AVERAGE DELAY & LOS FOR SIGNALIZED INTERSECTIONS

Signalized Intersection	Output Type	Control Delay & LOS																			
		2030 w/New Dev-No Build				2030 Improvement Alternative 1*				2030 Improvement Alternative 1a*				2030 Improvement Alternative 1b*				2030 Improvement Alternative 2			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Mifflin Road	HCM	40.9	D	37.8	D	34.6	C	33.5	C	32.9	C	31.4	C	32.9	C	31.4	C	32.1	C	30.4	C
Kenton Road	HCM	34.5	C	57.1	E	40.6	D	52.2	D	36.5	D	54.9	D	36.9	D	54.5	D	33.4	C	47.0	D
Independence Boulevard	HCM	25.2	C	24.6	C	28.3	C	32.9	C	33.0	C	30.9	C	32.7	C	30.1	C	43.4	D	35.3	D
Modern Maturity	HCM	5.4	A	8.8	A	14.2	B	38.7	D	11.2	B	38.2	D	14.0	B	33.3	D	6.5	A	12.1	B
Saulsbury Road	HCM	88.5	F	173.4	F	79.4	E	98.5	F	54.0	D	63.0	E	70.3	E	83.4	F	49.2	D	58.5	E
Gibbs Drive	HCM	8.6	A	7.9	A	19.9	B	14.9	B	19.9	B	14.9	B	19.9	B	14.9	B	20.0	B	18.8	B
Weston Drive/ Forrest Street	HCM/ SIDRA	N/A-Unsig	N/A-Unsig	N/A-Unsig	N/A-Unsig	11.8	B	30.0	C	11.8	B	30.0	C	11.8	B	30.0	C	3.4	A	49.9	D
Ridgely Street	HCM	4.2	A	6.8	A	4.2	A	5.6	A	4.2	A	5.6	A	4.2	A	5.6	A	4.8	A	6.4	A

*Improvement Alt 1 indiates existing geometry at DE Route 8 & Saulsbury Road with Prot./Proh. LT phasing on DE Route 8, Alt 1a indicates 4-lane Saulsbury Road cross-section with Prot./Proh. LT phasing on all approaches, and Alt B indicates existing geometry with Prot./Perm. phasing on all approaches

LOS:Level of Service is a method of describing how well traffic is moving through an intersection based on motorist delay.