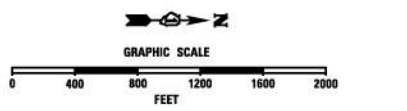
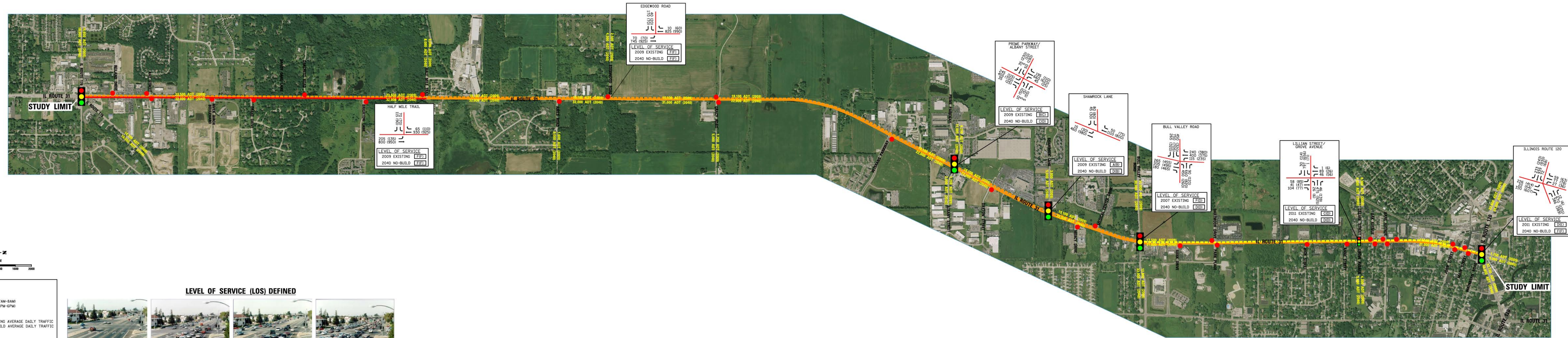


2009 / 2040 TRAFFIC VOLUMES AND LEVEL OF SERVICE



LEGEND

INTERSECTION PEAK HOUR VOLUME
102 - A.M. PEAK-HOUR VOLUMES (7AM-8AM)
(102) - P.M. PEAK-HOUR VOLUMES (5PM-6PM)

ROADWAY AVERAGE DAILY TRAFFIC
XX,XXX ADT (2009) - 2009 EXISTING AVERAGE DAILY TRAFFIC
XX,XXX ADT (2040) - 2040 NO-BUILD AVERAGE DAILY TRAFFIC

● - EXISTING TRAFFIC SIGNAL
● - UNSIGNALIZED INTERSECTION (STOP SIGN CONTROL)

LEVEL OF SERVICE
-A.M. LEVEL OF SERVICE (LOS)
-P.M. LEVEL OF SERVICE (LOS)

--- EXISTING LEVEL OF SERVICE (COLOR VARIES-SEE LOS CHART)
--- PROJECTED 2040 NO-BUILD LEVEL OF SERVICE (COLOR VARIES-SEE LOS CHART)

LEVEL OF SERVICE (LOS) DEFINED

LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	LOS "F"
INTERSECTION APPROACHES APPEAR QUITE OPEN AND ALL MOVEMENTS ARE EASILY MADE. AVERAGE VEHICLE DELAYS ARE LESS THAN 10 SECONDS.	STABLE OPERATION. AVERAGE VEHICLE DELAYS ARE 10 TO 20 SECONDS.	PERIODIC BACKUPS WHERE MOST DRIVERS BEGIN TO FEEL SOMEWHAT RESTRICTED. AVERAGE VEHICLE DELAYS ARE 20 TO 35 SECONDS.	DELAYS TO APPROACHING VEHICLES MAY BE SUBSTANTIAL, DURING SHORT PERIODS, BUT EXCESSIVE BACKUPS ARE NEGLIGIBLE. AVERAGE VEHICLE DELAYS ARE 35 TO 55 SECONDS.	MAXIMUM CAPACITY OF THE INTERSECTION IS OVER CAPACITY. AVERAGE VEHICLE DELAYS ARE 55 TO 80 SECONDS.	JAMMED CONDITIONS WHERE THE INTERSECTION IS OVER CAPACITY. AVERAGE DELAYS EXCEED 80 SECONDS.