



LOS	TRAFFIC FLOW DESCRIPTION
A	ALMOST FREE FLOW. EXCELLENT VEHICLE PROGRESSION. VERY SHORT DELAY.
B	STABLE TRAFFIC FLOW. GOOD VEHICLE PROGRESSION. SHORT DELAY.
C	DESIGN OBJECTIVE: STABLE TRAFFIC FLOW. FAIR VEHICLE PROGRESSION WITH FREQUENT VEHICLE STOPS. SHORT DURATION BACKUPS OCCUR.
D	TRAFFIC FLOW AND VEHICULAR PROGRESSION BECOMES UNSTABLE. MANY VEHICLES STOP AND DELAYS BECOME SUBSTANTIAL.
E	UNSTABLE TRAFFIC FLOW. VEHICULAR PROGRESSION SELDOM OCCURS. VEHICLE STOPS AND DELAY CAUSE LENGTHY BACKUPS.
F	JAMMED CONDITIONS. ARRIVAL TRAFFIC FLOW RATE EXCEEDS CAPACITY OF THE INTERSECTION.

SOUTHBOUND ON MOVEMENT

2010 (EXISTING) LOS	F (C)
2030 (NO-BUILD) LOS	F (C)

NORTHBOUND ON MOVEMENT

2010 (EXISTING) LOS	B (D)
2030 (NO-BUILD) LOS	C (E)

2010 (EXISTING)	D (D)
2030 (NO-BUILD)	D (F)

2010 (EXISTING)	C (C)
2030 (NO-BUILD)	D (C)

2010 (EXISTING)	C (C)
2030 (NO-BUILD)	C (D)

LEGEND

LOS = LEVEL OF SERVICE

* (*) = LOS A.M. PEAK (P.M. PEAK)

= EXISTING TRAFFIC SIGNAL

= UNSIGNALIZED INTERSECTION - STOP SIGN CONTROL MINOR APPROACH