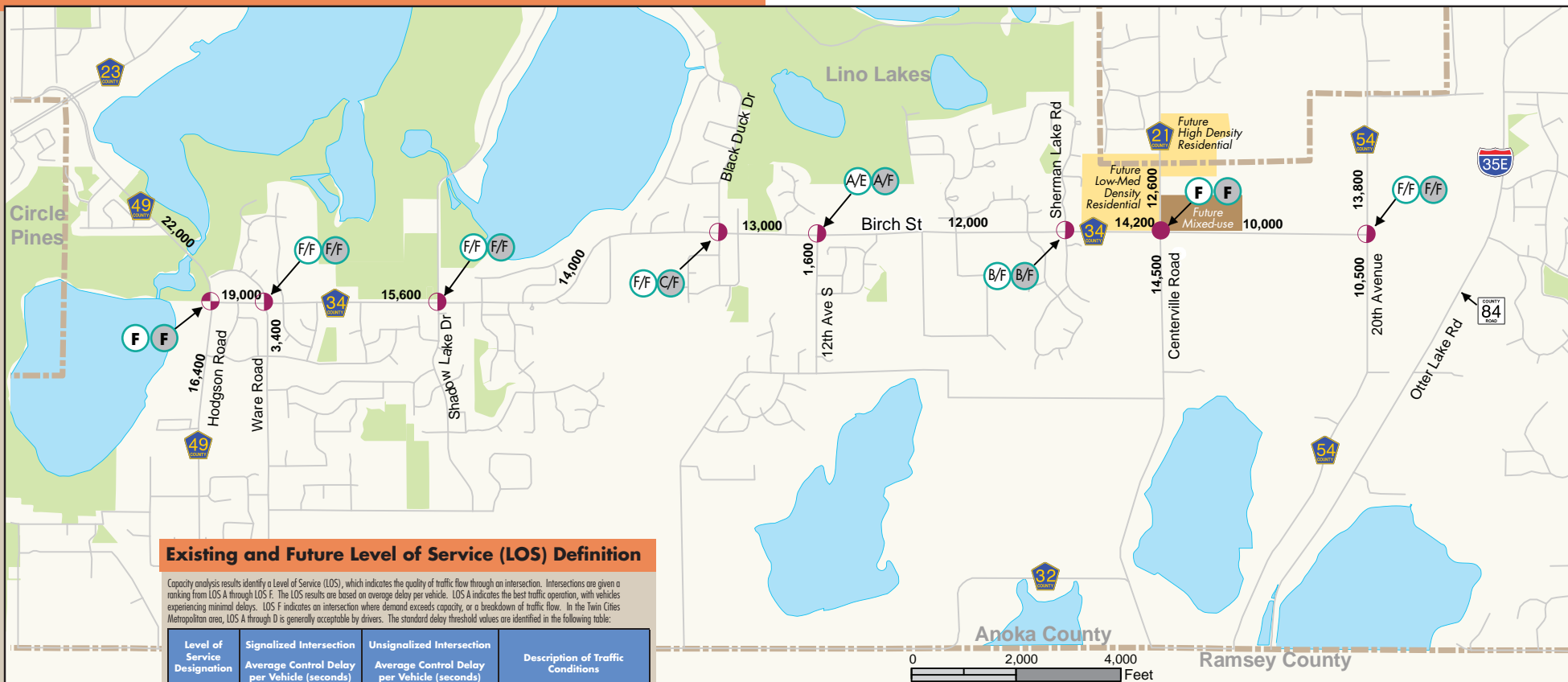


What are the future conditions of the corridor estimated to be?



Existing and Future Level of Service (LOS) Definition

Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. In the Twin Cities Metropolitan area, LOS A through D is generally acceptable by drivers. The standard delay threshold values are identified in the following table:

Level of Service Designation	Signalized Intersection Average Control Delay per Vehicle (seconds)	Unsignalized Intersection Average Control Delay per Vehicle (seconds)	Description of Traffic Conditions
A	Less than or equal to 10	Less than or equal to 10	Stable Flow - Low delays; at traffic signals most vehicles do not stop; acceptable LOS
B	> 10-20	> 10-15	Stable Flow - Low delays; at traffic signals some vehicles must stop; acceptable LOS
C	> 20-35	> 15-25	Stable Flow - Moderate delays; at traffic signals some cycle failures; many vehicles must stop; acceptable LOS
D	> 35-55	> 25-35	Approaching Unstable Flow - Moderate delays; at traffic signals cycle failures become noticeable; many more vehicles must stop; limit of acceptable LOS
E	> 55-80	> 35-50	Unstable Flow - Significant delays; at traffic signals cycle failures are frequent; most vehicles required to stop; unacceptable LOS
F	Over 80	Over 50	Forced Flow/Failure - Significant delays; at traffic signals many cycle failures occur; most or all vehicles must stop; unacceptable LOS

Legend

- Signal
- All-way Stop
- Side Street Stop
- x,xxx = 2030 No-Build Daily Traffic Volumes

Level of Service - LOS

- AM
- PM
- Overall LOS/ Worst Approach LOS

Vehicle/Capacity (V/C) Analysis

V/C ratios are a common measure of roadway traffic capacity levels. In a V/C analysis, average daily traffic volumes (ADT) are compared to roadway capacity thresholds to identify existing and future traffic problems. The commonly used capacity threshold for a 2-lane undivided facility such as CSAH 34 is a maximum ADT of 10,000 to 12,000 vehicles per day. Based on forecasted traffic volumes for CSAH 34, the entire corridor will be at or over capacity by 2030.

