


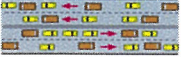
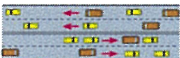



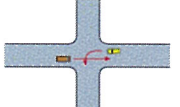





Traffic Operations - Level of Service

Level of Service Category Definitions

Level of Service - Highway

<p>A</p>  <p>Free flow, low traffic density.</p>	<p>D</p>  <p>Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, preventing excessive backups.</p>
<p>B</p>  <p>Minimum delay, stable traffic flow.</p>	<p>E</p>  <p>Actual capacity of the roadway involves delay to all motorists due to congestion.</p>
<p>C</p>  <p>Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.</p>	<p>F</p>  <p>Forced flow with demand volumes greater than capacity resulting in complete congestion.</p>

Level of Service - Intersections

<p>A</p>  <p>No vehicle waits longer than one signal indication.</p>	<p>D</p>  <p>Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas.</p>
<p>B</p>  <p>On rare occasions vehicles wait through more than one signal indication.</p>	<p>E</p>  <p>Very long queues may create lengthy delays.</p>
<p>C</p>  <p>Intermittently vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.</p>	<p>F</p>  <p>Backups from locations downstream restrict or prevent movement of vehicles out of approach creating "gridlock" condition.</p>



LOS "A"



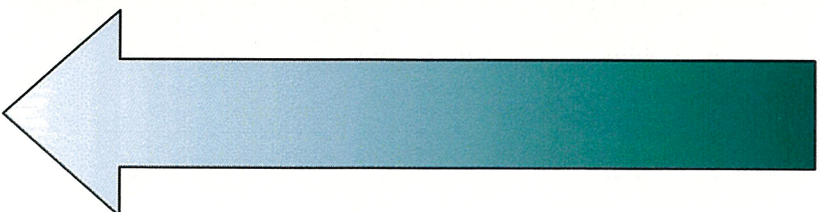
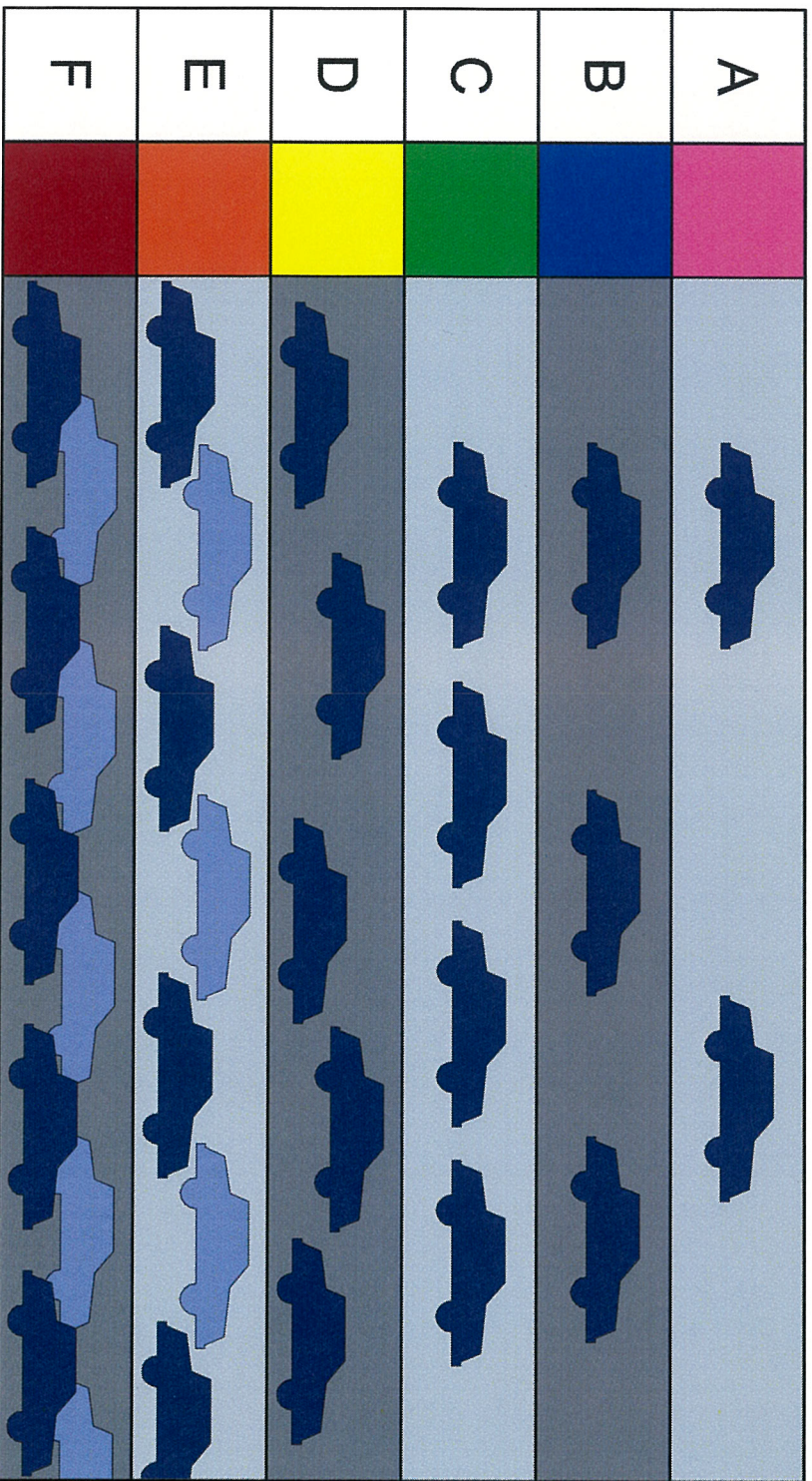
LOS "C"



LOS "D"



LOS "F"



Excellent

Good

Average

Acceptable

Congested

Severely Congested