

TABLE 2: DEFINITION OF LEVEL OF SERVICE

Level of Service	Description
A	<i>Free Flow, Insignificant Delays.</i> Very little, if any, delay incurred at intersections (< 10 seconds per vehicle). Corridor travel speed is within 10% of the free-flow operating speed (travel speed without any outside influences controlling any one drivers decision as how fast to drive).
B	<i>Stable Operation, Minimal Delays.</i> Described as reasonably unimpeded operations. A driver's ability to maneuver within the traffic stream is only minimally restricted by other vehicles. Operating speeds are within approximately 30 percent of the free-flow speed. Typical intersection delay is between 10 and 20 seconds per vehicle.
C	<i>Stable Operation, Acceptable Delays.</i> Operations with the corridor are stable, however, a one driver's ability to maneuver between lanes or make a turn, may be restricted due to needing to yield to other vehicles. Not all vehicles during every signal cycle clear the intersection (cycle failures). The average delay per vehicle at a controlled intersection ranges from 20 to 35 seconds.
D	<i>Restricted Flow, Regular Delays.</i> Reflects the limits of stable flow, and a slight change in vehicle flow may result in substantial increases in delay. The average vehicle travel speed is approximately 40 percent of the estimated free-flow speed. Queues may develop but dissipate rapidly, without excessive delays. The average intersection delay per vehicle ranges form 35 to 55 seconds.
E	<i>Maximum capacity, extended delays.</i> Volumes at or near the finite capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Typical operating speeds in the corridor are less than 35 percent of the free-flow speed and intersection delay ranges from 55 to 80 seconds per vehicle.
F	<i>Forced flow, excessive delays.</i> Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual (HCM 2000)*, Transportation Research Board, Washington, DC, 2000