AM Peak Hour - Existing Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #1 Rolph Ave/Loring Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.105
Loss Time (sec): 0 Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Rolph Ave						Loring Ave					
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 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 5 Dec 2011 << 7:00 - 8:00 am												
Base Vol:	25	3	23	0	4	5	10	9	19	55	10	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:	25	3	23	0	4	5	10	9	19	55	10	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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	4	30	0	5	7	13	12	25	72	13	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	4	30	0	5	7	13	12	25	72	13	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
FinalVolume:	33	4	30	0	5	7	13	12	25	72	13	1
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:	0.49	0.06	0.45	0.00	0.44	0.56	0.26	0.24	0.50	0.83	0.15	0.02
Final Sat.:	426	51	392	0	394	493	238	214	451	691	126	13
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	xxxx	0.01	0.01	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****					****		****		****		
Delay/Veh:	7.4	7.4	7.4	0.0	7.0	7.0	7.1	7.1	7.1	7.8	7.8	7.8
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:	7.4	7.4	7.4	0.0	7.0	7.0	7.1	7.1	7.1	7.8	7.8	7.8
LOS by Move:	A	A	A	*	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.0			7.1			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.0			7.1			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #1 Rolph Ave/Loring Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.090
Loss Time (sec): 0 Average Delay (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Rolph Ave						Loring Ave					
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 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module: >> Count Date: 5 Dec 2011 << 4:00 - 5:00 pm												
Base Vol:	11	0	38	1	13	0	5	11	24	52	15	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:	11	0	38	1	13	0	5	11	24	52	15	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	12	0	43	1	15	0	6	12	27	59	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	43	1	15	0	6	12	27	59	17	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
FinalVolume:	12	0	43	1	15	0	6	12	27	59	17	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:	0.22	0.00	0.78	0.07	0.93	0.00	0.12	0.28	0.60	0.78	0.22	0.00
Final Sat.:	209	0	724	59	771	0	117	257	560	649	187	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	0.02	0.02	xxxx	0.05	0.05	0.05	0.09	0.09	xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	7.0	0.0	7.0	7.3	7.3	0.0	7.0	7.0	7.0	7.6	7.6	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:	7.0	0.0	7.0	7.3	7.3	0.0	7.0	7.0	7.0	7.6	7.6	0.0
LOS by Move:	A	*	A	A	A	*	A	A	A	A	A	*
ApproachDel:	7.0			7.3			7.0			7.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.0			7.3			7.0			7.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #2 Rolph Ave/Pomona St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Rolph Ave								Pomona 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	0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0
Volume Module: >> Count Date: 5 Dec 2011 << 7:15 - 8:15 am																				
Base Vol:	0	0	0		10	0		176	172	53	0		0	183		15				
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	0	0		10	0		176	172	53	0		0	183		15				
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:	0.82	0.82	0.82		0.82	0.82		0.82	0.82	0.82	0.82		0.82	0.82		0.82				
PHF Volume:	0	0	0		12	0		215	210	65	0		0	223		18				
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0				
Reduced Vol:	0	0	0		12	0		215	210	65	0		0	223		18				
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				
FinalVolume:	0	0	0		12	0		215	210	65	0		0	223		18				
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:	0.00	0.00	0.00		1.00	0.00		1.00	1.00	1.00	0.00		0.00	0.92		0.08				
Final Sat.:	0	0	0		548	0		672	602	654	0		0	622		51				
Capacity Analysis Module:																				
Vol/Sat:	xxxx	xxxx	xxxx		0.02	xxxx		0.32	0.35	0.10	xxxx		xxxx	0.36		0.36				
Crit Moves:								****	****					****						
Delay/Veh:	0.0	0.0	0.0		9.1	0.0		10.0	11.5	8.6	0.0		0.0	11.0		11.0				
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:	0.0	0.0	0.0		9.1	0.0		10.0	11.5	8.6	0.0		0.0	11.0		11.0				
LOS by Move:	*	*	*		A	*		A	B	A	*		*	B		B				
ApproachDel:	xxxxxx					9.9			10.8				11.0							
Delay Adj:	xxxxx					1.00			1.00				1.00							
ApprAdjDel:	xxxxxx					9.9			10.8				11.0							
LOS by Appr:	*					A			B				B							
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0		0.4	0.5	0.1	0.0		0.5	0.5		0.5				

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #2 Rolph Ave/Pomona St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Rolph Ave								Pomona 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	0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0
Volume Module: >> Count Date: 5 Dec 2011 << 4:30 - 5:30 pm																				
Base Vol:	0	0	0		22	0		125	108	196	0		0	116		14				
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	0	0		22	0		125	108	196	0		0	116		14				
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:	0.97	0.97	0.97		0.97	0.97		0.97	0.97	0.97	0.97		0.97	0.97		0.97				
PHF Volume:	0	0	0		23	0		129	112	202	0		0	120		14				
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0		0				
Reduced Vol:	0	0	0		23	0		129	112	202	0		0	120		14				
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				
FinalVolume:	0	0	0		23	0		129	112	202	0		0	120		14				
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:	0.00	0.00	0.00		1.00	0.00		1.00	1.00	1.00	0.00		0.00	0.89		0.11				
Final Sat.:	0	0	0		569	0		702	642	706	0		0	631		76				
Capacity Analysis Module:																				
Vol/Sat:	xxxx	xxxx	xxxx		0.04	xxxx		0.18	0.17	0.29	xxxx		xxxx	0.19		0.19				
Crit Moves:								****		****				****						
Delay/Veh:	0.0	0.0	0.0		9.0	0.0		8.5	9.3	9.6	0.0		0.0	9.1		9.1				
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:	0.0	0.0	0.0		9.0	0.0		8.5	9.3	9.6	0.0		0.0	9.1		9.1				
LOS by Move:	*	*	*		A	*		A	A	A	*		*	A		A				
ApproachDel:	xxxxxx					8.6			9.5				9.1							
Delay Adj:	xxxxx					1.00			1.00				1.00							
ApprAdjDel:	xxxxxx					8.6			9.5				9.1							
LOS by Appr:	*					A			A				A							
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0		0.2	0.2	0.4	0.0		0.2	0.2		0.2				

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #1 Rolph Ave/Loring Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.107
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: A

Street Name:	Rolph Ave						Loring Ave					
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 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 5 Dec 2011 << 7:00 - 8:00 am												
Base Vol:	25	3	23	0	4	5	10	9	19	55	10	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:	25	3	23	0	4	5	10	9	19	55	10	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Added Volum:	0	0	20	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	43	0	4	5	10	9	19	55	10	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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	33	4	57	0	5	7	13	12	25	72	13	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	4	57	0	5	7	13	12	25	72	13	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
FinalVolume:	33	4	57	0	5	7	13	12	25	72	13	1
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:	0.35	0.04	0.61	0.00	0.44	0.56	0.26	0.24	0.50	0.83	0.15	0.02
Final Sat.:	315	38	541	0	391	489	233	210	443	680	124	12
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	xxxx	0.01	0.01	0.06	0.06	0.06	0.11	0.11	0.11
Crit Moves:		****				****		****		****		
Delay/Veh:	7.3	7.3	7.3	0.0	7.0	7.0	7.2	7.2	7.2	7.8	7.8	7.8
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:	7.3	7.3	7.3	0.0	7.0	7.0	7.2	7.2	7.2	7.8	7.8	7.8
LOS by Move:	A	A	A	*	A	A	A	A	A	A	A	A
ApproachDel:	7.3			7.0			7.2			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.0			7.2			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

PM Peak Hour - Existing plus Project Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #1 Rolph Ave/Loring Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.118
Loss Time (sec): 0 Average Delay (sec/veh): 7.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Rolph Ave						Loring Ave					
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 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module: >> Count Date: 5 Dec 2011 << 4:00 - 5:00 pm												
Base Vol:	11	0	38	1	13	0	5	11	24	52	15	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:	11	0	38	1	13	0	5	11	24	52	15	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Added Volum:	0	0	0	0	0	0	0	0	0	20	0	0
Initial Fut:	11	0	38	1	13	0	5	11	24	72	15	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	12	0	43	1	15	0	6	12	27	81	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	43	1	15	0	6	12	27	81	17	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
FinalVolume:	12	0	43	1	15	0	6	12	27	81	17	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:	0.22	0.00	0.78	0.07	0.93	0.00	0.12	0.28	0.60	0.83	0.17	0.00
Final Sat.:	206	0	711	58	759	0	116	255	557	691	144	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.06	0.02	0.02	xxxx	0.05	0.05	0.05	0.12	0.12	xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	7.0	0.0	7.0	7.3	7.3	0.0	7.0	7.0	7.0	7.8	7.8	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:	7.0	0.0	7.0	7.3	7.3	0.0	7.0	7.0	7.0	7.8	7.8	0.0
LOS by Move:	A	*	A	A	A	*	A	A	A	A	A	*
ApproachDel:	7.0			7.3			7.0			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.0			7.3			7.0			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1

AM Peak Hour - Existing plus Project Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #2 Rolph Ave/Pomona St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Rolph Ave									Pomona 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 0	0	0	1 0	0	0 1	1 0	1	0 0	0 0	0	1 0
Volume Module: >> Count Date: 5 Dec 2011 << 7:15 - 8:15 am												
Base Vol:	0	0	0	10	0	176	172	53	0	0	183	15
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	0	0	10	0	176	172	53	0	0	183	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Added Volum:	0	0	0	0	0	0	20	0	0	0	0	0
Initial Fut:	0	0	0	10	0	176	192	53	0	0	183	15
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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	12	0	215	234	65	0	0	223	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	215	234	65	0	0	223	18
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
FinalVolume:	0	0	0	12	0	215	234	65	0	0	223	18
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.92	0.08
Final Sat.:	0	0	0	542	0	663	602	654	0	0	617	51
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.02	xxxx	0.32	0.39	0.10	xxxx	xxxx	0.36	0.36
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	9.2	0.0	10.1	12.1	8.6	0.0	0.0	11.1	11.1
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:	0.0	0.0	0.0	9.2	0.0	10.1	12.1	8.6	0.0	0.0	11.1	11.1
LOS by Move:	*	*	*	A	*	B	B	A	*	*	B	B
ApproachDel:	xxxxxx			10.0			11.3			11.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.0			11.3			11.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.4	0.6	0.1	0.0	0.5	0.5	0.5

PM Peak Hour - Existing plus Project Conditions
Traffic Study for a Power Generation Project
County of Contra Costa

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

Intersection #2 Rolph Ave/Pomona St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Rolph Ave									Pomona 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 0	0	0	1 0	0	0 1	1 0	1	0 0	0 0	0	1 0
Volume Module: >> Count Date: 5 Dec 2011 << 4:30 - 5:30 pm												
Base Vol:	0	0	0	22	0	125	108	196	0	0	116	14
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	0	0	22	0	125	108	196	0	0	116	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Added Volum:	0	0	0	0	0	20	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	145	108	196	0	0	116	14
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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	23	0	150	112	202	0	0	120	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	150	112	202	0	0	120	14
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
FinalVolume:	0	0	0	23	0	150	112	202	0	0	120	14
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.89	0.11
Final Sat.:	0	0	0	568	0	702	635	697	0	0	622	75
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	xxxx	0.21	0.18	0.29	xxxx	xxxx	0.19	0.19
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	9.0	0.0	8.8	9.4	9.7	0.0	0.0	9.2	9.2
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:	0.0	0.0	0.0	9.0	0.0	8.8	9.4	9.7	0.0	0.0	9.2	9.2
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.8			9.6			9.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.8			9.6			9.2		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.0	0.2	0.2	0.2