

Table 9-3 Non-signalized Intersection Level of Service (LOS) Definition

LOS	Average Control Delay (s)	Description
A	0 – 10	Excellent
B	> 10 – 15	Very Good
C	> 15 – 25	Good
D	> 25 – 35	Fair
E	> 35 – 50	Poor
F	> 50	Failure

Source: Highway Capacity Manual 2000 (HCM 2000), TRB

9.3.3 The Level of Service (LOS) definitions for links are given in Table 9-4 below. The LOS is solely based on the volume/ capacity ratio (v/c ratio). Link lane capacities are given in 9.4 below.

Table 9-4 Link Level of Service (LOS) Definitions

LOS	Volume/ Capacity Ratio		Description
	Freeway	All Other Road Types	
A	≤ 0.34	≤ 0.34	Free-flow; speed is controlled by driver, speed limit or road conditions
B	0.35 – 0.54	0.35 – 0.50	Stable flow; operating speeds beginning to be restricted; almost no restrictions on maneuverability
C	0.55 – 0.77	0.51 – 0.74	Stable flow; speed and maneuverability more restricted
D	0.78 – 0.93	0.75 – 0.89	Approaching unstable flow; temporary restrictions may cause extensive delays, little freedom to maneuver
E	0.94 – 0.99	0.9 – 0.99	Approaching capacity; unstable flow with momentary stoppages; maneuverability severely limited
F	≥ 1	≥ 1	Forced flow conditions; low speeds; stoppages for long periods

Source: San Joachin County General Plan 2010 based on HCM 2000

9.3.4 The Level of Service (LOS) definitions for weaving segments are given in Table 9-5 below. The LOS is based on the density in pc/km/lane.