



| 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