



Traffic Operations Summary – 2045 AM and PM Peak Hours

		AM Peak Hour		PM Peak Hour	
		Overall Level of Service		Overall Level of Service	
US 51 Intersection		Future No Build	Alternative H	Future No Build	Alternative H
Intersections	Farwell St (County MN)	Signalized		Signalized	
		C (3.05)	C (3.02)	B (2.78)	C (3.26)
	Exchange St	Unsignalized	Roundabout	Unsignalized	Roundabout
		F (6+)	A (1.86)	E (5.76)	A (1.88)
	County B/AB	Roundabout		Roundabout	
		A (1.85)	A (1.87)	B (2.11)	A (2.01)
	County B (East)	Unsignalized	Roundabout	Unsignalized	Roundabout
		E (5.52)	A (1.68)	F (6+)	A (1.89)
	Roby Rd	Roundabout		Roundabout	
		A (1.66)	A (1.88)	A (1.79)	A (1.74)
WIS 138 (West)	Roundabout		Roundabout		
	A (1.66)	A (1.82)	B (2.37)	B (2.33)	
Hoel Ave	Roundabout		Roundabout		
	A (1.67)	A (1.68)	A (1.80)	A (1.80)	
County N	Signalized		Signalized		
	B (2.77)	B (2.82)	B (2.58)	B (2.69)	
Downtown Stoughton	Van Buren St	Signalized		Signalized	
		B (2.36)	B (2.37)	A (1.82)	A (1.83)
	Page St	Signalized		Signalized	
		B (2.20)	A (1.99)	B (2.12)	A (1.64)
Division St	Signalized		Signalized		
	A (1.65)	A (1.64)	A (1.75)	A (1.86)	
S. 4th St	Signalized		Signalized		
	E (5.55)	B (2.18)	D (4.53)	A (1.90)	
Peak Direction LOS:		AM Northbound		PM Southbound	
Two-Lane Roadway	US 51 Between Mahoney Rd and Dyreson Rd	E (5.15)	E (5.22)	E (5.39)	E (5.43)
	US 51 Between Lake Kegonsa Rd and County B East	E (5.27)	E (5.40)	E (5.48)	E (5.53)
	US 51 Between Washington Rd and Tower Dr	D (4.01)	C (3.99)	D (4.07)	B (2.53)
Off-Peak Direction LOS:		AM Southbound		PM Northbound	
Two-Lane Roadway	US 51 Between Mahoney Rd and Dyreson Rd	C (3.43)	C (3.54)	C (3.86)	C (3.98)
	US 51 Between Lake Kegonsa Rd and County B East	C (3.39)	C (3.47)	D (4.58)	D (4.60)
	US 51 Between Washington Rd and Tower Dr	C (3.11)	A (1.87)	B (2.66)	B (2.53)

Level of Service (LOS) Values	
LOS (Alpha Value)	LOS (Numeric Value)
A	1.01 to 2.00
B	2.01 to 3.00
C	3.01 to 4.00
D	4.01 to 5.00
E	5.01 to 6.00
F	> 6.00

LOS # (###)	Intersection LOS based on committed (funded) roundabout projects
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Intersection Type	LOS determination
Unsignalized	Delay for Poorest Intersection Movement
All-way-stop	Weighted average delay of all intersection movements
Roundabout	
Signalized	Weighted average delay of all intersection movements

See Description of Motor Vehicle Levels of Service Exhibit for Unsignalized and Signalized LOS Scales

Roadway Type	LOS determination
2-lane Roadway Segment	Percent Time Spent Following

See Description of Motor Vehicle Levels of Service Exhibit for 2-lane Roadway LOS Scale

Nearing Capacity when:

LOS =	D
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