APPENDIX A

EXISTING PLUS PROJECT TRAFFIC CONDITIONS LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX A-I

ALTERNATIVE #1

[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	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	773	42	53	1103	0	0	0	0	426	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	773	42	53	1103	0	0	0	0	426	0	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	773	42	53	1103	0	0	0	0	426	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	773	42	53	1103	0	0	0	0	426	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	773	42	53	1103	0	0	0	0	426	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	773	42	53	1103	0	0	0	0	426	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	3035	165	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.03	0.34	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:					****					****		

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #14 Bay Shore Avenue at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

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Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1182	12	96	1228	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	21	293	152	10	10	9	1182	12	96	1228	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1182	12	96	1228	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	293	152	10	10	9	1182	12	96	1228	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1182	12	96	1228	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	293	152	10	10	9	1182	12	96	1228	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.07	0.92	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	25	105	1470	1414	93	93	1600	3168	32	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.10	0.11	0.11	0.01	0.37	0.37	0.06	0.38	0.08
Crit Moves:		****		****				****		****		

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #17 Pacific Coast Highway at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	E

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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:	393	1136	323	242	924	166	227	1231	415	334	927	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1136	323	242	924	166	227	1231	415	334	927	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1136	323	242	924	166	227	1231	415	334	927	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1136	323	242	924	166	227	1231	415	334	927	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1136	323	242	924	166	227	1231	415	334	927	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	1136	323	242	924	166	227	1231	415	334	927	306
OvlAdjVol:						40						172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	2.99	1.01	2.00	3.00	1.00
Final Sat.:	2880	3737	1063	2880	4800	1600	2880	4786	1614	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.08	0.19	0.10	0.08	0.26	0.26	0.12	0.19	0.19
OvlAdjV/S:						0.02						0.11
Crit Moves:		****		****				****		****		

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #19 Studebaker Road at 2nd Street

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

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Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	532	0	678	941	881	0	0	954	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	532	0	678	941	881	0	0	954	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	678	941	881	0	0	954	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	532	0	678	941	881	0	0	954	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	678	941	881	0	0	954	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	532	0	678	941	881	0	0	954	487
OvlAdjVol:						0						191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.33	0.28	0.00	0.00	0.20	0.30
OvlAdjV/S:						0.00						0.12
Crit Moves:				****			****				****	

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	217	392	1006	423	206	843	33	256	1217	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	737	217	392	1006	423	206	843	33	256	1217	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	217	392	1006	423	206	843	33	256	1217	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	737	217	392	1006	423	206	843	33	256	1217	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	217	392	1006	423	206	843	33	256	1217	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	737	217	392	1006	423	206	843	33	256	1217	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.68	0.32
Final Sat.:	1600	3908	1092	3200	5100	1700	3200	5100	1700	3200	2793	507
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.20	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.45
Crit Moves:			****	****			****					****

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	45	1685	8	66	1729	52	58	45	60	13	40	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1685	8	66	1729	52	58	45	60	13	40	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1685	8	66	1729	52	58	45	60	13	40	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1685	8	66	1729	52	58	45	60	13	40	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1685	8	66	1729	52	58	45	60	13	40	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1685	8	66	1729	52	58	45	60	13	40	112
OvlAdjVol:												42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3285	15	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.53	0.04	0.51	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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[Alternative 1] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	209	89	480	99	176	145	1790	38	25	1477	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	209	89	480	99	176	145	1790	38	25	1477	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	209	89	480	99	176	145	1790	38	25	1477	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	209	89	480	99	176	145	1790	38	25	1477	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	209	89	480	99	176	145	1790	38	25	1477	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	209	89	480	99	176	145	1790	38	25	1477	488
OvlAdjVol:												233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2344	956	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.15	0.06	0.10	0.09	0.53	0.02	0.02	0.43	0.29
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	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	1064	53	41	1110	0	0	0	0	1114	0	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1064	53	41	1110	0	0	0	0	1114	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1064	53	41	1110	0	0	0	0	1114	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1064	53	41	1110	0	0	0	0	1114	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1064	53	41	1110	0	0	0	0	1114	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	1064	53	41	1110	0	0	0	0	1114	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3048	152	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.03	0.35	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Crit Moves:		****		****						****		

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[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	292	181	29	13	12	1301	28	250	1156	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	292	181	29	13	12	1301	28	250	1156	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1301	28	250	1156	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	292	181	29	13	12	1301	28	250	1156	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1301	28	250	1156	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	292	181	29	13	12	1301	28	250	1156	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	44	132	1424	1299	208	93	1600	3133	67	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.21	0.11	0.14	0.14	0.01	0.42	0.42	0.16	0.36	0.16
Crit Moves:			****	****				****		****		

[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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:	421	936	320	267	998	415	298	1095	298	347	1195	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	936	320	267	998	415	298	1095	298	347	1195	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	936	320	267	998	415	298	1095	298	347	1195	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	936	320	267	998	415	298	1095	298	347	1195	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	936	320	267	998	415	298	1095	298	347	1195	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	936	320	267	998	415	298	1095	298	347	1195	336
OvlAdjVol:						249						188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.24	0.76	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3577	1223	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.09	0.21	0.26	0.10	0.23	0.19	0.12	0.25	0.21
OvlAdjV/S:						0.16						0.12
Crit Moves:	****				****			****		****		

[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	424	0	943	1147	796	0	0	1029	644
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	424	0	943	1147	796	0	0	1029	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	424	0	943	1147	796	0	0	1029	644
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	424	0	943	1147	796	0	0	1029	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	424	0	943	1147	796	0	0	1029	644
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	424	0	943	1147	796	0	0	1029	644
OvlAdjVol:						0						408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.29	0.40	0.25	0.00	0.00	0.21	0.40
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	188	236	821	253	441	881	22	265	897	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	849	188	236	821	253	441	881	22	265	897	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	188	236	821	253	441	881	22	265	897	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	849	188	236	821	253	441	881	22	265	897	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	188	236	821	253	441	881	22	265	897	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	849	188	236	821	253	441	881	22	265	897	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.46	0.54	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.39	0.61
Final Sat.:	1600	4130	870	3200	5100	1700	3200	5100	1700	3200	2330	970
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.38	0.40
Crit Moves:			****	****			****					****

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[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
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	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	78	1422	14	112	1415	83	74	53	68	19	63	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1422	14	112	1415	83	74	53	68	19	63	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1422	14	112	1415	83	74	53	68	19	63	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1422	14	112	1415	83	74	53	68	19	63	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1422	14	112	1415	83	74	53	68	19	63	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1422	14	112	1415	83	74	53	68	19	63	170
OvlAdjVol:												51
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	3269	31	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.45	0.07	0.42	0.05	0.05	0.03	0.04	0.01	0.04	0.10
OvlAdjV/S:												0.03
Crit Moves:			****	****			****				****	

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[Alternative 1] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	146	69	469	190	261	202	1186	45	73	1238	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	146	69	469	190	261	202	1186	45	73	1238	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	146	69	469	190	261	202	1186	45	73	1238	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	146	69	469	190	261	202	1186	45	73	1238	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	146	69	469	190	261	202	1186	45	73	1238	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	146	69	469	190	261	202	1186	45	73	1238	462
OvlAdjVol:												201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.36	0.64	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2273	1027	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.07	0.15	0.11	0.15	0.13	0.35	0.03	0.05	0.36	0.27
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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APPENDIX A-II

ALTERNATIVE #2

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

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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	781	42	53	1113	0	0	0	0	425	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	781	42	53	1113	0	0	0	0	425	0	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	781	42	53	1113	0	0	0	0	425	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	781	42	53	1113	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	781	42	53	1113	0	0	0	0	425	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	781	42	53	1113	0	0	0	0	425	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	0.26	0.26	0.03	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:					****					****		

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

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

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1218	12	96	1254	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	21	293	152	10	10	9	1218	12	96	1254	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1218	12	96	1254	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	293	152	10	10	9	1218	12	96	1254	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1218	12	96	1254	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	293	152	10	10	9	1218	12	96	1254	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.07	0.92	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	25	105	1470	1414	93	93	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.10	0.11	0.11	0.01	0.38	0.38	0.06	0.39	0.08
Crit Moves:		****		****				****		****		

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

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	390	1161	320	242	965	166	234	1242	411	357	924	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1161	320	242	965	166	234	1242	411	357	924	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1161	320	242	965	166	234	1242	411	357	924	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1161	320	242	965	166	234	1242	411	357	924	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1161	320	242	965	166	234	1242	411	357	924	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	1161	320	242	965	166	234	1242	411	357	924	306
OvlAdjVol:						36						172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.35	0.65	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3763	1037	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.08	0.20	0.10	0.08	0.26	0.26	0.12	0.19	0.19
OvlAdjV/S:						0.02						0.11
Crit Moves:		****		****				****		****		

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

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

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	532	0	687	950	881	0	0	964	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	532	0	687	950	881	0	0	964	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	687	950	881	0	0	964	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	532	0	687	950	881	0	0	964	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	687	950	881	0	0	964	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	532	0	687	950	881	0	0	964	487
OvlAdjVol:						0						191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.33	0.28	0.00	0.00	0.20	0.30
OvlAdjV/S:						0.00						0.12
Crit Moves:				****			****				****	

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

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	2 0	3	0 1	2 0	3	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	54	737	225	392	1006	423	206	843	33	256	1227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	737	225	392	1006	423	206	843	33	256	1227	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	225	392	1006	423	206	843	33	256	1227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	737	225	392	1006	423	206	843	33	256	1227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	225	392	1006	423	206	843	33	256	1227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	737	225	392	1006	423	206	843	33	256	1227	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3877	1123	3200	5100	1700	3200	5100	1700	3200	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.20	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:			****	****			****					****

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	45	1714	8	74	1750	55	62	45	60	13	40	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1714	8	74	1750	55	62	45	60	13	40	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1714	8	74	1750	55	62	45	60	13	40	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1714	8	74	1750	55	62	45	60	13	40	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1714	8	74	1750	55	62	45	60	13	40	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1714	8	74	1750	55	62	45	60	13	40	112
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	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3285	15	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.54	0.05	0.51	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	209	89	480	99	176	145	1811	38	25	1506	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	209	89	480	99	176	145	1811	38	25	1506	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	209	89	480	99	176	145	1811	38	25	1506	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	209	89	480	99	176	145	1811	38	25	1506	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	209	89	480	99	176	145	1811	38	25	1506	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	209	89	480	99	176	145	1811	38	25	1506	488
OvlAdjVol:												233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2344	956	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.15	0.06	0.10	0.09	0.53	0.02	0.02	0.44	0.29
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	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	1085	53	41	1135	0	0	0	0	1127	0	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1085	53	41	1135	0	0	0	0	1127	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1085	53	41	1135	0	0	0	0	1127	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1085	53	41	1135	0	0	0	0	1127	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	53	41	1135	0	0	0	0	1127	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	1085	53	41	1135	0	0	0	0	1127	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3051	149	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.03	0.35	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Crit Moves:		****		****						****		

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

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

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.029
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:	9	27	292	181	29	13	12	1362	28	250	1209	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	292	181	29	13	12	1362	28	250	1209	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1362	28	250	1209	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	292	181	29	13	12	1362	28	250	1209	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1362	28	250	1209	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	292	181	29	13	12	1362	28	250	1209	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	44	132	1424	1299	208	93	1600	3136	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.21	0.11	0.14	0.14	0.01	0.43	0.43	0.16	0.38	0.16
Crit Moves:			****	****				****		****		

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

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.947
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1	2 0	3 0	1
Volume Module:												
Base Vol:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	993	333	267	1079	415	311	1117	294	475	1129	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	993	333	267	1079	415	311	1117	294	475	1129	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	993	333	267	1079	415	311	1117	294	475	1129	336
OvlAdjVol:						242						188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.25	0.75	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3595	1205	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.09	0.22	0.26	0.11	0.23	0.18	0.16	0.24	0.21
OvlAdjV/S:						0.15						0.12
Crit Moves:		****		****				****		****		

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

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

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	424	0	981	1177	801	0	0	1054	644
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	424	0	981	1177	801	0	0	1054	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	424	0	981	1177	801	0	0	1054	644
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	424	0	981	1177	801	0	0	1054	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	424	0	981	1177	801	0	0	1054	644
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	424	0	981	1177	801	0	0	1054	644
OvlAdjVol:						0						408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.41	0.25	0.00	0.00	0.22	0.40
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	204	236	821	253	441	886	22	265	922	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	849	204	236	821	253	441	886	22	265	922	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	204	236	821	253	441	886	22	265	922	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	849	204	236	821	253	441	886	22	265	922	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	204	236	821	253	441	886	22	265	922	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	849	204	236	821	253	441	886	22	265	922	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.42	0.58	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	4070	930	3200	5100	1700	3200	5100	1700	3200	2349	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.39	0.41
Crit Moves:			****	****			****					****

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

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

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

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

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	78	1472	14	128	1459	89	81	53	68	19	63	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1472	14	128	1459	89	81	53	68	19	63	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1472	14	128	1459	89	81	53	68	19	63	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1472	14	128	1459	89	81	53	68	19	63	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1472	14	128	1459	89	81	53	68	19	63	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1472	14	128	1459	89	81	53	68	19	63	170
OvlAdjVol:												34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3270	30	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.46	0.08	0.43	0.05	0.05	0.03	0.04	0.01	0.04	0.10
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	146	69	469	190	261	202	1230	45	73	1288	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	146	69	469	190	261	202	1230	45	73	1288	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	146	69	469	190	261	202	1230	45	73	1288	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	146	69	469	190	261	202	1230	45	73	1288	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	146	69	469	190	261	202	1230	45	73	1288	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	146	69	469	190	261	202	1230	45	73	1288	462
OvlAdjVol:												201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.36	0.64	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2273	1027	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.07	0.15	0.11	0.15	0.13	0.36	0.03	0.05	0.38	0.27
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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APPENDIX A-III

ALTERNATIVE #2 MITIGATION

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

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

****

Intersection #14 Bay Shore Avenue at 2nd Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

****

Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1218	12	96	1254	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	21	293	152	10	10	9	1218	12	96	1254	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1218	12	96	1254	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	293	152	10	10	9	1218	12	96	1254	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1218	12	96	1254	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	293	152	10	10	9	1218	12	96	1254	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	308	1292	1600	1414	93	93	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.18	0.10	0.11	0.11	0.01	0.38	0.38	0.06	0.39	0.08
Crit Moves:			****	****				****		****		

****

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

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	3 0	1
Volume Module:												
Base Vol:	390	1161	320	242	965	166	234	1242	411	357	924	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1161	320	242	965	166	234	1242	411	357	924	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1161	320	242	965	166	234	1242	411	357	924	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1161	320	242	965	166	234	1242	411	357	924	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1161	320	242	965	166	234	1242	411	357	924	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	1161	320	242	965	166	234	1242	411	357	924	306
OvlAdjVol:						36			194			172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.20	0.08	0.20	0.10	0.08	0.19	0.26	0.08	0.19	0.19
OvlAdjV/S:						0.02			0.12			0.11
Crit Moves:	****				****		****				****	

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

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	225	392	1006	423	206	843	33	256	1227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	737	225	392	1006	423	206	843	33	256	1227	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	225	392	1006	423	206	843	33	256	1227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	737	225	392	1006	423	206	843	33	256	1227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	225	392	1006	423	206	843	33	256	1227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	737	225	392	1006	423	206	843	33	256	1227	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.13	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:	****					****	****					****

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

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

Intersection #23 Pacific Coast Highway at Marina Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
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:	122	1806	0	0	1803	13	0	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1806	0	0	1803	13	0	0	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1806	0	0	1803	13	0	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1806	0	0	1803	0	0	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1806	0	0	1803	0	0	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1806	0	0	1803	0	0	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

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

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	292	181	29	13	12	1362	28	250	1209	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	292	181	29	13	12	1362	28	250	1209	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1362	28	250	1209	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	292	181	29	13	12	1362	28	250	1209	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1362	28	250	1209	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	292	181	29	13	12	1362	28	250	1209	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	400	1200	1600	1299	208	93	1600	3136	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.18	0.11	0.14	0.14	0.01	0.43	0.43	0.16	0.38	0.16
Crit Moves:			****	****				****		****		

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

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	D

Street Name:	Pacific Coast Highway						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	3 0	1
Volume Module:												
Base Vol:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	993	333	267	1079	415	311	1117	294	475	1129	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	993	333	267	1079	415	311	1117	294	475	1129	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	993	333	267	1079	415	311	1117	294	475	1129	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	993	333	267	1079	415	311	1117	294	475	1129	336
OvlAdjVol:						242			62			188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.09	0.22	0.26	0.11	0.17	0.18	0.11	0.24	0.21
OvlAdjV/S:						0.15			0.04			0.12
Crit Moves:	****				****		****				****	

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

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	204	236	821	253	441	886	22	265	922	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	849	204	236	821	253	441	886	22	265	922	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	204	236	821	253	441	886	22	265	922	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	849	204	236	821	253	441	886	22	265	922	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	204	236	821	253	441	886	22	265	922	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	849	204	236	821	253	441	886	22	265	922	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2349	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.12	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.39	0.41
Crit Moves:		****		****			****					****

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

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

Intersection #23 Pacific Coast Highway at Marina Drive

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

Street Name:	Pacific Coast Highway						Marina Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	214	1485	0	0	1490	26	0	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1485	0	0	1490	26	0	0	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1485	0	0	1490	26	0	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1485	0	0	1490	0	0	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1485	0	0	1490	0	0	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1485	0	0	1490	0	0	0	122	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

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APPENDIX A-IV

ALTERNATIVE #3

[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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	780	42	53	1113	0	0	0	0	429	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	780	42	53	1113	0	0	0	0	429	0	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	780	42	53	1113	0	0	0	0	429	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	780	42	53	1113	0	0	0	0	429	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	780	42	53	1113	0	0	0	0	429	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	780	42	53	1113	0	0	0	0	429	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	3036	164	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.03	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:					****					****		

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #14 Bay Shore Avenue at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Bay Shore Avenue						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	21	293	152	10	10	9	1210	12	96	1248	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	21	293	152	10	10	9	1210	12	96	1248	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	293	152	10	10	9	1210	12	96	1248	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	293	152	10	10	9	1210	12	96	1248	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	293	152	10	10	9	1210	12	96	1248	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	293	152	10	10	9	1210	12	96	1248	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.07	0.92	0.88	0.06	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	25	105	1470	1414	93	93	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.10	0.11	0.11	0.01	0.38	0.38	0.06	0.39	0.08
Crit Moves:		****		****				****		****		

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #17 Pacific Coast Highway at 2nd Street

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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:	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:	391	1158	326	242	958	166	232	1240	413	360	924	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1158	326	242	958	166	232	1240	413	360	924	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	1158	326	242	958	166	232	1240	413	360	924	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1158	326	242	958	166	232	1240	413	360	924	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1158	326	242	958	166	232	1240	413	360	924	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	1158	326	242	958	166	232	1240	413	360	924	306
OvlAdjVol:						37						172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3746	1054	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.08	0.20	0.10	0.08	0.26	0.26	0.13	0.19	0.19
OvlAdjV/S:						0.02						0.11
Crit Moves:		****		****				****		****		

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	532	0	690	951	882	0	0	964	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	532	0	690	951	882	0	0	964	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	690	951	882	0	0	964	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	532	0	690	951	882	0	0	964	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	690	951	882	0	0	964	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	532	0	690	951	882	0	0	964	487
OvlAdjVol:						0						191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.33	0.28	0.00	0.00	0.20	0.30
OvlAdjV/S:						0.00						0.12
Crit Moves:				****			****				****	

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	223	392	1006	423	206	844	33	256	1227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	737	223	392	1006	423	206	844	33	256	1227	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	223	392	1006	423	206	844	33	256	1227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	737	223	392	1006	423	206	844	33	256	1227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	223	392	1006	423	206	844	33	256	1227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	737	223	392	1006	423	206	844	33	256	1227	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3885	1115	3200	5100	1700	3200	5100	1700	3200	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.20	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:			****	****			****					****

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

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

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

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	1708	8	72	1745	54	61	45	60	13	40	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1708	8	72	1745	54	61	45	60	13	40	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1708	8	72	1745	54	61	45	60	13	40	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1708	8	72	1745	54	61	45	60	13	40	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1708	8	72	1745	54	61	45	60	13	40	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1708	8	72	1745	54	61	45	60	13	40	112
OvlAdjVol:												36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3285	15	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.52	0.54	0.05	0.51	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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[Alternative 3] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
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	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	209	89	480	99	176	145	1806	38	25	1500	488
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	209	89	480	99	176	145	1806	38	25	1500	488
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	209	89	480	99	176	145	1806	38	25	1500	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	209	89	480	99	176	145	1806	38	25	1500	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	209	89	480	99	176	145	1806	38	25	1500	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	209	89	480	99	176	145	1806	38	25	1500	488
OvlAdjVol:												233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2344	956	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.15	0.06	0.10	0.09	0.53	0.02	0.02	0.44	0.29
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #8 Studebaker Road at SR-22 Westbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	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	1082	53	41	1131	0	0	0	0	1127	0	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1082	53	41	1131	0	0	0	0	1127	0	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1082	53	41	1131	0	0	0	0	1127	0	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1082	53	41	1131	0	0	0	0	1127	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1082	53	41	1131	0	0	0	0	1127	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	1082	53	41	1131	0	0	0	0	1127	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3051	149	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.03	0.35	0.00	0.00	0.00	0.00	0.39	0.00	0.00
Crit Moves:		****		****						****		

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #14 Bay Shore Avenue at 2nd Street

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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 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	9	27	292	181	29	13	12	1348	28	250	1197	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	27	292	181	29	13	12	1348	28	250	1197	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	27	292	181	29	13	12	1348	28	250	1197	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	27	292	181	29	13	12	1348	28	250	1197	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	27	292	181	29	13	12	1348	28	250	1197	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	27	292	181	29	13	12	1348	28	250	1197	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	44	132	1424	1299	208	93	1600	3135	65	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.21	0.11	0.14	0.14	0.01	0.43	0.43	0.16	0.37	0.16
Crit Moves:			****	****				****		****		

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

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Intersection #17 Pacific Coast Highway at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

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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:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	984	337	267	1063	415	308	1112	296	452	1145	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	984	337	267	1063	415	308	1112	296	452	1145	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	984	337	267	1063	415	308	1112	296	452	1145	336
OvlAdjVol:						244						188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.23	0.77	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3575	1225	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.09	0.22	0.26	0.11	0.23	0.19	0.16	0.24	0.21
OvlAdjV/S:						0.15						0.12
Crit Moves:	****				****			****		****		

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #19 Studebaker Road at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	424	0	977	1176	801	0	0	1050	644
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	424	0	977	1176	801	0	0	1050	644
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	424	0	977	1176	801	0	0	1050	644
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	424	0	977	1176	801	0	0	1050	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	424	0	977	1176	801	0	0	1050	644
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	424	0	977	1176	801	0	0	1050	644
OvlAdjVol:						0						408
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.41	0.25	0.00	0.00	0.22	0.40
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	200	236	821	253	441	886	22	265	918	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	849	200	236	821	253	441	886	22	265	918	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	200	236	821	253	441	886	22	265	918	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	849	200	236	821	253	441	886	22	265	918	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	200	236	821	253	441	886	22	265	918	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	849	200	236	821	253	441	886	22	265	918	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.43	0.57	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60
Final Sat.:	1600	4085	915	3200	5100	1700	3200	5100	1700	3200	2346	954
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.39	0.41
Crit Moves:			****	****			****					****

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	78	1461	14	124	1449	88	79	53	68	19	63	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1461	14	124	1449	88	79	53	68	19	63	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1461	14	124	1449	88	79	53	68	19	63	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1461	14	124	1449	88	79	53	68	19	63	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1461	14	124	1449	88	79	53	68	19	63	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1461	14	124	1449	88	79	53	68	19	63	170
OvlAdjVol:												38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3270	30	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.46	0.08	0.43	0.05	0.05	0.03	0.04	0.01	0.04	0.10
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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[Alternative 3] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #25 Seal Beach Boulevard at Pacific Coast Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	146	69	469	190	261	202	1220	45	73	1277	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	146	69	469	190	261	202	1220	45	73	1277	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	146	69	469	190	261	202	1220	45	73	1277	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	146	69	469	190	261	202	1220	45	73	1277	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	146	69	469	190	261	202	1220	45	73	1277	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	146	69	469	190	261	202	1220	45	73	1277	462
OvlAdjVol:												201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.36	0.64	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2273	1027	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.07	0.15	0.11	0.15	0.13	0.36	0.03	0.05	0.38	0.27
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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APPENDIX A-V

ALTERNATIVE #3 MITIGATION

[Alternative 3] [Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

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:	391	1158	326	242	958	166	232	1240	413	360	924	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1158	326	242	958	166	232	1240	413	360	924	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	1158	326	242	958	166	232	1240	413	360	924	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1158	326	242	958	166	232	1240	413	360	924	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1158	326	242	958	166	232	1240	413	360	924	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	1158	326	242	958	166	232	1240	413	360	924	306
OvlAdjVol:						37			196			172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.20	0.08	0.20	0.10	0.08	0.19	0.26	0.08	0.19	0.19
OvlAdjV/S:						0.02			0.12			0.11
Crit Moves:	****				****		****				****	

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[Alternative 3] [Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	54	737	223	392	1006	423	206	844	33	256	1227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	737	223	392	1006	423	206	844	33	256	1227	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	737	223	392	1006	423	206	844	33	256	1227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	737	223	392	1006	423	206	844	33	256	1227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	737	223	392	1006	423	206	844	33	256	1227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	737	223	392	1006	423	206	844	33	256	1227	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.13	0.12	0.20	0.25	0.06	0.17	0.02	0.08	0.44	0.46
Crit Moves:	****					****	****					****

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[Alternative 3] [Mitigation] AM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #23 Pacific Coast Highway at Marina Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
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:	122	1798	0	0	1795	13	0	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1798	0	0	1795	13	0	0	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1798	0	0	1795	13	0	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1798	0	0	1795	0	0	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1798	0	0	1795	0	0	0	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1798	0	0	1795	0	0	0	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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[Alternative 3] [Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Long Beach)

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

Intersection #17 Pacific Coast Highway at 2nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	984	337	267	1063	415	308	1112	296	452	1145	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	984	337	267	1063	415	308	1112	296	452	1145	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	984	337	267	1063	415	308	1112	296	452	1145	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	984	337	267	1063	415	308	1112	296	452	1145	336
OvlAdjVol:						244			64			188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.09	0.22	0.26	0.11	0.17	0.19	0.10	0.24	0.21
OvlAdjV/S:						0.15			0.04			0.12
Crit Moves:	****				****		****				****	

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[Alternative 3] [Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

Intersection #20 Seal Beach Boulevard at Westminster Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	58	849	200	236	821	253	441	886	22	265	918	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	849	200	236	821	253	441	886	22	265	918	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	849	200	236	821	253	441	886	22	265	918	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	849	200	236	821	253	441	886	22	265	918	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	849	200	236	821	253	441	886	22	265	918	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	849	200	236	821	253	441	886	22	265	918	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60
Final Sat.:	1600	5100	1700	3200	5100	1700	3200	5100	1700	3200	2346	954
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.12	0.07	0.16	0.15	0.14	0.17	0.01	0.08	0.39	0.41
Crit Moves:		****		****			****					****

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[Alternative 3] [Mitigation] PM Existing Plus Project Traffic Conditions
2-16-3779 2nd & PCH Project, Long Beach
(City of Seal Beach)

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

****

Intersection #23 Pacific Coast Highway at Marina Drive

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

****

Street Name:	Pacific Coast Highway						Marina Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	214	1472	0	0	1475	26	0	0	122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1472	0	0	1475	26	0	0	122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1472	0	0	1475	26	0	0	122	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1472	0	0	1475	0	0	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1472	0	0	1475	0	0	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1472	0	0	1475	0	0	0	122	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3400	0	0	3400	1700	0	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****				****			

****

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APPENDIX B

YEAR 2019 PLUS PROJECT TRAFFIC CONDITIONS LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX B-I

ALTERNATIVE #1

[Alternative 1] 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):	0.684
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	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	806	44	55	1151	0	0	0	0	503	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	806	44	55	1151	0	0	0	0	503	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	806	44	55	1151	0	0	0	0	503	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	806	44	55	1151	0	0	0	0	503	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	44	55	1151	0	0	0	0	503	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	806	44	55	1151	0	0	0	0	503	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3034	166	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.03	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:					****					****		

[Alternative 1] 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):	0.783
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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	1395	12	66	1159	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	1395	12	66	1159	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	1395	12	66	1159	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	1395	12	66	1159	250	331	17	93	3	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1395	12	66	1159	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	1395	12	66	1159	250	331	17	93	3	5	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.90	0.10	2.00	1.00	0.23	0.77
Final Sat.:	1600	3173	27	1600	3200	1600	3044	156	3200	1600	364	1236
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.04	0.36	0.16	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:		****		****			****				****	

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[Alternative 1] 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):	0.879
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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	1246	12	99	1284	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	1246	12	99	1284	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	1246	12	99	1284	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	1246	12	99	1284	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	22	302	157	10	10	9	1246	12	99	1284	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	1246	12	99	1284	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.07	0.92	0.89	0.05	0.06	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	24	107	1469	1419	90	90	1600	3169	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.11	0.11	0.01	0.39	0.39	0.06	0.40	0.09
Crit Moves:		****		****				****		****		

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[Alternative 1] 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):	0.985
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	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:	412	1190	364	249	969	174	240	1279	437	365	960	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	1190	364	249	969	174	240	1279	437	365	960	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	1190	364	249	969	174	240	1279	437	365	960	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	1190	364	249	969	174	240	1279	437	365	960	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	1190	364	249	969	174	240	1279	437	365	960	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	1190	364	249	969	174	240	1279	437	365	960	315
OvlAdjVol:						41						177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.30	0.70	2.00	3.00	1.00	2.00	2.98	1.02	2.00	3.00	1.00
Final Sat.:	2880	3676	1124	2880	4800	1600	2880	4770	1630	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.09	0.20	0.11	0.08	0.27	0.27	0.13	0.20	0.20
OvlAdjV/S:						0.03						0.11
Crit Moves:		****		****				****		****		

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[Alternative 1] 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):	0.895
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	549	0	717	1003	915	0	0	990	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	717	1003	915	0	0	990	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	717	1003	915	0	0	990	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	717	1003	915	0	0	990	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	0	717	1003	915	0	0	990	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	717	1003	915	0	0	990	507
OvlAdjVol:						0						202
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.22	0.35	0.29	0.00	0.00	0.21	0.32
OvlAdjV/S:						0.00						0.13
Crit Moves:				****			****				****	

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[Alternative 1] 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):	0.968
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	56	759	231	404	1036	436	212	877	34	269	1265	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	759	231	404	1036	436	212	877	34	269	1265	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	759	231	404	1036	436	212	877	34	269	1265	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	759	231	404	1036	436	212	877	34	269	1265	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	759	231	404	1036	436	212	877	34	269	1265	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	759	231	404	1036	436	212	877	34	269	1265	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3880	1120	3200	5100	1700	3200	5100	1700	3200	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.21	0.13	0.20	0.26	0.07	0.17	0.02	0.08	0.45	0.47
Crit Moves:			****	****			****					****

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[Alternative 1] 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):	0.840
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	36	1939	21	33	1499	92	49	9	259	16	4	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1939	21	33	1499	92	49	9	259	16	4	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1939	21	33	1499	92	49	9	259	16	4	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1939	21	33	1499	92	49	9	259	16	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1939	21	33	1499	92	49	9	259	16	4	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1939	21	33	1499	92	49	9	259	16	4	28
OvlAdjVol:									223			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.69	0.31	1.00	0.33	0.08	0.59
Final Sat.:	1600	4800	1600	1600	3200	1600	2703	497	1600	533	133	933
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.01	0.02	0.47	0.06	0.02	0.02	0.16	0.03	0.03	0.03
OvlAdjV/S:									0.14			
Crit Moves:	****				****				****		****	

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[Alternative 1] 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):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	51	1760	8	70	1809	54	60	46	62	16	41	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1760	8	70	1809	54	60	46	62	16	41	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1760	8	70	1809	54	60	46	62	16	41	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1760	8	70	1809	54	60	46	62	16	41	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1760	8	70	1809	54	60	46	62	16	41	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1760	8	70	1809	54	60	46	62	16	41	116
OvlAdjVol:												42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3286	14	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.55	0.04	0.53	0.03	0.04	0.03	0.04	0.01	0.02	0.07
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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[Alternative 1] 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):	0.914
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	217	92	497	107	181	151	1857	39	26	1542	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	1857	39	26	1542	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	1857	39	26	1542	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	1857	39	26	1542	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	217	92	497	107	181	151	1857	39	26	1542	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	1857	39	26	1542	504
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.40	0.60	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2347	953	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.10	0.16	0.06	0.11	0.09	0.55	0.02	0.02	0.45	0.30
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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[Alternative 1] 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 #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	1783	2	2	1699	73	213	1	50	2	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1783	2	2	1699	73	213	1	50	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1783	2	2	1699	73	213	1	50	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1783	2	2	1699	73	213	1	50	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1783	2	2	1699	73	213	1	50	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1783	2	2	1699	73	213	1	50	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	2.00	0.02	0.98	0.67	0.00	0.33
Final Sat.:	1600	3296	4	1600	3168	132	3200	31	1569	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.56	0.00	0.54	0.55	0.07	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					****

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[Alternative 1] 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):	0.953
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	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	1112	59	42	1152	0	0	0	0	1183	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	1112	59	42	1152	0	0	0	0	1183	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	1112	59	42	1152	0	0	0	0	1183	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	1112	59	42	1152	0	0	0	0	1183	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1112	59	42	1152	0	0	0	0	1183	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	1112	59	42	1152	0	0	0	0	1183	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	3039	161	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.03	0.36	0.00	0.00	0.00	0.00	0.41	0.00	0.00
Crit Moves:		****		****						****		

[Alternative 1] 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):	0.892
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	1 1	0	1 0	2 0	1	1 1	0 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	145	1677	4	22	1371	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	1677	4	22	1371	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	1677	4	22	1371	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	1677	4	22	1371	699	380	6	98	12	17	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1677	4	22	1371	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	1677	4	22	1371	699	380	6	98	12	17	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.97	0.03	2.00	1.00	0.20	0.80
Final Sat.:	1600	3192	8	1600	3200	1600	3150	50	3200	1600	328	1272
Capacity Analysis Module:												
Vol/Sat:	0.09	0.53	0.53	0.01	0.43	0.44	0.12	0.12	0.03	0.01	0.05	0.05
Crit Moves:		****		****				****			****	

[Alternative 1] 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):	1.044
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	1363	29	258	1223	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	1363	29	258	1223	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	1363	29	258	1223	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	1363	29	258	1223	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	301	186	30	13	12	1363	29	258	1223	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	1363	29	258	1223	262
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.08	0.89	0.81	0.13	0.06	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	43	133	1425	1300	210	91	1600	3133	67	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.12	0.14	0.14	0.01	0.44	0.43	0.16	0.38	0.16
Crit Moves:		****		****				****		****		

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[Alternative 1] 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):	0.924
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			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:	446	984	351	275	1049	433	312	1134	317	385	1242	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	984	351	275	1049	433	312	1134	317	385	1242	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	984	351	275	1049	433	312	1134	317	385	1242	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	984	351	275	1049	433	312	1134	317	385	1242	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	984	351	275	1049	433	312	1134	317	385	1242	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	984	351	275	1049	433	312	1134	317	385	1242	346
OvlAdjVol:						260						193
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.21	0.79	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3538	1262	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.10	0.22	0.27	0.11	0.24	0.20	0.13	0.26	0.22
OvlAdjV/S:						0.16						0.12
Crit Moves:		****		****				****		****		

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[Alternative 1] 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):	0.983
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	E

Street Name:	Studebaker Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	2 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	442	0	1003	1203	827	0	0	1067	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	1003	1203	827	0	0	1067	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	1003	1203	827	0	0	1067	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	1003	1203	827	0	0	1067	665
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	1003	1203	827	0	0	1067	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	1003	1203	827	0	0	1067	665
OvlAdjVol:						0						419
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	3200	2880	3200	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.31	0.42	0.26	0.00	0.00	0.22	0.42
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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[Alternative 1] 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):	0.959
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	E

Street Name:	Seal Beach Boulevard						Westminster Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	2 0	3 0	1	2 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	60	874	202	243	846	261	454	919	23	282	933	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	874	202	243	846	261	454	919	23	282	933	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	874	202	243	846	261	454	919	23	282	933	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	874	202	243	846	261	454	919	23	282	933	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	874	202	243	846	261	454	919	23	282	933	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	874	202	243	846	261	454	919	23	282	933	402
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	1.00	2.44	0.56	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.40	0.60
Final Sat.:	1600	4099	901	3200	5100	1700	3200	5100	1700	3200	2336	964
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.08	0.17	0.15	0.14	0.18	0.01	0.09	0.40	0.42
Crit Moves:			****	****			****					****

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[Alternative 1] 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):	0.890
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Pacific Coast Highway						Studebaker Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	157	1492	33	46	1347	104	161	15	285	84	43	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1492	33	46	1347	104	161	15	285	84	43	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1492	33	46	1347	104	161	15	285	84	43	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1492	33	46	1347	104	161	15	285	84	43	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1492	33	46	1347	104	161	15	285	84	43	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1492	33	46	1347	104	161	15	285	84	43	50
OvlAdjVol:									128			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.83	0.17	1.00	0.48	0.24	0.28
Final Sat.:	1600	4800	1600	1600	3200	1600	2927	273	1600	759	389	452
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.02	0.03	0.42	0.07	0.05	0.06	0.18	0.11	0.11	0.11
OvlAdjV/S:									0.08			
Crit Moves:	****				****				****		****	

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[Alternative 1] 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):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Pacific Coast Highway						Main Street/Bolsa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	1495	14	116	1491	85	76	55	70	24	65	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1495	14	116	1491	85	76	55	70	24	65	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1495	14	116	1491	85	76	55	70	24	65	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1495	14	116	1491	85	76	55	70	24	65	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1495	14	116	1491	85	76	55	70	24	65	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1495	14	116	1491	85	76	55	70	24	65	179
OvlAdjVol:												56
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3270	30	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.47	0.07	0.44	0.05	0.05	0.03	0.04	0.02	0.04	0.11
OvlAdjV/S:												0.03
Crit Moves:			****	****			****				****	

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[Alternative 1] 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):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Seal Beach Boulevard						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	20	155	71	485	199	269	213	1247	46	75	1290	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	1247	46	75	1290	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	1247	46	75	1290	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	1247	46	75	1290	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	71	485	199	269	213	1247	46	75	1290	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	1247	46	75	1290	478
OvlAdjVol:												209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.37	0.63	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2295	1005	3200	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.15	0.12	0.16	0.13	0.37	0.03	0.05	0.38	0.28
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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[Alternative 1] 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):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Pacific Coast Highway						1st Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	0	1 0	1 0	0	0 0
Volume Module:												
Base Vol:	70	1600	0	3	1804	124	172	0	44	1	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1600	0	3	1804	124	172	0	44	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1600	0	3	1804	124	172	0	44	1	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1600	0	3	1804	124	172	0	44	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1600	0	3	1804	124	172	0	44	1	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1600	0	3	1804	124	172	0	44	1	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	0.00	1.00	1.87	0.13	2.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1600	3300	0	1600	3094	206	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.00	0.00	0.58	0.60	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****			****		

APPENDIX B-II

ALTERNATIVE #1 MITIGATION

[Alternative 1] [Mitigation] AM Year 2019 Cumulative Plus Project Traffic Condi
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):	0.856
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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	1849	0	0	1842	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	1849	0	0	1842	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	1849	0	0	1842	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	1849	0	0	1842	0	0	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1849	0	0	1842	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	1849	0	0	1842	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	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

[Alternative 1] [Mitigation] PM Year 2019 Cumulative Plus Project Traffic Condi
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):	0.808
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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	1501	0	0	1496	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	1501	0	0	1496	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	1501	0	0	1496	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	1501	0	0	1496	0	0	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1501	0	0	1496	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	1501	0	0	1496	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	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			

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APPENDIX B-III

ALTERNATIVE #2

[Alternative 2] 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):	0.687
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	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	814	44	55	1161	0	0	0	0	502	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	814	44	55	1161	0	0	0	0	502	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	814	44	55	1161	0	0	0	0	502	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	814	44	55	1161	0	0	0	0	502	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	814	44	55	1161	0	0	0	0	502	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	814	44	55	1161	0	0	0	0	502	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	3036	164	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.03	0.36	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:					****					****		

[Alternative 2] 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):	0.786
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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	1404	12	66	1168	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	1404	12	66	1168	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	1404	12	66	1168	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	1404	12	66	1168	250	331	17	93	3	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1404	12	66	1168	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	1404	12	66	1168	250	331	17	93	3	5	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.90	0.10	2.00	1.00	0.23	0.77
Final Sat.:	1600	3173	27	1600	3200	1600	3044	156	3200	1600	364	1236
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.04	0.37	0.16	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:		****		****			****				****	

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[Alternative 2] 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):	0.890
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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	0	1 0	2 0	1
Volume Module:												
Base Vol:	5	22	302	157	10	10	9	1282	12	99	1310	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	1282	12	99	1310	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	1282	12	99	1310	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	1282	12	99	1310	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	22	302	157	10	10	9	1282	12	99	1310	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	1282	12	99	1310	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	3170	30	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.10	0.11	0.11	0.01	0.40	0.40	0.06	0.41	0.09
Crit Moves:		****		****				****		****		

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[Alternative 2] 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):	0.999
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	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:	409	1215	361	249	1010	174	247	1290	433	388	957	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	1215	361	249	1010	174	247	1290	433	388	957	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	1215	361	249	1010	174	247	1290	433	388	957	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	1215	361	249	1010	174	247	1290	433	388	957	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1215	361	249	1010	174	247	1290	433	388	957	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	1215	361	249	1010	174	247	1290	433	388	957	315
OvlAdjVol:						37						177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.31	0.69	2.00	3.00	1.00	2.00	2.99	1.01	2.00	3.00	1.00
Final Sat.:	2880	3701	1099	2880	4800	1600	2880	4792	1608	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	0.13	0.20	0.20
OvlAdjV/S:						0.02						0.11
Crit Moves:		****		****				****		****		

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[Alternative 2] 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)

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Intersection #19 Studebaker Road at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

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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	726	1012	915	0	0	1000	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	726	1012	915	0	0	1000	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	726	1012	915	0	0	1000	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	726	1012	915	0	0	1000	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	549	0	726	1012	915	0	0	1000	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	726	1012	915	0	0	1000	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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[Alternative 2] 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):	0.973
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	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	239	404	1036	436	212	877	34	269	1275	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	239	404	1036	436	212	877	34	269	1275	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	239	404	1036	436	212	877	34	269	1275	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	239	404	1036	436	212	877	34	269	1275	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	759	239	404	1036	436	212	877	34	269	1275	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	239	404	1036	436	212	877	34	269	1275	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	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3851	1149	3200	5100	1700	3200	5100	1700	3200	2800	500
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:			****	****			****					****

[Alternative 2] 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):	0.852
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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:	47	1968	21	33	1537	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:	47	1968	21	33	1537	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:	47	1968	21	33	1537	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:	47	1968	21	33	1537	92	49	9	259	16	4	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1968	21	33	1537	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:	47	1968	21	33	1537	92	49	9	259	16	4	28
OvlAdjVol:									212			
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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[Alternative 2] 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):	0.774
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:	51	1789	8	78	1830	57	64	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	1789	8	78	1830	57	64	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	1789	8	78	1830	57	64	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	1789	8	78	1830	57	64	46	62	16	41	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1789	8	78	1830	57	64	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	1789	8	78	1830	57	64	46	62	16	41	116
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	1.99	0.01	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3286	14	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.56	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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[Alternative 2] 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 #25 Seal Beach Boulevard at Pacific Coast Highway

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

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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	1878	39	26	1571	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	1878	39	26	1571	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	1878	39	26	1571	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	1878	39	26	1571	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	217	92	497	107	181	151	1878	39	26	1571	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	1878	39	26	1571	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	0.46	0.30
OvlAdjV/S:												0.14
Crit Moves:			****	****				****		****		

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[Alternative 2] 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 #29 Pacific Coast Highway at 1st Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
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	1 1	0	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	17	1821	2	2	1735	75	215	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	1821	2	2	1735	75	215	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	1821	2	2	1735	75	215	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	1821	2	2	1735	75	215	1	50	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1821	2	2	1735	75	215	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	1821	2	2	1735	75	215	1	50	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.92	0.08	2.00	0.02	0.98	0.67	0.00	0.33
Final Sat.:	1600	3296	4	1600	3167	133	3200	31	1569	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.57	0.00	0.55	0.57	0.07	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****					****	****					****

[Alternative 2] 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):	0.964
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	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	1133	59	42	1177	0	0	0	0	1196	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	1133	59	42	1177	0	0	0	0	1196	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	1133	59	42	1177	0	0	0	0	1196	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	1133	59	42	1177	0	0	0	0	1196	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1133	59	42	1177	0	0	0	0	1196	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	1133	59	42	1177	0	0	0	0	1196	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	3042	158	1600	3200	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.03	0.37	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Crit Moves:		****		****						****		

[Alternative 2] 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):	0.901
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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	1707	4	22	1409	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	1707	4	22	1409	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	1707	4	22	1409	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	1707	4	22	1409	699	380	6	98	12	17	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1707	4	22	1409	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	1707	4	22	1409	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	0.53	0.53	0.01	0.44	0.44	0.12	0.12	0.03	0.01	0.05	0.05
Crit Moves:		****		****				****			****	

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[Alternative 2] 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):	1.063
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	1424	29	258	1276	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	1424	29	258	1276	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	1424	29	258	1276	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	1424	29	258	1276	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	301	186	30	13	12	1424	29	258	1276	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	1424	29	258	1276	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	3136	64	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.12	0.14	0.14	0.01	0.45	0.45	0.16	0.40	0.16
Crit Moves:		****		****				****		****		

[Alternative 2] 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):	0.988
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	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:	442	1041	364	275	1130	433	325	1156	313	513	1176	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	1041	364	275	1130	433	325	1156	313	513	1176	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	1041	364	275	1130	433	325	1156	313	513	1176	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	1041	364	275	1130	433	325	1156	313	513	1176	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	1041	364	275	1130	433	325	1156	313	513	1176	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	1041	364	275	1130	433	325	1156	313	513	1176	346
OvlAdjVol:						252						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	2.22	0.78	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	3556	1244	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.29	0.10	0.24	0.27	0.11	0.24	0.20	0.18	0.25	0.22
OvlAdjV/S:						0.16						0.12
Crit Moves:	****				****			****		****		

[Alternative 2] 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)

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Intersection #19 Studebaker Road at 2nd Street

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	15	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	E

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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	1041	1233	832	0	0	1092	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	1041	1233	832	0	0	1092	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	1041	1233	832	0	0	1092	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	1041	1233	832	0	0	1092	665
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	1041	1233	832	0	0	1092	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	1041	1233	832	0	0	1092	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	0.43	0.26	0.00	0.00	0.23	0.42
OvlAdjV/S:						0.00						0.26
Crit Moves:				****			****					****

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[Alternative 2] 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):	0.970
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	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	218	243	846	261	454	924	23	282	958	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	218	243	846	261	454	924	23	282	958	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	218	243	846	261	454	924	23	282	958	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	218	243	846	261	454	924	23	282	958	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	874	218	243	846	261	454	924	23	282	958	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	218	243	846	261	454	924	23	282	958	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	2.40	0.60	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.41	0.59
Final Sat.:	1600	4042	958	3200	5100	1700	3200	5100	1700	3200	2354	946
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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[Alternative 2] 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):	0.913
Loss Time (sec):	18	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	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:	175	1542	33	46	1422	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:	175	1542	33	46	1422	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:	175	1542	33	46	1422	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:	175	1542	33	46	1422	104	161	15	285	84	43	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1542	33	46	1422	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:	175	1542	33	46	1422	104	161	15	285	84	43	50
OvlAdjVol:									110			
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	0.32	0.02	0.03	0.44	0.07	0.05	0.06	0.18	0.11	0.11	0.11
OvlAdjV/S:									0.07			
Crit Moves:	****				****				****		****	

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[Alternative 2] 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):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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	1545	14	132	1535	91	83	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	1545	14	132	1535	91	83	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	1545	14	132	1535	91	83	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	1545	14	132	1535	91	83	55	70	24	65	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1545	14	132	1535	91	83	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	1545	14	132	1535	91	83	55	70	24	65	179
OvlAdjVol:												39
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	3271	29	1600	3400	1700	1600	1700	1700	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.49	0.08	0.45	0.05	0.05	0.03	0.04	0.02	0.04	0.11
OvlAdjV/S:												0.02
Crit Moves:			****	****			****				****	

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[Alternative 2] 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):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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	1291	46	75	1340	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	1291	46	75	1340	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	1291	46	75	1340	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	1291	46	75	1340	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	71	485	199	269	213	1291	46	75	1340	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	1291	46	75	1340	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	0.39	0.28
OvlAdjV/S:												0.12
Crit Moves:			****			****	****				****	

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[Alternative 2] 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):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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	1664	0	3	1876	127	176	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	1664	0	3	1876	127	176	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	1664	0	3	1876	127	176	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	1664	0	3	1876	127	176	0	44	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1664	0	3	1876	127	176	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	1664	0	3	1876	127	176	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	3097	203	3200	0	1600	1600	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	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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