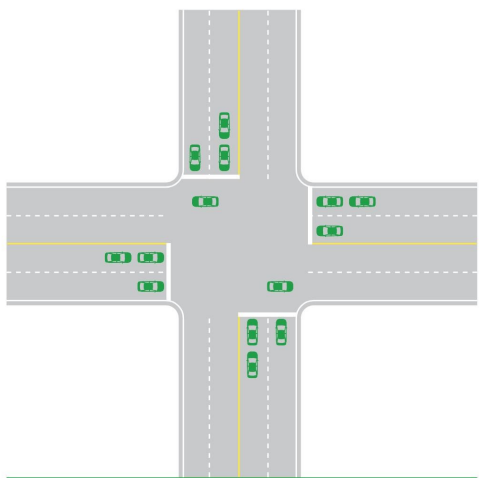
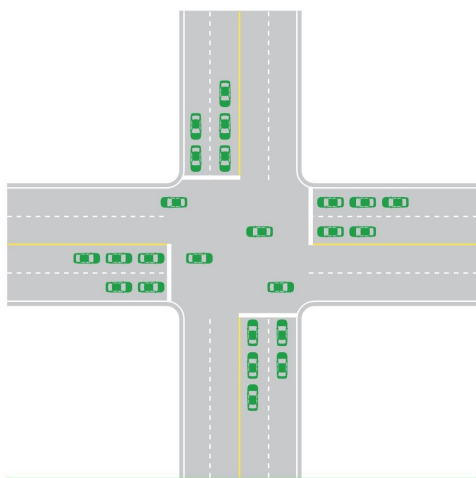


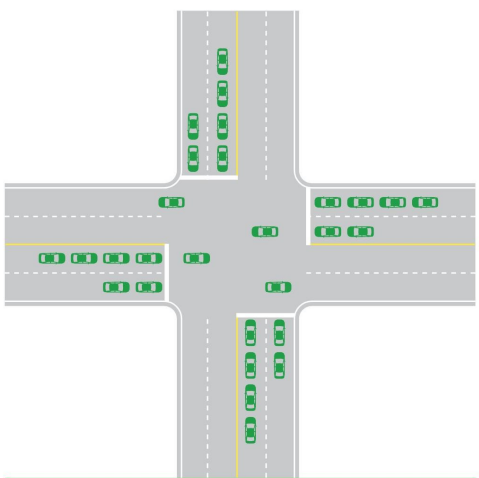
LEVEL OF SERVICE (LOS) DEFINITION



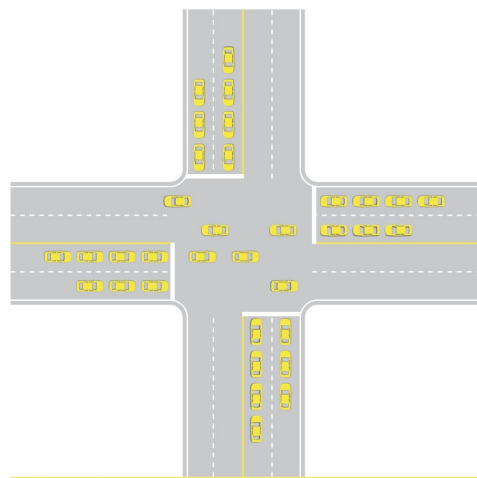
LOS A
 Intersection approaches appear quite open and all movements are easily made. Average vehicle delays are **less than 10 seconds**.



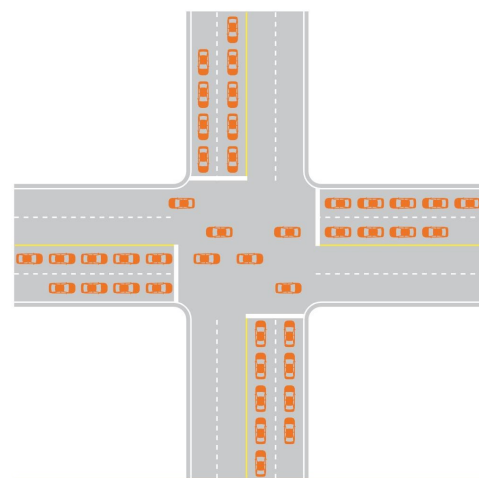
LOS B
 Stable operation. Average vehicle delays are **10 to 20 seconds**.



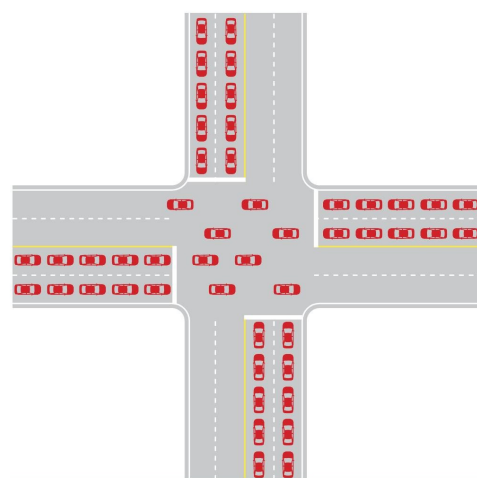
LOS C
 Periodic backups where most drivers begin to feel somewhat restricted. Average vehicle delays are **20 to 35 seconds**.



LOS D
 Delays to approaching vehicles may be substantial during short periods, but excessive backups are negligible. Average vehicle delays are **35 to 55 seconds**.

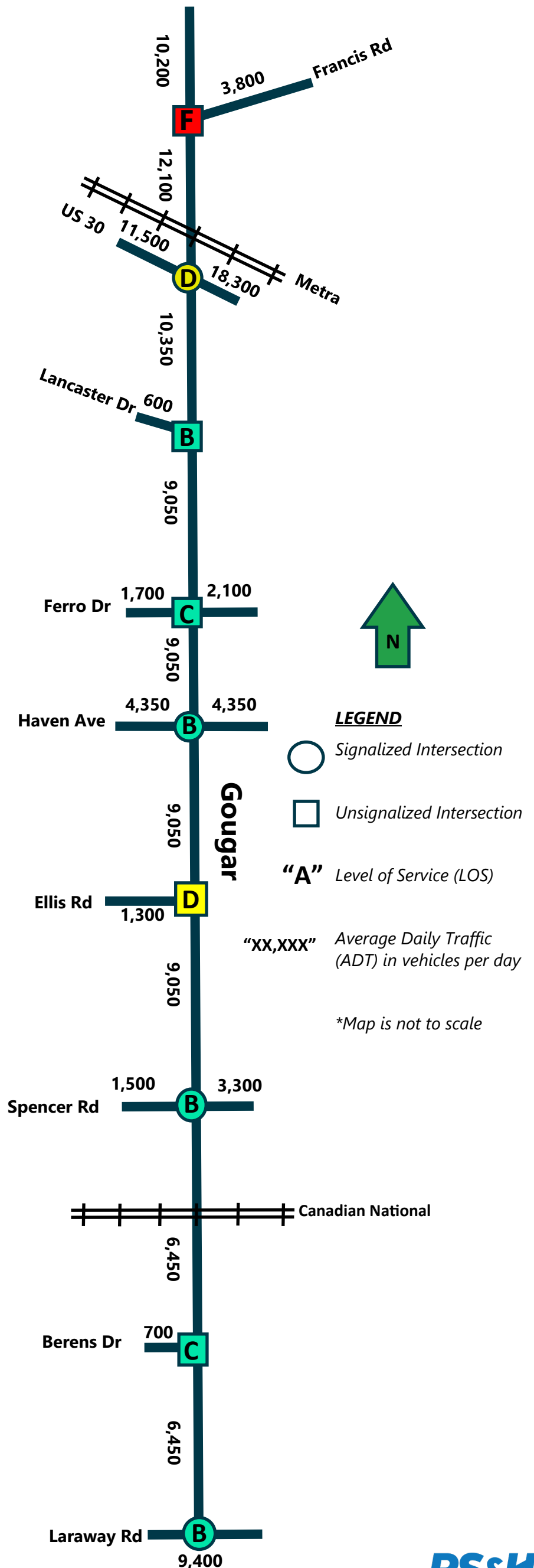


LOS E
 Maximum capacity of the intersection. Average vehicle delays are **55 to 80 seconds**.



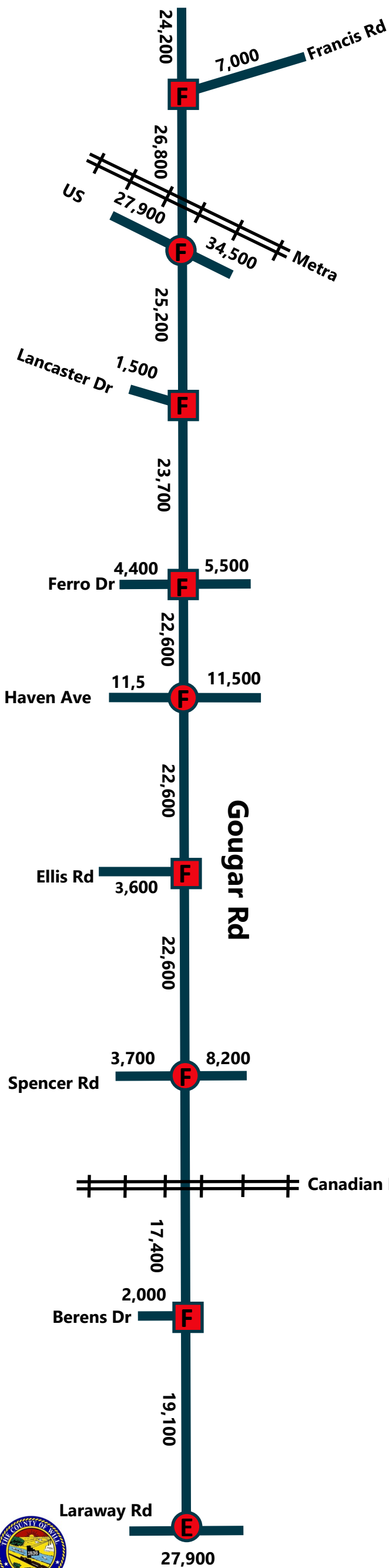
LOS F
 Jammed conditions where the intersection is over capacity. Average delays **exceed 80 seconds**.

EXISTING AVERAGE DAILY TRAFFIC (ADT) AND LOS

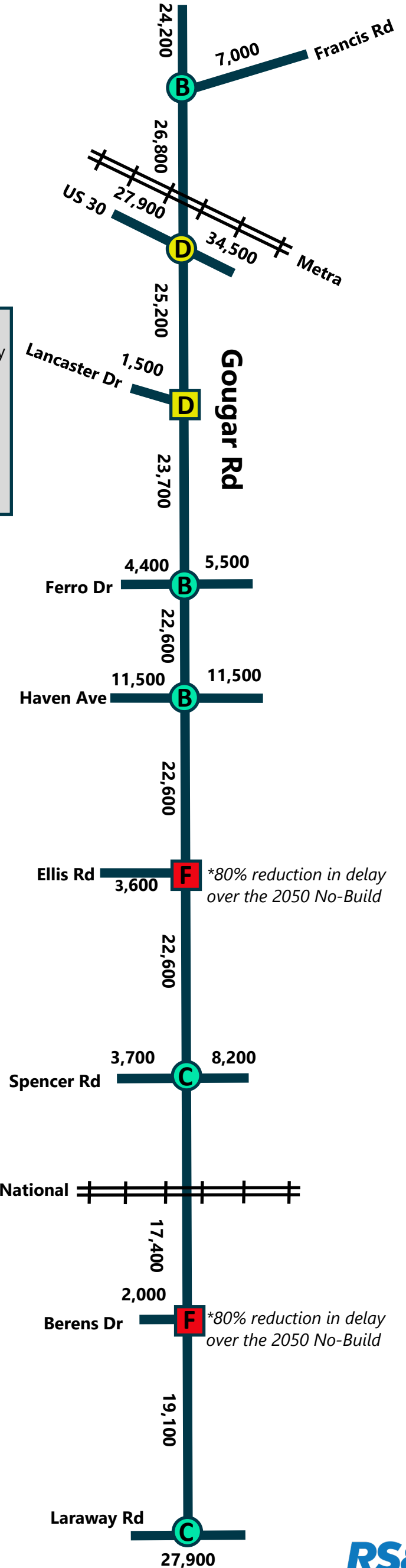


GOUGAR ROAD STUDY

2050 NO-BUILD ADT AND LOS



2050 BUILD ADT AND LOS



2050 NO-BUILD: Traffic Conditions in the year 2050 without any proposed improvements.

2050 BUILD: Traffic Conditions in the year 2050 with proposed improvements.



LEGEND

○ Signalized Intersection

□ Unsignalized Intersection

"A" Level of Service (LOS)

"XX,XXX" Average Daily Traffic (ADT) in vehicles per day

*Map is not to scale

*80% reduction in delay over the 2050 No-Build

*80% reduction in delay over the 2050 No-Build

