

**APPENDIX B:**

**TRAFFIX WORKSHEETS FOR  
SATURDAY CONDITIONS**

---

---

Scenario Report

Scenario: Saturday  
Command: Saturday  
Volume: Saturday  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Paths  
Routes: Default Routes  
Configuration: Default Configuration

---



---

Turning Movement Report

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Elizabeth St/Hill Ave													
Base	1	87	10	0	73	3	1	6	1	3	3	7	195
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	87	10	0	73	3	1	6	1	3	3	7	195
#2 Elizabeth St/Oxford Ave (North)													
Base	13	10	2	1	18	12	26	52	95	0	0	0	229
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	10	2	1	18	12	26	52	95	0	0	0	229
#3 Elizabeth St/Oxford Ave (South)													
Base	13	10	2	1	18	12	0	0	0	0	23	28	107
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	10	2	1	18	12	0	0	0	0	23	28	107
#4 Howard St/Hill Ave													
Base	0	229	40	5	240	0	0	0	0	10	0	17	541
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	229	40	5	240	0	0	0	0	10	0	17	541
#5 Howard St/Wesley Ave													
Base	7	11	15	9	13	3	7	24	6	3	11	8	117
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	11	15	9	13	3	7	24	6	3	11	8	117
#6 Washington Blvd/Sierra Bonita Ave													
Base	5	0	1	14	2	7	5	511	0	1	489	1	1036
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	1	14	2	7	5	511	0	1	489	1	1036

-----  
 -----  
 Impact Analysis Report  
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Ven	V/ C	
# 1 Elizabeth St/Hill Ave	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 2 Elizabeth St/Oxford Ave (North	A	7.6	0.116	A	7.6	0.116	+ 0.000 V/C
# 3 Elizabeth St/Oxford Ave (South	A	7.3	0.037	A	7.3	0.037	+ 0.000 V/C
# 4 Howard St/Hill Ave	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 5 Howard St/Wesley Ave	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 6 Washington Blvd/Sierra Bonita	A	xxxxx	0.171	A	xxxxx	0.171	+ 0.000 V/C

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Elizabeth St/Hill Ave

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[ 9.8]

Table with columns for Street Name (Hill Ave, Elizabeth St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four approaches.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across four approaches.

-----  
 Level Of Service Computation Report  
 2000 HCM 4-Way Stop Method (Base Volume Alternative)  
 -----

\*\*\*\*\*  
Intersection #2 Elizabeth St/Oxford Ave (North)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.116  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Oxford Ave						Elizabeth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	13	10	2	1	18	12	26	52	95	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	10	2	1	18	12	26	52	95	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	10	2	1	18	12	26	52	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	2	1	18	12	26	52	95	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	10	2	1	18	12	26	52	95	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	0.05	0.95	1.00	0.30	0.70	1.00	0.00	0.00	0.00
Final Sat.:	647	606	121	37	670	825	224	522	905	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.01	0.12	0.10	0.10	xxxx	xxxx	xxxx
Crit Moves:	****			****			****					
Delay/Veh:	8.2	7.6	7.6	7.8	7.8	7.0	8.1	8.1	7.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	7.6	7.6	7.8	7.8	7.0	8.1	8.1	7.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	*	*	*
ApproachDel:		7.9			7.5			7.6		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxx		
ApprAdjDel:		7.9			7.5			7.6		xxxxxx		
LOS by Appr:		A			A			A		*		

\*\*\*\*\*

Level Of Service Computation Report  
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Elizabeth St/Oxford Ave (South)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.037  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.3  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Oxford Ave						Elizabeth St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	0

Volume Module:	Oxford Ave			Elizabeth St								
Base Vol:	13	10	2	1	18	12	0	0	0	0	23	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	10	2	1	18	12	0	0	0	0	23	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	10	2	1	18	12	0	0	0	0	23	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	10	2	1	18	12	0	0	0	0	23	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	10	2	1	18	12	0	0	0	0	23	28

Saturation Flow Module:	Oxford Ave			Elizabeth St								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	1.00	0.60	0.40	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	410	316	905	695	491	327	0	0	0	0	769	906

Capacity Analysis Module:	Oxford Ave			Elizabeth St								
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.04	xxxx	xxxx	xxxx	xxxx	0.03	0.03
Crit Moves:	****			****								
Delay/Veh:	7.8	7.8	6.6	7.8	7.2	7.2	0.0	0.0	0.0	0.0	7.5	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	6.6	7.8	7.2	7.2	0.0	0.0	0.0	0.0	7.5	6.8
LOS by Move:	A	A	A	A	A	A	*	*	*	*	A	A
ApproachDel:	7.7			7.2			xxxxxx			7.1		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	7.7			7.2			xxxxxx			7.1		
LOS by Appr:	A			A			*			A		

-----  
 Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
 -----

\*\*\*\*\*  
Intersection #4 Howard St/Hill Ave  
\*\*\*\*\*

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[ 10.3]  
\*\*\*\*\*

Street Name:	Hill Ave						Howard St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:	Hill Ave			Howard St								
Base Vol:	0	229	40	5	240	0	0	0	0	10	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	229	40	5	240	0	0	0	0	10	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	229	40	5	240	0	0	0	0	10	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	229	40	5	240	0	0	0	0	10	0	17

Critical Gap Module:	Hill Ave			Howard St								
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	Hill Ave			Howard St								
Cnflct Vol:	xxxx	xxxx	xxxxx	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	xxxx	229
Potent Cap.:	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	549	xxxx	815
Move Cap.:	xxxx	xxxx	xxxxx	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	547	xxxx	815
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02

Level Of Service Module:	Hill Ave			Howard St								
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.1
Stopped Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	9.5
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		



-----  
 Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
 -----

\*\*\*\*\*  
Intersection #5 Howard St/Wesley Ave  
\*\*\*\*\*

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: A[ 9.2]  
\*\*\*\*\*

Street Name:		Wesley Ave			Howard St		
Approach:	North Bound	South Bound	East Bound	West Bound			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled			
Rights:	Include	Include	Include	Include			
Lanes:	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1

Volume Module:

Base Vol:	7	11	15	9	13	3	7	24	6	3	11	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	11	15	9	13	3	7	24	6	3	11	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	11	15	9	13	3	7	24	6	3	11	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	7	11	15	9	13	3	7	24	6	3	11	8

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	67	63	24	71	61	11	19	xxxx	xxxxx	30	xxxx	xxxxx
Potent Cap.:	931	832	1058	925	834	1076	1611	xxxx	xxxxx	1596	xxxx	xxxxx
Move Cap.:	913	826	1058	899	829	1076	1611	xxxx	xxxxx	1596	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.01	0.01	0.02	0.00	0.00	xxxx	xxxxx	0.00	xxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	8.4	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	858	xxxx	xxxxx	856	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	9.3	xxxx	xxxxx	9.3	xxxx	xxxxx	7.2	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	A	*	*	A	*	*
ApproachDel:		8.9			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

```

-----
Level Of Service Computation Report
ICU 2(Loss as Green Time %) Method (Base Volume Alternative)
*****
Intersection #6 Washington Blvd/Sierra Bonita Ave
*****
Cycle (sec):          100              Critical Vol./Cap. (X):      0.171
Loss Time (sec):      0 (Y+R = 4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        17              Level Of Service:          A
*****
Street Name:          Sierra Bonita Ave      Washington Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include            Include            Include            Include
Min. Green:             0  0  0            0  0  0            0  0  0            0  0  0
Lanes:                  1  0  0  1  0      1  0  0  1  0      0  1  1  0  1      0  1  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:               5  0  1      14  2  7      5  511  0      1  489  1
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            5  0  1      14  2  7      5  511  0      1  489  1
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             5  0  1      14  2  7      5  511  0      1  489  1
Reduct Vol:             0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:            5  0  1      14  2  7      5  511  0      1  489  1
PCE Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:             5  0  1      14  2  7      5  511  0      1  489  1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 0.00 1.00 1.00 0.22 0.78 0.02 1.98 1.00 0.01 1.99 1.00
Final Sat.:            1600  0 1600 1600 356 1244  31 3169 1600  7 3193 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00 0.01 0.01 0.01 0.00 0.16 0.00 0.00 0.15 0.00
Crit Moves:            ****          ****          ****          ****
*****

```

**APPENDIX C:**

**TRAFFIX WORKSHEETS FOR  
SUNDAY CONDITIONS**

---

Scenario Report

Scenario: Sunday  
Command: Saturday  
Volume: Sunday  
Geometry: Existing  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Paths  
Routes: Default Routes  
Configuration: Default Configuration

---



---

Turning Movement Report

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Elizabeth St/Hill Ave													
Base	13	118	68	8	220	2	1	3	19	1	3	19	475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	118	68	8	220	2	1	3	19	1	3	19	475
#2 Elizabeth St/Oxford Ave (North)													
Base	34	21	8	49	15	15	15	49	42	0	0	0	248
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	21	8	49	15	15	15	49	42	0	0	0	248
#3 Elizabeth St/Oxford Ave (South)													
Base	36	18	10	49	15	15	0	0	0	11	50	42	246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	36	18	10	49	15	15	0	0	0	11	50	42	246
#4 Howard St/Hill Ave													
Base	0	305	42	4	245	0	0	0	0	20	0	13	629
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	305	42	4	245	0	0	0	0	20	0	13	629
#5 Howard St/Wesley Ave													
Base	3	28	8	6	26	6	102	192	30	4	15	9	429
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	28	8	6	26	6	102	192	30	4	15	9	429
#6 Washington Blvd/Sierra Bonita Ave													
Base	7	7	20	22	7	36	7	350	4	5	315	8	788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	20	22	7	36	7	350	4	5	315	8	788

-----  
 Impact Analysis Report  
 Level Of Service  
 -----

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 1 Elizabeth St/Hill Ave	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 2 Elizabeth St/Oxford Ave (North	A	7.9	0.094	A	7.9	0.094	+ 0.000 V/C
# 3 Elizabeth St/Oxford Ave (South	A	7.9	0.078	A	7.9	0.078	+ 0.000 V/C
# 4 Howard St/Hill Ave	B	11.6	0.000	B	11.6	0.000	+ 0.000 D/V
# 5 Howard St/Wesley Ave	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V
# 6 Washington Blvd/Sierra Bonita	A	xxxxx	0.145	A	xxxxx	0.145	+ 0.000 V/C

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Elizabeth St/Hill Ave

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[ 9.9]

Table with columns for Street Name (Hill Ave, Elizabeth St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0-1).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 movement categories.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across 12 movement categories.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 movement categories.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across 12 movement categories.

Level Of Service Computation Report  
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Elizabeth St/Oxford Ave (North)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.094  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name: Oxford Ave Elizabeth St

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 34 21 8 49 15 15 15 49 42 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 34 21 8 49 15 15 15 49 42 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 34 21 8 49 15 15 15 49 42 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 34 21 8 49 15 15 15 49 42 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 34 21 8 49 15 15 15 49 42 0 0 0  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.72 0.28 0.77 0.23 1.00 0.28 0.93 0.79 0.00 0.00 0.00  
 Final Sat.: 667 553 211 523 160 858 200 677 648 0 0 0  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.04 0.04 0.09 0.09 0.02 0.07 0.07 0.06 xxxx xxxx xxxx  
 Crit Moves: \*\*\*\* \*  
 Delay/Veh: 8.3 7.5 7.5 8.4 8.4 6.9 8.1 7.9 7.3 0.0 0.0 0.0  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 8.3 7.5 7.5 8.4 8.4 6.9 8.1 7.9 7.3 0.0 0.0 0.0  
 LOS by Move: A A A A A A A A A \* \* \*  
 ApproachDel: 7.9 8.1 7.7 xxxxxx  
 Delay Adj: 1.00 1.00 1.00 xxxxxx  
 ApprAdjDel: 7.9 8.1 7.7 xxxxxx  
 LOS by Appr: A A A \*  
 \*\*\*\*\*



-----  
 Level Of Service Computation Report  
 2000 HCM 4-Way Stop Method (Base Volume Alternative)  
 -----

\*\*\*\*\*  
 Intersection #3 Elizabeth St/Oxford Ave (South)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.078  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9  
 Optimal Cycle: 0 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Oxford Ave						Elizabeth St													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	36	18	10	49	15	15	0	0	0	11	50	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	18	10	49	15	15	0	0	0	11	50	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	18	10	49	15	15	0	0	0	11	50	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	18	10	49	15	15	0	0	0	11	50	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	18	10	49	15	15	0	0	0	11	50	42

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	1.00	0.50	0.50	0.00	0.00	0.00	0.21	0.97	0.82
Final Sat.:	459	229	857	670	397	397	0	0	0	152	711	670

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.01	0.07	0.04	0.04	xxxx	xxxx	xxxx	0.07	0.07	0.06
Crit Moves:	****			****						****		
Delay/Veh:	8.3	8.3	6.8	8.4	7.3	7.3	0.0	0.0	0.0	8.0	7.9	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	6.8	8.4	7.3	7.3	0.0	0.0	0.0	8.0	7.9	7.3
LOS by Move:	A	A	A	A	A	A	*	*	*	A	A	A
ApproachDel:		8.0			8.0		xxxxxx				7.6	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		8.0			8.0		xxxxxx				7.6	
LOS by Appr:		A			A			*			A	

\*\*\*\*\*

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Howard St/Hill Ave

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[ 11.6]

Table with columns for Street Name (Hill Ave, Howard St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module:

Table showing Volume Module data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table showing Critical Gap Module data including Critical Gp and FollowUpTim.

Capacity Module:

Table showing Capacity Module data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table showing Level Of Service Module data including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLCS.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Howard St/Wesley Ave

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[ 12.4]

Table with columns for Street Name (Wesley Ave, Howard St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 0, 0, 1).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four approaches.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across four approaches.

Level Of Service Computation Report

ICU 2(Loss as Green Time %) Method (Base Volume Alternative)

Intersection #6 Washington Blvd/Sierra Bonita Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.145
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Sierra Bonita Ave Washington Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 1 0 1

Volume Module:
Base Vol: 7 7 20 22 7 36 7 350 4 5 315 8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 7 20 22 7 36 7 350 4 5 315 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 7 20 22 7 36 7 350 4 5 315 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 7 20 22 7 36 7 350 4 5 315 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 7 7 20 22 7 36 7 350 4 5 315 8

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 1.00 0.16 0.84 0.04 1.96 1.00 0.03 1.97 1.00
Final Sat.: 1600 415 1185 1600 260 1340 63 3137 1600 50 3150 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.02 0.01 0.03 0.03 0.00 0.11 0.00 0.00 0.10 0.01
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*