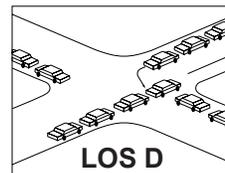
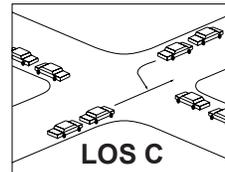
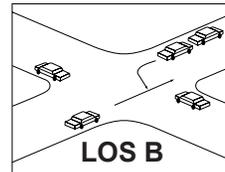
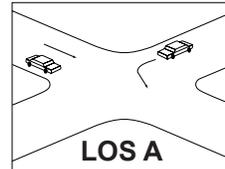


LEVEL OF SERVICE (LOS) DESCRIPTIONS

Signalized Intersections

LOS Description

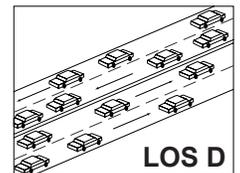
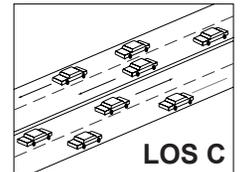
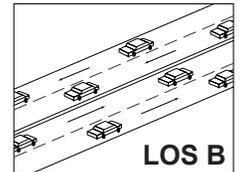
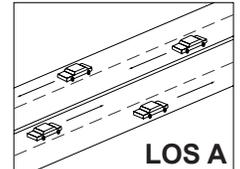
- A** No vehicle waits longer than one signal indication.
- B** On a rare occasion vehicles wait through more than one signal indication.
- C** Intermittently vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable.
- D** Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance.



Multi-Lane Highways

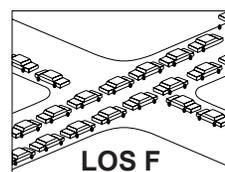
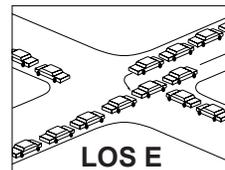
LOS Description

- A** Traffic is free-flowing. Operations are only constrained by geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.
- B** Traffic is still free-flowing, but the presence of other vehicles becomes noticeable and drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.
- C** The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause local deterioration in service, and queues will form behind any significant traffic disruption.
- D** The ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming.



NEAR/EXCEEDING CAPACITY:

- E** Long queues create lengthy delays.
- F** Backups from locations downstream restrict or prevent movement of vehicles, creating a "gridlock" condition.



NEAR/EXCEEDING CAPACITY:

- E** Operations are at or near capacity. Vehicles are operating with minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing long queues to form.
- F** Flow is forced or breaks down. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged. Operations behind queues result in vehicles experiencing brief periods of movement followed by stoppages.

