Below capacity: Low to moderate train flows with capacity to accommodate maintenance and recover from incidents. Near capacity: Heavy train flows with moderate capacity to accommodate maintenance and recover from incidents. At capacity: Very heavy train flows with very limited capacity to accommodate maintenance and recover from incidents. Above capacity: Unstable flows; service breakdown conditions. Note: All volumes shown are for the 85th percentile day.

Level of service on mainline network
- Below capacity: 55% 45,819 miles
- Near capacity: 7% 4,952 miles
- At capacity: 3% 1,461 miles
- Above capacity: less than 1% 108 miles

Level of service on mainline network
- Below capacity: 45% 23,229 miles
- Near capacity: 10% 5,353 miles
- At capacity: 15% 7,980 miles
- Above capacity: 30% 15,778 miles

DEFINITIONS
- Below capacity: Low to moderate train flows with capacity to accommodate maintenance and recover from incidents.
- Near capacity: Heavy train flows with moderate capacity to accommodate maintenance and recover from incidents.
- At capacity: Very heavy train flows with very limited capacity to accommodate maintenance and recover from incidents.
- Above capacity: Unstable flows; service breakdown conditions.

Growth in trains per day from 2005 to 2035 by primary rail corridor

Level of service on mainline network
- Below capacity: 97% 51,129 miles
- Near capacity: 1% 608 miles
- At capacity: 1% 597 miles
- Above capacity: less than 1% 6 miles

Growth in trains per day
- Current volumes compared to current capacity
- Future volumes compared to future capacity in 2035 without improvements
- Future volumes compared to future capacity in 2035 with improvements

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