

Operational Analysis – Level Of Service (LOS)

WIS 32 at CTH KR											
Existing	Approach	EB		WB		NB			SB		
		L/T	R	All	L	T	R	L	T	R	
Peak	# Lanes	1	1	1	1	2	1	1	2	1	
AM	LOS	B	B	B	A	A	A	A	A	A	
PM	LOS	B	B	B	A	A	A	A	A	A	

WIS 32 at CTH A											
Existing	Approach	EB		WB		NB			SB		
		L/T	R	All	L	T	T/R	L/T	T	R	
Peak	# Lanes	1	1	1	1	1	1	1	1	1	
AM	LOS	D	B	A	A			A			
PM	LOS	D	B	C	A			A			

WIS 32 at CTH E											
Existing	Approach	EB		WB		NB			SB		
		L	R			L	T		L	T	R
Peak	# Lanes	1	1			1	2		1	2	1
AM	LOS	B	B			B	A		A	A	
PM	LOS	B	B			B	A		A	A	

- All movements at the signalized intersections (CTH KR and CTH E) are expected to operate at LOS B or better.
- The EB left/through movement at CTH A showed a LOS E during the AM peak period. The delay is 37.5 seconds (existing is 26 sec) and the queue length is 25 feet. This would be considered acceptable.

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Level of Service Definition – A standard measurement based on vehicle delay and speed ratio which reflects the relative ease of traffic flow on a scale of “A” to “F”



- LOS A – Represents free-flow conditions.
- LOS B – Allows speeds at or near free-flow speeds, but the presence of other users begins to be noticeable.
- LOS C – Has speeds at or near free-flow speeds, but the freedom to maneuver is noticeably restricted (lane changes require careful attention on the part of drivers).
- LOS D – Represents the conditions where speed begins to decline slightly with increasing flow. The freedom to maneuver become more restricted and drivers experience reductions in in physical and psychological comfort.
- LOS E – Represents operating conditions at or near the roadway’s capacity.
- LOS F – Describes a breakdown in vehicular flow.