With the construction of the proposed project, the traffic in the area is likely to increase, particularly during the operation phase. The increase in traffic may create congestion, potential delays and inconvenience for pedestrians and residents accessing the localities.

As per Indian Road Congress (IRC) Standards, the level of service of each surveyed road has been determined and shown in **Table 1**.

Table-1: Existing Level of Service

Location	Distance (km)	Direction	V = Volume in PCU per hour	C = Suggested design capacity in PCU/hour	V/C ratio	LoS as per IRC
T1: SH-78	1.28	WNW	487.8	1500	0.33	B
T2: NH-9 (Moradabad Byepass road)	0.85	SE	383.7	3600	0.11	A
T3: Old NH-24 (Old Moradabad Byepass road)	2.16	ENE	227.2	3600	0.06	A

Relation between V/C ratio & LoS		
V/C Ratio	LoS	Performance
0.0-0.2	A	Represents a condition of free flow
0.2-0.4	B	Represents a zone of stable flow
0.4-0.6	C	The general level of comfort and convenience declines noticeably at this level
0.6-0.8	D	Represents the limit of stable flow
0.8-1.0	E	Represents operating condition when traffic volumes are at or close to the capacity level

From the survey, it is clear that three of the roads surveyed represent a condition of free flow.

Post-project Level of Service

The project is expected to add another 8682 PCU/day. Considering 30% flow along T1, 20% flow along T2 and 50% flow along T3 during peak hour, an increase of 998 PCU/hour will occur in T1, 666 PCU/hour along T2 and 1664 PCU/hr along T3 (considering that 40% of the additional PCU i.e 3328 PCU/hr shall be available on roads during the peak hour).

The total additional PCU in both the surveyed roads is given in **Table 2**.

TableError! No text of specified style in document.**-2: Level of Service after Expansion**

	T1: SH-78	T2: NH-9 (Moradabad Byepass road)	T3: Old NH-24 (Old Moradabad Byepass road)
Existing PCU per hour	488	384	227
Additional PCU per hour	1042	695	1736
Total PCU per hour when proposed project would be operational	1530	1079	1963
V/C ratio	>1.0	0.29	0.54
LoS	<E	B	C

From **Table 2**, it is clear that after the project starts operating; the LOS of T1 shall reach its saturation point and shall require augmentation. The LOS of T2 and T3 shall degrade to Level B & C respectively.