5	3.8	0	0.3	8.6%	A	A	3.7	4.0	0	0.3	8.1%
46	Capitol Trail & Cleveland Ave/Woodlawn Ave	In	Signal	N422T	46	F	F	154.7	199.7	0	45.0	29.1%	F	F	187.2	204.1	0	16.9	9.0%
47	East Main St & Library Ave	In	Signal	N423T	47	C'	C'	24.8	29.4	0	4.6	18.5%	D'	D'	38.7	37.5	0	-1.2	-3.1%
48	SR 273/Newark Christiana Rd & Marrows Rd	In	Signal	N247	48	D	D	36.1	39.1	0	3.0	8.3%	D	D	37.8	41.8	0	4.0	10.6%
49	Marrows Rd & John Campbell Rd	In	Signal	N653P	49	A	A	5.3	5.3	0	0.0	0.0%	B	B	13.1	17.5	0	4.4	33.6%
50	Marrows Rd & Wyoming Rd/Old Forge Rd	In	Signal	N059P	50	B	B	10.6	11.9	0	1.3	12.3%	B	C	13.3	23.9	-1	10.6	79.7%
51	Marrows Rd & Whitechapel Dr/Kimbenton Dr	Out	Signal	N487	51	B	B	11.3	11.6	0	0.3	2.7%	B	B	10.0	10.1	0	0.1	1.0%
52	Marrows Rd & Brookside Blvd	Out	Signal	N189	52	A	A	7.7	7.8	0	0.1	1.3%	A	A	7.0	7.1	0	0.1	1.4%
53	Marrows Rd & Kensington Ln	Out	TWSC	53	EB-B/WB-B	EB-B/WB-B	14.7/13.2	14.9/13.4	0/0	0.2/0.2	1.4%/1.5%	EB-D/WB-F	EB-D/WB-F	29.9/60.1	30.9/68.8	0/0	1.0/8.7	3.3%/14.5%	
54	SR 4/Chestnut Hill Rd & Marrows Rd	Out	Signal	N255	54	C	C	24.8	25.0	0	0.2	0.8%	D	D	40.6	42.3	0	1.7	4.2%
55	SR 72/Library Ave & SR 4/Chestnut Hill Rd	Out	Signal	N346	55	D	D	41.6	46.6	0	5.0	12.0%	E	F	69.8	89.8	-1	20.0	28.7%
56	SR 72/Library Ave & Kensington Ln	Out	TWSC	56	WB-D	WB-F	27.7	47.8	-1	20.1	72.6%	WB-E	WB-E	36.0	46.5	0	10.5	29.2%	
57	SR 72/Library Ave & Wyoming Rd	In	Signal	N425T	57	C	C	24.3	23.5	0	-0.8	-3.3%	D	D	45.5	47.9	0	2.4	5.3%
58	SR 72/Library Ave & Delaware Ave	In	Signal	N424T	58	B	B	10.9	10.3	0	-0.6	-5.5%	C	C	32.8	18.7	+1	-14.1	-43.0%
59	East Main St & South Chapel St	In	Signal	N418T	59	B	C	19.6	24.0	-1	4.4	22.4%	C	C	28.4	21.9	0	-6.5	-22.9%
60	Delaware Ave & South Chapel St	In	Signal	N430T	60	C	C	25.1	22.9	0	-2.2	-8.8%	C	C	28.6	22.9	0	-5.7	-19.9%
61	Delaware Ave & Tyre Ave	In	Signal	N431T	61	C	C	23.4	25.8	0	2.4	10.3%	B	B	15.8	15.8	0	0.0	0.0%
62	South Chapel St & Wyoming Rd	In	AWSC	62	B	C	14.6	20.2	-1	5.6	38.4%	E	F	43.1	52.9	-1	9.8	22.7%	
63	East Main St & Academy St	In	Signal	N417T	63	B'	A'	10.3	7.0	+1	-3.3	-32.0%	B'	B'	18.8	17.5	0	-1.3	-6.9%
64	Delaware Ave & Academy St	In	Signal	N429T	64	C	C	29.8	31.4	0	1.6	5.4%	C	D	34.6	35.8	-1	1.2	3.5%

Delaware Ave & Haines St  
E. Main St & Haines St

In: 36  
Out: 28  
Total: 64

Signal: 52  
Unsig: 12  
64

- Overall intersection and approach LOS values of E or worse and excessive delay values are shown in RED.
- 1 - Synchro native methodology used due to restrictions in HCM6 and HCM2010 methodologies for U-turns, exclusive pedestrian phases, unconventional phasing or clustered signal configurations.
  - 2 - Peak Hour Factor and Heavy Vehicle % defaults used due to no specific data available.
  - 3 - Fifth intersection approach (no volumes) removed to match signal timing plan; HCM6 used.