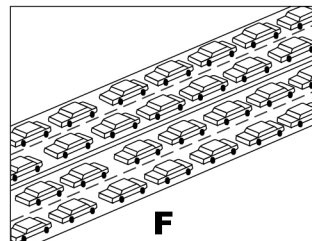
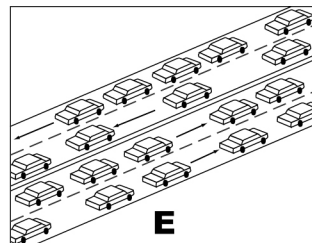
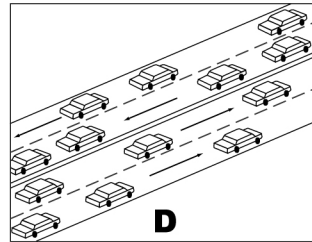
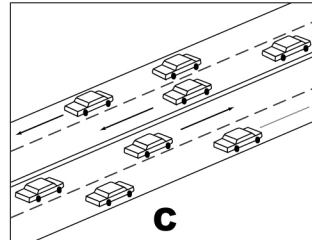


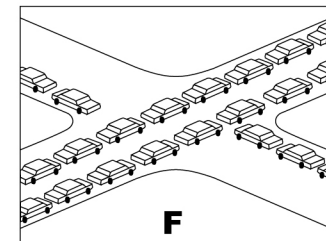
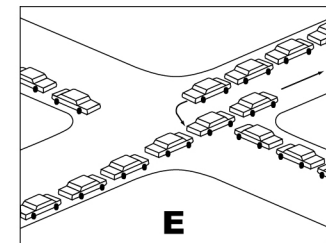
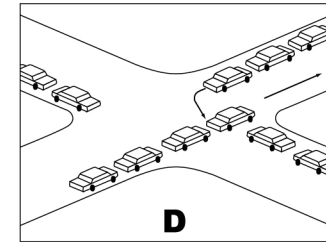
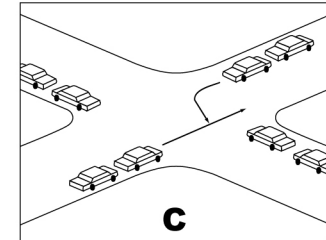
LOS Roadway Segments

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



LOS Signalized Intersections

- 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 and acceptable
- D** Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups
- E** Very long queues may create lengthy delays
- F** Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition



Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council, 2000