APPENDIX E-II

YEAR 2019 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

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 #1 Bellflower Boulevard at Atherton Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
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	2 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	67	614	230	481	1225	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	614	230	481	1225	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	614	230	481	1225	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	614	230	481	1225	106	80	670	178	182	351	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	614	230	481	1225	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	614	230	481	1225	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	4418	382	1600	3200	1600	1600	2518	682
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.14	0.17	0.28	0.28	0.05	0.21	0.11	0.11	0.14	0.14
Crit Moves:		****		****				****		****		

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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 #2 Pacific Coast Highway at Clark Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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	1295	170	90	799	25	7	518	13	87	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	1295	170	90	799	25	7	518	13	87	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	1295	170	90	799	25	7	518	13	87	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	1295	170	90	799	25	7	518	13	87	417	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1295	170	90	799	25	7	518	13	87	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	1295	170	90	799	25	7	518	13	87	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	2829	371	1600	3103	97	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:		****		****				****		****		

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AM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
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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):	0.796
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	409	1385	50	89	809	21	24	211	580	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:	409	1385	50	89	809	21	24	211	580	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:	409	1385	50	89	809	21	24	211	580	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:	409	1385	50	89	809	21	24	211	580	39	112	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1385	50	89	809	21	24	211	580	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:	409	1385	50	89	809	21	24	211	580	39	112	58
OvlAdjVol:									171			
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	3089	111	1600	3119	81	327	2873	1600	826	2374	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.45	0.06	0.26	0.26	0.02	0.07	0.36	0.02	0.05	0.04
OvlAdjV/S:									0.11			
Crit Moves:	****				****				****	****		

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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):	0.808
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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	840	12	24	989	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	840	12	24	989	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	840	12	24	989	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	840	12	24	989	184	63	11	146	55	18	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	840	12	24	989	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	840	12	24	989	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	3155	45	1600	3200	1600	1600	224	2976	917	300	383
Capacity Analysis Module:												
Vol/Sat:	0.25	0.27	0.27	0.02	0.31	0.12	0.04	0.05	0.05	0.03	0.06	0.06
Crit Moves:	****				****		****				****	

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2-16-3779 2nd & PCH Project, Long Beach
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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):	0.987
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	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	1603	36	115	1192	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	1603	36	115	1192	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	1603	36	115	1192	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	1603	36	115	1192	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	313	353	99	176	74	54	1603	36	115	1192	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	1603	36	115	1192	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	1.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3130	70	1600	3032	168
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:			****	****				****		****		

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AM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
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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):	1.016
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:	147	1189	3	540	919	4	0	1857	208	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:	147	1189	3	540	919	4	0	1857	208	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:	147	1189	3	540	919	4	0	1857	208	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:	147	1189	3	540	919	4	0	1857	208	0	1247	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1189	3	540	919	4	0	1857	208	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:	147	1189	3	540	919	4	0	1857	208	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	2.70	0.30	0.00	2.00	1.00
Final Sat.:	1600	4788	12	2880	4779	21	0	4317	483	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	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:		****		****				****		****		

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AM Year 2019 Cumulative Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
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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):	1.009
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	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	613	147	214	345	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	613	147	214	345	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	613	147	214	345	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	613	0	214	345	166	278	2052	9	30	1608	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	613	0	214	345	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	613	0	214	345	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	0.19	0.00	0.07	0.11	0.10	0.17	0.43	0.43	0.02	0.39	0.39
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

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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):	0.692
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	3037	163	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.03	0.37	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:					****					****		

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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):	0.699
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:	90	421	72	273	121	0	77	1019	35	25	1316	342
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	273	121	0	77	1019	35	25	1316	342
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	273	121	0	77	1019	35	25	1316	342
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	273	121	0	77	1019	35	25	1316	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	421	72	273	121	0	77	1019	35	25	1316	342
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	273	121	0	77	1019	35	25	1316	342
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	4641	159	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.05	0.09	0.08	0.00	0.05	0.22	0.22	0.02	0.27	0.21
Crit Moves:		****		****			****				****	

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

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Intersection #10 Studebaker Road at SR-22 Eastbound Ramps

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Cycle (sec):	100	Critical Vol./Cap.(X):	~~0.644~~ 0.900
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	~~B~~ D

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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	647	933	201	1450	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	647	933	201	1450	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	647	933	201	1450	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	647	933	201	1450	0	0	0	0	15	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	647	933	201	1450	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	647	933	201	1450	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	0.45	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:			***	***								****

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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):	0.716
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	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	1601	86	55	1247	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	1601	86	55	1247	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	1601	86	55	1247	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	1601	86	55	1247	10	14	268	117	96	140	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1601	86	55	1247	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	1601	86	55	1247	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	2.85	0.15	1.00	3.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00
Final Sat.:	1600	4555	245	1600	4800	1600	1600	2228	972	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.03	0.26	0.01	0.01	0.12	0.12	0.06	0.04	0.04
Crit Moves:		****		****				****		****		

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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):	0.789
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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	1414	12	66	1182	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	1414	12	66	1182	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	1414	12	66	1182	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	1414	12	66	1182	250	331	17	93	3	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1414	12	66	1182	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	1414	12	66	1182	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	0.45	0.45	0.04	0.37	0.16	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:		****		****			****				****	

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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):	0.662
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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	196	0	1044	193	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	196	0	1044	193	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	196	0	1044	193	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	196	0	1044	193	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	95	682	0	66	8	15	196	0	1044	193	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	196	0	1044	193	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	0.14	1.86	0.00	1.69	0.31	1.00
Final Sat.:	0	1600	3200	0	1427	173	227	2973	0	2701	499	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.21	0.00	0.05	0.05	0.07	0.07	0.00	0.39	0.39	0.00
OvlAdjV/S:			0.00									
Crit Moves:		****		****			****				****	

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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):	0.894
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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	1294	12	99	1319	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	1294	12	99	1319	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	1294	12	99	1319	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	1294	12	99	1319	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	22	302	157	10	10	9	1294	12	99	1319	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	1294	12	99	1319	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	3171	29	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.11	0.11	0.01	0.41	0.41	0.06	0.41	0.09
Crit Moves:		****		****				****		****		

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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 #15 Naples Plaza at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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	1754	34	53	1441	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	1754	34	53	1441	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	1754	34	53	1441	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	1754	0	53	1441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	0	0	0	0	0	1754	0	53	1441	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	1754	0	53	1441	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	0.55	0.00	0.03	0.45	0.00
Crit Moves:	****							****		****		

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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):	0.710
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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	1818	429	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	1818	429	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	1818	429	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	1818	429	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	1818	429	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	1818	429	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	0.27	0.03	0.31	0.31
Crit Moves:	****					****		****		****		

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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):	1.011
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	315
OvlAdjVol:						36						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	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3688	1112	2880	4800	1600	2880	4795	1605	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.09	0.21	0.11	0.09	0.27	0.27	0.14	0.20	0.20
OvlAdjV/S:						0.02						0.11
Crit Moves:		****			****			****		****		

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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):	0.678
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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	1868	22	118	1617	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	1868	22	118	1617	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	1868	22	118	1617	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	1868	22	118	1617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2	57	0	2	1	9	1868	22	118	1617	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	1868	22	118	1617	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	2.97	0.03	1.00	3.00	0.00
Final Sat.:	627	33	940	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	0.39	0.39	0.07	0.34	0.00
Crit Moves:		****		****				****		****		

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AM Year 2019 Cumulative Plus Project Traffic Conditions
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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):	0.905
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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	549	0	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	0	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	0.23	0.35	0.29	0.00	0.00	0.21	0.32
OvlAdjV/S:						0.00						0.13
Crit Moves:				****			****				****	

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AM Year 2019 Cumulative 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):	0.975
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	161	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	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	759	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	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	2.27	0.73	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3840	1160	3200	5100	1700	3200	5100	1700	3200	2803	497
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	0.46	0.47
Crit Moves:			****	****			****					****

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Intersection	
Intersection Delay, s/veh	9.9
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	9.2	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	150	150	121
LT Vol	2	0	0	0	58	0	0	150	150	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	157	157	127
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.004	0.191	0.089	0.005	0.109	0.037	0.091	0.256	0.256	0.188
Departure Headway (Hd)	6.372	5.87	5.167	5.837	6.448	5.949	5.25	5.857	5.857	5.309
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	557	605	686	617	552	597	676	609	609	670
Service Time	4.162	3.66	2.956	3.537	4.234	3.735	3.036	3.638	3.638	3.09
HCM Lane V/C Ratio	0.004	0.193	0.09	0.005	0.111	0.037	0.092	0.258	0.258	0.19
HCM Control Delay	9.2	10.1	8.5	8.6	10	9	8.6	10.7	10.7	9.3
HCM Lane LOS	A	B	A	A	A	A	A	B	B	A
HCM 95th-tile Q	0	0.7	0.3	0	0.4	0.1	0.3	1	1	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	299	113	8
Future Vol, veh/h	0	299	113	8
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	315	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	10.3
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	299	113	8
Future Volume (vph)	0	0	3	58	21	59	2	111	59	299	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	315	119	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	61	22	62	2	117	62	315	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 31.7% ICU Level of Service A
Analysis Period (min) 15

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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):	0.856
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	50	1978	21	33	1549	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:	50	1978	21	33	1549	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:	50	1978	21	33	1549	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:	50	1978	21	33	1549	92	49	9	259	16	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1978	21	33	1549	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:	50	1978	21	33	1549	92	49	9	259	16	4	28
OvlAdjVol:									209			
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:	0.03	0.41	0.01	0.02	0.48	0.06	0.02	0.02	0.16	0.03	0.03	0.03
OvlAdjV/S:									0.13			
Crit Moves:	****				****				****		****	

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

Control Type:	Two-way stop	Delay (sec / veh):	41.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

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	1894	1886	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	1894	1886	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	498	496	0	0	38
Total Analysis Volume [veh/h]	134	1994	1985	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	0.47	0.02	0.02	0.00	0.00	0.62
d_M, Delay for Movement [s/veh]	28.10	0.00	0.00	0.00	0.00	41.28
Movement LOS	D	A	A	A		E
95th-Percentile Queue Length [veh]	2.34	0.00	0.00	0.00	0.00	3.73
95th-Percentile Queue Length [ft]	58.58	0.00	0.00	0.00	0.00	93.32
d_A, Approach Delay [s/veh]	1.77		0.00		41.28	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	E					

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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):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	46	62	16	41	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	46	62	16	41	116
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	3286	14	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.55	0.56	0.05	0.54	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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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):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	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	1886	39	26	1581	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	1886	39	26	1581	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	1886	39	26	1581	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	1886	39	26	1581	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	217	92	497	107	181	151	1886	39	26	1581	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	1886	39	26	1581	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	0.47	0.30
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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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):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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	295	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	295	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	295	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	295	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	295	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	295	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	0.79	0.01	0.20	1.00	1.00	1.00
Final Sat.:	1600	4978	22	1600	3943	1057	1262	17	321	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:	****					****			****			****

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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):	0.696
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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	2070	8	41	1387	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	2070	8	41	1387	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	2070	8	41	1387	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	2070	8	41	1387	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	81	61	9	30	13	8	2070	8	41	1387	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	2070	8	41	1387	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	4782	18	1600	3189	11
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	0.44
Crit Moves:		****		****				****		****		

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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):	0.544
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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	1606	93	18	1346	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	1606	93	18	1346	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	1606	93	18	1346	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	1606	93	18	1346	0	0	0	0	73	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1606	93	18	1346	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	1606	93	18	1346	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	0.33	0.06	0.01	0.28	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****								****

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AM Year 2019 Cumulative Plus Project Traffic Conditions
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(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):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	1	50	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	3297	3	1600	3168	132	3200	31	1569	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.57	0.00	0.55	0.57	0.07	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					****

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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):	15.6
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]	835	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]	835	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]	220	8	8	20	3	0
Total Analysis Volume [veh/h]	879	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	10.03	0.00	15.39	15.60
Movement LOS	A	A	B	A	C	C
95th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.00	0.10	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	3.35	0.00	2.38	0.00
d_A, Approach Delay [s/veh]	0.00		2.89		15.39	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.47					
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											

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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):	0.957
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	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	1092	213	174	919	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	1092	213	174	919	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	1092	213	174	919	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	1092	213	174	919	169	169	491	153	211	609	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1092	213	174	919	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	1092	213	174	919	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	2.53	0.47	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	2880	4054	746	1600	3200	1600	1600	2261	939
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.13	0.06	0.23	0.23	0.11	0.15	0.10	0.13	0.27	0.27
Crit Moves:		****		****			****				****	

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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):	0.859
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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	882	153	115	979	12	34	634	43	146	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	882	153	115	979	12	34	634	43	146	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	882	153	115	979	12	34	634	43	146	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	882	153	115	979	12	34	634	43	146	439	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	882	153	115	979	12	34	634	43	146	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	882	153	115	979	12	34	634	43	146	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	1.70	0.30	1.00	1.98	0.02	0.10	1.78	0.12	1.00	1.58	0.42
Final Sat.:	1600	2727	473	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	0.09	0.17	0.17
Crit Moves:		****		****				****		****		

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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):	0.885
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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:	412	925	66	55	1110	27	58	190	533	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:	412	925	66	55	1110	27	58	190	533	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:	412	925	66	55	1110	27	58	190	533	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:	412	925	66	55	1110	27	58	190	533	50	225	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	925	66	55	1110	27	58	190	533	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:	412	925	66	55	1110	27	58	190	533	50	225	87
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:	1.00	1.87	0.13	1.00	1.95	0.05	0.47	1.53	1.00	0.36	1.64	1.00
Final Sat.:	1600	2987	213	1600	3124	76	748	2452	1600	582	2618	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.31	0.03	0.36	0.36	0.04	0.08	0.33	0.03	0.09	0.05
OvlAdjV/S:									0.08			
Crit Moves:	****				****		****				****	

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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):	0.739
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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	1223	19	47	783	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	1223	19	47	783	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	1223	19	47	783	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	1223	19	47	783	44	101	54	390	52	16	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1223	19	47	783	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	1223	19	47	783	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	3151	49	1600	3200	1600	1600	389	2811	800	246	554
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.03	0.24	0.03	0.06	0.14	0.14	0.03	0.06	0.07
Crit Moves:		****		****				****		****		

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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):	0.918
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	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	1433	60	169	1489	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	1433	60	169	1489	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	1433	60	169	1489	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	1433	60	169	1489	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	283	249	78	301	30	37	1433	60	169	1489	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	1433	60	169	1489	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	3071	129	1600	3027	173
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.16	0.05	0.19	0.02	0.02	0.47	0.47	0.11	0.49	0.49
Crit Moves:		****		****				****		****		

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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):	1.016
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:	245	975	9	550	991	9	0	1431	159	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:	245	975	9	550	991	9	0	1431	159	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:	245	975	9	550	991	9	0	1431	159	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:	245	975	9	550	991	9	0	1431	159	0	1505	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	975	9	550	991	9	0	1431	159	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:	245	975	9	550	991	9	0	1431	159	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	2.70	0.30	0.00	2.00	1.00
Final Sat.:	1600	4756	44	2880	4757	43	0	4320	480	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.20	0.19	0.21	0.21	0.00	0.33	0.33	0.00	0.47	0.26
OvlAdjV/S:												0.07
Crit Moves:		****		****			****				****	

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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):	0.939
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	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	583	132	332	688	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	583	132	332	688	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	583	132	332	688	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	583	0	332	688	387	153	1795	18	42	1601	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	0	332	688	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	583	0	332	688	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	0.18	0.00	0.12	0.22	0.24	0.10	0.38	0.38	0.03	0.37	0.37
OvlAdjV/S:						0.15						
Crit Moves:		****		****			****				****	

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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):	0.971
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	3043	157	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.03	0.37	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Crit Moves:		****		****						****		

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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):	0.724
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	1 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	58	351	107	461	312	5	84	1092	56	102	1097	348
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	461	312	5	84	1092	56	102	1097	348
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	461	312	5	84	1092	56	102	1097	348
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	461	312	5	84	1092	56	102	1097	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	351	107	461	312	5	84	1092	56	102	1097	348
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	461	312	5	84	1092	56	102	1097	348
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	1.79	1.21	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2863	1937	1600	1600	4566	234	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.07	0.16	0.16	0.00	0.05	0.24	0.24	0.06	0.23	0.22
Crit Moves:		****			****			****			****	

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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):	~~0.843~~ 1.012
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	~~D~~ F

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	1094	1032	276	2077	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	1094	1032	276	2077	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	1094	1032	276	2077	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	1094	1032	276	2077	0	0	0	0	24	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1094	1032	276	2077	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	1094	1032	276	2077	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	0.34	0.65	0.17	0.65	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:			***	***								****

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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):	0.863
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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	1422	168	78	1537	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	1422	168	78	1537	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	1422	168	78	1537	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	1422	168	78	1537	33	30	344	164	209	528	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1422	168	78	1537	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	1422	168	78	1537	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	2.68	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	2167	1033	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.05	0.32	0.02	0.02	0.16	0.16	0.13	0.17	0.07
Crit Moves:	****				****			****		****		

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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):	0.907
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

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	1727	4	22	1433	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	1727	4	22	1433	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	1727	4	22	1433	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	1727	4	22	1433	699	380	6	98	12	17	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1727	4	22	1433	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	1727	4	22	1433	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	3193	7	1600	3200	1600	3150	50	3200	1600	328	1272
Capacity Analysis Module:												
Vol/Sat:	0.09	0.54	0.54	0.01	0.45	0.44	0.12	0.12	0.03	0.01	0.05	0.05
Crit Moves:		****		****				****			****	

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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):	0.636
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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	233	0	724	246	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	233	0	724	246	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	233	0	724	246	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	233	0	724	246	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	158	1052	0	107	36	35	233	0	724	246	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	233	0	724	246	14
OvlAdjVol:			82									
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	0.26	1.74	0.00	1.49	0.51	1.00
Final Sat.:	0	1600	3200	0	1197	403	418	2782	0	2388	812	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.33	0.00	0.09	0.09	0.08	0.08	0.00	0.30	0.30	0.01
OvlAdjV/S:			0.03									
Crit Moves:		****		****				****			****	

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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):	1.069
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	1445	29	258	1294	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	1445	29	258	1294	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	1445	29	258	1294	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	1445	29	258	1294	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	301	186	30	13	12	1445	29	258	1294	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	1445	29	258	1294	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	3137	63	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.12	0.14	0.14	0.01	0.46	0.46	0.16	0.40	0.16
Crit Moves:		****		****				****		****		

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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):	0.802
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

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	1853	74	79	1835	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	1853	74	79	1835	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	1853	74	79	1835	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	1853	0	79	1835	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	22	0	0	0	0	1853	0	79	1835	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	1853	0	79	1835	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	0.58	0.00	0.05	0.57	0.00
Crit Moves:	****							****		****		

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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	1610	580	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	1610	580	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	1610	580	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	1610	580	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	1610	580	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	1610	580	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	0.36	0.03	0.41	0.41
Crit Moves:	****					****	****				****	

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(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):	1.018
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	346
OvlAdjVol:						250						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	2.21	0.79	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3534	1266	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.10	0.24	0.27	0.11	0.24	0.20	0.20	0.24	0.22
OvlAdjV/S:						0.16						0.12
Crit Moves:		****		****				****		****		

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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):	0.925
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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	1769	56	270	1856	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	1769	56	270	1856	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	1769	56	270	1856	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	1769	56	270	1856	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1	201	0	1	0	29	1769	56	270	1856	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	1769	56	270	1856	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	4	888	0	1600	0	1600	4653	147	1600	4797	3
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.00	0.00	0.00	0.02	0.38	0.38	0.17	0.39	0.39
Crit Moves:		****		****				****		****		

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PM Year 2019 Cumulative Plus Project Traffic Conditions
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(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):	1.001
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	665
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	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	0.33	0.44	0.26	0.00	0.00	0.23	0.42
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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PM Year 2019 Cumulative 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):	0.975
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	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	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	874	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	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	2.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	4024	976	3200	5100	1700	3200	5100	1700	3200	2362	938
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.23	0.08	0.17	0.15	0.14	0.18	0.01	0.09	0.41	0.43
Crit Moves:			****	****			****					****

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Intersection	
Intersection Delay, s/veh	12.9
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	10.9	12	12.9
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	165	165	219
LT Vol	4	0	0	5	142	0	0	165	165	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	174	174	231
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.009	0.381	0.154	0.032	0.301	0.024	0.274	0.335	0.335	0.412
Departure Headway (Hd)	7.545	7.038	6.329	7.806	7.252	6.751	6.05	6.953	6.953	6.434
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	508	564	456	495	529	592	516	516	558
Service Time	5.32	4.813	4.103	5.603	5.015	4.513	3.811	4.715	4.715	4.196
HCM Lane V/C Ratio	0.008	0.384	0.154	0.033	0.301	0.025	0.275	0.337	0.337	0.414
HCM Control Delay	10.4	14.1	10.3	10.9	13.1	9.7	11.1	13.2	13.2	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	1.5	1.5	2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	330	215	4
Future Vol, veh/h	0	330	215	4
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	347	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	13.4
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	330	215	4
Future Volume (vph)	5	6	3	142	12	155	4	185	83	330	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	347	226	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	149	13	163	4	195	87	347	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 43.7% ICU Level of Service A
Analysis Period (min) 15

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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):	0.921
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

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:	181	1560	33	46	1447	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:	181	1560	33	46	1447	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:	181	1560	33	46	1447	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:	181	1560	33	46	1447	104	161	15	285	84	43	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1560	33	46	1447	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:	181	1560	33	46	1447	104	161	15	285	84	43	50
OvlAdjVol:									104			
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:	0.11	0.33	0.02	0.03	0.45	0.07	0.05	0.06	0.18	0.11	0.11	0.11
OvlAdjV/S:									0.07			
Crit Moves:	****				****				****		****	

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

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

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	1578	1584	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	1578	1584	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	415	417	0	0	35
Total Analysis Volume [veh/h]	236	1661	1667	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	0.62	0.02	0.02	0.00	0.00	0.45
d_M, Delay for Movement [s/veh]	28.56	0.00	0.00	0.00	0.00	25.53
Movement LOS	D	A	A	A		D
95th-Percentile Queue Length [veh]	3.99	0.00	0.00	0.00	0.00	2.19
95th-Percentile Queue Length [ft]	99.70	0.00	0.00	0.00	0.00	54.82
d_A, Approach Delay [s/veh]	3.55		0.00		25.53	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	2.78					
Intersection LOS	D					

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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):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	55	70	24	65	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	55	70	24	65	179
OvlAdjVol:												33
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	3272	28	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.49	0.09	0.46	0.05	0.05	0.03	0.04	0.02	0.04	0.11
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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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):	0.861
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	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	1305	46	75	1358	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	1305	46	75	1358	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	1305	46	75	1358	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	1305	46	75	1358	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	71	485	199	269	213	1305	46	75	1358	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	1305	46	75	1358	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	0.38	0.03	0.05	0.40	0.28
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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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):	0.519
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	190	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	190	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	190	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	190	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	190	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	190	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	0.83	0.04	0.13	1.00	1.00	1.00
Final Sat.:	1600	4902	98	1600	3809	1191	1322	70	209	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.24	0.26	0.14	0.14	0.14	0.00	0.00	0.01
Crit Moves:	****					****			****			****

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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):	0.758
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	1697	32	41	1760	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	1697	32	41	1760	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	1697	32	41	1760	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	1697	32	41	1760	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	52	30	9	72	9	19	1697	32	41	1760	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	1697	32	41	1760	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	4711	89	1600	3198	2
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.06	0.06	0.01	0.36	0.36	0.03	0.55	0.55
Crit Moves:	****				****		****				****	

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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):	0.564
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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	1538	44	57	1702	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	1538	44	57	1702	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	1538	44	57	1702	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	1538	44	57	1702	0	0	0	0	129	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1538	44	57	1702	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	1538	44	57	1702	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	0.32	0.03	0.04	0.35	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****								****

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PM Year 2019 Cumulative 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):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	0	44	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	3098	202	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.00	0.00	0.61	0.63	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****			****		

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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):	33.8
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]	1510	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]	1510	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]	397	22	16	9	1	0
Total Analysis Volume [veh/h]	1589	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	16.26	0.00	31.82	33.80
Movement LOS	A	A	C	A	D	D
95th-Percentile Queue Length [veh]	0.00	0.00	0.58	0.00	0.09	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	14.58	0.00	2.22	0.00
d_A, Approach Delay [s/veh]	0.00		10.35		31.82	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	0.65					
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											

APPENDIX E-III

YEAR 2019 CUMULATIVE PLUS PROJECT WITH MITIGATION TRAFFIC CONDITIONS

[Mitigation] 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 #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	44	55	1168	0	0	0	0	509	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	819	44	55	1168	0	0	0	0	509	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	3037	163	1600	4800	0	0	0	0	4320	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.03	0.24	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:		****		****						****		

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[Mitigation] 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 #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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	2 1	0	1 0	2 0	1	1 1	0 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	65	1414	12	66	1182	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	1414	12	66	1182	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	1414	12	66	1182	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	1414	12	66	1182	250	331	17	93	3	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1414	12	66	1182	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	1414	12	66	1182	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	2.97	0.03	1.00	2.00	1.00	1.90	0.10	2.00	1.00	0.23	0.77
Final Sat.:	1600	4760	40	1600	3200	1600	3044	156	3200	1600	364	1236
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.37	0.16	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

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[Mitigation] 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 #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
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 1	0 0	1	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	1294	12	99	1319	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	1294	12	99	1319	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	1294	12	99	1319	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	1294	12	99	1319	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	22	302	157	10	10	9	1294	12	99	1319	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	1294	12	99	1319	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:	0.19	0.81	1.00	0.89	0.05	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	296	1304	1600	1419	90	90	1600	3171	29	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.19	0.10	0.11	0.11	0.01	0.41	0.41	0.06	0.41	0.09
Crit Moves:			****	****				****		****		

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[Mitigation] 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 #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1227	370	249	1030	174	249	1294	433	410	956	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:	409	1227	370	249	1030	174	249	1294	433	410	956	315
OvlAdjVol:						36			206			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	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	0.26	0.23	0.09	0.21	0.11	0.09	0.20	0.27	0.09	0.20	0.20
OvlAdjV/S:						0.02			0.13			0.11
Crit Moves:	****				****		****				****	

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[Mitigation] 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 #19 Studebaker Road at 2nd 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:	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	549	0	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	0	740	1022	918	0	0	1007	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	740	1022	918	0	0	1007	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	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	0.19	0.00	0.23	0.24	0.29	0.00	0.00	0.21	0.32
OvlAdjV/S:						0.00						0.13
Crit Moves:				****			****				****	

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[Mitigation] AM Year 2019 Cumulative 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):	0.932
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	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:	56	759	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	759	242	404	1036	436	212	880	34	269	1282	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	242	404	1036	436	212	880	34	269	1282	236
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	2803	497
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.14	0.13	0.20	0.26	0.07	0.17	0.02	0.08	0.46	0.47
Crit Moves:	****					****	****					****

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[Mitigation] 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 #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

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 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	50	1978	21	33	1549	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:	50	1978	21	33	1549	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:	50	1978	21	33	1549	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:	50	1978	21	33	1549	92	49	9	259	16	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1978	21	33	1549	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:	50	1978	21	33	1549	92	49	9	259	16	4	28
OvlAdjVol:									209			
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	2.83	0.17	1.69	0.31	1.00	0.33	0.08	0.59
Final Sat.:	1600	4800	1600	1600	4531	269	2703	497	1600	533	133	933
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.01	0.02	0.34	0.34	0.02	0.02	0.16	0.03	0.03	0.03
OvlAdjV/S:									0.13			
Crit Moves:		****		****					****		****	

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[Mitigation] AM Year 2019 Cumulative 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):	0.869
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	127	1894	0	0	1886	13	0	0	144	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:	127	1894	0	0	1886	13	0	0	144	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:	127	1894	0	0	1886	13	0	0	144	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:	127	1894	0	0	1886	0	0	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1894	0	0	1886	0	0	0	144	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:	127	1894	0	0	1886	0	0	0	144	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	0.56	0.00	0.00	0.55	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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[Mitigation] AM Year 2019 Cumulative 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):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	51	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	46	62	16	41	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1799	8	81	1838	58	66	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	1799	8	81	1838	58	66	46	62	16	41	116
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	4979	21	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.38	0.05	0.54	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:	****				****		****				****	

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[Mitigation] AM Year 2019 Cumulative 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):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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	217	92	497	107	181	151	1886	39	26	1581	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	1886	39	26	1581	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	1886	39	26	1581	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	1886	39	26	1581	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	217	92	497	107	181	151	1886	39	26	1581	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	1886	39	26	1581	504
OvlAdjVol:												240
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	0.16	0.06	0.11	0.09	0.55	0.02	0.02	0.47	0.30
OvlAdjV/S:												0.14
Crit Moves:		****		****				****		****		

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[Mitigation] AM Year 2019 Cumulative 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)

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Intersection #29 Pacific Coast Highway at 1st Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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	2 0	1	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	1	50	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1834	2	2	1747	75	216	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	1834	2	2	1747	75	216	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	1.06	1.06	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	2.00	0.02	0.98	0.67	0.00	0.33
Final Sat.:	1600	3297	3	1600	3400	1700	3200	31	1569	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.57	0.00	0.51	0.04	0.07	0.03	0.03	0.00	0.00	0.00
Crit Moves:			****	****			****					****

****

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[Mitigation] 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 #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1143	59	42	1189	0	0	0	0	1208	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	1143	59	42	1189	0	0	0	0	1208	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	3043	157	1600	4800	0	0	0	0	4320	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.03	0.25	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		

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[Mitigation] 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 #12 Studebaker Road at Loynes Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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	2 1	0	1 0	2 0	1	1 1	0 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	145	1727	4	22	1433	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	1727	4	22	1433	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	1727	4	22	1433	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	1727	4	22	1433	699	380	6	98	12	17	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1727	4	22	1433	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	1727	4	22	1433	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	2.99	0.01	1.00	2.00	1.00	1.97	0.03	2.00	1.00	0.20	0.80
Final Sat.:	1600	4789	11	1600	3200	1600	3150	50	3200	1600	328	1272
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.01	0.45	0.44	0.12	0.12	0.03	0.01	0.05	0.05
Crit Moves:	****				****			****			****	

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[Mitigation] 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 #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.046
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	28	301	186	30	13	12	1445	29	258	1294	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	1445	29	258	1294	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	1445	29	258	1294	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	1445	29	258	1294	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	301	186	30	13	12	1445	29	258	1294	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	1445	29	258	1294	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:	0.24	0.76	1.00	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	389	1211	1600	1300	210	91	1600	3137	63	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.19	0.12	0.14	0.14	0.01	0.46	0.46	0.16	0.40	0.16
Crit Moves:			****	****				****		****		

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[Mitigation] 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 #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	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			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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1066	382	275	1165	433	329	1163	313	571	1153	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:	442	1066	382	275	1165	433	329	1163	313	571	1153	346
OvlAdjVol:						250			67			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	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:	0.15	0.22	0.24	0.10	0.24	0.27	0.11	0.18	0.20	0.13	0.24	0.22
OvlAdjV/S:						0.16			0.04			0.12
Crit Moves:	****				****		****				****	

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[Mitigation] 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 #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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	442	0	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	665
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	1065	1253	837	0	0	1104	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	1065	1253	837	0	0	1104	665
OvlAdjVol:						137						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	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	0.33	0.29	0.26	0.00	0.00	0.23	0.42
OvlAdjV/S:						0.04						0.26
Crit Moves:				****			****					****

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[Mitigation] PM Year 2019 Cumulative 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):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	60	874	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	874	223	243	846	261	454	929	23	282	970	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	223	243	846	261	454	929	23	282	970	402
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	2362	938
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.13	0.08	0.17	0.15	0.14	0.18	0.01	0.09	0.41	0.43
Crit Moves:		****		****			****					****

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[Mitigation] 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 #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

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 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	181	1560	33	46	1447	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:	181	1560	33	46	1447	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:	181	1560	33	46	1447	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:	181	1560	33	46	1447	104	161	15	285	84	43	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1560	33	46	1447	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:	181	1560	33	46	1447	104	161	15	285	84	43	50
OvlAdjVol:									104			
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	2.80	0.20	1.83	0.17	1.00	0.48	0.24	0.28
Final Sat.:	1600	4800	1600	1600	4478	322	2927	273	1600	759	389	452
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.02	0.03	0.32	0.32	0.05	0.06	0.18	0.11	0.11	0.11
OvlAdjV/S:									0.07			
Crit Moves:	****				****				****		****	

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[Mitigation] PM Year 2019 Cumulative 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):	0.834
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	224	1578	0	0	1584	27	0	0	132	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:	224	1578	0	0	1584	27	0	0	132	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:	224	1578	0	0	1584	27	0	0	132	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:	224	1578	0	0	1584	0	0	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1578	0	0	1584	0	0	0	132	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:	224	1578	0	0	1584	0	0	0	132	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:	0.14	0.46	0.00	0.00	0.47	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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[Mitigation] PM Year 2019 Cumulative 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):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	87	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	55	70	24	65	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1563	14	137	1549	93	86	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	1563	14	137	1549	93	86	55	70	24	65	179
OvlAdjVol:												33
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	4957	43	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.33	0.09	0.46	0.05	0.05	0.03	0.04	0.02	0.04	0.11
OvlAdjV/S:												0.02
Crit Moves:	****				****		****				****	

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[Mitigation] PM Year 2019 Cumulative 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):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	20	155	71	485	199	269	213	1305	46	75	1358	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	1305	46	75	1358	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	1305	46	75	1358	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	1305	46	75	1358	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	71	485	199	269	213	1305	46	75	1358	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	1305	46	75	1358	478
OvlAdjVol:												209
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	0.05	0.04	0.15	0.12	0.16	0.13	0.38	0.03	0.05	0.40	0.28
OvlAdjV/S:												0.12
Crit Moves:		****				****	****				****	

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[Mitigation] PM Year 2019 Cumulative 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):	0.759
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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	2 0	1	2 0	0 1	0	1 0	0 0	0
Volume Module:												
Base Vol:	70	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	0	44	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1687	0	3	1900	128	177	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	1687	0	3	1900	128	177	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	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1600	3300	0	1600	3400	1700	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.51	0.00	0.00	0.56	0.08	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

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APPENDIX F

SATURDAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX F-I

EXISTING TRAFFIC CONDITIONS

Saturday Midday Existing 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):	0.544
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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:	3	110	674	0	115	36	34	206	1	560	151	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:	3	110	674	0	115	36	34	206	1	560	151	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:	3	110	674	0	115	36	34	206	1	560	151	20
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:	3	110	674	0	115	36	34	206	1	560	151	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	110	674	0	115	36	34	206	1	560	151	20
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:	3	110	674	0	115	36	34	206	1	560	151	20
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:	0.03	0.97	2.00	0.00	0.76	0.24	0.28	1.71	0.01	1.58	0.42	1.00
Final Sat.:	42	1558	3200	0	1219	381	451	2735	13	2520	680	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.00	0.09	0.09	0.08	0.08	0.08	0.22	0.22	0.01
OvlAdjV/S:			0.00									
Crit Moves:	****				****		****			****		

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Saturday Midday Existing 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):	0.983
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

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:	34	33	311	129	29	34	19	1242	12	247	1186	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:	34	33	311	129	29	34	19	1242	12	247	1186	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:	34	33	311	129	29	34	19	1242	12	247	1186	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:	34	33	311	129	29	34	19	1242	12	247	1186	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	33	311	129	29	34	19	1242	12	247	1186	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:	34	33	311	129	29	34	19	1242	12	247	1186	84
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:	0.09	0.09	0.82	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	144	140	1316	1075	242	283	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.12	0.12	0.01	0.39	0.39	0.15	0.37	0.05
Crit Moves:		****		****				****		****		

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Saturday Midday Existing 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):	0.688
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

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:	38	0	73	0	0	0	0	1413	78	81	1418	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	0	73	0	0	0	0	1413	78	81	1418	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	0	73	0	0	0	0	1413	78	81	1418	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:	38	0	73	0	0	0	0	1413	0	81	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	73	0	0	0	0	1413	0	81	1418	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:	38	0	73	0	0	0	0	1413	0	81	1418	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	0.05	0.00	0.00	0.00	0.00	0.44	0.00	0.05	0.44	0.00
Crit Moves:			****					****		****		

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Saturday Midday Existing Traffic Conditions
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(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):	0.702
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	332	18	179	63	8	34	40	1413	311	145	1442	72
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:	332	18	179	63	8	34	40	1413	311	145	1442	72
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:	332	18	179	63	8	34	40	1413	311	145	1442	72
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:	332	18	0	63	8	34	40	1413	311	145	1442	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	18	0	63	8	34	40	1413	311	145	1442	72
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:	332	18	0	63	8	34	40	1413	311	145	1442	72
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	1.77	0.23	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	2880	1600	1600	2839	361	1600	1600	4800	1600	1600	4572	228
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.00	0.02	0.02	0.02	0.03	0.29	0.19	0.09	0.32	0.32
Crit Moves:	****				****			****		****		

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Saturday Midday Existing 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):	0.887
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	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			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:	305	879	320	334	1063	497	445	891	272	449	885	278
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:	305	879	320	334	1063	497	445	891	272	449	885	278
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:	305	879	320	334	1063	497	445	891	272	449	885	278
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:	305	879	320	334	1063	497	445	891	272	449	885	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	879	320	334	1063	497	445	891	272	449	885	278
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:	305	879	320	334	1063	497	445	891	272	449	885	278
OvlAdjVol:						250						92
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	2.20	0.80	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3519	1281	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.12	0.22	0.31	0.15	0.19	0.17	0.16	0.18	0.17
OvlAdjV/S:						0.16						0.06
Crit Moves:		****		****				****		****		

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Saturday Midday Existing 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):	0.843
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	208	2	141	0	0	0	34	1470	111	231	1337	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:	208	2	141	0	0	0	34	1470	111	231	1337	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:	208	2	141	0	0	0	34	1470	111	231	1337	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:	208	2	141	0	0	0	34	1470	111	231	1337	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2	141	0	0	0	34	1470	111	231	1337	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:	208	2	141	0	0	0	34	1470	111	231	1337	2
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:	0.59	0.01	0.40	0.00	1.00	0.00	1.00	2.79	0.21	1.00	2.99	0.01
Final Sat.:	948	9	643	0	1600	0	1600	4463	337	1600	4793	7
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.00	0.00	0.00	0.02	0.33	0.33	0.14	0.28	0.28
Crit Moves:		****						****		****		

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Saturday Midday Existing 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):	0.804
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	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	527	0	1061	1064	581	0	0	489	288
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	527	0	1061	1064	581	0	0	489	288
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	527	0	1061	1064	581	0	0	489	288
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	527	0	1061	1064	581	0	0	489	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	527	0	1061	1064	581	0	0	489	288
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	527	0	1061	1064	581	0	0	489	288
OvlAdjVol:						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	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	0.33	0.37	0.18	0.00	0.00	0.10	0.18
OvlAdjV/S:						0.00						0.00
Crit Moves:				****			****				****	

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Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	20	3	0	139	33	106	0	12	211	127
Future Vol, veh/h	0	15	20	3	0	139	33	106	0	12	211	127
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	16	21	3	0	145	34	110	0	13	220	132
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	12	12.1	20.7
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	39%	100%	0%	0%	100%	0%
Vol Thru, %	0%	62%	53%	0%	100%	0%	0%	85%
Vol Right, %	0%	38%	8%	0%	0%	100%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	338	38	139	33	106	155	293
LT Vol	12	0	15	139	0	0	155	0
Through Vol	0	211	20	0	33	0	0	249
RT Vol	0	127	3	0	0	106	0	44
Lane Flow Rate	12	352	40	145	34	110	161	305
Geometry Grp	8	8	8	7	7	7	8	8
Degree of Util (X)	0.026	0.65	0.092	0.302	0.067	0.193	0.324	0.561
Departure Headway (Hd)	7.423	6.649	8.407	7.511	7.002	6.289	7.234	6.62
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	539	429	476	508	566	494	540
Service Time	5.221	4.446	6.107	5.303	4.793	4.079	5.029	4.415
HCM Lane V/C Ratio	0.025	0.653	0.093	0.305	0.067	0.194	0.326	0.565
HCM Control Delay	10.4	21.1	12	13.6	10.3	10.6	13.5	17.7
HCM Lane LOS	B	C	B	B	B	B	B	C
HCM 95th-tile Q	0.1	4.6	0.3	1.3	0.2	0.7	1.4	3.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	155	249	44
Future Vol, veh/h	0	155	249	44
Peak Hour Factor	0.95	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	161	259	46
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	16.2
HCM LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	20	3	139	33	106	12	211	127	155	249	44
Future Volume (vph)	15	20	3	139	33	106	12	211	127	155	249	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	50		0	80		0
Storage Lanes	0		0	1		1	1		0	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	1.00	1.00	1.00
Frt		0.990				0.850		0.944			0.977	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	0	1770	1863	1583	1770	1758	0	1770	1820	0
Flt Permitted		0.980		0.950			0.950			0.950		
Satd. Flow (perm)	0	1807	0	1770	1863	1583	1770	1758	0	1770	1820	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			1135	
Travel Time (s)		6.7			11.4			19.6			31.0	
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)	16	21	3	145	34	110	13	220	132	161	259	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	145	34	110	13	352	0	161	305	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			12			12	
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 51.8% ICU Level of Service A
Analysis Period (min) 15

Saturday Midday Existing 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):	0.845
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	102	1260	34	18	1468	150	226	22	155	64	33	7
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:	102	1260	34	18	1468	150	226	22	155	64	33	7
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:	102	1260	34	18	1468	150	226	22	155	64	33	7
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:	102	1260	34	18	1468	150	226	22	155	64	33	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1260	34	18	1468	150	226	22	155	64	33	7
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:	102	1260	34	18	1468	150	226	22	155	64	33	7
OvlAdjVol:									53			
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	0.61	0.32	0.07
Final Sat.:	1600	4800	1600	1600	3200	1600	2916	284	1600	985	508	108
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.02	0.01	0.46	0.09	0.08	0.08	0.10	0.07	0.06	0.06
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****			****		

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APPENDIX F-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Saturday Midday 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):	0.591
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

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:	3	110	674	0	115	36	34	287	1	560	220	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:	3	110	674	0	115	36	34	287	1	560	220	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:	3	110	674	0	115	36	34	287	1	560	220	20
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:	3	110	674	0	115	36	34	287	1	560	220	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	110	674	0	115	36	34	287	1	560	220	20
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:	3	110	674	0	115	36	34	287	1	560	220	20
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:	0.03	0.97	2.00	0.00	0.76	0.24	0.21	1.78	0.01	1.44	0.56	1.00
Final Sat.:	42	1558	3200	0	1219	381	338	2852	10	2297	903	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.00	0.09	0.09	0.10	0.10	0.10	0.24	0.24	0.01
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

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Saturday Midday 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):	1.029
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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	84
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:	0.09	0.09	0.82	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	144	140	1316	1075	242	283	1600	3173	27	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.12	0.12	0.01	0.44	0.44	0.15	0.41	0.05
Crit Moves:		****		****				****		****		

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Saturday Midday 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):	0.742
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	38	0	73	0	0	0	0	1586	78	81	1567	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	0	73	0	0	0	0	1586	78	81	1567	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	0	73	0	0	0	0	1586	78	81	1567	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:	38	0	73	0	0	0	0	1586	0	81	1567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	73	0	0	0	0	1586	0	81	1567	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:	38	0	73	0	0	0	0	1586	0	81	1567	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	0.05	0.00	0.00	0.00	0.00	0.50	0.00	0.05	0.49	0.00
Crit Moves:			****					****		****		

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Saturday Midday 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):	0.804
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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:	555	18	208	63	8	34	40	1527	370	145	1358	72
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:	555	18	208	63	8	34	40	1527	370	145	1358	72
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:	555	18	208	63	8	34	40	1527	370	145	1358	72
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:	555	18	0	63	8	34	40	1527	370	145	1358	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	18	0	63	8	34	40	1527	370	145	1358	72
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:	555	18	0	63	8	34	40	1527	370	145	1358	72
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	1.77	0.23	1.00	1.00	3.00	1.00	1.00	2.85	0.15
Final Sat.:	2880	1600	1600	2839	361	1600	1600	4800	1600	1600	4558	242
Capacity Analysis Module:												
Vol/Sat:	0.19	0.01	0.00	0.02	0.02	0.02	0.03	0.32	0.23	0.09	0.30	0.30
Crit Moves:	****				****			****		****		

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Saturday Midday 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):	1.054
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
OvlAdjVol:						234						92
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	2.14	0.86	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3428	1372	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.12	0.27	0.31	0.16	0.20	0.17	0.26	0.17	0.17
OvlAdjV/S:						0.15						0.06
Crit Moves:		****		****				****		****		

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Saturday Midday 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):	0.874
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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:	208	2	141	0	0	0	34	1619	111	231	1547	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:	208	2	141	0	0	0	34	1619	111	231	1547	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:	208	2	141	0	0	0	34	1619	111	231	1547	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:	208	2	141	0	0	0	34	1619	111	231	1547	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2	141	0	0	0	34	1619	111	231	1547	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:	208	2	141	0	0	0	34	1619	111	231	1547	2
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:	0.59	0.01	0.40	0.00	1.00	0.00	1.00	2.81	0.19	1.00	2.99	0.01
Final Sat.:	948	9	643	0	1600	0	1600	4492	308	1600	4794	6
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.00	0.00	0.00	0.02	0.36	0.36	0.14	0.32	0.32
Crit Moves:		****						****		****		

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Saturday Midday 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):	0.862
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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	527	0	1198	1185	609	0	0	563	288
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	527	0	1198	1185	609	0	0	563	288
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	527	0	1198	1185	609	0	0	563	288
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	527	0	1198	1185	609	0	0	563	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	527	0	1198	1185	609	0	0	563	288
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	527	0	1198	1185	609	0	0	563	288
OvlAdjVol:						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	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	0.37	0.41	0.19	0.00	0.00	0.12	0.18
OvlAdjV/S:						0.00						0.00
Crit Moves:				****			****				****	

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Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	20	3	0	139	33	148	0	12	211	127
Future Vol, veh/h	0	15	20	3	0	139	33	148	0	12	211	127
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	16	21	3	0	145	34	154	0	13	220	132
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	11.7	12.1	13.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	39%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	53%	0%	100%	0%	0%	0%	85%
Vol Right, %	0%	0%	100%	8%	0%	0%	100%	0%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	211	127	38	139	33	148	107	107	293
LT Vol	12	0	0	15	139	0	0	107	107	0
Through Vol	0	211	0	20	0	33	0	0	0	249
RT Vol	0	0	127	3	0	0	148	0	0	44
Lane Flow Rate	12	220	132	40	145	34	154	111	111	305
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.027	0.442	0.236	0.09	0.3	0.066	0.267	0.226	0.226	0.566
Departure Headway (Hd)	7.744	7.236	6.425	8.213	7.448	6.945	6.241	7.284	7.284	6.671
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	501	554	439	479	512	570	489	489	537
Service Time	5.444	4.936	4.224	5.922	5.243	4.74	4.036	5.083	5.083	4.469
HCM Lane V/C Ratio	0.026	0.439	0.238	0.091	0.303	0.066	0.27	0.227	0.227	0.568
HCM Control Delay	10.7	15.5	11.2	11.7	13.4	10.2	11.3	12.2	12.2	17.9
HCM Lane LOS	B	C	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.1	2.2	0.9	0.3	1.2	0.2	1.1	0.9	0.9	3.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations		↰↰	↑↱	
Traffic Vol, veh/h	0	214	249	44
Future Vol, veh/h	0	214	249	44
Peak Hour Factor	0.95	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	223	259	46
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	15.5
HCM LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	20	3	139	33	148	12	211	127	214	249	44
Future Volume (vph)	15	20	3	139	33	148	12	211	127	214	249	44
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		0.990				0.850			0.850		0.977	
Flt Protected		0.980		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	0	1770	1863	1583	1770	1863	1583	3433	1820	0
Flt Permitted		0.980		0.950			0.950			0.950		
Satd. Flow (perm)	0	1807	0	1770	1863	1583	1770	1863	1583	3433	1820	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)	16	21	3	145	34	154	13	220	132	223	259	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	145	34	154	13	220	132	223	305	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 43.5% ICU Level of Service A
Analysis Period (min) 15

Saturday Midday 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):	0.927
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

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:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
OvlAdjVol:									11			
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	0.61	0.32	0.07
Final Sat.:	1600	4800	1600	1600	3200	1600	2916	284	1600	985	508	108
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.02	0.01	0.51	0.09	0.08	0.08	0.10	0.07	0.06	0.06
OvlAdjV/S:									0.01			
Crit Moves:	****				****		****			****		

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APPENDIX F-III

EXISTING PLUS PROJECT WITH MITIGATION TRAFFIC CONDITIONS

[Mitigation] Saturday Midday Existing Plus Project Traffic Conditio
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):	0.987
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	E

****

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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	33	311	129	29	34	19	1390	12	247	1313	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:	34	33	311	129	29	34	19	1390	12	247	1313	84
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:	0.51	0.49	1.00	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	812	788	1600	1075	242	283	1600	3173	27	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.19	0.08	0.12	0.12	0.01	0.44	0.44	0.15	0.41	0.05
Crit Moves:			****	****				****		****		

****

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[Mitigation] Saturday Midday Existing Plus Project Traffic Conditio
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):	0.889
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1044	418	334	1286	497	474	942	269	740	804	278
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:	302	1044	418	334	1286	497	474	942	269	740	804	278
OvlAdjVol:						234			101			92
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:	0.10	0.22	0.26	0.12	0.27	0.31	0.16	0.15	0.17	0.17	0.17	0.17
OvlAdjV/S:						0.15			0.06			0.06
Crit Moves:			****	****			****				****	

****

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[Mitigation] Saturday Midday Existing Plus Project Traffic Conditio
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):	0.787
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

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 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1383	34	18	1646	150	226	22	155	64	33	7
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:	144	1383	34	18	1646	150	226	22	155	64	33	7
OvlAdjVol:									11			
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	2.75	0.25	1.82	0.18	1.00	0.61	0.32	0.07
Final Sat.:	1600	4800	1600	1600	4399	401	2916	284	1600	985	508	108
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.02	0.01	0.37	0.37	0.08	0.08	0.10	0.07	0.06	0.06
OvlAdjV/S:									0.01			
Crit Moves:	****				****		****			****		

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APPENDIX F-IV

YEAR 2019 CUMULATIVE TRAFFIC CONDITIONS

Saturday Midday 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)

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Intersection #13 Livingston Drive at 2nd Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

****

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:	3	113	720	0	118	37	35	227	1	627	168	21
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:	3	113	720	0	118	37	35	227	1	627	168	21
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:	3	113	720	0	118	37	35	227	1	627	168	21
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:	3	113	720	0	118	37	35	227	1	627	168	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	113	720	0	118	37	35	227	1	627	168	21
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:	3	113	720	0	118	37	35	227	1	627	168	21
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:	0.03	0.97	2.00	0.00	0.76	0.24	0.26	1.73	0.01	1.58	0.42	1.00
Final Sat.:	41	1559	3200	0	1218	382	426	2762	12	2524	676	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.23	0.00	0.10	0.10	0.08	0.08	0.08	0.25	0.25	0.01
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

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Saturday Midday 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):	1.021
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:	35	34	320	133	30	35	20	1320	12	254	1284	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:	35	34	320	133	30	35	20	1320	12	254	1284	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:	35	34	320	133	30	35	20	1320	12	254	1284	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:	35	34	320	133	30	35	20	1320	12	254	1284	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	320	133	30	35	20	1320	12	254	1284	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:	35	34	320	133	30	35	20	1320	12	254	1284	87
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:	0.09	0.09	0.82	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	144	140	1316	1075	242	283	1600	3171	29	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.12	0.12	0.01	0.42	0.42	0.16	0.40	0.05
Crit Moves:		****		****				****		****		

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Saturday Midday 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):	0.717
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:	39	0	75	0	0	0	0	1498	80	83	1525	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:	39	0	75	0	0	0	0	1498	80	83	1525	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:	39	0	75	0	0	0	0	1498	80	83	1525	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:	39	0	75	0	0	0	0	1498	0	83	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	75	0	0	0	0	1498	0	83	1525	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:	39	0	75	0	0	0	0	1498	0	83	1525	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	0.05	0.00	0.00	0.00	0.00	0.47	0.00	0.05	0.48	0.00
Crit Moves:			****					****		****		

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Saturday Midday 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 #16 Marina Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	347	19	184	65	8	35	41	1491	327	149	1544	74
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:	347	19	184	65	8	35	41	1491	327	149	1544	74
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:	347	19	184	65	8	35	41	1491	327	149	1544	74
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:	347	19	0	65	8	35	41	1491	327	149	1544	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	19	0	65	8	35	41	1491	327	149	1544	74
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:	347	19	0	65	8	35	41	1491	327	149	1544	74
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	1.78	0.22	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	2880	1600	1600	2849	351	1600	1600	4800	1600	1600	4580	220
Capacity Analysis Module:												
Vol/Sat:	0.12	0.01	0.00	0.02	0.02	0.02	0.03	0.31	0.20	0.09	0.34	0.34
Crit Moves:	****				****			****		****		

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Saturday Midday 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):	0.930
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	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:	335	925	354	344	1117	525	466	931	295	491	937	286
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:	335	925	354	344	1117	525	466	931	295	491	937	286
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:	335	925	354	344	1117	525	466	931	295	491	937	286
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:	335	925	354	344	1117	525	466	931	295	491	937	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	925	354	344	1117	525	466	931	295	491	937	286
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:	335	925	354	344	1117	525	466	931	295	491	937	286
OvlAdjVol:						266						95
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	2.17	0.83	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3471	1329	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.27	0.12	0.23	0.33	0.16	0.19	0.18	0.17	0.20	0.18
OvlAdjV/S:						0.17						0.06
Crit Moves:		****		****				****		****		

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Saturday Midday 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):	0.868
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	214	2	145	0	0	0	35	1536	114	238	1431	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:	214	2	145	0	0	0	35	1536	114	238	1431	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:	214	2	145	0	0	0	35	1536	114	238	1431	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:	214	2	145	0	0	0	35	1536	114	238	1431	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2	145	0	0	0	35	1536	114	238	1431	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:	214	2	145	0	0	0	35	1536	114	238	1431	2
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:	0.59	0.01	0.40	0.00	1.00	0.00	1.00	2.79	0.21	1.00	2.99	0.01
Final Sat.:	948	9	643	0	1600	0	1600	4468	332	1600	4793	7
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.00	0.00	0.00	0.02	0.34	0.34	0.15	0.30	0.30
Crit Moves:		****						****		****		

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Saturday Midday 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):	0.837
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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	544	0	1132	1124	607	0	0	519	299
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	544	0	1132	1124	607	0	0	519	299
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	544	0	1132	1124	607	0	0	519	299
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	544	0	1132	1124	607	0	0	519	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	544	0	1132	1124	607	0	0	519	299
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	544	0	1132	1124	607	0	0	519	299
OvlAdjVol:						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	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	0.35	0.39	0.19	0.00	0.00	0.11	0.19
OvlAdjV/S:						0.00						0.00
Crit Moves:				****			****				****	

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Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	21	3	0	143	34	109	0	12	222	131
Future Vol, veh/h	0	15	21	3	0	143	34	109	0	12	222	131
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	16	22	3	0	151	36	115	0	13	234	138
Number of Lanes	0	0	1	0	0	1	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	12.4	12.5	24.5
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	38%	100%	0%	0%	100%	0%
Vol Thru, %	0%	63%	54%	0%	100%	0%	0%	85%
Vol Right, %	0%	37%	8%	0%	0%	100%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	353	39	143	34	109	160	308
LT Vol	12	0	15	143	0	0	160	0
Through Vol	0	222	21	0	34	0	0	263
RT Vol	0	131	3	0	0	109	0	45
Lane Flow Rate	13	372	41	151	36	115	168	324
Geometry Grp	8	8	8	7	7	7	8	8
Degree of Util (X)	0.027	0.713	0.099	0.324	0.072	0.208	0.35	0.618
Departure Headway (Hd)	7.676	6.903	8.655	7.76	7.249	6.534	7.478	6.866
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	524	414	464	495	550	482	525
Service Time	5.41	4.637	6.41	5.495	4.984	4.269	5.215	4.602
HCM Lane V/C Ratio	0.028	0.71	0.099	0.325	0.073	0.209	0.349	0.617
HCM Control Delay	10.6	25	12.4	14.2	10.5	11	14.2	20.1
HCM Lane LOS	B	C	B	B	B	B	B	C
HCM 95th-tile Q	0.1	5.7	0.3	1.4	0.2	0.8	1.6	4.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations		↰	↑	
Traffic Vol, veh/h	0	160	263	45
Future Vol, veh/h	0	160	263	45
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	168	277	47
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.1
HCM LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	21	3	143	34	109	12	222	131	160	263	45
Future Volume (vph)	15	21	3	143	34	109	12	222	131	160	263	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	50		0	80		0
Storage Lanes	0		0	1		1	1		0	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	1.00	1.00	1.00
Frt		0.990				0.850		0.944			0.978	
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1809	0	1770	1863	1583	1770	1758	0	1770	1822	0
Flt Permitted		0.981		0.950			0.950			0.950		
Satd. Flow (perm)	0	1809	0	1770	1863	1583	1770	1758	0	1770	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		247			419			717			1135	
Travel Time (s)		6.7			11.4			19.6			31.0	
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)	16	22	3	151	36	115	13	234	138	168	277	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	151	36	115	13	372	0	168	324	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			12			12	
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 53.1% ICU Level of Service A
Analysis Period (min) 15

Saturday Midday 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):	0.892
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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:	105	1347	38	36	1561	155	233	23	160	69	34	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:	105	1347	38	36	1561	155	233	23	160	69	34	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:	105	1347	38	36	1561	155	233	23	160	69	34	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:	105	1347	38	36	1561	155	233	23	160	69	34	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1347	38	36	1561	155	233	23	160	69	34	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:	105	1347	38	36	1561	155	233	23	160	69	34	22
OvlAdjVol:									55			
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	0.55	0.27	0.18
Final Sat.:	1600	4800	1600	1600	3200	1600	2913	288	1600	883	435	282
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.02	0.02	0.49	0.10	0.08	0.08	0.10	0.08	0.08	0.08
OvlAdjV/S:									0.03			
Crit Moves:	****				****			****			****	

****

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APPENDIX F-V

YEAR 2019 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

Saturday Midday 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 #13 Livingston Drive at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	3	113	720	0	118	37	35	308	1	627	237	21
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:	3	113	720	0	118	37	35	308	1	627	237	21
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:	3	113	720	0	118	37	35	308	1	627	237	21
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:	3	113	720	0	118	37	35	308	1	627	237	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	113	720	0	118	37	35	308	1	627	237	21
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:	3	113	720	0	118	37	35	308	1	627	237	21
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:	0.03	0.97	2.00	0.00	0.76	0.24	0.20	1.79	0.01	1.45	0.55	1.00
Final Sat.:	41	1559	3200	0	1218	382	326	2865	9	2322	878	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.23	0.00	0.10	0.10	0.11	0.11	0.11	0.27	0.27	0.01
OvlAdjV/S:			0.00									
Crit Moves:	****				****			****			****	

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Saturday Midday 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 #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	87
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:	0.09	0.09	0.82	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	144	140	1316	1075	242	283	1600	3174	26	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.12	0.12	0.01	0.46	0.46	0.16	0.44	0.05
Crit Moves:		****		****				****		****		

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Saturday Midday 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 #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:	39	0	75	0	0	0	0	1671	80	83	1674	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:	39	0	75	0	0	0	0	1671	80	83	1674	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:	39	0	75	0	0	0	0	1671	80	83	1674	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:	39	0	75	0	0	0	0	1671	0	83	1674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	75	0	0	0	0	1671	0	83	1674	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:	39	0	75	0	0	0	0	1671	0	83	1674	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	0.05	0.00	0.00	0.00	0.00	0.52	0.00	0.05	0.52	0.00
Crit Moves:			****					****		****		

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(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:	570	19	213	65	8	35	41	1605	386	149	1460	74
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:	570	19	213	65	8	35	41	1605	386	149	1460	74
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:	570	19	213	65	8	35	41	1605	386	149	1460	74
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:	570	19	0	65	8	35	41	1605	386	149	1460	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	19	0	65	8	35	41	1605	386	149	1460	74
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:	570	19	0	65	8	35	41	1605	386	149	1460	74
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	1.78	0.22	1.00	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	2880	1600	1600	2849	351	1600	1600	4800	1600	1600	4568	232
Capacity Analysis Module:												
Vol/Sat:	0.20	0.01	0.00	0.02	0.02	0.02	0.03	0.33	0.24	0.09	0.32	0.32
Crit Moves:	****				****			****		****		

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Saturday Midday 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 #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.097
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
OvlAdjVol:						250						95
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	2.12	0.88	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3393	1407	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.12	0.28	0.33	0.17	0.20	0.18	0.27	0.18	0.18
OvlAdjV/S:						0.16						0.06
Crit Moves:		****		****				****		****		

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(City of Long Beach)

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

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Intersection #18 Shopkeeper Road at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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:	214	2	145	0	0	0	35	1685	114	238	1641	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:	214	2	145	0	0	0	35	1685	114	238	1641	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:	214	2	145	0	0	0	35	1685	114	238	1641	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:	214	2	145	0	0	0	35	1685	114	238	1641	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2	145	0	0	0	35	1685	114	238	1641	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:	214	2	145	0	0	0	35	1685	114	238	1641	2
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:	0.59	0.01	0.40	0.00	1.00	0.00	1.00	2.81	0.19	1.00	2.99	0.01
Final Sat.:	948	9	643	0	1600	0	1600	4496	304	1600	4794	6
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.00	0.00	0.00	0.02	0.37	0.37	0.15	0.34	0.34
Crit Moves:		****						****		****		

****

Saturday Midday Year 2019 Cumulative Plus Project Traffic Conditions
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(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):	0.895
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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	544	0	1269	1245	635	0	0	593	299
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	544	0	1269	1245	635	0	0	593	299
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	544	0	1269	1245	635	0	0	593	299
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	544	0	1269	1245	635	0	0	593	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	544	0	1269	1245	635	0	0	593	299
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	544	0	1269	1245	635	0	0	593	299
OvlAdjVol:						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	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	0.40	0.43	0.20	0.00	0.00	0.12	0.19
OvlAdjV/S:						0.00						0.00
Crit Moves:				****			****				****	

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Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	21	3	0	143	34	151	0	12	222	131
Future Vol, veh/h	0	15	21	3	0	143	34	151	0	12	222	131
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	16	22	3	0	151	36	159	0	13	234	138
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	12.1	12.6	14.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	38%	100%	0%	0%	100%	100%	0%
Vol Thru, %	0%	100%	0%	54%	0%	100%	0%	0%	0%	85%
Vol Right, %	0%	0%	100%	8%	0%	0%	100%	0%	0%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	222	131	39	143	34	151	110	110	308
LT Vol	12	0	0	15	143	0	0	110	110	0
Through Vol	0	222	0	21	0	34	0	0	0	263
RT Vol	0	0	131	3	0	0	151	0	0	45
Lane Flow Rate	13	234	138	41	151	36	159	115	115	324
Geometry Grp	8	8	8	8	7	7	7	8	8	8
Degree of Util (X)	0.028	0.479	0.255	0.096	0.321	0.071	0.286	0.241	0.241	0.623
Departure Headway (Hd)	7.889	7.381	6.669	8.407	7.686	7.182	6.477	7.525	7.525	6.913
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	488	539	426	470	500	556	479	479	525
Service Time	5.632	5.123	4.411	6.159	5.405	4.901	4.196	5.241	5.241	4.63
HCM Lane V/C Ratio	0.029	0.48	0.256	0.096	0.321	0.072	0.286	0.24	0.24	0.617
HCM Control Delay	10.9	16.8	11.7	12.1	14	10.5	11.8	12.6	12.6	20.4
HCM Lane LOS	B	C	B	B	B	B	B	B	B	C
HCM 95th-tile Q	0.1	2.6	1	0.3	1.4	0.2	1.2	0.9	0.9	4.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	219	263	45
Future Vol, veh/h	0	219	263	45
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	231	277	47
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	17.2
HCM LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	21	3	143	34	151	12	222	131	219	263	45
Future Volume (vph)	15	21	3	143	34	151	12	222	131	219	263	45
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		0.990				0.850			0.850		0.978	
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1809	0	1770	1863	1583	1770	1863	1583	3433	1822	0
Flt Permitted		0.981		0.950			0.950			0.950		
Satd. Flow (perm)	0	1809	0	1770	1863	1583	1770	1863	1583	3433	1822	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)	16	22	3	151	36	159	13	234	138	231	277	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	151	36	159	13	234	138	231	324	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 44.5% ICU Level of Service A
Analysis Period (min) 15

Saturday Midday 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 #22 Pacific Coast Highway at Studebaker Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

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:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	22
OvlAdjVol:									13			
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	0.55	0.27	0.18
Final Sat.:	1600	4800	1600	1600	3200	1600	2913	288	1600	883	435	282
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.02	0.02	0.54	0.10	0.08	0.08	0.10	0.08	0.08	0.08
OvlAdjV/S:									0.01			
Crit Moves:	****				****			****			****	

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APPENDIX F-VI

YEAR 2019 CUMULATIVE PLUS PROJECT WITH MITIGATION TRAFFIC CONDITIONS

[Mitigation] Saturday Midday Year 2019 Cumulative Plus Project Traffic Conditio
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):	1.024
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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	34	320	133	30	35	20	1468	12	254	1411	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:	35	34	320	133	30	35	20	1468	12	254	1411	87
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:	0.51	0.49	1.00	0.67	0.15	0.18	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	812	788	1600	1075	242	283	1600	3174	26	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.20	0.08	0.12	0.12	0.01	0.46	0.46	0.16	0.44	0.05
Crit Moves:			****	****				****		****		

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[Mitigation] Saturday Midday Year 2019 Cumulative Plus Project Traffic Conditio
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):	0.925
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	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			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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1090	452	344	1340	525	495	982	292	782	856	286
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:	332	1090	452	344	1340	525	495	982	292	782	856	286
OvlAdjVol:						250			108			95
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:	0.12	0.23	0.28	0.12	0.28	0.33	0.17	0.15	0.18	0.18	0.18	0.18
OvlAdjV/S:						0.16			0.07			0.06
Crit Moves:	****				****		****				****	

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[Mitigation] Saturday Midday Year 2019 Cumulative Plus Project Traffic Conditio
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):	0.825
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1470	38	36	1739	155	233	23	160	69	34	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:	147	1470	38	36	1739	155	233	23	160	69	34	22
OvlAdjVol:									13			
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	2.75	0.25	1.82	0.18	1.00	0.55	0.27	0.18
Final Sat.:	1600	4800	1600	1600	4407	393	2913	288	1600	883	435	282
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.02	0.02	0.39	0.39	0.08	0.08	0.10	0.08	0.08	0.08
OvlAdjV/S:									0.01			
Crit Moves:	****				****			****			****	

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