APPENDIX D

EXISTING PLUS PROJECT TRAFFIC CONDITIONS LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bellflower Boulevard at Atherton Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Bellflower Boulevard						Atherton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	65	590	223	467	1185	103	78	650	173	177	341	92
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:	65	590	223	467	1185	103	78	650	173	177	341	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	590	223	467	1185	103	78	650	173	177	341	92
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:	65	590	223	467	1185	103	78	650	173	177	341	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	590	223	467	1185	103	78	650	173	177	341	92
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:	65	590	223	467	1185	103	78	650	173	177	341	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.76	0.24	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1600	4800	1600	2880	4416	384	1600	3200	1600	1600	2520	680
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.14	0.16	0.27	0.27	0.05	0.20	0.11	0.11	0.14	0.14
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Pacific Coast Highway at Clark Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Pacific Coast Highway						Clark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	1247	165	87	758	24	7	503	13	85	405	43
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	1247	165	87	758	24	7	503	13	85	405	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1247	165	87	758	24	7	503	13	85	405	43
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	1247	165	87	758	24	7	503	13	85	405	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1247	165	87	758	24	7	503	13	85	405	43
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:	5	1247	165	87	758	24	7	503	13	85	405	43
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	1.77	0.23	1.00	1.94	0.06	0.03	1.92	0.05	1.00	1.81	0.19
Final Sat.:	1600	2826	374	1600	3102	98	43	3078	80	1600	2893	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.05	0.24	0.24	0.00	0.16	0.16	0.05	0.14	0.14
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pacific Coast Highway at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Pacific Coast Highway						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	397	1334	49	86	768	20	23	205	563	38	109	56
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:	397	1334	49	86	768	20	23	205	563	38	109	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	1334	49	86	768	20	23	205	563	38	109	56
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:	397	1334	49	86	768	20	23	205	563	38	109	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1334	49	86	768	20	23	205	563	38	109	56
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:	397	1334	49	86	768	20	23	205	563	38	109	56
OvlAdjVol:									166			
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	1.93	0.07	1.00	1.95	0.05	0.20	1.80	1.00	0.52	1.48	1.00
Final Sat.:	1600	3087	113	1600	3119	81	323	2877	1600	827	2373	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.43	0.43	0.05	0.25	0.25	0.01	0.07	0.35	0.02	0.05	0.04
OvlAdjV/S:									0.10			
Crit Moves:	****				****				****	****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Studebaker Road at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Studebaker Road						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	1	0 0	1! 0	0
Volume Module:												
Base Vol:	387	806	12	23	946	179	61	11	142	53	17	22
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:	387	806	12	23	946	179	61	11	142	53	17	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	806	12	23	946	179	61	11	142	53	17	22
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:	387	806	12	23	946	179	61	11	142	53	17	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	806	12	23	946	179	61	11	142	53	17	22
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:	387	806	12	23	946	179	61	11	142	53	17	22
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	1.97	0.03	1.00	2.00	1.00	1.00	0.14	1.86	0.58	0.18	0.24
Final Sat.:	1600	3153	47	1600	3200	1600	1600	230	2970	922	296	383
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.26	0.01	0.30	0.11	0.04	0.05	0.05	0.03	0.06	0.06
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Park Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	E

Street Name:	Park Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	19	304	343	96	171	72	52	1547	35	112	1153	64
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:	19	304	343	96	171	72	52	1547	35	112	1153	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	304	343	96	171	72	52	1547	35	112	1153	64
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:	19	304	343	96	171	72	52	1547	35	112	1153	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	304	343	96	171	72	52	1547	35	112	1153	64
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:	19	304	343	96	171	72	52	1547	35	112	1153	64
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	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3129	71	1600	3032	168
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.21	0.06	0.11	0.05	0.03	0.49	0.49	0.07	0.38	0.38
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #6 Pacific Coast Highway at 7th Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	E

****

Street Name:	Pacific Coast Highway						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	0 0	2	1 0	0 0	2	0 1
Volume Module:												
Base Vol:	138	1145	3	522	877	4	0	1801	195	0	1210	462
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:	138	1145	3	522	877	4	0	1801	195	0	1210	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1145	3	522	877	4	0	1801	195	0	1210	462
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:	138	1145	3	522	877	4	0	1801	195	0	1210	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1145	3	522	877	4	0	1801	195	0	1210	462
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:	138	1145	3	522	877	4	0	1801	195	0	1210	462
OvlAdjVol:												172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	2.00	2.99	0.01	0.00	2.71	0.29	0.00	2.00	1.00
Final Sat.:	1600	4787	13	2880	4778	22	0	4331	469	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.18	0.18	0.18	0.00	0.42	0.42	0.00	0.38	0.29
OvlAdjV/S:												0.11
Crit Moves:		****		****				****		****		

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Bellflower Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	E

Street Name:	Bellflower Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	589	143	208	331	161	270	1988	9	29	1560	254
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	589	143	208	331	161	270	1988	9	29	1560	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	589	143	208	331	161	270	1988	9	29	1560	254
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	589	0	208	331	161	270	1988	9	29	1560	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	589	0	208	331	161	270	1988	9	29	1560	254
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	589	0	208	331	161	270	1988	9	29	1560	254
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	1.00	1.00	2.99	0.01	1.00	2.58	0.42
Final Sat.:	0	4800	1600	2880	3200	1600	1600	4778	22	1600	4128	672
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.07	0.10	0.10	0.17	0.42	0.42	0.02	0.38	0.38
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	B

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	786	42	53	1120	0	0	0	0	432	0	456
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	786	42	53	1120	0	0	0	0	432	0	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	786	42	53	1120	0	0	0	0	432	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	786	42	53	1120	0	0	0	0	432	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	42	53	1120	0	0	0	0	432	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	786	42	53	1120	0	0	0	0	432	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3038	162	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.03	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:					****					****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Bellflower Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Bellflower Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	87	409	70	261	117	0	75	968	34	24	1264	326
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:	87	409	70	261	117	0	75	968	34	24	1264	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	409	70	261	117	0	75	968	34	24	1264	326
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:	87	409	70	261	117	0	75	968	34	24	1264	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	409	70	261	117	0	75	968	34	24	1264	326
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:	87	409	70	261	117	0	75	968	34	24	1264	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	3200	1600	1600	4637	163	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.04	0.09	0.04	0.00	0.05	0.21	0.21	0.02	0.26	0.20
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Studebaker Road at SR-22 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.606~~ 0.859
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	~~B~~ D

Street Name:	Studebaker Road						SR-22 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	618	876	195	1332	0	0	0	0	11	0	63
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	618	876	195	1332	0	0	0	0	11	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	876	195	1332	0	0	0	0	11	0	63
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	618	876	195	1332	0	0	0	0	11	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	618	876	195	1332	0	0	0	0	11	0	63
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	618	876	195	1332	0	0	0	0	11	0	63
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.55	0.12	0.42	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:			***	***								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Pacific Coast Highway at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Pacific Coast Highway						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	34	1537	77	44	1195	10	14	260	114	91	136	65
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	1537	77	44	1195	10	14	260	114	91	136	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1537	77	44	1195	10	14	260	114	91	136	65
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	1537	77	44	1195	10	14	260	114	91	136	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1537	77	44	1195	10	14	260	114	91	136	65
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:	34	1537	77	44	1195	10	14	260	114	91	136	65
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	2.86	0.14	1.00	3.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00
Final Sat.:	1600	4571	229	1600	4800	1600	1600	2225	975	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.03	0.25	0.01	0.01	0.12	0.12	0.06	0.04	0.04
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	Studebaker Road						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	63	1348	0	0	1132	243	321	0	90	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:	63	1348	0	0	1132	243	321	0	90	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1348	0	0	1132	243	321	0	90	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:	63	1348	0	0	1132	243	321	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1348	0	0	1132	243	321	0	90	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
FinalVolume:	63	1348	0	0	1132	243	321	0	90	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	2880	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.00	0.00	0.35	0.15	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Livingston Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Livingston Drive						2nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0 0	0	1 0	0 1	0	1 0	1 1	0	0 1
Volume Module:												
Base Vol:	0	92	644	0	64	8	15	181	0	1003	180	2
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	92	644	0	64	8	15	181	0	1003	180	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	92	644	0	64	8	15	181	0	1003	180	2
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	92	644	0	64	8	15	181	0	1003	180	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	644	0	64	8	15	181	0	1003	180	2
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	92	644	0	64	8	15	181	0	1003	180	2
OvlAdjVol:			0									
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:	0.00	1.00	2.00	0.00	0.89	0.11	0.15	1.85	0.00	1.70	0.30	1.00
Final Sat.:	0	1600	3200	0	1422	178	245	2955	0	2713	487	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.20	0.00	0.05	0.04	0.06	0.06	0.00	0.37	0.37	0.00
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1230	12	96	1263	134
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	21	293	152	10	10	9	1230	12	96	1263	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1230	12	96	1263	134
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	21	293	152	10	10	9	1230	12	96	1263	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1230	12	96	1263	134
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:	5	21	293	152	10	10	9	1230	12	96	1263	134
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:	0.01	0.07	0.92	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	25	105	1470	1414	93	93	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.10	0.11	0.11	0.01	0.39	0.39	0.06	0.39	0.08
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Naples Plaza at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Naples Plaza						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	18	0	0	0	0	0	0	1676	33	51	1381	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:	18	0	0	0	0	0	0	1676	33	51	1381	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	0	0	0	0	0	0	1676	33	51	1381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	18	0	0	0	0	0	0	1676	0	51	1381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	0	0	0	0	0	1676	0	51	1381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	18	0	0	0	0	0	0	1676	0	51	1381	0
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	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.03	0.43	0.00
Crit Moves:	****							****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Marina Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Marina Drive						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	236	9	92	67	16	50	20	1748	406	50	1392	19
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:	236	9	92	67	16	50	20	1748	406	50	1392	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	9	92	67	16	50	20	1748	406	50	1392	19
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	9	0	67	16	50	20	1748	406	50	1392	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	9	0	67	16	50	20	1748	406	50	1392	19
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	9	0	67	16	50	20	1748	406	50	1392	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.61	0.39	1.00	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	2880	1600	1600	2583	617	1600	1600	4800	1600	1600	4735	65
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.00	0.03	0.03	0.03	0.01	0.36	0.25	0.03	0.29	0.29
Crit Moves:	****					****		****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
OvlAdjVol:						35						172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3749	1051	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.08	0.21	0.10	0.08	0.26	0.26	0.13	0.19	0.19
OvlAdjV/S:						0.02						0.11
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Shopkeeper Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Shopkeeper Road						2nd Street					
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	37	2	55	0	2	1	9	1773	21	115	1546	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:	37	2	55	0	2	1	9	1773	21	115	1546	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	2	55	0	2	1	9	1773	21	115	1546	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:	37	2	55	0	2	1	9	1773	21	115	1546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2	55	0	2	1	9	1773	21	115	1546	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:	37	2	55	0	2	1	9	1773	21	115	1546	0
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:	0.39	0.02	0.59	0.00	0.67	0.33	1.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	630	34	936	0	1067	533	1600	4744	56	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.00	0.00	0.00	0.01	0.37	0.37	0.07	0.32	0.00
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	532	0	701	960	884	0	0	971	487
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	532	0	701	960	884	0	0	971	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	701	960	884	0	0	971	487
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	0	0	532	0	701	960	884	0	0	971	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	701	960	884	0	0	971	487
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	532	0	701	960	884	0	0	971	487
OvlAdjVol:						0						191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.33	0.28	0.00	0.00	0.20	0.30
OvlAdjV/S:						0.00						0.12
Crit Moves:				****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.29	0.71	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3866	1134	3200	5100	1700	3200	5100	1700	3200	2799	501
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.20	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:			****	****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	0	56	20	58	0	2	103	57
Future Vol, veh/h	0	0	0	3	0	56	20	58	0	2	103	57
Peak Hour Factor	0.95	0.92	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	0	61	22	63	0	2	112	62
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	3
HCM Control Delay	8.6	9.3	9.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	0%	0%	100%	0%	0%	0%	93%
Vol Right, %	0%	0%	100%	100%	0%	0%	100%	0%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	103	57	3	56	20	58	155	155	116
LT Vol	2	0	0	0	56	0	0	155	155	0
Through Vol	0	103	0	0	0	20	0	0	0	108
RT Vol	0	0	57	3	0	0	58	0	0	8
Lane Flow Rate	2	112	62	3	61	22	63	168	168	126
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.004	0.184	0.09	0.005	0.11	0.036	0.093	0.274	0.274	0.186
Departure Headway (Hd)	6.415	5.913	5.21	5.877	6.482	5.983	5.285	5.854	5.854	5.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	601	680	613	549	593	671	610	610	671
Service Time	4.207	3.704	3.001	3.577	4.268	3.769	3.07	3.633	3.633	3.083
HCM Lane V/C Ratio	0.004	0.186	0.091	0.005	0.111	0.037	0.094	0.275	0.275	0.188
HCM Control Delay	9.2	10.1	8.5	8.6	10.1	9	8.6	10.9	10.9	9.3
HCM Lane LOS	A	B	A	A	B	A	A	B	B	A
HCM 95th-tile Q	0	0.7	0.3	0	0.4	0.1	0.3	1.1	1.1	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	310	108	8
Future Vol, veh/h	0	310	108	8
Peak Hour Factor	0.95	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	337	117	9
Number of Lanes	0	2	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	56	20	58	2	103	57	310	108	8
Future Volume (vph)	0	0	3	56	20	58	2	103	57	310	108	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.865				0.850			0.850		0.989	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1863	1583	1770	1863	1583	3433	1842	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1863	1583	1770	1863	1583	3433	1842	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			877	
Travel Time (s)		6.7			11.4			19.6			23.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	3	61	22	63	2	112	62	337	117	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	61	22	63	2	112	62	337	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.9% ICU Level of Service A
Analysis Period (min) 15

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	49	1888	16	4	1485	89	48	9	251	12	4	4
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:	49	1888	16	4	1485	89	48	9	251	12	4	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1888	16	4	1485	89	48	9	251	12	4	4
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:	49	1888	16	4	1485	89	48	9	251	12	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1888	16	4	1485	89	48	9	251	12	4	4
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:	49	1888	16	4	1485	89	48	9	251	12	4	4
OvlAdjVol:									202			
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	3.00	1.00	1.00	2.00	1.00	1.68	0.32	1.00	0.60	0.20	0.20
Final Sat.:	1600	4800	1600	1600	3200	1600	2695	505	1600	960	320	320
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.01	0.00	0.46	0.06	0.02	0.02	0.16	0.01	0.01	0.01
OvlAdjV/S:									0.13			
Crit Moves:	****				****				****		****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 23: Pacific Coast Highway at Marina Drive

Control Type:	Two-way stop	Delay (sec / veh):	39.1
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Base Volume Input [veh/h]	122	1817	1814	13	0	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	1817	1814	13	0	130
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	1.0000	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	499	498	0	0	36
Total Analysis Volume [veh/h]	134	1997	1993	0	0	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.02	0.02	0.00	0.00	0.59
d_M, Delay for Movement [s/veh]	28.40	0.00	0.00	0.00	0.00	39.07
Movement LOS	D	A	A	A		E
95th-Percentile Queue Length [veh]	2.37	0.00	0.00	0.00	0.00	3.38
95th-Percentile Queue Length [ft]	59.22	0.00	0.00	0.00	0.00	84.54
d_A, Approach Delay [s/veh]	1.79		0.00		39.07	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.20					
Intersection LOS	E					

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
OvlAdjVol:												30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3285	15	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.54	0.05	0.52	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	2 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	11	209	89	480	99	176	145	1819	38	25	1516	488
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	209	89	480	99	176	145	1819	38	25	1516	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	209	89	480	99	176	145	1819	38	25	1516	488
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:	11	209	89	480	99	176	145	1819	38	25	1516	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	209	89	480	99	176	145	1819	38	25	1516	488
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:	11	209	89	480	99	176	145	1819	38	25	1516	488
OvlAdjVol:												233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2344	956	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.15	0.06	0.10	0.09	0.54	0.02	0.02	0.45	0.29
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Seal Beach Boulevard at Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Seal Beach Boulevard						Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	18	830	4	12	738	205	285	4	73	9	4	36
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:	18	830	4	12	738	205	285	4	73	9	4	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	830	4	12	738	205	285	4	73	9	4	36
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:	18	830	4	12	738	205	285	4	73	9	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	830	4	12	738	205	285	4	73	9	4	36
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:	18	830	4	12	738	205	285	4	73	9	4	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	2.35	0.65	0.79	0.01	0.20	1.00	1.00	1.00
Final Sat.:	1600	4977	23	1600	3957	1043	1260	18	323	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.19	0.20	0.23	0.23	0.23	0.01	0.00	0.02
Crit Moves:	****					****			****			****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santiago Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Santiago Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	36	79	59	9	29	13	8	2001	8	40	1342	5
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	79	59	9	29	13	8	2001	8	40	1342	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	79	59	9	29	13	8	2001	8	40	1342	5
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	79	59	9	29	13	8	2001	8	40	1342	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	79	59	9	29	13	8	2001	8	40	1342	5
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:	36	79	59	9	29	13	8	2001	8	40	1342	5
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:	0.21	0.45	0.34	0.18	0.57	0.25	1.00	2.99	0.01	1.00	1.99	0.01
Final Sat.:	331	726	543	282	910	408	1600	4781	19	1600	3188	12
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.01	0.03	0.03	0.01	0.42	0.42	0.03	0.42	0.42
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Pacific Coast Highway at Channel Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Pacific Coast Highway						Channel Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	1 0	3	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	1539	90	17	1282	0	0	0	0	71	0	75
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	1539	90	17	1282	0	0	0	0	71	0	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1539	90	17	1282	0	0	0	0	71	0	75
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	1539	90	17	1282	0	0	0	0	71	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1539	90	17	1282	0	0	0	0	71	0	75
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	1539	90	17	1282	0	0	0	0	71	0	75
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	0.90	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.06	0.01	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****		****								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	1762	2	2	1680	66	191	1	49	2	0	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:	14	1762	2	2	1680	66	191	1	49	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1762	2	2	1680	66	191	1	49	2	0	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:	14	1762	2	2	1680	66	191	1	49	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1762	2	2	1680	66	191	1	49	2	0	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:	14	1762	2	2	1680	66	191	1	49	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	2.00	0.02	0.98	0.67	0.00	0.33
Final Sat.:	1600	3296	4	1600	3179	121	3200	32	1568	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.55	0.00	0.53	0.55	0.06	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 36: Studebaker Road/SR-22 WB Ramps at College Park Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Base Volume Input [veh/h]	749	28	29	73	10	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	749	28	29	73	10	140
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	218	8	8	21	3	0
Total Analysis Volume [veh/h]	873	33	34	85	12	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.05	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.02	0.00	15.41	15.53
Movement LOS	A	A	B	A	C	C
95th-Percentile Queue Length [veh]	0.00	0.00	0.14	0.00	0.10	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	3.55	0.00	2.60	0.00
d_A, Approach Delay [s/veh]	0.00		2.86		15.41	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 37: 1st Street at Marina Drive

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Base Volume Input [veh/h]	54	44	9	32	28	25	13	80	60	19	107	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	44	9	32	28	25	13	80	60	19	107	60
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	12	2	8	7	7	3	21	16	5	28	16
Total Analysis Volume [veh/h]	57	46	9	34	29	26	14	84	63	20	113	63
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.33	0.12	0.12	0.04	0.19	0.07	0.07	0.12	0.07	0.79	0.10	0.99
95th-Percentile Queue Length [ft]	8.33	2.90	2.90	0.97	4.81	1.82	1.82	2.91	1.77	19.74	2.52	24.73
Approach Delay [s/veh]	9.20				8.84				9.17		9.46	
Approach LOS	A				A				A		A	
Intersection Delay [s/veh]	9.23											
Intersection LOS	A											

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bellflower Boulevard at Atherton Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Bellflower Boulevard						Atherton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	156	1054	207	169	885	164	164	477	149	205	591	246
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:	156	1054	207	169	885	164	164	477	149	205	591	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1054	207	169	885	164	164	477	149	205	591	246
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:	156	1054	207	169	885	164	164	477	149	205	591	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1054	207	169	885	164	164	477	149	205	591	246
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:	156	1054	207	169	885	164	164	477	149	205	591	246
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.53	0.47	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1600	4800	1600	2880	4050	750	1600	3200	1600	1600	2259	941
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.13	0.06	0.22	0.22	0.10	0.15	0.09	0.13	0.26	0.26
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Pacific Coast Highway at Clark Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Pacific Coast Highway						Clark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	21	837	149	112	938	12	33	616	42	142	426	113
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:	21	837	149	112	938	12	33	616	42	142	426	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	837	149	112	938	12	33	616	42	142	426	113
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:	21	837	149	112	938	12	33	616	42	142	426	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	837	149	112	938	12	33	616	42	142	426	113
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:	21	837	149	112	938	12	33	616	42	142	426	113
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	1.70	0.30	1.00	1.97	0.03	0.10	1.78	0.12	1.00	1.58	0.42
Final Sat.:	1600	2716	484	1600	3160	40	153	2853	195	1600	2529	671
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.07	0.30	0.30	0.02	0.22	0.22	0.09	0.17	0.17
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pacific Coast Highway at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Pacific Coast Highway						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	1 0	1	0 1	1 1	0 1
Volume Module:												
Base Vol:	400	879	64	53	1066	26	56	184	518	49	218	84
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:	400	879	64	53	1066	26	56	184	518	49	218	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	879	64	53	1066	26	56	184	518	49	218	84
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:	400	879	64	53	1066	26	56	184	518	49	218	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	879	64	53	1066	26	56	184	518	49	218	84
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:	400	879	64	53	1066	26	56	184	518	49	218	84
OvlAdjVol:									118			
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	1.86	0.14	1.00	1.95	0.05	0.47	1.53	1.00	0.37	1.63	1.00
Final Sat.:	1600	2983	217	1600	3124	76	747	2453	1600	587	2613	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.29	0.29	0.03	0.34	0.34	0.04	0.08	0.32	0.03	0.08	0.05
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Studebaker Road at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Studebaker Road						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	1	0 0	1! 0	0
Volume Module:												
Base Vol:	222	1173	18	46	753	43	98	52	379	50	16	35
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:	222	1173	18	46	753	43	98	52	379	50	16	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1173	18	46	753	43	98	52	379	50	16	35
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:	222	1173	18	46	753	43	98	52	379	50	16	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1173	18	46	753	43	98	52	379	50	16	35
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:	222	1173	18	46	753	43	98	52	379	50	16	35
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	1.97	0.03	1.00	2.00	1.00	1.00	0.24	1.76	0.49	0.16	0.35
Final Sat.:	1600	3152	48	1600	3200	1600	1600	386	2814	792	253	554
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.37	0.03	0.24	0.03	0.06	0.13	0.13	0.03	0.06	0.06
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Park Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Park Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	32	275	242	76	292	29	36	1387	58	164	1438	83
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:	32	275	242	76	292	29	36	1387	58	164	1438	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	275	242	76	292	29	36	1387	58	164	1438	83
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:	32	275	242	76	292	29	36	1387	58	164	1438	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	275	242	76	292	29	36	1387	58	164	1438	83
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:	32	275	242	76	292	29	36	1387	58	164	1438	83
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	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3072	128	1600	3025	175
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.15	0.05	0.18	0.02	0.02	0.45	0.45	0.10	0.48	0.48
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Pacific Coast Highway at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	E

Street Name:	Pacific Coast Highway						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	0 0	2	1 0	0 0	2	0 1
Volume Module:												
Base Vol:	232	930	9	533	951	9	0	1388	151	0	1459	409
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:	232	930	9	533	951	9	0	1388	151	0	1459	409
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	930	9	533	951	9	0	1388	151	0	1459	409
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:	232	930	9	533	951	9	0	1388	151	0	1459	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	930	9	533	951	9	0	1388	151	0	1459	409
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:	232	930	9	533	951	9	0	1388	151	0	1459	409
OvlAdjVol:												113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	2.00	2.97	0.03	0.00	2.71	0.29	0.00	2.00	1.00
Final Sat.:	1600	4754	46	2880	4755	45	0	4329	471	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.19	0.20	0.20	0.00	0.32	0.32	0.00	0.46	0.26
OvlAdjV/S:												0.07
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Bellflower Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Bellflower Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	561	128	322	661	376	149	1742	17	41	1550	151
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	561	128	322	661	376	149	1742	17	41	1550	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	561	128	322	661	376	149	1742	17	41	1550	151
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	322	661	376	149	1742	17	41	1550	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	322	661	376	149	1742	17	41	1550	151
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	322	661	376	149	1742	17	41	1550	151
OvlAdjVol:						227						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	1.00	1.00	2.97	0.03	1.00	2.73	0.27
Final Sat.:	0	4800	1600	2880	3200	1600	1600	4754	46	1600	4374	426
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.11	0.21	0.24	0.09	0.37	0.37	0.03	0.35	0.35
OvlAdjV/S:						0.14						
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1095	53	41	1147	0	0	0	0	1139	0	255
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	1095	53	41	1147	0	0	0	0	1139	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1095	53	41	1147	0	0	0	0	1139	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1095	53	41	1147	0	0	0	0	1139	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	53	41	1147	0	0	0	0	1139	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1095	53	41	1147	0	0	0	0	1139	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3052	148	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.03	0.36	0.00	0.00	0.00	0.00	0.40	0.00	0.00
Crit Moves:		****		****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Bellflower Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Bellflower Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	2 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	56	341	104	440	303	5	82	1046	54	99	1043	332
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:	56	341	104	440	303	5	82	1046	54	99	1043	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	341	104	440	303	5	82	1046	54	99	1043	332
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:	56	341	104	440	303	5	82	1046	54	99	1043	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	341	104	440	303	5	82	1046	54	99	1043	332
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:	56	341	104	440	303	5	82	1046	54	99	1043	332
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	3200	1600	1600	4564	236	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.15	0.09	0.00	0.05	0.23	0.23	0.06	0.22	0.21
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Studebaker Road at SR-22 Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.810~~ 0.948
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	~~D~~ E

Street Name:	Studebaker Road						SR-22 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1045	939	268	1975	0	0	0	0	22	0	68
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	1045	939	268	1975	0	0	0	0	22	0	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1045	939	268	1975	0	0	0	0	22	0	68
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	1045	939	268	1975	0	0	0	0	22	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1045	939	268	1975	0	0	0	0	22	0	68
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	1045	939	268	1975	0	0	0	0	22	0	68
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.59	0.17	0.62	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:			***	***								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Pacific Coast Highway at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Pacific Coast Highway						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	161	1362	161	72	1476	32	29	334	159	196	513	97
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:	161	1362	161	72	1476	32	29	334	159	196	513	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1362	161	72	1476	32	29	334	159	196	513	97
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:	161	1362	161	72	1476	32	29	334	159	196	513	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1362	161	72	1476	32	29	334	159	196	513	97
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:	161	1362	161	72	1476	32	29	334	159	196	513	97
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	2.68	0.32	1.00	3.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	4293	507	1600	4800	1600	1600	2168	1032	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.05	0.31	0.02	0.02	0.15	0.15	0.12	0.16	0.06
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Studebaker Road						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	141	1660	0	0	1370	679	369	0	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:	141	1660	0	0	1370	679	369	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1660	0	0	1370	679	369	0	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:	141	1660	0	0	1370	679	369	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1660	0	0	1370	679	369	0	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
FinalVolume:	141	1660	0	0	1370	679	369	0	95	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	1600	2880	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.52	0.00	0.00	0.43	0.42	0.13	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Livingston Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Livingston Drive						2nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	2	0 0	0 1	0	0 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	153	1010	0	104	35	34	217	0	684	227	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	153	1010	0	104	35	34	217	0	684	227	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	153	1010	0	104	35	34	217	0	684	227	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:	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	153	1010	0	104	35	34	217	0	684	227	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	153	1010	0	104	35	34	217	0	684	227	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	153	1010	0	104	35	34	217	0	684	227	14
OvlAdjVol:			99									
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:	0.00	1.00	2.00	0.00	0.75	0.25	0.27	1.73	0.00	1.50	0.50	1.00
Final Sat.:	0	1600	3200	0	1197	403	433	2767	0	2403	797	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.00	0.09	0.09	0.08	0.08	0.00	0.28	0.28	0.01
OvlAdjV/S:			0.03									
Crit Moves:		****		****				****			****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.035
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	44	132	1424	1299	208	93	1600	3136	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.21	0.11	0.14	0.14	0.01	0.44	0.44	0.16	0.38	0.16
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Naples Plaza at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Naples Plaza						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	36	0	21	0	0	0	0	1778	72	77	1752	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:	36	0	21	0	0	0	0	1778	72	77	1752	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	21	0	0	0	0	1778	72	77	1752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	36	0	21	0	0	0	0	1778	0	77	1752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	21	0	0	0	0	1778	0	77	1752	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	36	0	21	0	0	0	0	1778	0	77	1752	0
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	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.56	0.00	0.05	0.55	0.00
Crit Moves:	****							****		****		

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Marina Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Marina Drive						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	471	26	112	88	21	88	66	1559	545	51	1808	56
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:	471	26	112	88	21	88	66	1559	545	51	1808	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	26	112	88	21	88	66	1559	545	51	1808	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	26	0	88	21	88	66	1559	545	51	1808	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	26	0	88	21	88	66	1559	545	51	1808	56
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	26	0	88	21	88	66	1559	545	51	1808	56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.61	0.39	1.00	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	2880	1600	1600	2583	617	1600	1600	4800	1600	1600	4656	144
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.00	0.03	0.03	0.06	0.04	0.32	0.34	0.03	0.39	0.39
Crit Moves:	****					****	****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
OvlAdjVol:						240						188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.23	0.77	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3569	1231	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.09	0.23	0.26	0.11	0.23	0.18	0.19	0.23	0.21
OvlAdjV/S:						0.15						0.12
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Shopkeeper Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Shopkeeper Road						2nd Street					
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	155	1	195	0	1	0	28	1692	54	262	1767	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:	155	1	195	0	1	0	28	1692	54	262	1767	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1	195	0	1	0	28	1692	54	262	1767	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:	155	1	195	0	1	0	28	1692	54	262	1767	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1	195	0	1	0	28	1692	54	262	1767	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:	155	1	195	0	1	0	28	1692	54	262	1767	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:	0.44	0.01	0.55	0.00	1.00	0.00	1.00	2.91	0.09	1.00	2.99	0.01
Final Sat.:	707	5	889	0	1600	0	1600	4652	148	1600	4797	3
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.00	0.00	0.00	0.02	0.36	0.36	0.16	0.37	0.37
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	424	0	1005	1197	806	0	0	1066	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	0	0	424	0	1005	1197	806	0	0	1066	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	424	0	1005	1197	806	0	0	1066	644
OvlAdjVol:						0						408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.42	0.25	0.00	0.00	0.22	0.40
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	4052	948	3200	5100	1700	3200	5100	1700	3200	2357	943
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.40	0.41
Crit Moves:			****	****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	5	6	3	0	138	12	151	0	4	177	81
Future Vol, veh/h	0	5	6	3	0	138	12	151	0	4	177	81
Peak Hour Factor	0.95	0.96	0.96	0.96	0.95	0.96	0.96	0.96	0.95	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	6	3	0	144	13	157	0	4	184	84
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	3
HCM Control Delay	10.8	11.8	12.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	36%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	43%	0%	100%	0%	0%	0%	98%
Vol Right, %	0%	0%	100%	21%	0%	0%	100%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	177	81	14	138	12	151	177	177	208
LT Vol	4	0	0	5	138	0	0	177	177	0
Through Vol	0	177	0	6	0	12	0	0	0	204
RT Vol	0	0	81	3	0	0	151	0	0	4
Lane Flow Rate	4	184	84	15	144	12	157	184	184	217
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.009	0.359	0.147	0.031	0.288	0.023	0.263	0.351	0.351	0.383
Departure Headway (Hd)	7.506	7	6.29	7.741	7.221	6.72	6.019	6.874	6.874	6.356
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	475	513	567	460	497	531	595	522	522	566
Service Time	5.277	4.77	4.061	5.532	4.98	4.479	3.778	4.631	4.631	4.112
HCM Lane V/C Ratio	0.008	0.359	0.148	0.033	0.29	0.023	0.264	0.352	0.352	0.383
HCM Control Delay	10.3	13.7	10.2	10.8	12.9	9.6	10.9	13.3	13.3	13
HCM Lane LOS	B	B	B	B	B	A	B	B	B	B
HCM 95th-tile Q	0	1.6	0.5	0.1	1.2	0.1	1.1	1.6	1.6	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations		↰↰	↑↳	
Traffic Vol, veh/h	0	353	204	4
Future Vol, veh/h	0	353	204	4
Peak Hour Factor	0.95	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	368	213	4
Number of Lanes	0	2	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.2
HCM LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	6	3	138	12	151	4	177	81	353	204	4
Future Volume (vph)	5	6	3	138	12	151	4	177	81	353	204	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.971				0.850			0.850		0.997	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1776	0	1770	1863	1583	1770	1863	1583	3433	1857	0
Flt Permitted		0.982		0.950			0.950			0.950		
Satd. Flow (perm)	0	1776	0	1770	1863	1583	1770	1863	1583	3433	1857	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			877	
Travel Time (s)		6.7			11.4			19.6			23.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	6	3	144	13	157	4	184	84	368	213	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	144	13	157	4	184	84	368	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.7% ICU Level of Service A
Analysis Period (min) 15

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	176	1486	29	28	1366	101	156	15	277	78	42	27
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:	176	1486	29	28	1366	101	156	15	277	78	42	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1486	29	28	1366	101	156	15	277	78	42	27
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:	176	1486	29	28	1366	101	156	15	277	78	42	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1486	29	28	1366	101	156	15	277	78	42	27
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:	176	1486	29	28	1366	101	156	15	277	78	42	27
OvlAdjVol:									101			
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	3.00	1.00	1.00	2.00	1.00	1.82	0.18	1.00	0.53	0.29	0.18
Final Sat.:	1600	4800	1600	1600	3200	1600	2919	281	1600	849	457	294
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.02	0.02	0.43	0.06	0.05	0.05	0.17	0.09	0.09	0.09
OvlAdjV/S:									0.06			
Crit Moves:	****				****				****			****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 23: Pacific Coast Highway at Marina Drive

Control Type:	Two-way stop	Delay (sec / veh):	22.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Base Volume Input [veh/h]	214	1505	1512	26	0	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	1505	1512	26	0	122
Peak Hour Factor	0.9770	0.9770	0.9770	0.9770	1.0000	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	385	387	0	0	31
Total Analysis Volume [veh/h]	219	1540	1548	0	0	125
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.02	0.02	0.00	0.00	0.37
d_M, Delay for Movement [s/veh]	22.18	0.00	0.00	0.00	0.00	21.53
Movement LOS	C	A	A	A		C
95th-Percentile Queue Length [veh]	2.88	0.00	0.00	0.00	0.00	1.64
95th-Percentile Queue Length [ft]	71.92	0.00	0.00	0.00	0.00	40.89
d_A, Approach Delay [s/veh]	2.76		0.00		21.53	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.20					
Intersection LOS	C					

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
OvlAdjVol:												29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3270	30	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.47	0.08	0.43	0.05	0.05	0.03	0.04	0.01	0.04	0.10
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
OvlAdjVol:												201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.36	0.64	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2273	1027	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.07	0.15	0.11	0.15	0.13	0.37	0.03	0.05	0.38	0.27
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Seal Beach Boulevard at Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Seal Beach Boulevard						Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	7	740	16	40	901	290	184	10	29	6	8	22
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	740	16	40	901	290	184	10	29	6	8	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	740	16	40	901	290	184	10	29	6	8	22
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	740	16	40	901	290	184	10	29	6	8	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	740	16	40	901	290	184	10	29	6	8	22
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:	7	740	16	40	901	290	184	10	29	6	8	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.94	0.06	1.00	2.27	0.73	0.83	0.04	0.13	1.00	1.00	1.00
Final Sat.:	1600	4898	102	1600	3831	1169	1320	72	208	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.16	0.03	0.24	0.25	0.14	0.14	0.14	0.00	0.00	0.01
Crit Moves:	****					****	****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santiago Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Santiago Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	31	50	29	9	70	9	18	1644	31	40	1701	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:	31	50	29	9	70	9	18	1644	31	40	1701	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	50	29	9	70	9	18	1644	31	40	1701	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:	31	50	29	9	70	9	18	1644	31	40	1701	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	50	29	9	70	9	18	1644	31	40	1701	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:	31	50	29	9	70	9	18	1644	31	40	1701	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:	0.28	0.46	0.26	0.10	0.80	0.10	1.00	2.94	0.06	1.00	1.99	0.01
Final Sat.:	451	727	422	164	1273	164	1600	4711	89	1600	3198	2
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.06	0.06	0.01	0.35	0.35	0.03	0.53	0.53
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Pacific Coast Highway at Channel Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	A

Street Name:	Pacific Coast Highway						Channel Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1464	43	55	1633	0	0	0	0	125	0	90
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	1464	43	55	1633	0	0	0	0	125	0	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1464	43	55	1633	0	0	0	0	125	0	90
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	1464	43	55	1633	0	0	0	0	125	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1464	43	55	1633	0	0	0	0	125	0	90
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	1464	43	55	1633	0	0	0	0	125	0	90
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	0.90	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.03	0.03	0.34	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:					****							****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	0	1 0	1 0	0	0 0
Volume Module:												
Base Vol:	61	1619	0	3	1821	105	160	0	43	1	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:	61	1619	0	3	1821	105	160	0	43	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1619	0	3	1821	105	160	0	43	1	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:	61	1619	0	3	1821	105	160	0	43	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1619	0	3	1821	105	160	0	43	1	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
FinalVolume:	61	1619	0	3	1821	105	160	0	43	1	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	1.00	1.89	0.11	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1600	3300	0	1600	3126	174	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.00	0.00	0.58	0.60	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 36: Studebaker Road/SR-22 WB Ramps at College Park Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Base Volume Input [veh/h]	1432	81	58	33	4	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1432	81	58	33	4	100
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	368	21	15	8	1	0
Total Analysis Volume [veh/h]	1470	83	60	34	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.14	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	14.82	0.00	27.63	29.38
Movement LOS	A	A	B	A	D	D
95th-Percentile Queue Length [veh]	0.00	0.00	0.49	0.00	0.08	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	12.15	0.00	1.88	0.00
d_A, Approach Delay [s/veh]	0.00		9.46		27.63	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 37: 1st Street at Marina Drive

Control Type:	All-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Base Volume Input [veh/h]	78	48	23	30	37	23	28	161	93	23	169	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	48	23	30	37	23	28	161	93	23	169	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	13	6	8	10	6	7	42	24	6	44	19
Total Analysis Volume [veh/h]	82	51	24	32	39	24	29	169	98	24	178	77
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.58	0.15	0.15	0.12	0.21	0.11	0.11	0.13	0.16	2.03	0.13	1.92
95th-Percentile Queue Length [ft]	14.46	3.70	3.70	3.08	5.19	2.86	2.86	3.16	4.01	50.67	3.30	48.02
Approach Delay [s/veh]	10.38				9.83				11.87		11.82	
Approach LOS	B				A				B		B	
Intersection Delay [s/veh]	11.33											
Intersection LOS	B											

APPENDIX D-II

EXISTING PLUS PROJECT WITH MITIGATION TRAFFIC CONDITIONS

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	3 0	0 0	1
Volume Module:												
Base Vol:	0	786	42	53	1120	0	0	0	0	432	0	456
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	786	42	53	1120	0	0	0	0	432	0	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	786	42	53	1120	0	0	0	0	432	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	786	42	53	1120	0	0	0	0	432	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	786	42	53	1120	0	0	0	0	432	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	786	42	53	1120	0	0	0	0	432	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	3038	162	1600	4800	0	0	0	0	4320	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.03	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #14 Bay Shore Avenue at 2nd Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

****

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1230	12	96	1263	134
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	21	293	152	10	10	9	1230	12	96	1263	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1230	12	96	1263	134
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	21	293	152	10	10	9	1230	12	96	1263	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1230	12	96	1263	134
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:	5	21	293	152	10	10	9	1230	12	96	1263	134
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:	0.19	0.81	1.00	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	308	1292	1600	1414	93	93	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.18	0.10	0.11	0.11	0.01	0.39	0.39	0.06	0.39	0.08
Crit Moves:			****	****				****		****		

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	3 0	1
Volume Module:												
Base Vol:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1173	329	242	985	166	236	1246	411	379	923	306
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:	390	1173	329	242	985	166	236	1246	411	379	923	306
OvlAdjVol:						35			194			172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.21	0.08	0.21	0.10	0.08	0.19	0.26	0.09	0.19	0.19
OvlAdjV/S:						0.02			0.12			0.11
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	3 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	532	0	701	960	884	0	0	971	487
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	532	0	701	960	884	0	0	971	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	701	960	884	0	0	971	487
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	0	0	532	0	701	960	884	0	0	971	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	701	960	884	0	0	971	487
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	532	0	701	960	884	0	0	971	487
OvlAdjVol:						0						191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	4320	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.22	0.28	0.00	0.00	0.20	0.30
OvlAdjV/S:						0.00						0.12
Crit Moves:				****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	228	392	1006	423	206	846	33	256	1234	229
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:	54	737	228	392	1006	423	206	846	33	256	1234	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2799	501
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.13	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:	****					****	****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Highway at Marina Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Pacific Coast Highway						Marina Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	122	1817	0	0	1814	13	0	0	130	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:	122	1817	0	0	1814	13	0	0	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1817	0	0	1814	13	0	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1817	0	0	1814	0	0	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1817	0	0	1814	0	0	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1817	0	0	1814	0	0	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1724	8	77	1758	56	64	45	60	13	40	112
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:	45	1724	8	77	1758	56	64	45	60	13	40	112
OvlAdjVol:												30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4978	22	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.36	0.05	0.52	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	209	89	480	99	176	145	1819	38	25	1516	488
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	209	89	480	99	176	145	1819	38	25	1516	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	209	89	480	99	176	145	1819	38	25	1516	488
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:	11	209	89	480	99	176	145	1819	38	25	1516	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	209	89	480	99	176	145	1819	38	25	1516	488
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:	11	209	89	480	99	176	145	1819	38	25	1516	488
OvlAdjVol:												233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.15	0.06	0.10	0.09	0.54	0.02	0.02	0.45	0.29
OvlAdjV/S:												0.14
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

****

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	3 0	0	0 0	0 0	0	3 0	0 0	1
Volume Module:												
Base Vol:	0	1095	53	41	1147	0	0	0	0	1139	0	255
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	1095	53	41	1147	0	0	0	0	1139	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1095	53	41	1147	0	0	0	0	1139	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1095	53	41	1147	0	0	0	0	1139	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1095	53	41	1147	0	0	0	0	1139	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1095	53	41	1147	0	0	0	0	1139	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	3052	148	1600	4800	0	0	0	0	4320	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.03	0.24	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****		****						****		

****

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	9	27	292	181	29	13	12	1383	28	250	1227	254
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:	0.25	0.75	1.00	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	400	1200	1600	1299	208	93	1600	3136	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.18	0.11	0.14	0.14	0.01	0.44	0.44	0.16	0.38	0.16
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #17 Pacific Coast Highway at 2nd Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	D

****

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	3 0	1
Volume Module:												
Base Vol:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
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:	417	1018	351	267	1114	415	315	1124	294	533	1106	336
OvlAdjVol:						240			62			188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.22	0.09	0.23	0.26	0.11	0.18	0.18	0.12	0.23	0.21
OvlAdjV/S:						0.15			0.04			0.12
Crit Moves:	****				****		****				****	

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	3 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	424	0	1005	1197	806	0	0	1066	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	0	0	424	0	1005	1197	806	0	0	1066	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	424	0	1005	1197	806	0	0	1066	644
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	424	0	1005	1197	806	0	0	1066	644
OvlAdjVol:						118						408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	3.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	4320	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.28	0.25	0.00	0.00	0.22	0.40
OvlAdjV/S:						0.04						0.26
Crit Moves:				****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	209	236	821	253	441	891	22	265	934	390
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:	58	849	209	236	821	253	441	891	22	265	934	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2357	943
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.12	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.40	0.41
Crit Moves:		****		****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Highway at Marina Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Pacific Coast Highway						Marina Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	214	1505	0	0	1512	26	0	0	122	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:	214	1505	0	0	1512	26	0	0	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1505	0	0	1512	26	0	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1505	0	0	1512	0	0	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1505	0	0	1512	0	0	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1505	0	0	1512	0	0	0	122	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1490	14	133	1473	91	84	53	68	19	63	170
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:	78	1490	14	133	1473	91	84	53	68	19	63	170
OvlAdjVol:												29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4955	45	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.31	0.08	0.43	0.05	0.05	0.03	0.04	0.01	0.04	0.10
OvlAdjV/S:												0.02
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

[Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	146	69	469	190	261	202	1244	45	73	1306	462
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:	19	146	69	469	190	261	202	1244	45	73	1306	462
OvlAdjVol:												201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.15	0.11	0.15	0.13	0.37	0.03	0.05	0.38	0.27
OvlAdjV/S:												0.12
Crit Moves:		****				****	****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

APPENDIX E

YEAR 2019 TRAFFIC CONDITIONS LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2019 CUMULATIVE TRAFFIC CONDITIONS

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bellflower Boulevard at Atherton Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Bellflower Boulevard						Atherton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	67	597	230	481	1201	106	80	670	178	182	351	95
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:	67	597	230	481	1201	106	80	670	178	182	351	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	597	230	481	1201	106	80	670	178	182	351	95
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:	67	597	230	481	1201	106	80	670	178	182	351	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	597	230	481	1201	106	80	670	178	182	351	95
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:	67	597	230	481	1201	106	80	670	178	182	351	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	1600	3200	1600	2880	4411	389	1600	3200	1600	1600	2518	682
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.14	0.17	0.27	0.27	0.05	0.21	0.11	0.11	0.14	0.14
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Pacific Coast Highway at Clark Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	Pacific Coast Highway						Clark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	1293	164	90	795	25	7	518	13	78	417	44
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	1293	164	90	795	25	7	518	13	78	417	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1293	164	90	795	25	7	518	13	78	417	44
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	1293	164	90	795	25	7	518	13	78	417	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1293	164	90	795	25	7	518	13	78	417	44
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:	5	1293	164	90	795	25	7	518	13	78	417	44
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	1.77	0.23	1.00	1.94	0.06	0.03	1.92	0.05	1.00	1.81	0.19
Final Sat.:	1600	2840	360	1600	3102	98	42	3081	77	1600	2895	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.06	0.26	0.26	0.00	0.17	0.17	0.05	0.14	0.14
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pacific Coast Highway at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Pacific Coast Highway						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	403	1376	50	89	797	21	24	211	571	39	112	58
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:	403	1376	50	89	797	21	24	211	571	39	112	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	1376	50	89	797	21	24	211	571	39	112	58
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:	403	1376	50	89	797	21	24	211	571	39	112	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1376	50	89	797	21	24	211	571	39	112	58
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:	403	1376	50	89	797	21	24	211	571	39	112	58
OvlAdjVol:									168			
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	1.93	0.07	1.00	1.95	0.05	0.20	1.80	1.00	0.52	1.48	1.00
Final Sat.:	1600	3088	112	1600	3118	82	327	2873	1600	826	2374	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.45	0.45	0.06	0.26	0.26	0.02	0.07	0.36	0.02	0.05	0.04
OvlAdjV/S:									0.10			
Crit Moves:	****				****				****	****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Studebaker Road at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Studebaker Road						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	1	0 0	1! 0	0
Volume Module:												
Base Vol:	399	825	12	24	968	184	63	11	146	55	18	23
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:	399	825	12	24	968	184	63	11	146	55	18	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	825	12	24	968	184	63	11	146	55	18	23
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:	399	825	12	24	968	184	63	11	146	55	18	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	825	12	24	968	184	63	11	146	55	18	23
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:	399	825	12	24	968	184	63	11	146	55	18	23
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	1.97	0.03	1.00	2.00	1.00	1.00	0.14	1.86	0.57	0.19	0.24
Final Sat.:	1600	3154	46	1600	3200	1600	1600	224	2976	917	300	383
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.26	0.02	0.30	0.12	0.04	0.05	0.05	0.03	0.06	0.06
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Park Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	164	Level Of Service:	E

Street Name:	Park Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	20	313	353	99	176	74	54	1585	36	115	1179	66
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:	20	313	353	99	176	74	54	1585	36	115	1179	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	313	353	99	176	74	54	1585	36	115	1179	66
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:	20	313	353	99	176	74	54	1585	36	115	1179	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	313	353	99	176	74	54	1585	36	115	1179	66
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:	20	313	353	99	176	74	54	1585	36	115	1179	66
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	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3129	71	1600	3030	170
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.22	0.06	0.11	0.05	0.03	0.51	0.51	0.07	0.39	0.39
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Pacific Coast Highway at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pacific Coast Highway						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	0 0	2	1 0	0 0	2	0 1
Volume Module:												
Base Vol:	134	1174	3	540	898	4	0	1857	190	0	1247	477
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:	134	1174	3	540	898	4	0	1857	190	0	1247	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1174	3	540	898	4	0	1857	190	0	1247	477
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:	134	1174	3	540	898	4	0	1857	190	0	1247	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1174	3	540	898	4	0	1857	190	0	1247	477
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:	134	1174	3	540	898	4	0	1857	190	0	1247	477
OvlAdjVol:												177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	2.00	2.99	0.01	0.00	2.72	0.28	0.00	2.00	1.00
Final Sat.:	1600	4788	12	2880	4779	21	0	4354	446	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.19	0.19	0.19	0.00	0.43	0.43	0.00	0.39	0.30
OvlAdjV/S:												0.11
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Bellflower Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	Level Of Service:	F

Street Name:	Bellflower Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	591	147	214	315	166	278	2052	9	30	1608	262
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	591	147	214	315	166	278	2052	9	30	1608	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	591	147	214	315	166	278	2052	9	30	1608	262
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	591	0	214	315	166	278	2052	9	30	1608	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	591	0	214	315	166	278	2052	9	30	1608	262
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	591	0	214	315	166	278	2052	9	30	1608	262
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	1.00	1.00	2.99	0.01	1.00	2.58	0.42
Final Sat.:	0	3200	1600	2880	3200	1600	1600	4779	21	1600	4127	673
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.07	0.10	0.10	0.17	0.43	0.43	0.02	0.39	0.39
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	B

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	804	44	55	1147	0	0	0	0	496	0	470
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	804	44	55	1147	0	0	0	0	496	0	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	804	44	55	1147	0	0	0	0	496	0	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	804	44	55	1147	0	0	0	0	496	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	44	55	1147	0	0	0	0	496	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	804	44	55	1147	0	0	0	0	496	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3034	166	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.26	0.03	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:					****					****		

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Bellflower Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Bellflower Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	90	421	72	243	121	0	77	981	35	25	1287	320
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:	90	421	72	243	121	0	77	981	35	25	1287	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	421	72	243	121	0	77	981	35	25	1287	320
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:	90	421	72	243	121	0	77	981	35	25	1287	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	421	72	243	121	0	77	981	35	25	1287	320
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:	90	421	72	243	121	0	77	981	35	25	1287	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	1600	4635	165	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.05	0.08	0.08	0.00	0.05	0.21	0.21	0.02	0.27	0.20
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #10 Studebaker Road at SR-22 Eastbound Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.633~~ 0.894
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	~~B~~ D

****

Street Name:	Studebaker Road						SR-22 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0 0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	632	923	201	1416	0	0	0	0	15	0	65
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	632	923	201	1416	0	0	0	0	15	0	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	632	923	201	1416	0	0	0	0	15	0	65
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	632	923	201	1416	0	0	0	0	15	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	923	201	1416	0	0	0	0	15	0	65
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	632	923	201	1416	0	0	0	0	15	0	65
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.58	0.13	0.44	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:			***	***								****

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Pacific Coast Highway at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Pacific Coast Highway						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	35	1550	86	55	1179	10	14	268	117	96	140	70
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:	35	1550	86	55	1179	10	14	268	117	96	140	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1550	86	55	1179	10	14	268	117	96	140	70
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:	35	1550	86	55	1179	10	14	268	117	96	140	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1550	86	55	1179	10	14	268	117	96	140	70
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:	35	1550	86	55	1179	10	14	268	117	96	140	70
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	2.84	0.16	1.00	3.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00
Final Sat.:	1600	4548	252	1600	4800	1600	1600	2228	972	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.03	0.25	0.01	0.01	0.12	0.12	0.06	0.04	0.04
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Studebaker Road						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 1	0 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	65	1388	12	66	1148	250	331	17	93	3	5	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:	65	1388	12	66	1148	250	331	17	93	3	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1388	12	66	1148	250	331	17	93	3	5	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:	65	1388	12	66	1148	250	331	17	93	3	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1388	12	66	1148	250	331	17	93	3	5	17
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:	65	1388	12	66	1148	250	331	17	93	3	5	17
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	1.98	0.02	1.00	2.00	1.00	1.90	0.10	2.00	1.00	0.23	0.77
Final Sat.:	1600	3173	27	1600	3200	1600	3044	156	3200	1600	364	1236
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.04	0.36	0.16	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Livingston Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Livingston Drive						2nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	2	0 0	0 1	0	0 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	95	682	0	66	8	15	170	0	1044	174	2
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	95	682	0	66	8	15	170	0	1044	174	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	95	682	0	66	8	15	170	0	1044	174	2
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	95	682	0	66	8	15	170	0	1044	174	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	95	682	0	66	8	15	170	0	1044	174	2
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	95	682	0	66	8	15	170	0	1044	174	2
OvlAdjVol:			0									
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:	0.00	1.00	2.00	0.00	0.89	0.11	0.16	1.84	0.00	1.71	0.29	1.00
Final Sat.:	0	1600	3200	0	1427	173	259	2941	0	2743	457	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.21	0.00	0.05	0.05	0.06	0.06	0.00	0.38	0.38	0.00
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	22	302	157	10	10	9	1245	12	99	1283	138
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	22	302	157	10	10	9	1245	12	99	1283	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	22	302	157	10	10	9	1245	12	99	1283	138
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	22	302	157	10	10	9	1245	12	99	1283	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	22	302	157	10	10	9	1245	12	99	1283	138
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:	5	22	302	157	10	10	9	1245	12	99	1283	138
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:	0.01	0.07	0.92	0.89	0.05	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	24	107	1469	1419	90	90	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.11	0.11	0.01	0.39	0.39	0.06	0.40	0.09
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Naples Plaza at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Naples Plaza						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	19	0	0	0	0	0	0	1696	34	53	1398	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:	19	0	0	0	0	0	0	1696	34	53	1398	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	0	0	0	0	0	1696	34	53	1398	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	19	0	0	0	0	0	0	1696	0	53	1398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	0	0	0	0	0	1696	0	53	1398	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	19	0	0	0	0	0	0	1696	0	53	1398	0
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	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.03	0.44	0.00
Crit Moves:	****							****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Marina Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Marina Drive						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	247	9	94	69	16	52	21	1826	420	52	1449	20
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:	247	9	94	69	16	52	21	1826	420	52	1449	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	9	94	69	16	52	21	1826	420	52	1449	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	9	0	69	16	52	21	1826	420	52	1449	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	9	0	69	16	52	21	1826	420	52	1449	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	9	0	69	16	52	21	1826	420	52	1449	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.62	0.38	1.00	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	2880	1600	1600	2598	602	1600	1600	4800	1600	1600	4735	65
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.00	0.03	0.03	0.03	0.01	0.38	0.26	0.03	0.31	0.31
Crit Moves:	****					****		****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	411	1185	354	249	962	174	240	1279	436	351	960	315
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:	411	1185	354	249	962	174	240	1279	436	351	960	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	1185	354	249	962	174	240	1279	436	351	960	315
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:	411	1185	354	249	962	174	240	1279	436	351	960	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	1185	354	249	962	174	240	1279	436	351	960	315
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:	411	1185	354	249	962	174	240	1279	436	351	960	315
OvlAdjVol:						41						177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.31	0.69	2.00	3.00	1.00	2.00	2.98	1.02	2.00	3.00	1.00
Final Sat.:	2880	3696	1104	2880	4800	1600	2880	4773	1627	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.09	0.20	0.11	0.08	0.27	0.27	0.12	0.20	0.20
OvlAdjV/S:						0.03						0.11
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Shopkeeper Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Shopkeeper Road						2nd Street					
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	38	2	57	0	2	1	9	1837	22	118	1562	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:	38	2	57	0	2	1	9	1837	22	118	1562	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2	57	0	2	1	9	1837	22	118	1562	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:	38	2	57	0	2	1	9	1837	22	118	1562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2	57	0	2	1	9	1837	22	118	1562	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:	38	2	57	0	2	1	9	1837	22	118	1562	0
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:	0.39	0.02	0.59	0.00	0.67	0.33	1.00	2.96	0.04	1.00	3.00	0.00
Final Sat.:	627	33	940	0	1067	533	1600	4743	57	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.00	0.00	0.00	0.01	0.39	0.39	0.07	0.33	0.00
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	549	0	706	996	913	0	0	986	507
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	549	0	706	996	913	0	0	986	507
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	549	0	706	996	913	0	0	986	507
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	0	0	549	0	706	996	913	0	0	986	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	0	706	996	913	0	0	986	507
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	549	0	706	996	913	0	0	986	507
OvlAdjVol:						0						202
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.22	0.35	0.29	0.00	0.00	0.21	0.32
OvlAdjV/S:						0.00						0.13
Crit Moves:				****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	56	759	231	404	1036	436	212	875	34	269	1261	236
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:	56	759	231	404	1036	436	212	875	34	269	1261	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	759	231	404	1036	436	212	875	34	269	1261	236
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:	56	759	231	404	1036	436	212	875	34	269	1261	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	759	231	404	1036	436	212	875	34	269	1261	236
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:	56	759	231	404	1036	436	212	875	34	269	1261	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.68	0.32
Final Sat.:	1600	3880	1120	3200	5100	1700	3200	5100	1700	3200	2796	504
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.21	0.13	0.20	0.26	0.07	0.17	0.02	0.08	0.45	0.47
Crit Moves:			****	****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	3	0	58	21	59	0	2	111	59
Future Vol, veh/h	0	0	0	3	0	58	21	59	0	2	111	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	3	0	61	22	62	0	2	117	62
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	3
HCM Control Delay	8.6	9.3	9.5
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	0%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	0%	0%	100%	0%	0%	0%	93%
Vol Right, %	0%	0%	100%	100%	0%	0%	100%	0%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	111	59	3	58	21	59	160	160	121
LT Vol	2	0	0	0	58	0	0	160	160	0
Through Vol	0	111	0	0	0	21	0	0	0	113
RT Vol	0	0	59	3	0	0	59	0	0	8
Lane Flow Rate	2	117	62	3	61	22	62	168	168	127
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.004	0.192	0.09	0.005	0.11	0.037	0.091	0.273	0.273	0.188
Departure Headway (Hd)	6.415	5.913	5.21	5.888	6.493	5.994	5.296	5.862	5.862	5.314
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	602	680	611	548	592	670	608	608	669
Service Time	4.205	3.702	2.999	3.588	4.279	3.78	3.081	3.643	3.643	3.094
HCM Lane V/C Ratio	0.004	0.194	0.091	0.005	0.111	0.037	0.093	0.276	0.276	0.19
HCM Control Delay	9.2	10.1	8.5	8.6	10.1	9	8.6	10.9	10.9	9.3
HCM Lane LOS	A	B	A	A	B	A	A	B	B	A
HCM 95th-tile Q	0	0.7	0.3	0	0.4	0.1	0.3	1.1	1.1	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	319	113	8
Future Vol, veh/h	0	319	113	8
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	336	119	8
Number of Lanes	0	2	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	58	21	59	2	111	59	319	113	8
Future Volume (vph)	0	0	3	58	21	59	2	111	59	319	113	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.865				0.850			0.850		0.991	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1611	0	1770	1863	1583	1770	1863	1583	3433	1846	0
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	1611	0	1770	1863	1583	1770	1863	1583	3433	1846	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			877	
Travel Time (s)		6.7			11.4			19.6			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	3	61	22	62	2	117	62	336	119	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	61	22	62	2	117	62	336	127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.3% ICU Level of Service A
Analysis Period (min) 15

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	36	1938	21	33	1498	92	49	9	259	16	4	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:	36	1938	21	33	1498	92	49	9	259	16	4	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1938	21	33	1498	92	49	9	259	16	4	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:	36	1938	21	33	1498	92	49	9	259	16	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1938	21	33	1498	92	49	9	259	16	4	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
FinalVolume:	36	1938	21	33	1498	92	49	9	259	16	4	28
OvlAdjVol:									223			
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	3.00	1.00	1.00	2.00	1.00	1.69	0.31	1.00	0.33	0.08	0.59
Final Sat.:	1600	4800	1600	1600	3200	1600	2703	497	1600	533	133	933
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.01	0.02	0.47	0.06	0.02	0.02	0.16	0.03	0.03	0.03
OvlAdjV/S:									0.14			
Crit Moves:	****				****				****		****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 23: Pacific Coast Highway at Marina Drive

Control Type:	Two-way stop	Delay (sec / veh):	38.5
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Base Volume Input [veh/h]	127	1848	1841	13	0	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	1848	1841	13	0	144
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	486	484	0	0	38
Total Analysis Volume [veh/h]	134	1945	1938	0	0	152
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.02	0.02	0.00	0.00	0.60
d_M, Delay for Movement [s/veh]	26.43	0.00	0.00	0.00	0.00	38.48
Movement LOS	D	A	A	A		E
95th-Percentile Queue Length [veh]	2.20	0.00	0.00	0.00	0.00	3.52
95th-Percentile Queue Length [ft]	54.97	0.00	0.00	0.00	0.00	88.06
d_A, Approach Delay [s/veh]	1.70		0.00		38.48	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	E					

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	51	1759	8	70	1808	54	60	46	62	16	41	116
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:	51	1759	8	70	1808	54	60	46	62	16	41	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1759	8	70	1808	54	60	46	62	16	41	116
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:	51	1759	8	70	1808	54	60	46	62	16	41	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1759	8	70	1808	54	60	46	62	16	41	116
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:	51	1759	8	70	1808	54	60	46	62	16	41	116
OvlAdjVol:												42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3286	14	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.55	0.04	0.53	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	217	92	497	107	181	151	1856	39	26	1541	504
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	217	92	497	107	181	151	1856	39	26	1541	504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	217	92	497	107	181	151	1856	39	26	1541	504
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:	11	217	92	497	107	181	151	1856	39	26	1541	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	217	92	497	107	181	151	1856	39	26	1541	504
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:	11	217	92	497	107	181	151	1856	39	26	1541	504
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2347	953	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.10	0.16	0.06	0.11	0.09	0.55	0.02	0.02	0.45	0.30
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Seal Beach Boulevard at Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Seal Beach Boulevard						Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	19	860	4	12	761	215	284	4	75	9	4	37
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:	19	860	4	12	761	215	284	4	75	9	4	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	860	4	12	761	215	284	4	75	9	4	37
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:	19	860	4	12	761	215	284	4	75	9	4	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	860	4	12	761	215	284	4	75	9	4	37
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:	19	860	4	12	761	215	284	4	75	9	4	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.99	0.01	1.00	2.34	0.66	0.78	0.01	0.21	1.00	1.00	1.00
Final Sat.:	1600	4978	22	1600	3943	1057	1252	18	331	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.18	0.01	0.19	0.20	0.23	0.23	0.23	0.01	0.00	0.02
Crit Moves:	****					****		****				****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santiago Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Santiago Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	81	61	9	30	13	8	2052	8	41	1374	5
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:	37	81	61	9	30	13	8	2052	8	41	1374	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	81	61	9	30	13	8	2052	8	41	1374	5
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:	37	81	61	9	30	13	8	2052	8	41	1374	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	81	61	9	30	13	8	2052	8	41	1374	5
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:	37	81	61	9	30	13	8	2052	8	41	1374	5
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:	0.21	0.45	0.34	0.17	0.58	0.25	1.00	2.99	0.01	1.00	1.99	0.01
Final Sat.:	331	724	545	277	923	400	1600	4781	19	1600	3188	12
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.01	0.03	0.03	0.01	0.43	0.43	0.03	0.43	0.43
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Pacific Coast Highway at Channel Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Pacific Coast Highway						Channel Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1555	93	18	1278	0	0	0	0	73	0	77
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	1555	93	18	1278	0	0	0	0	73	0	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1555	93	18	1278	0	0	0	0	73	0	77
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	1555	93	18	1278	0	0	0	0	73	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1555	93	18	1278	0	0	0	0	73	0	77
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	1555	93	18	1278	0	0	0	0	73	0	77
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	0.90	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.06	0.01	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	17	1782	2	2	1698	73	213	1	50	2	0	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:	17	1782	2	2	1698	73	213	1	50	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1782	2	2	1698	73	213	1	50	2	0	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:	17	1782	2	2	1698	73	213	1	50	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1782	2	2	1698	73	213	1	50	2	0	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:	17	1782	2	2	1698	73	213	1	50	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	2.00	0.02	0.98	0.67	0.00	0.33
Final Sat.:	1600	3296	4	1600	3168	132	3200	31	1569	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.56	0.00	0.54	0.55	0.07	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 36: Studebaker Road/SR-22 WB Ramps at College Park Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Base Volume Input [veh/h]	822	29	30	75	10	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	822	29	30	75	10	144
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	216	8	8	20	3	0
Total Analysis Volume [veh/h]	865	31	32	79	11	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.04	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	9.96	0.00	15.23	15.40
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.00	0.09	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	3.30	0.00	2.34	0.00
d_A, Approach Delay [s/veh]	0.00		2.87		15.23	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 37: 1st Street at Marina Drive

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Base Volume Input [veh/h]	61	55	14	33	39	26	22	87	62	21	110	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	55	14	33	39	26	22	87	62	21	110	62
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	14	4	9	10	7	6	23	16	6	29	16
Total Analysis Volume [veh/h]	64	58	15	35	41	27	23	92	65	22	116	65
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.15	0.15	0.07	0.20	0.11	0.11	0.12	0.12	0.88	0.11	1.06
95th-Percentile Queue Length [ft]	9.68	3.77	3.77	1.67	5.08	2.66	2.66	3.11	3.00	21.99	2.84	26.40
Approach Delay [s/veh]	9.35				9.01				9.44		9.71	
Approach LOS	A				A				A		A	
Intersection Delay [s/veh]	9.44											
Intersection LOS	A											

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Bellflower Boulevard at Atherton Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Street Name:	Bellflower Boulevard						Atherton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	161	1055	213	174	876	169	169	491	153	211	609	253
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:	161	1055	213	174	876	169	169	491	153	211	609	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1055	213	174	876	169	169	491	153	211	609	253
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:	161	1055	213	174	876	169	169	491	153	211	609	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1055	213	174	876	169	169	491	153	211	609	253
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:	161	1055	213	174	876	169	169	491	153	211	609	253
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.51	0.49	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	2880	4024	776	1600	3200	1600	1600	2261	939
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.13	0.06	0.22	0.22	0.11	0.15	0.10	0.13	0.27	0.27
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Pacific Coast Highway at Clark Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Pacific Coast Highway						Clark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	22	875	141	115	970	12	34	634	43	132	439	116
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:	22	875	141	115	970	12	34	634	43	132	439	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	875	141	115	970	12	34	634	43	132	439	116
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:	22	875	141	115	970	12	34	634	43	132	439	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	875	141	115	970	12	34	634	43	132	439	116
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:	22	875	141	115	970	12	34	634	43	132	439	116
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	1.72	0.28	1.00	1.98	0.02	0.10	1.78	0.12	1.00	1.58	0.42
Final Sat.:	1600	2756	444	1600	3161	39	153	2853	194	1600	2531	669
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.07	0.31	0.31	0.02	0.22	0.22	0.08	0.17	0.17
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pacific Coast Highway at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Pacific Coast Highway						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	400	905	66	55	1086	27	58	190	519	50	225	87
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:	400	905	66	55	1086	27	58	190	519	50	225	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	905	66	55	1086	27	58	190	519	50	225	87
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:	400	905	66	55	1086	27	58	190	519	50	225	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	905	66	55	1086	27	58	190	519	50	225	87
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:	400	905	66	55	1086	27	58	190	519	50	225	87
OvlAdjVol:									119			
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	1.86	0.14	1.00	1.95	0.05	0.47	1.53	1.00	0.36	1.64	1.00
Final Sat.:	1600	2982	218	1600	3122	78	748	2452	1600	582	2618	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.03	0.35	0.35	0.04	0.08	0.32	0.03	0.09	0.05
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Studebaker Road at Anaheim Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Studebaker Road						Anaheim Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	1	0 0	1! 0	0
Volume Module:												
Base Vol:	229	1189	19	47	743	44	101	54	390	52	16	36
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:	229	1189	19	47	743	44	101	54	390	52	16	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	1189	19	47	743	44	101	54	390	52	16	36
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:	229	1189	19	47	743	44	101	54	390	52	16	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1189	19	47	743	44	101	54	390	52	16	36
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:	229	1189	19	47	743	44	101	54	390	52	16	36
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	1.97	0.03	1.00	2.00	1.00	1.00	0.24	1.76	0.50	0.15	0.35
Final Sat.:	1600	3150	50	1600	3200	1600	1600	389	2811	800	246	554
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.38	0.03	0.23	0.03	0.06	0.14	0.14	0.03	0.06	0.07
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Park Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	Park Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	283	249	78	301	30	37	1400	60	169	1461	85
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:	33	283	249	78	301	30	37	1400	60	169	1461	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	283	249	78	301	30	37	1400	60	169	1461	85
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:	33	283	249	78	301	30	37	1400	60	169	1461	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	283	249	78	301	30	37	1400	60	169	1461	85
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	283	249	78	301	30	37	1400	60	169	1461	85
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	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3068	132	1600	3024	176
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.16	0.05	0.19	0.02	0.02	0.46	0.46	0.11	0.48	0.48
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Pacific Coast Highway at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Pacific Coast Highway						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	2	1 0	0 0	2	1 0	0 0	2	0 1
Volume Module:												
Base Vol:	217	943	9	550	953	9	0	1431	126	0	1505	423
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:	217	943	9	550	953	9	0	1431	126	0	1505	423
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	943	9	550	953	9	0	1431	126	0	1505	423
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:	217	943	9	550	953	9	0	1431	126	0	1505	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	943	9	550	953	9	0	1431	126	0	1505	423
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:	217	943	9	550	953	9	0	1431	126	0	1505	423
OvlAdjVol:												117
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	2.00	2.97	0.03	0.00	2.76	0.24	0.00	2.00	1.00
Final Sat.:	1600	4755	45	2880	4755	45	0	4412	388	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.19	0.20	0.20	0.00	0.32	0.32	0.00	0.47	0.26
OvlAdjV/S:												0.07
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Bellflower Boulevard at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

Street Name:	Bellflower Boulevard						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	0	538	132	332	636	387	153	1795	18	42	1601	156
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	538	132	332	636	387	153	1795	18	42	1601	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	538	132	332	636	387	153	1795	18	42	1601	156
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	538	0	332	636	387	153	1795	18	42	1601	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	0	332	636	387	153	1795	18	42	1601	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	0	332	636	387	153	1795	18	42	1601	156
OvlAdjVol:						234						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	1.00	1.00	2.97	0.03	1.00	2.73	0.27
Final Sat.:	0	3200	1600	2880	3200	1600	1600	4752	48	1600	4374	426
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.12	0.20	0.24	0.10	0.38	0.38	0.03	0.37	0.37
OvlAdjV/S:						0.15						
Crit Moves:		****		****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Studebaker Road						SR-22 Westbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1109	59	42	1149	0	0	0	0	1176	0	263
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	1109	59	42	1149	0	0	0	0	1176	0	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1109	59	42	1149	0	0	0	0	1176	0	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1109	59	42	1149	0	0	0	0	1176	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1109	59	42	1149	0	0	0	0	1176	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1109	59	42	1149	0	0	0	0	1176	0	0
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	0.90	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3038	162	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.36	0.03	0.36	0.00	0.00	0.00	0.00	0.41	0.00	0.00
Crit Moves:		****		****						****		

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #9 Bellflower Boulevard at Pacific Coast Highway

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Bellflower Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 1	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	58	351	107	409	312	5	84	1021	56	102	1036	303
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:	58	351	107	409	312	5	84	1021	56	102	1036	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	351	107	409	312	5	84	1021	56	102	1036	303
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:	58	351	107	409	312	5	84	1021	56	102	1036	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	351	107	409	312	5	84	1021	56	102	1036	303
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:	58	351	107	409	312	5	84	1021	56	102	1036	303
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	2.00	1.00	1.70	1.30	1.00	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2723	2077	1600	1600	4550	250	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.15	0.15	0.00	0.05	0.22	0.22	0.06	0.22	0.19
Crit Moves:		****		****				****		****		

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Studebaker Road at SR-22 Eastbound Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): ~~0.820~~ 0.995
Loss Time (sec): 15 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: ~~D~~ E

Street Name:	Studebaker Road						SR-22 Eastbound Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0 0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1060	1005	276	2004	0	0	0	0	24	0	70
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	1060	1005	276	2004	0	0	0	0	24	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1060	1005	276	2004	0	0	0	0	24	0	70
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	1060	1005	276	2004	0	0	0	0	24	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1060	1005	276	2004	0	0	0	0	24	0	70
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	1060	1005	276	2004	0	0	0	0	24	0	70
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.63	0.17	0.63	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:			***	***								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Pacific Coast Highway at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Pacific Coast Highway						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	166	1316	168	78	1414	33	30	344	164	209	528	111
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:	166	1316	168	78	1414	33	30	344	164	209	528	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1316	168	78	1414	33	30	344	164	209	528	111
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:	166	1316	168	78	1414	33	30	344	164	209	528	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1316	168	78	1414	33	30	344	164	209	528	111
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:	166	1316	168	78	1414	33	30	344	164	209	528	111
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	2.66	0.34	1.00	3.00	1.00	1.00	1.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	4257	543	1600	4800	1600	1600	2167	1033	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.05	0.29	0.02	0.02	0.16	0.16	0.13	0.17	0.07
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Studebaker Road						Loynes Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 1	0 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	145	1667	4	22	1360	699	380	6	98	12	17	66
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:	145	1667	4	22	1360	699	380	6	98	12	17	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1667	4	22	1360	699	380	6	98	12	17	66
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:	145	1667	4	22	1360	699	380	6	98	12	17	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1667	4	22	1360	699	380	6	98	12	17	66
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:	145	1667	4	22	1360	699	380	6	98	12	17	66
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	1.99	0.01	1.00	2.00	1.00	1.97	0.03	2.00	1.00	0.20	0.80
Final Sat.:	1600	3192	8	1600	3200	1600	3150	50	3200	1600	328	1272
Capacity Analysis Module:												
Vol/Sat:	0.09	0.52	0.52	0.01	0.43	0.44	0.12	0.12	0.03	0.01	0.05	0.05
Crit Moves:	****					****		****			****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Livingston Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Livingston Drive						2nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	2	0 0	0 1	0	0 1	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	0	158	1052	0	107	36	35	188	0	724	207	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	158	1052	0	107	36	35	188	0	724	207	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	158	1052	0	107	36	35	188	0	724	207	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:	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	158	1052	0	107	36	35	188	0	724	207	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	158	1052	0	107	36	35	188	0	724	207	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	158	1052	0	107	36	35	188	0	724	207	14
OvlAdjVol:			121									
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:	0.00	1.00	2.00	0.00	0.75	0.25	0.31	1.69	0.00	1.56	0.44	1.00
Final Sat.:	0	1600	3200	0	1197	403	502	2698	0	2489	711	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.33	0.00	0.09	0.09	0.07	0.07	0.00	0.29	0.29	0.01
OvlAdjV/S:			0.04									
Crit Moves:		****		****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bay Shore Avenue						2nd Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	9	28	301	186	30	13	12	1362	29	258	1222	262
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:	9	28	301	186	30	13	12	1362	29	258	1222	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	28	301	186	30	13	12	1362	29	258	1222	262
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:	9	28	301	186	30	13	12	1362	29	258	1222	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	301	186	30	13	12	1362	29	258	1222	262
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:	9	28	301	186	30	13	12	1362	29	258	1222	262
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:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	43	133	1425	1300	210	91	1600	3133	67	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.12	0.14	0.14	0.01	0.43	0.43	0.16	0.38	0.16
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Naples Plaza at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Naples Plaza						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	37	0	22	0	0	0	0	1756	74	79	1751	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:	37	0	22	0	0	0	0	1756	74	79	1751	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	22	0	0	0	0	1756	74	79	1751	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	37	0	22	0	0	0	0	1756	0	79	1751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	0	0	0	0	1756	0	79	1751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	37	0	22	0	0	0	0	1756	0	79	1751	0
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	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.55	0.00	0.05	0.55	0.00
Crit Moves:	****							****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Marina Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Marina Drive						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	1 0	1	1 1	0 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	483	27	115	91	22	91	68	1624	565	53	1895	58
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:	483	27	115	91	22	91	68	1624	565	53	1895	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	483	27	115	91	22	91	68	1624	565	53	1895	58
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	27	0	91	22	91	68	1624	565	53	1895	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	27	0	91	22	91	68	1624	565	53	1895	58
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	27	0	91	22	91	68	1624	565	53	1895	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.61	0.39	1.00	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	2880	1600	1600	2577	623	1600	1600	4800	1600	1600	4657	143
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.04	0.04	0.06	0.04	0.34	0.35	0.03	0.41	0.41
Crit Moves:	****					****	****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	445	977	337	275	1042	433	312	1134	316	370	1242	346
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:	445	977	337	275	1042	433	312	1134	316	370	1242	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	977	337	275	1042	433	312	1134	316	370	1242	346
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:	445	977	337	275	1042	433	312	1134	316	370	1242	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	977	337	275	1042	433	312	1134	316	370	1242	346
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:	445	977	337	275	1042	433	312	1134	316	370	1242	346
OvlAdjVol:						260						193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.23	0.77	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3569	1231	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.27	0.10	0.22	0.27	0.11	0.24	0.20	0.13	0.26	0.22
OvlAdjV/S:						0.16						0.12
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Shopkeeper Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	Shopkeeper Road						2nd Street					
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	160	1	201	0	1	0	29	1695	56	270	1744	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:	160	1	201	0	1	0	29	1695	56	270	1744	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1	201	0	1	0	29	1695	56	270	1744	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:	160	1	201	0	1	0	29	1695	56	270	1744	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1	201	0	1	0	29	1695	56	270	1744	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:	160	1	201	0	1	0	29	1695	56	270	1744	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:	0.44	0.01	0.55	0.00	1.00	0.00	1.00	2.90	0.10	1.00	2.99	0.01
Final Sat.:	707	4	888	0	1600	0	1600	4646	154	1600	4797	3
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.00	0.00	0.02	0.36	0.36	0.17	0.36	0.36
Crit Moves:		****		****				****		****		

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	159	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	442	0	992	1193	824	0	0	1064	665
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	442	0	992	1193	824	0	0	1064	665
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	442	0	992	1193	824	0	0	1064	665
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	0	0	442	0	992	1193	824	0	0	1064	665
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	992	1193	824	0	0	1064	665
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	442	0	992	1193	824	0	0	1064	665
OvlAdjVol:						0						419
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.41	0.26	0.00	0.00	0.22	0.42
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	60	874	202	243	846	261	454	916	23	282	930	402
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:	60	874	202	243	846	261	454	916	23	282	930	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	874	202	243	846	261	454	916	23	282	930	402
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:	60	874	202	243	846	261	454	916	23	282	930	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	874	202	243	846	261	454	916	23	282	930	402
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:	60	874	202	243	846	261	454	916	23	282	930	402
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.44	0.56	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60
Final Sat.:	1600	4099	901	3200	5100	1700	3200	5100	1700	3200	2334	966
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.08	0.17	0.15	0.14	0.18	0.01	0.09	0.40	0.42
Crit Moves:			****	****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	5	6	3	0	142	12	155	0	4	185	83
Future Vol, veh/h	0	5	6	3	0	142	12	155	0	4	185	83
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	6	3	0	149	13	163	0	4	195	87
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	3	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	3	3	3
HCM Control Delay	11	12.1	13.1
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	36%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	43%	0%	100%	0%	0%	0%	98%
Vol Right, %	0%	0%	100%	21%	0%	0%	100%	0%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	185	83	14	142	12	155	182	182	219
LT Vol	4	0	0	5	142	0	0	182	182	0
Through Vol	0	185	0	6	0	12	0	0	0	215
RT Vol	0	0	83	3	0	0	155	0	0	4
Lane Flow Rate	4	195	87	15	149	13	163	191	191	231
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.009	0.385	0.156	0.033	0.304	0.024	0.277	0.37	0.37	0.413
Departure Headway (Hd)	7.625	7.118	6.409	8	7.323	6.822	6.12	6.969	6.969	6.451
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	502	556	450	489	523	584	514	514	556
Service Time	5.407	4.9	4.19	5.7	5.089	4.588	3.886	4.735	4.735	4.216
HCM Lane V/C Ratio	0.009	0.388	0.156	0.033	0.305	0.025	0.279	0.372	0.372	0.415
HCM Control Delay	10.5	14.3	10.4	11	13.3	9.8	11.2	13.8	13.8	13.7
HCM Lane LOS	B	B	B	B	B	A	B	B	B	B
HCM 95th-tile Q	0	1.8	0.5	0.1	1.3	0.1	1.1	1.7	1.7	2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	363	215	4
Future Vol, veh/h	0	363	215	4
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	382	226	4
Number of Lanes	0	2	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	3
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.8
HCM LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	6	3	142	12	155	4	185	83	363	215	4
Future Volume (vph)	5	6	3	142	12	155	4	185	83	363	215	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.971				0.850			0.850		0.997	
Flt Protected		0.982		0.950			0.950			0.950		
Satd. Flow (prot)	0	1776	0	1770	1863	1583	1770	1863	1583	3433	1857	0
Flt Permitted		0.982		0.950			0.950			0.950		
Satd. Flow (perm)	0	1776	0	1770	1863	1583	1770	1863	1583	3433	1857	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			877	
Travel Time (s)		6.7			11.4			19.6			23.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	6	3	149	13	163	4	195	87	382	226	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	149	13	163	4	195	87	382	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.6% ICU Level of Service A
Analysis Period (min) 15

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	157	1491	33	46	1346	104	161	15	285	84	43	50
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:	157	1491	33	46	1346	104	161	15	285	84	43	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1491	33	46	1346	104	161	15	285	84	43	50
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:	157	1491	33	46	1346	104	161	15	285	84	43	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1491	33	46	1346	104	161	15	285	84	43	50
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:	157	1491	33	46	1346	104	161	15	285	84	43	50
OvlAdjVol:									128			
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	3.00	1.00	1.00	2.00	1.00	1.83	0.17	1.00	0.48	0.24	0.28
Final Sat.:	1600	4800	1600	1600	3200	1600	2927	273	1600	759	389	452
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.02	0.03	0.42	0.07	0.05	0.06	0.18	0.11	0.11	0.11
OvlAdjV/S:									0.08			
Crit Moves:	****				****				****		****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 23: Pacific Coast Highway at Marina Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Highway		Pacific Coast Highway		Marina Drive	
Base Volume Input [veh/h]	224	1500	1495	27	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	224	1500	1495	27	0	132
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	395	393	0	0	35
Total Analysis Volume [veh/h]	236	1579	1574	0	0	139
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.02	0.02	0.00	0.00	0.42
d_M, Delay for Movement [s/veh]	24.54	0.00	0.00	0.00	0.00	23.20
Movement LOS	C	A	A	A		C
95th-Percentile Queue Length [veh]	3.43	0.00	0.00	0.00	0.00	1.97
95th-Percentile Queue Length [ft]	85.87	0.00	0.00	0.00	0.00	49.34
d_A, Approach Delay [s/veh]	3.19		0.00		23.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	C					

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Highway at Main Street/Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	1494	14	116	1490	85	76	55	70	24	65	179
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:	87	1494	14	116	1490	85	76	55	70	24	65	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1494	14	116	1490	85	76	55	70	24	65	179
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:	87	1494	14	116	1490	85	76	55	70	24	65	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1494	14	116	1490	85	76	55	70	24	65	179
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:	87	1494	14	116	1490	85	76	55	70	24	65	179
OvlAdjVol:												56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3270	30	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.47	0.07	0.44	0.05	0.05	0.03	0.04	0.02	0.04	0.11
OvlAdjV/S:												0.03
Crit Moves:			****	****			****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	20	155	71	485	199	269	213	1246	46	75	1289	478
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:	20	155	71	485	199	269	213	1246	46	75	1289	478
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	155	71	485	199	269	213	1246	46	75	1289	478
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:	20	155	71	485	199	269	213	1246	46	75	1289	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	71	485	199	269	213	1246	46	75	1289	478
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:	20	155	71	485	199	269	213	1246	46	75	1289	478
OvlAdjVol:												209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.37	0.63	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2295	1005	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.15	0.12	0.16	0.13	0.37	0.03	0.05	0.38	0.28
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Seal Beach Boulevard at Bolsa Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Seal Beach Boulevard						Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	7	769	16	41	930	307	169	10	30	6	8	23
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	769	16	41	930	307	169	10	30	6	8	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	769	16	41	930	307	169	10	30	6	8	23
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	769	16	41	930	307	169	10	30	6	8	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	769	16	41	930	307	169	10	30	6	8	23
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:	7	769	16	41	930	307	169	10	30	6	8	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.94	0.06	1.00	2.26	0.74	0.81	0.05	0.14	1.00	1.00	1.00
Final Sat.:	1600	4902	98	1600	3809	1191	1294	77	230	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.24	0.26	0.13	0.13	0.13	0.00	0.00	0.01
Crit Moves:	****					****		****				****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Santiago Avenue at 7th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Santiago Avenue						7th Street					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	32	52	30	9	72	9	19	1664	32	41	1732	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:	32	52	30	9	72	9	19	1664	32	41	1732	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	52	30	9	72	9	19	1664	32	41	1732	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:	32	52	30	9	72	9	19	1664	32	41	1732	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	52	30	9	72	9	19	1664	32	41	1732	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:	32	52	30	9	72	9	19	1664	32	41	1732	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:	0.28	0.46	0.26	0.10	0.80	0.10	1.00	2.94	0.06	1.00	1.99	0.01
Final Sat.:	449	730	421	160	1280	160	1600	4709	91	1600	3198	2
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.06	0.06	0.01	0.35	0.35	0.03	0.54	0.54
Crit Moves:	****				****		****				****	

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Pacific Coast Highway at Channel Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Pacific Coast Highway						Channel Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1432	44	57	1579	0	0	0	0	129	0	93
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	1432	44	57	1579	0	0	0	0	129	0	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1432	44	57	1579	0	0	0	0	129	0	93
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	1432	44	57	1579	0	0	0	0	129	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1432	44	57	1579	0	0	0	0	129	0	93
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	1432	44	57	1579	0	0	0	0	129	0	93
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	0.90	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4800	1600	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.04	0.33	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

PM Year 2019 Cumulative Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	0 1	0	1 0	0 0	0
Volume Module:												
Base Vol:	70	1599	0	3	1803	124	172	0	44	1	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:	70	1599	0	3	1803	124	172	0	44	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1599	0	3	1803	124	172	0	44	1	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:	70	1599	0	3	1803	124	172	0	44	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1599	0	3	1803	124	172	0	44	1	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
FinalVolume:	70	1599	0	3	1803	124	172	0	44	1	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	1.00	1.87	0.13	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1600	3300	0	1600	3094	206	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.00	0.00	0.58	0.60	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

Intersection Level Of Service Report
Intersection 36: Studebaker Road/SR-22 WB Ramps at College Park Drive

Control Type:	Two-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SR-22 WB Ramps		Studebaker Road		College Park Drive	
Base Volume Input [veh/h]	1478	83	60	34	4	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1478	83	60	34	4	103
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	389	22	16	9	1	0
Total Analysis Volume [veh/h]	1556	87	63	36	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.16	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	15.88	0.00	30.66	32.52
Movement LOS	A	A	C	A	D	D
95th-Percentile Queue Length [veh]	0.00	0.00	0.56	0.00	0.09	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	14.10	0.00	2.13	0.00
d_A, Approach Delay [s/veh]	0.00		10.10		30.66	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 37: 1st Street at Marina Drive

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	1st Street			1st Street			Marina Drive			Marina Drive		
Base Volume Input [veh/h]	83	55	27	31	65	24	34	169	96	28	174	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	55	27	31	65	24	34	169	96	28	174	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	14	7	8	17	6	9	44	25	7	46	20
Total Analysis Volume [veh/h]	87	58	28	33	68	25	36	178	101	29	183	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.64	0.17	0.17	0.15	0.22	0.21	0.21	0.14	0.21	2.26	0.16	2.09
95th-Percentile Queue Length [ft]	15.96	4.35	4.35	3.73	5.48	5.24	5.24	3.38	5.14	56.54	4.11	52.13
Approach Delay [s/veh]	10.64				10.09				12.48		12.32	
Approach LOS	B				B				B		B	
Intersection Delay [s/veh]	11.74											
Intersection LOS	B											