Burnside Couplet Alternatives - Traffic Operations Criteria Summary				
	EASTBOUND BURNSIDE OPERATIONS CRITERIA			
	Travel Time	Arterial LOS	Travel Speed	Signal Delay
	(seconds)	(based on delay)	(miles per hour)	(seconds)
2nd to Park				
No-build	137	F	5	56.4
Enhanced Existing	226	F	6	126.2
5-4-3 Alternative	200	E	8	105.3
Three-lane (1/1)	199	E	8	105.0
Three-lane (2/1)	190	E	8	94.8
Truncated Couplet	179	E	9	84.3
Proposed Couplet	170	E	9	75.4
Park to 15th				
No-build	109	D	10	39.7
Enhanced Existing	117	D	11	27.8
5-4-3 Alternative	122	D	9	45.6
Three-lane (1/1)	208	F	5	132.5
Three-lane (2/1)	205	F	5	128.4
Truncated Couplet	130	E	9	53.5
Proposed Couplet	113	D	10	32.3
15th to 24th				
No-build	226	D	12	99.7
Enhanced Existing	287	D	10	112.2
5-4-3 Alternative	663	F	4	499.8
Three-lane (1/1)	617	F	4	465.2
Three-lane (2/1)	455	F	6	291.8
Truncated Couplet	225	D	12	73.0
Proposed Couplet	216	D	13	64.4

Burnside Couplet Alternatives - Traffic Operations Criteria Summary				
	WESTBOUND BURNSIDE OPERATIONS CRITERIA			
	Travel Time	Arterial LOS	Travel Speed	Signal Delay
	(seconds)	(based on delay)	(miles per hour)	(seconds)
2nd to Park				
No-build	208	C	13	63.7
Enhanced Existing	234	D	13	69.3
5-4-3 Alternative	262	D	11	118.2
Three-lane (1/1)	245	D	11	100.2
Three-lane (2/1)	271	D	10	126.7
Truncated Couplet	-	-	-	-
Proposed Couplet	-	-	-	-
Park to 15th				
No-build	125	D	13	26.3
Enhanced Existing	125	D	10	34.1
5-4-3 Alternative	125	D	13	30.4
Three-lane (1/1)	164	D	10	69.5
Three-lane (2/1)	114	C	14	19.8
Truncated Couplet	147	D	11	52.7
Proposed Couplet	-	-	-	-
15th to 24th				
No-build	213	D	12	66.7
Enhanced Existing	227	D	12	68.9
5-4-3 Alternative	767	F	3	620.2
Three-lane (1/1)	514	F	5	367.5
Three-lane (2/1)	207	D	13	60.3
Truncated Couplet	204	D	13	57.8
Proposed Couplet	208	D	13	61.1