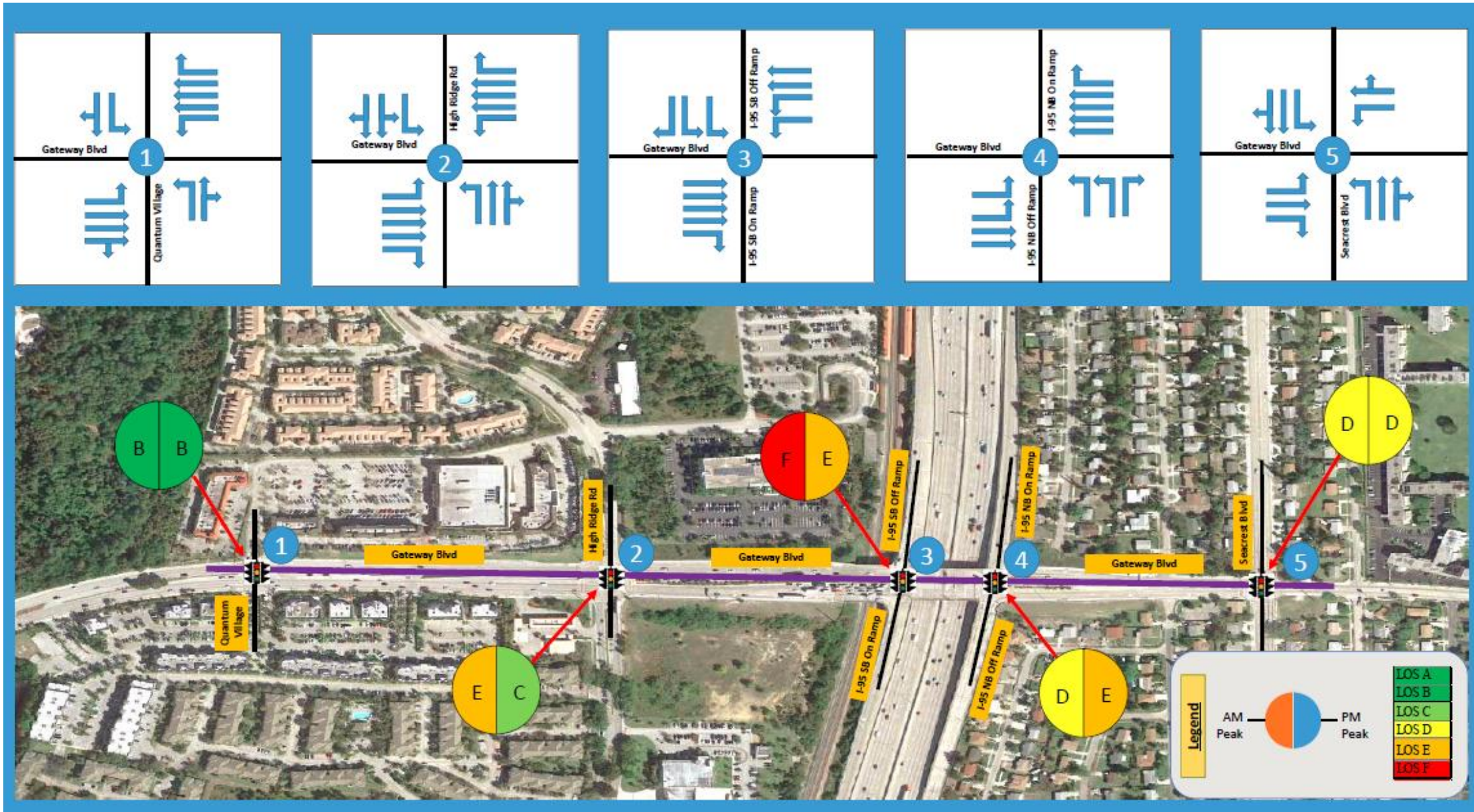
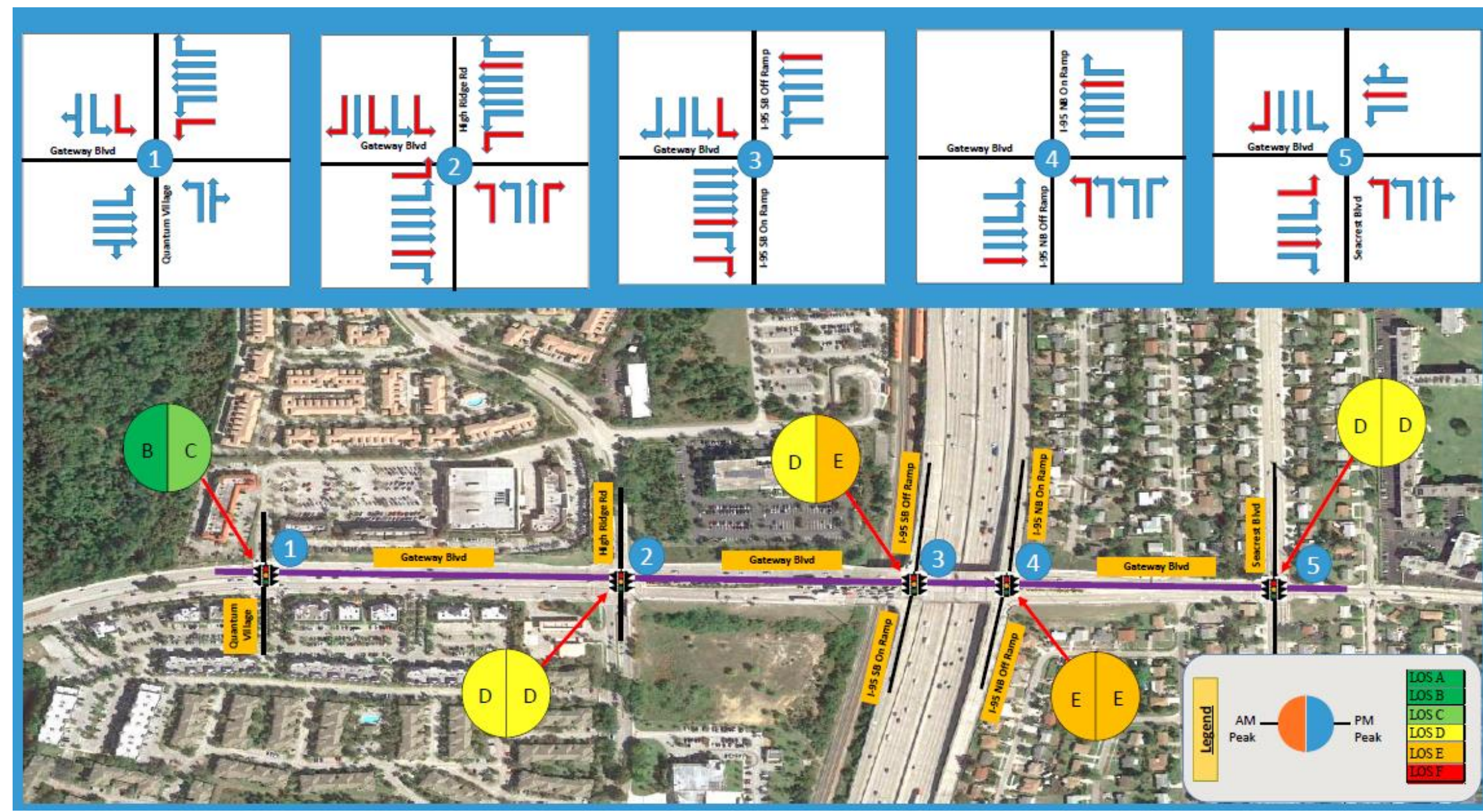


LANE CONFIGURATION AND LEVEL OF SERVICE (LOS)

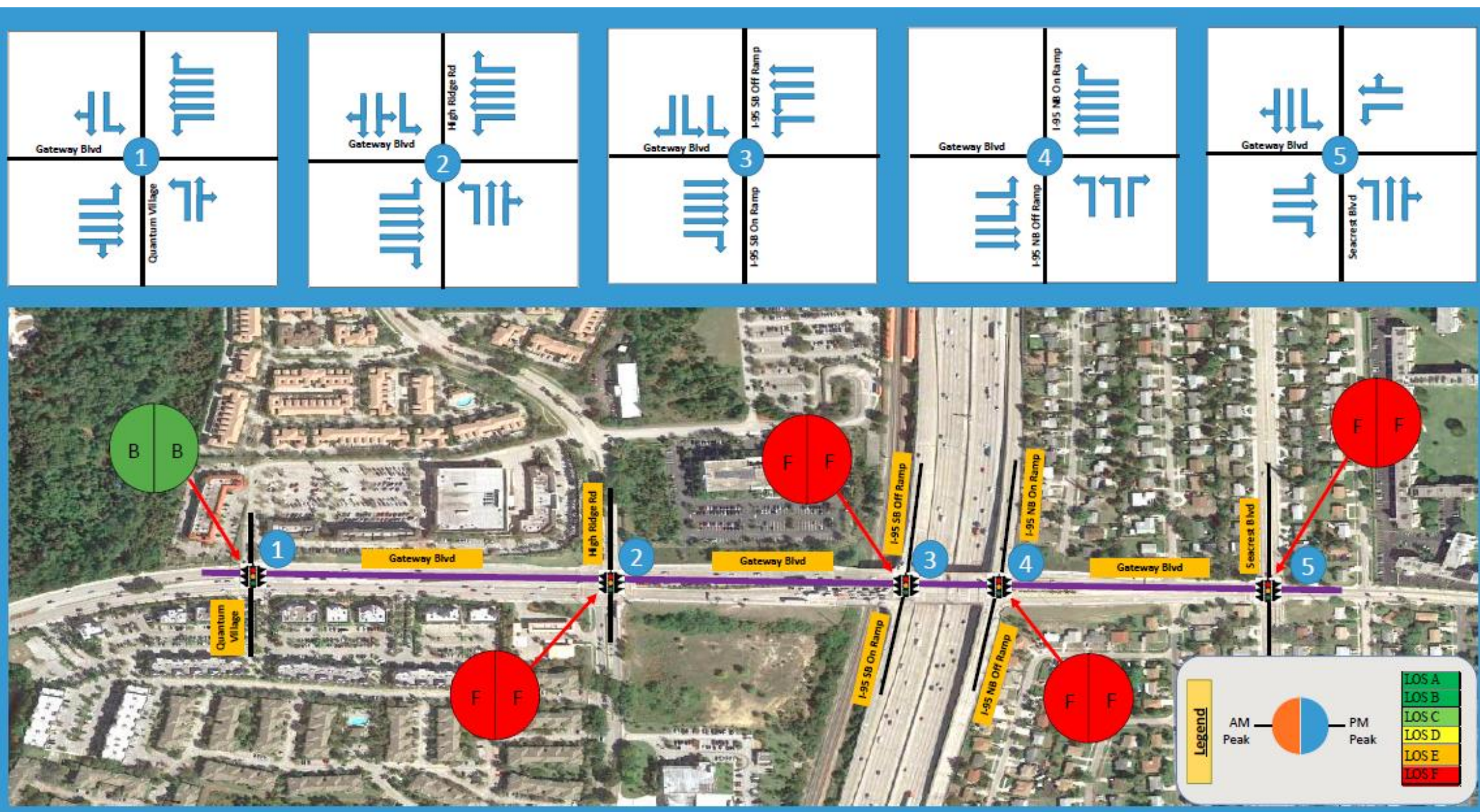
GATEWAY BOULEVARD



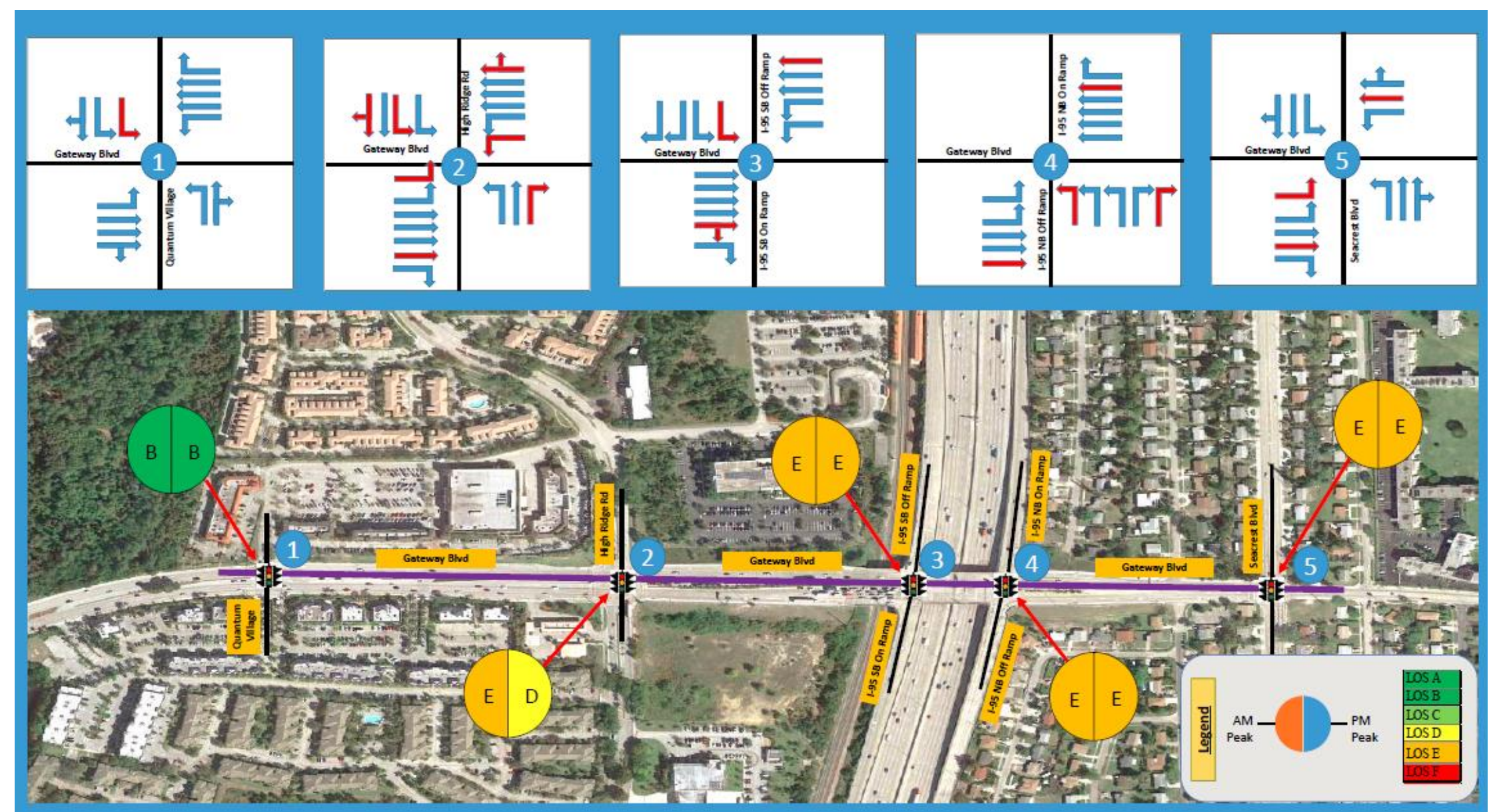
Existing Year 2015 Conditions



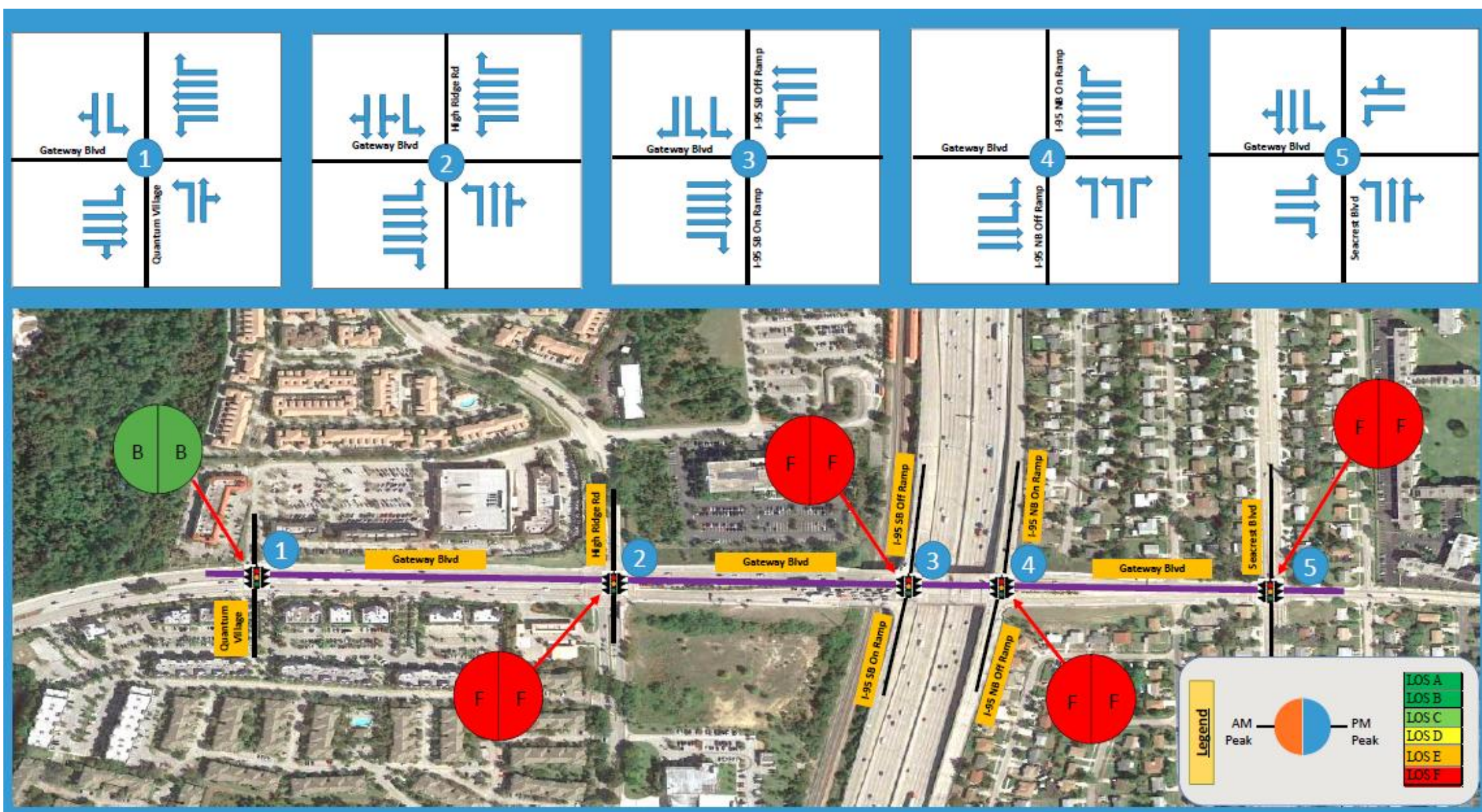
Alternative 1 - CDA - Design Year 2040



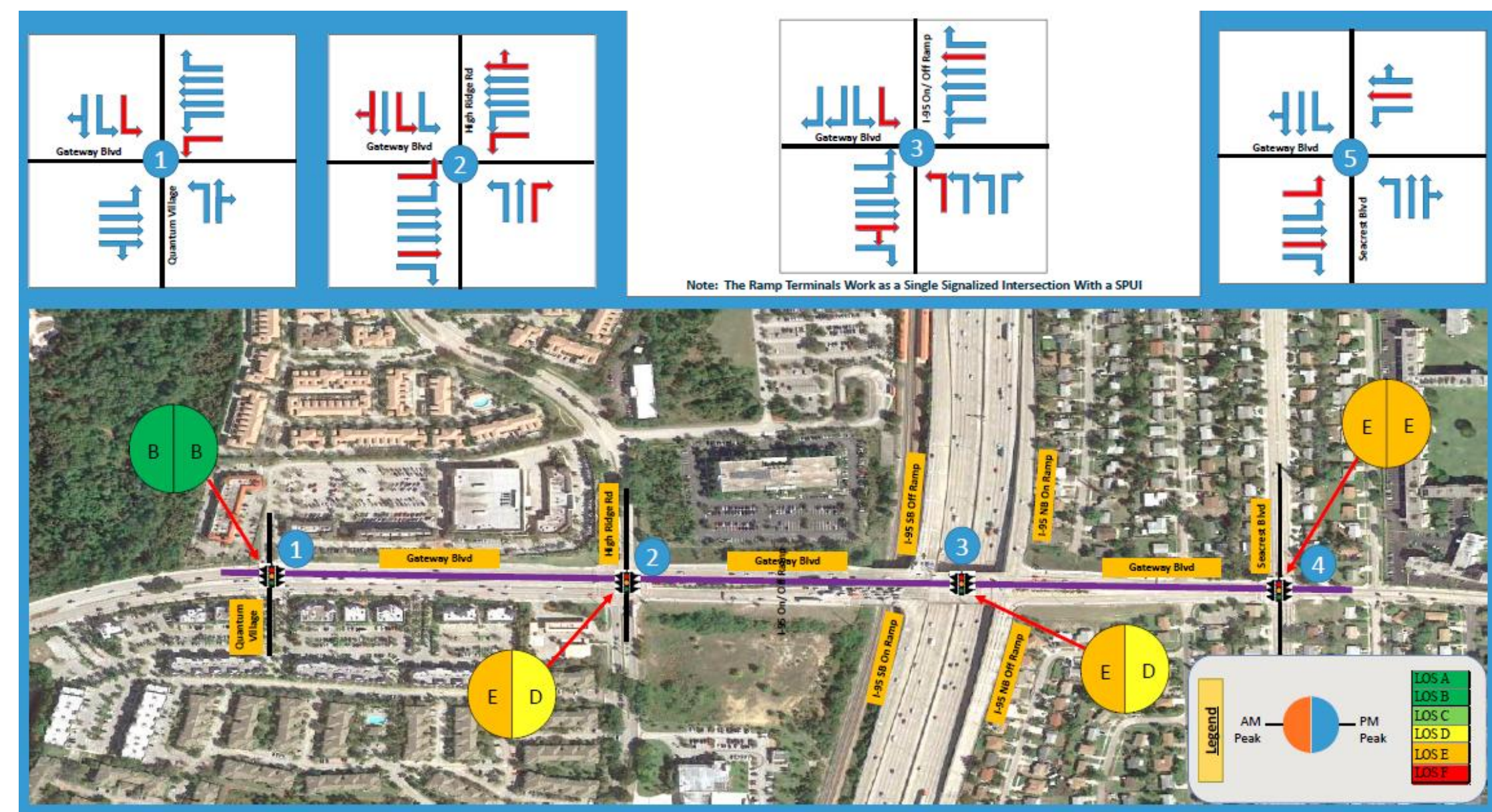
No-Build Conditions - Design Year 2040



Alternative 2 - Streamlined CDA - Design Year 2040



TSM&O Alternative - Design Year 2040

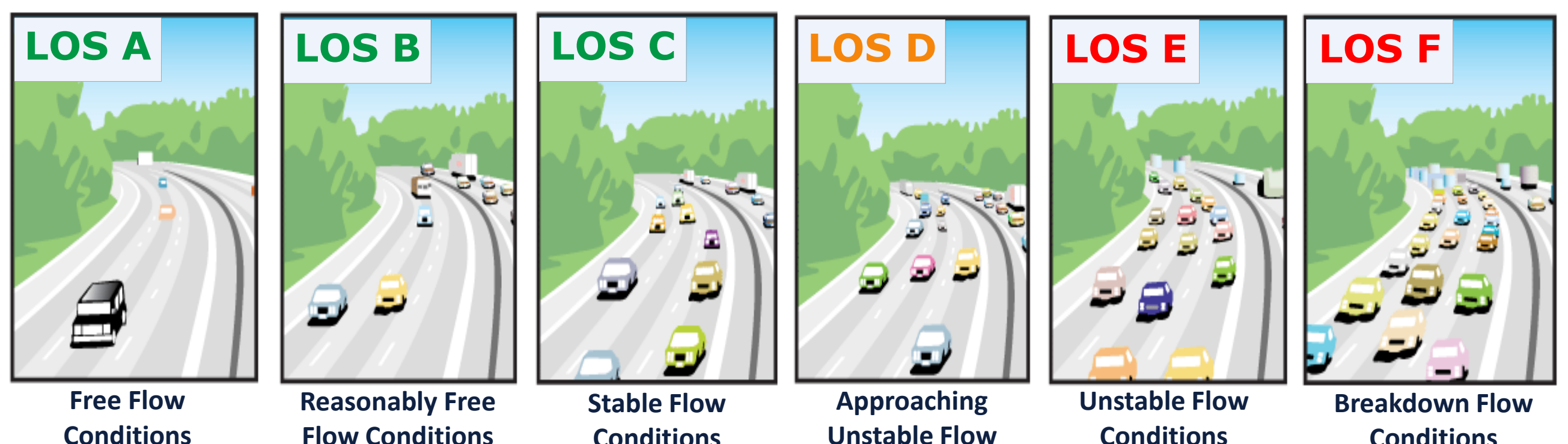


Alternative 3 - SPUI - Design Year 2040

| LOCATION | AM | | BUILD ALTERNATIVES | | |
|---|---------------|---------------|--------------------|-----------------------|---------------|
| | No-Build | TSM&O | Alt 1 CDA | Alt 2 Streamlined CDA | Alt 3 SPUI |
| AVERAGE DELAY (s) ⁽¹⁾ | | | | | |
| Gateway Blvd at Quantum Village | 12.30 | 14.20 | 18.70 | 15.60 | 14.30 |
| Gateway Blvd at High Ridge Road | 182.80 | 152.20 | 53.50 | 57.90 | 57.90 |
| Gateway Blvd at I-95 SB Ramps | 203.70 | 106.50 | 41.40 | 71.70 | 55.60 |
| Gateway Blvd at I-95 NB Ramps | 146.50 | 108.80 | 62.90 | 63.30 | 63.30 |
| Gateway Blvd at Seacrest Blvd | 166.10 | 165.90 | 51.00 | 77.90 | 79.80 |
| Total Delay Per Vehicle (sec) | 711.40 | 547.60 | 227.50 | 286.40 | 207.80 |
| Total Delay Per Vehicle (min) | 11.9 | 9.2 | 3.8 | 4.8 | 3.5 |
| Reduction in Delay from No-Build | - | 23% | 68% | 60% | 71% |

| LOCATION | PM | | BUILD ALTERNATIVES | | |
|---|---------------|---------------|--------------------|-----------------------|---------------|
| | No-Build | TSM&O | Alt 1 CDA | Alt 2 Streamlined CDA | Alt 3 SPUI |
| AVERAGE DELAY (s) ⁽¹⁾ | | | | | |
| Gateway Blvd at Quantum Village | 14.00 | 15.10 | 22.50 | 19.10 | 18.70 |
| Gateway Blvd at High Ridge Road | 117.80 | 71.10 | 38.40 | 40.20 | 54.80 |
| Gateway Blvd at I-95 SB Ramps | 109.20 | 104.60 | 66.90 | 68.60 | 45.30 |
| Gateway Blvd at I-95 NB Ramps | 187.50 | 148.20 | 67.80 | 77.40 | 77.40 |
| Gateway Blvd at Seacrest Blvd | 104.80 | 104.30 | 50.60 | 57.00 | 59.30 |
| Total Delay Per Vehicle (sec) | 533.30 | 443.30 | 246.20 | 262.30 | 178.10 |
| Total Delay Per Vehicle (min) | 8.9 | 7.4 | 4.2 | 4.4 | 3.0 |
| Reduction in Delay from No-Build | - | 13% | 39% | 38% | 50% |

LEGEND
 LOS A
 LOS B
 LOS C
 LOS D
 LOS E
 LOS F



LOS classifications are designated from LOS A to LOS F. Operational conditions considered in a LOS classification include:

- Speed and travel time
- Freedom to maneuver
- Traffic interruptions
- Comfort and convenience

Operational Analysis Summary

| LOCATION | AM | | BUILD ALTERNATIVES | | |
|--|-------------|-------------|--------------------|-----------------------|------------|
| | No-Build | TSM&O | Alt 1 CDA | Alt 2 Streamlined CDA | Alt 3 SPUI |
| TOTAL DELAY PER VEHICLE (min) (AM+PM PEAKS) | | | | | |
| Total Delay Per Vehicle (min) (AM+PM Peaks) | 20.8 | 16.6 | 7.9 | 9.2 | 6.5 |
| Reduction in Delay from No-Build | - | 20% | 62% | 56% | 69% |