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**LAND DEVELOPMENT PROJECT** - A manmade change to the land surface that potentially changes its runoff characteristics as a permanent condition.

**LANE**

**Auxiliary lane** - The portion of the roadway adjoining the traveled way for parking, speed change, storage for turning, weaving, truck climbing or for other purposes supplementary to through traffic movement.

**Turn Lane** - An auxiliary lane to accommodate turning vehicles.

**Parking Lane** - An auxiliary lane primarily for the parking of vehicles.

**Speed-change lane** - An auxiliary lane, primarily for the acceleration or deceleration of vehicles entering or leaving the through traffic lanes.

**LEVEL OF SERVICE** - A qualitative rating of the effectiveness of a highway in serving traffic, measured in terms of operating conditions. Note: The Highway Capacity Manual identifies operating conditions ranging from "A" for best operation (low volume, high speed) to "F" for poor operation where volumes are below capacity.

General Operating Conditions for Level of Service:

- A - Free flow, with low volumes and high speeds
- B - Stable flow, but speeds beginning to be restricted by traffic conditions
- C - In stable flow zone but most drivers restricted in freedom to select their own speeds
- D - Approaches unstable flow; drivers have little freedom to maneuver
- E - At or near capacity of highway, flow is unstable, may be short delays
- F - Forced flow at low speeds, many delays, volumes are below capacity

(A Guide for Selection of Design Levels of Service may be found in AASHTO's A Policy on Geometric Design of Highways and Streets.)

**LIMITED ACCESS** - The regulated limitation of public access rights to and from properties abutting a highway facility. This limited access can be either "full", providing access to selected public roads and prohibiting crossings at grade and direct driveway connections, or "partial", providing access to selected public roads, crossings at grade, and some private driveway connections.