



# Traffic Operations

Traffic operations for the Innovate Mound project includes analyzing movement and approach delays, corridors speeds, corridor volumes, and Level of Service for existing and future conditions. Together, this data gives us a picture of current and future operations on the Mound Road corridor. By analyzing this data, we can offer guidance on improving the safety and efficiency of the roadway.

## What is Level of Service (LOS)?

Level of Service is a quantitative measure that describes the operational conditions within a traffic stream as defined by the delay experienced.

### LOS FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

LOS	DELAY (seconds/vehicle)	
	SIGNALIZED	UNSIGNALIZED
A	≤10 <small>Stable traffic flow with only minor delays for travelers</small>	≤10 <small>Stable traffic flow with only minor delays for travelers</small>
B	>10-20 <small>Stable traffic flow with only minor delays for travelers</small>	>10-15 <small>Stable traffic flow with only minor delays for travelers</small>
C	>20-35 <small>Stable traffic flow with tolerable delays</small>	>15-25 <small>Stable traffic flow with tolerable delays</small>
D	>35-55 <small>Stable traffic flow with tolerable delays</small>	>25-35 <small>Stable traffic flow with tolerable delays</small>
E	>55-80 <small>Unstable flow but tolerable delay in short durations</small>	>35-50 <small>Unstable flow but tolerable delay in short durations</small>
F	>80 <small>Congested conditions with excessive delay</small>	>50 <small>Congested conditions with excessive delay</small>

# Access Management

Access management involves using standards for the placement and design of access points and crossovers that have been proven to improve safety and traffic flow.

## Benefits of Access Management

- Improves traffic safety and reduces the potential for crashes.
- Fewer delays and smoother traffic flow.
- Preserves capacity and extends the useful life of the roadway.
- Simplifies access for customers.
- Improved overall appearance and more green space.

### ACCESS MANAGEMENT TECHNIQUES

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

SOURCE: FHWA, Benefits of Access Management Brochure