Appendix G

Traffic Report

Long Beach Airport Terminal Improvement Project Traffic Impact Analysis

Prepared for

City of Long Beach

Prepared by

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TABLE OF CONTENTS

1.0 TRANSPORTATION AND CIRCULATION 1

2.0 EXISTING CONDITIONS 5

2.1 FIELD INVENTORY 5
2.2 EXISTING TRAFFIC VOLUMES 7
2.3 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY FOR SIGNALIZED INTERSECTIONS 7
2.4 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY FOR UNSIGNALIZED INTERSECTIONS. 7
2.5 EXISTING TRANSIT SYSTEM 10
2.6 EXISTING TRAFFIC OPERATIONS ANALYSIS 10
2.8 EXISTING INTERSECTION ANALYSIS 10

3.0 TRIP GENERATION AND TRIP DISTRIBUTION METHODOLOGIES 13

3.1 GENERALIZED PROJECT ASSUMPTIONS 13
3.2 TRIP GENERATION METHODOLOGY 13
3.2 TRIP DISTRIBUTION METHODOLOGY 16

4.0 CEQA EXISTING WITH OPTIMIZED FLIGHTS ANALYSIS 18

4.1 PROJECT ASSUMPTIONS 18
4.2 EXISTING WITH OPTIMIZED FLIGHTS ANALYSIS AND IMPACTS 18
4.3 MITIGATION MEASURES 21

5.0 2020 WITH OPTIMIZED FLIGHTS PROJECT ANALYSIS 23

5.1 BACKGROUND GROWTH AND CUMULATIVE PROJECTS 23
5.2 2020 'NO-PROJECT' WITH OPTIMIZED FLIGHTS TRAFFIC ANALYSIS 23
5.3 2020 PROPOSED PROJECT WITH OPTIMIZED FLIGHTS TRAFFIC ANALYSIS 27
5.4 2020 PARKING IMPACT AND MITIGATION 27

6.0 CONGESTION MANAGEMENT PROGRAM ANALYSIS 30

7.0 CONSTRUCTION IMPACT ANALYSIS 32

LIST OF TABLES

Table 1 Level of Service Criteria for Signalized Intersections 9

Table 2 Level of Service Criteria for Unsignalized Intersections 10

Table 3 Existing Weekday Peak-Hour Intersection Levels of Service 12

Table 4 Existing Conditions Trip Generation Analysis at Long Beach Airport 14

Table 5 Trip Generation Methodology Comparison 15

Table 6 Airport Trip Generation Summary 16

Table 7 Existing and CEQA Existing with Optimized Flights Peak-Hour Intersection Levels of Service 20

Table 8 2020 No-Project with Optimized Flights Peak-Hour Intersection Levels of Service 26

Table 9 2020 No-Project with Optimized Flights and 2020 Proposed Project with Optimized Flights Peak-Hour Intersection Levels of Service 29

Table 10 CMP Freeway Analysis 31

LISTS OF FIGURES

Exhibit 1 – Long Beach Airport Vicinity Map 2

Exhibit 2 – Study Intersections 3

Exhibit 3 – Existing Lane Configuration 6

Exhibit 4 – Existing Peak Hour Volumes 8

Exhibit 5 - Existing Transit Service 11

Exhibit 6 - Trip Distribution AM & PM 17

Exhibit 7 – Existing With Optimized Flights Volumes - AM(PM) 19

Exhibit 8 – 2020 Lane Configurations 24

Exhibit 9 - 2020 No-Project Volumes (Optimized Flights) - AM(PM) 25

Exhibit 10 - 2020 Proposed Project Volume (Optimized Flights – AM(PM) 28

1.0 TRANSPORTATION AND CIRCULATION

The purpose of this traffic impact analysis report is to identify and analyze the potential impacts of the Long Beach Airport Terminal Improvements Project on the local and regional transportation system in the vicinity of the project. The project would be implemented at Long Beach Airport in the City of Long Beach, Los Angeles County. The Airport is located on approximately 1,166 acres in central Long Beach, on Donald Douglas Drive and is located just north of Interstate-405 ("I-405") and generally bound by Cherry Avenue to the west, City of Lakewood and the future Douglas Park project to the north, and Lakewood Boulevard to the east. The project study area is shown in Exhibit 1.

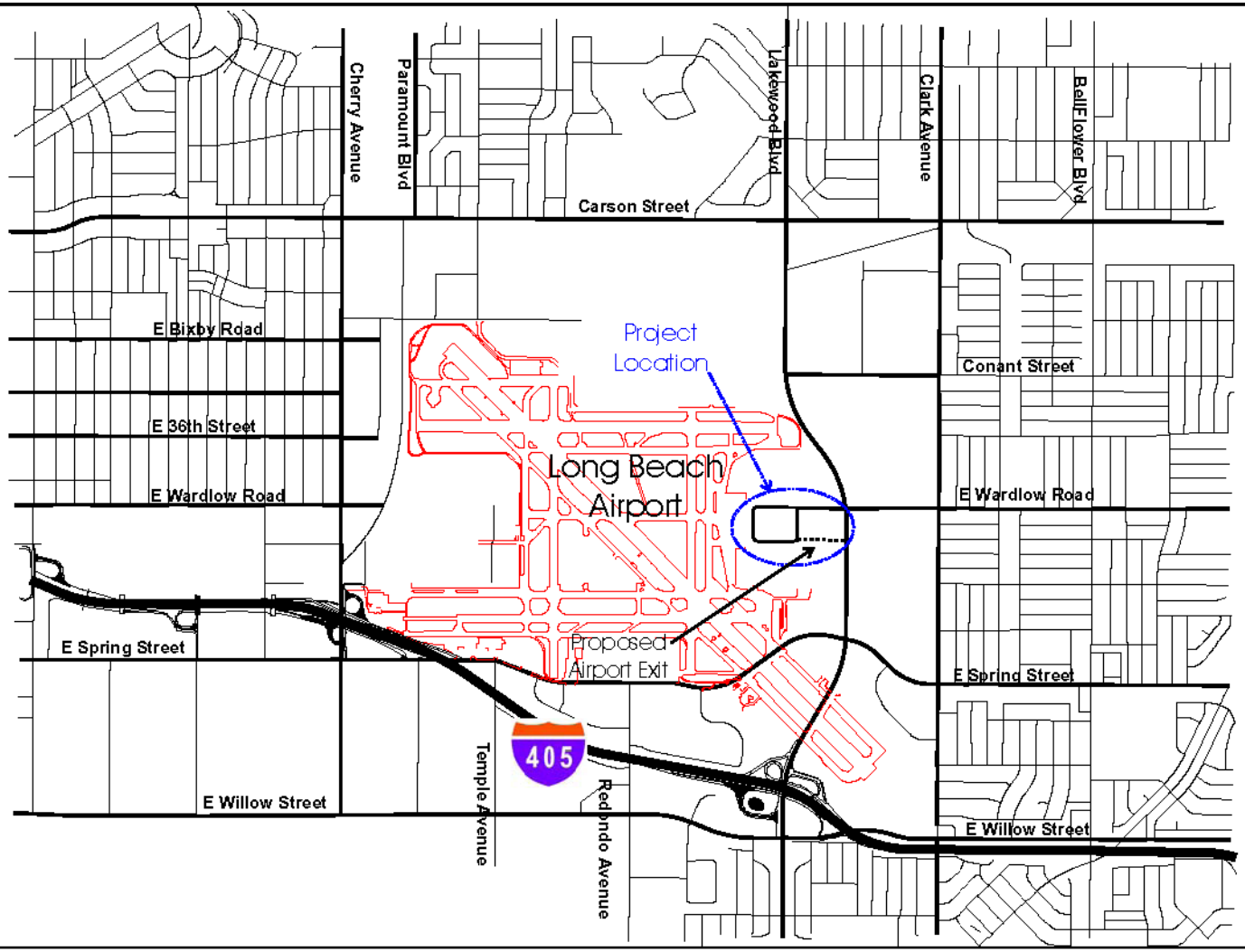
The proposed project includes construction of, or alteration to, the 13 areas listed and described below:

- Holdrooms
- Concession Area
- Passenger Security Screening
- Baggage Security Screening
- Baggage Claim Devices
- Baggage Service Office
- Restrooms
- Office Space
- Ticketing Facilities
- Airline Gates
- Aircraft Parking Positions
- Vehicular Parking Structure
- Traffic and Pedestrian Circulation

Vehicular access to the Airport will continue to be provided at Lakewood Boulevard at Donald Douglas Drive/East Wardlow Road. The project would also include the extension of the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard, with southbound Lakewood Boulevard access only (right turn only). Parking is currently available on-site, and in a leased airport-operated satellite parking lot located on Conant Street between Lakewood Boulevard and Clark Avenue.

The study analyzed the following 20 signalized and unsignalized intersections (intersection numbers correlate to the intersection numbers on Exhibit 2)

1 Carson St. & Cherry Ave.
2 Carson St. & Paramount Blvd.
3 Carson St. & Lakewood Blvd.
4 Carson St. & Clark Ave.
5 Bixby Rd. & Cherry Ave.
6 Conant St. & Lakewood Blvd.
7 Conant St. & Clark Ave.
8 36th St. & Cherry Ave.



Long Beach Airport Vicinity Map

Exhibit # 1

Long Beach Airport

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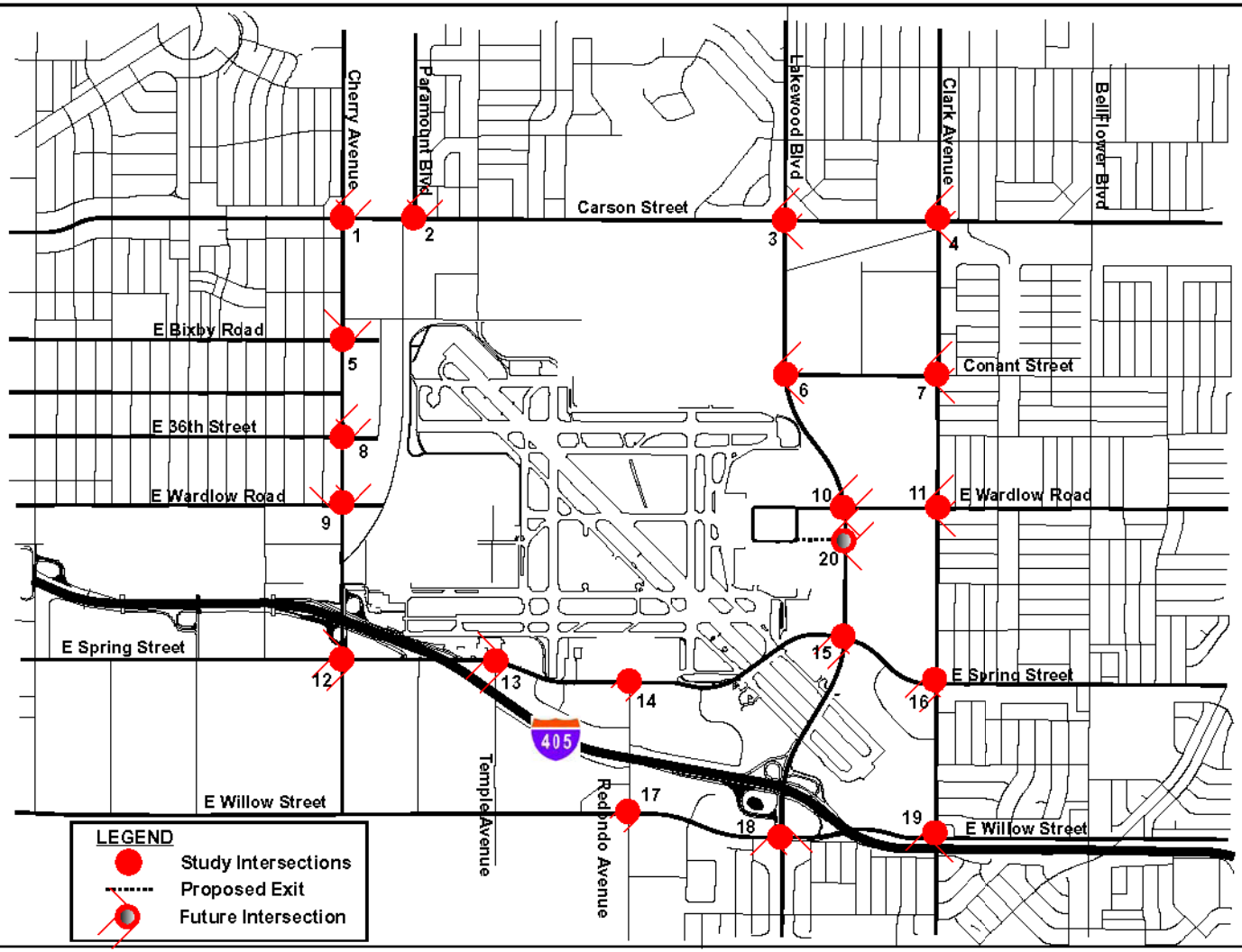

Study Intersections

Exhibit # 2

Long Beach Airport

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9 Wardlow Rd. & Cherry Ave.
10 Wardlow Rd / Douglas Dr. & Lakewood Blvd.
11 Wardlow Rd. & Clark Ave.
12 Spring St. & Cherry Ave.
13 Spring St. & Temple Ave.
14 Spring St. & Redondo Ave.
15 Spring St. & Lakewood Blvd.
16 Spring St. & Clark Ave.
17 Willow St. & Redondo Ave.
18 Willow St. & Lakewood Blvd.
19 Willow St. & Clark Ave.
20 New Exit & Lakewood Blvd. (only assumed in plus project conditions)

The study focused on the potential project impacts for the weekday AM and PM peak hours (the busiest morning hour between 7 and 9 AM and afternoon hour between 4 and 6 PM). The analysis contained in this report has been completed according to the guidelines set forth by the City of Long Beach, the County of Los Angeles Congestion Management Program, as well as standard practices of the traffic engineering profession.

In order to ensure consistency with the nearby Douglas Park project, data from the Douglas Park traffic study was used in this report. For existing conditions, some existing traffic volumes from the Douglas Park study were used and adjusted for 2005 conditions; while new traffic counts were taken in 2004 at two locations. For future project conditions, traffic volumes from the Douglas Park EIR traffic study are considered future baseline volumes for the airport terminal improvements project.

2.0 EXISTING CONDITIONS

This section discusses existing conditions and describes the analytical approach to the traffic analysis.

2.1 Field Inventory

A field inventory was conducted for the 20 intersection locations that were identified by the City of Long Beach staff for inclusion in the traffic study. Existing lane configurations are shown in Exhibit 3.

The field inventory included review of the following existing conditions:

- Intersection geometric layout
- Lane configuration
- Posted speed limits
- Signal phasing
- Land uses
- Curbside parking
- Bus stop locations

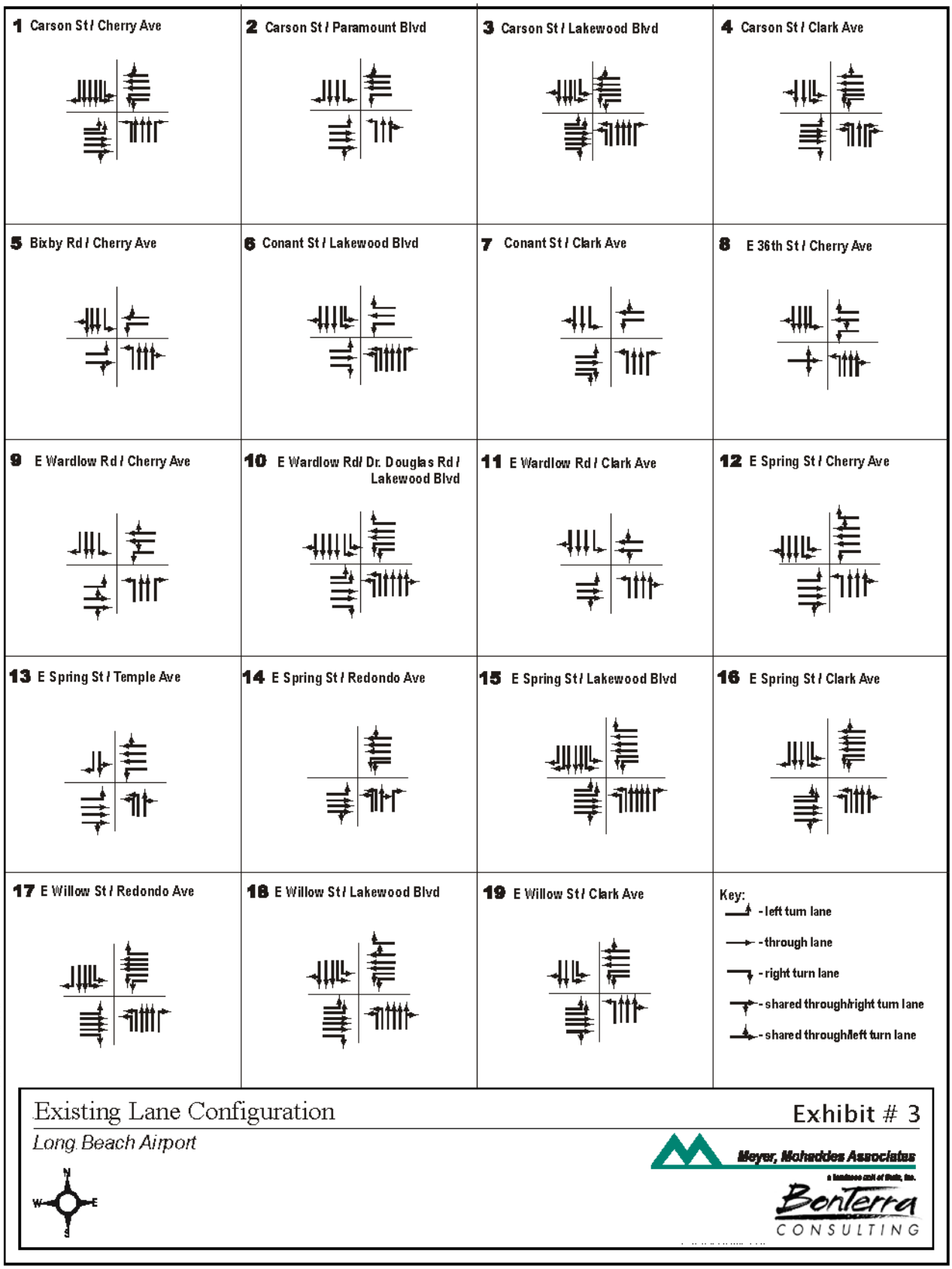
As previously noted, the existing roadway network within the study area is illustrated in Exhibit 1. All passenger access to the airport is via Donald Douglas Drive and Lakewood Boulevard. The characteristics of key streets adjacent to the site were also observed in the field and are described below.

Lakewood Boulevard is a north-south facility, classified as a regional roadway in the City of Long Beach's General Plan. It is currently four-lanes in each direction within the study area, with a raised median and a 40 MPH speed limit. 2001 daily traffic volumes were approximately 47,000 vehicles per day.

Donald Douglas Drive is the entrance road to the Long Beach Airport, but also supplies access to a limited amount of office space, and Million Air, a franchised general aviation services company. As can be seen in Exhibit 1, Donald Douglas Drives forms a loop through the airport, and only allows one-way traffic as it passes by the terminal. The roadway is two lanes in each direction. 2004 daily traffic volumes were approximately 16,000 vehicles per day.

Wardlow Road, opposite Donald Douglas Drive at Lakewood Boulevard, is a four lane roadway with a 35 MPH speed limit. This roadway is classified as a Minor Roadway in the City's General Plan. 2001 traffic volumes were approximately 8,400 vehicles per day.

The City of Long Beach is currently updating the Mobility Element of the General Plan, and any changes to the functional classifications of any of the project roadways is unknown at this time.



Existing Lane Configuration

Exhibit # 3

Long Beach Airport

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2.2 Existing Traffic Volumes

Intersection traffic counts for the weekday morning and evening peak traffic periods (7-9 AM and 4-6 PM) were obtained through two means. To ensure consistency with Douglas Park, existing traffic volumes for 17 study intersections were taken from the Douglas Park traffic study, and adjusted using a City supplied growth factor, in order to adjust them to 2005 conditions. At Lakewood Boulevard/Donald Douglas Drive, new AM and PM peak period turning movement traffic counts were taken in May 2004 and adjusted to 2005 conditions. The intersection of Cherry Avenue and E. 36th Street was not analyzed in the Douglas Park traffic study, and new counts were taken April 2005. The analysis considered the busiest hour of airport related traffic within each of the two peak periods. Exhibit 4 illustrates the existing traffic volumes at each of the study intersections for peak hours. Summary tables of the count data are included in the Appendix.

2.3 Traffic Operations Analysis Methodology for Signalized Intersections

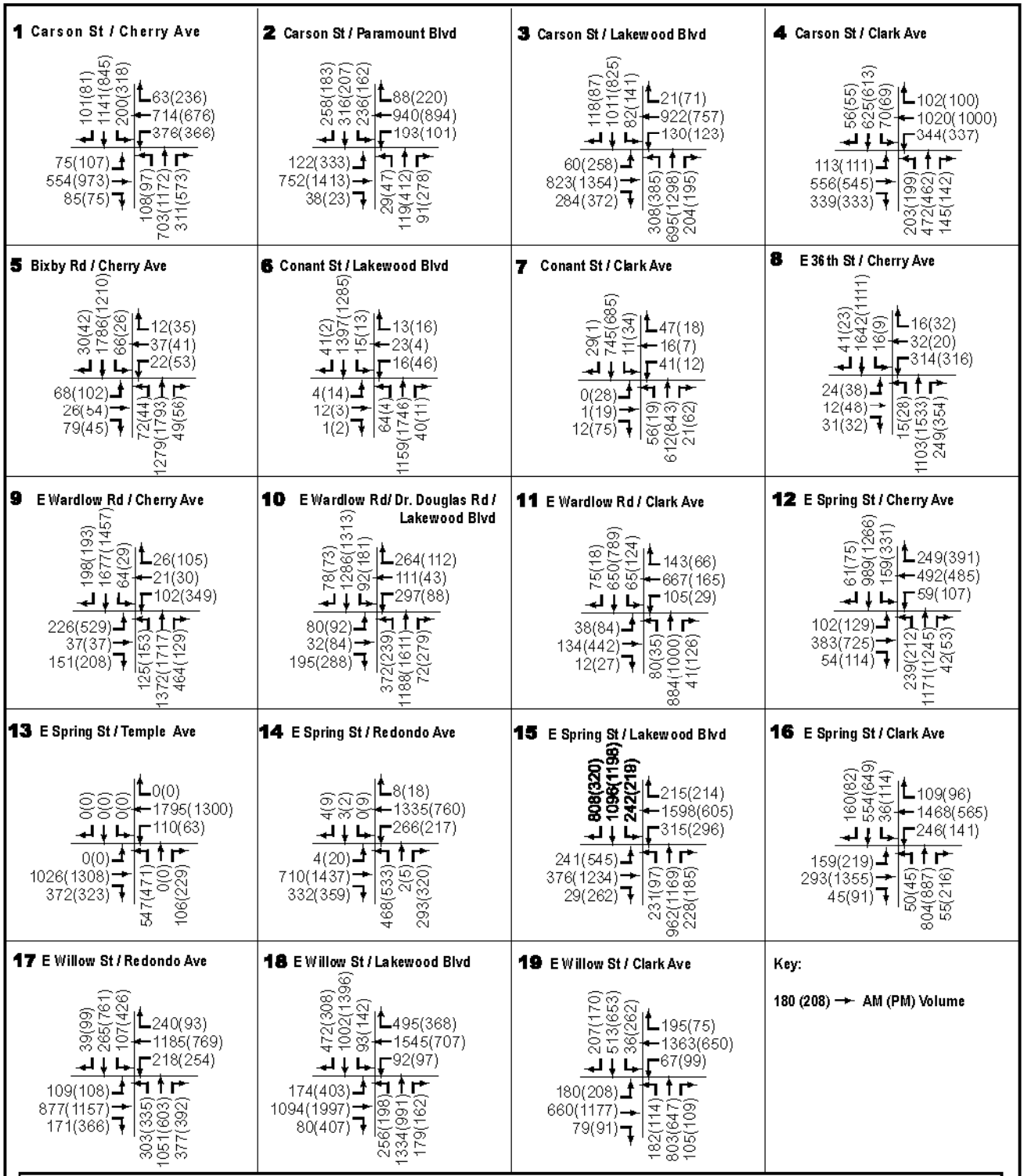
The Intersection Capacity Utilization (ICU) method of intersection analysis, per the City of Long Beach guidelines, was used to determine the intersection volume-to-capacity ratio (V/C) and corresponding level of service (LOS) based on the turning movements and intersection characteristics at the signalized intersections. A capacity value of 1,600 vehicles per hour per lane was used with a loss time factor of that varied from 0.10 to 0.18 (loss factor accounts for the yellow and all red phases of a traffic signal when no traffic moves through the intersection) depending on the number of critical phases in the traffic signal. The V/C for the intersection corresponds to a LOS value, which describes the intersection operations.

Levels of Service vary from A through F, with A representing the best possible conditions, free flow, and F representing forced flow or failing/congested conditions. Generally, LOS D or better is considered acceptable in urban areas such as the study area for the proposed project. However, some locations in the study area are currently operating with levels of service in the E and F range. For this analysis, the ranges of volume-to-capacity ratios summarized in Table 1 were used to determine LOS for signalized study intersections.

2.4 Traffic Operations Analysis Methodology for Unsignalized Intersections

The only unsignalized intersection in this traffic study is at the new proposed exit from the Airport. This new exit would be a one-way eastbound exit (located south of the Lakewood/Donald Douglas intersection), and would allow only eastbound right turns onto southbound Lakewood Boulevard. This intersection is analyzed only under the plus project conditions, and was evaluated using the Highway Capacity Methodology (HCM 2000) for unsignalized intersections. This methodology estimates the average total delay for each of the traffic movements and determines the level of service for each movement. The overall average delay is measured in seconds per vehicle, and level of service is then calculated for the entire intersection.

The HCM delay value is translated to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM delay value range, as shown in Table 2.



Existing Peak Hour Volume - AM(PM)

Exhibit # 4

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Table 1
Level of Service Criteria for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.81-.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00
Source:	*Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.	

Table 2
Level of Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Highway Capacity Manual Average Control Delay (sec/veh)	Level of Service Description
A	< 10	Little or no delay
B	> 10 and < 15	Short traffic delays
C	> 15 and < 25	Average traffic delays
D	> 25 and < 35	Long traffic delays
E	> 35 and < 50	Very long traffic delays
F	> 50	Severe congestion

2.5 Existing Transit System

Long Beach Airport is currently served by one Long Beach Transit route, which provides easy connection and transfers to major locations in the Los Angeles and Orange Counties.

Long Beach Transit Route # 111 runs between downtown Long Beach and Lakewood Center Mall. Starting its service from the downtown Long Beach transit mall, this route travels through Long Beach along Broadway, crossing Cherry Avenue, Redondo Avenue; then along Ximeno Avenue to Lakewood Boulevard. It then proceeds northerly along Lakewood Boulevard, proceeds through the Long Beach Airport, then continues north towards the Lakewood Mall and South Street where it then continues southerly back to downtown Long Beach.

During weekdays this route starts operation at about 5 AM in the morning and runs until 12:30 AM, with headways of about 30 minutes until 6:30 PM and a 60-minute headway thereafter. During weekends and holidays the route operates from about 5:40 AM to 12:30 AM, with headways of about 60 minutes. This route is illustrated in Exhibit 5.

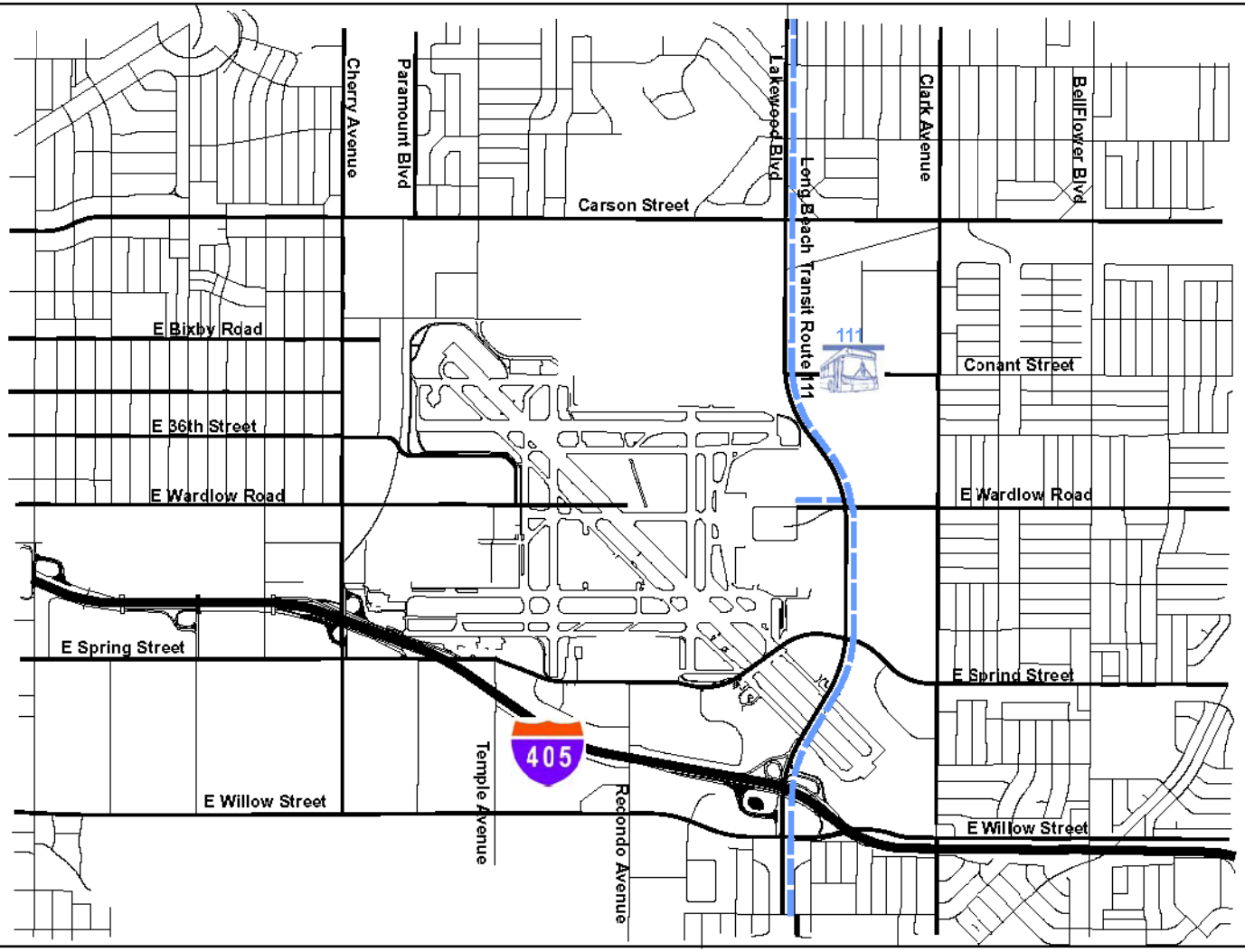
2.6 Existing Traffic Operations Analysis

Previous sections of this report have summarized existing physical conditions within the study area, and the existing traffic volumes within the study area. The next step of the study is to determine the existing traffic operating conditions of the study intersections.

Based on the peak one-hour traffic volumes in the study area during the peak analysis periods and the analytical methodology described in Section 2.4, the weekday AM and PM peak-hour intersection levels of service were analyzed at the study intersections. All existing conditions intersection capacity analyses were performed using the TRAFFIX software program.

2.8 Existing Intersection Analysis

Table 3 summarizes the existing weekday peak-hour level of service. Currently, the following three intersections operate at LOS E or F:



Long Beach Airport - Existing Transit Service

Exhibit # 5

Long Beach Airport

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Existing Conditions LOS E/F

- Carson Street and Clark Avenue (LOS E, PM)
- Wardlow Road and Cherry Avenue (LOS E, PM)
- Willow Street and Lakewood Boulevard (LOS E, AM; LOS F, PM)

All of the remaining study area intersections operate at acceptable levels of service (LOS D or better) during the peak periods.

Table 3
Existing Weekday Peak-Hour Intersection Levels of Service

No	Intersection	Existing Weekday Peak Hour			
		AM		PM	
		V/C or Delay	LOS	V/C or Delay	LOS
1	Carson St. & Cherry Ave.	C	0.736	D	0.856
2	Carson St. & Paramount Blvd.	B	0.623	D	0.877
3	Carson St. & Lakewood Blvd.	C	0.730	D	0.811
4	Carson St. & Clark Ave.	D	0.804	E	0.967
5	Bixby Rd. & Cherry Ave.	A	0.586	B	0.613
6	Conant St. & Lakewood Blvd.	A	0.478	A	0.539
7	Conant St. & Clark Ave.	A	0.416	A	0.417
8	36th St. & Cherry Ave.	B	0.630	B	0.697
9	Wardlow Rd. & Cherry Ave.	D	0.868	E	0.966
10	Wardlow Rd / Douglas Dr. & Lakewood Blvd.	C	0.724	C	0.739
11	Wardlow Rd. & Clark Ave.	B	0.643	A	0.576
12	Spring St. & Cherry Ave.	C	0.728	D	0.834
13	Spring St. & Temple Ave.	B	0.665	B	0.646
14	Spring St. & Redondo Ave.	A	0.571	C	0.741
15	Spring St. & Lakewood Blvd.	D	0.889	D	0.864
16	Spring St. & Clark Ave.	B	0.665	C	0.791
17	Willow St. & Redondo Ave.	C	0.764	D	0.879
18	Willow St. & Lakewood Blvd.	E	0.943	F	1.043
19	Willow St. & Clark Ave.	D	0.900	D	0.804

Note: V/C = volume to capacity ratio for signalized intersections
* - Delay is in seconds per vehicles for unsignalized intersections

3.0 TRIP GENERATION AND TRIP DISTRIBUTION METHODOLOGIES

This section discusses methodologies used for the trip generation calculations and trip distribution assumptions; these apply to the CEQA Existing with Optimized Flights project analysis, as well as the year 2020 Optimized Flights analyses.

3.1 Generalized Project Assumptions

In all project scenarios except the existing conditions analysis, assumptions have been made in regards to the trip generation potential of the project. Use of the facilities provided by the Proposed Project would not cause an increase in traffic. Additional trips would be associated with the Optimized Flights scenario.

The Optimized Flights scenario could result in up to 52 commercial flights and 25 commuter flights at the Airport. This is the maximum reasonable flight level that could potentially occur with optimized operational procedures and aircraft, and still be within the noise limits ("noise bucket") permitted by the Airport Noise Compatibility Ordinance. Neither the full utilization of 25 commuter flights at the Airport (which are the minimum number of commuter flights allowed by the Airport Noise Compatibility Ordinance), nor the potential increase of up to 11 commercial flights over current operational levels at the Airport, are causally related to the Proposed Project facilities improvements. Any impacts would be applicable to all alternatives, including the future no-project alternative, because they could occur without any project-proposed improvements. If they occur, they will result from carrier decisions to optimize flight operations under the Airport Noise Compatibility Ordinance, rather than the availability of specific terminal facilities.

For the CEQA Existing with Optimized Flights analysis, and the year 2020 Optimized Flights analyses, it has been assumed that the 11 additional commercial carrier flights under optimized conditions will occur in addition to the 25 commuter flights. Analyses provided by HNTB (May 2004) estimated the flight arrival and departure times of the optimized flights, which in turn affects the times of passenger arrivals to, and departures from, the airport. Alternatives to the project that contain differing amounts of square footage of terminal improvements will not affect the traffic study, since the traffic study is based on the number of passengers, flight distributions and parking; and is not based on the size of the terminal improvements.

The Existing with Optimized Flights analysis also assumes that the off-site satellite parking facility on Conant Street is still available for use. The 2020 Optimized Flights analyses assume that this parking area will not be available for use.

3.2 Trip Generation Methodology

The project trip generation is based on the increased number of flights due to the flight optimization. Typically, the Institute of Transportation Engineers (ITE) Trip Generation report[1] is used to obtain trip generation rates. For both Commercial and General Aviation Airports, ITE trip generation rates assume a minimum of 150 to 200 flights per day, with a percentage of the passengers having

1 "Trip Generation, 7th Edition", Institute of Transportation Engineers, Washington, D.C., 2003.

connecting flights (and do not enter or leave the airport in a vehicle). Since the Long Beach Airport is unique in its flight types and differs from the ITE case studies (non-connecting flights in Long Beach), number of flights (much lower than 150 to 200), and airport operating hours, it was determined that the use of ITE trip rates would not be appropriate. Instead, a set of specialized trip generation rates were calculated.

The trip generation rates that were developed for the John Wayne and the Ontario International Airports were reviewed to see if their specialized trip generation rates would be comparable to the Long Beach Airport. The John Wayne Airport study conducted in 2001 showed the daily trip generation rate for the Average Day-Peak Month (ADPM) was 1.84 Trips/Daily Passenger, with the AM peak hour trips as 5% of daily trips, and the PM peak hour trips as 8% of the daily trips. The full traffic impact analysis study is available for review, and is part of the John Wayne Airport Environmental Impact Report.

Similarly, a study has been conducted for the Ontario International Airport. The airport terminal trip generation rates were estimated for the ADPM non-connecting passengers. In that study, the terminal trip generation rate was found to be based on the following formula:

$$\text{Terminal ADT} = 7.395 * (\text{ADPM Terminal Passengers})^{0.8526}$$

For the Ontario International Airport, this was the equivalent of 1.73 trips per non-connecting daily passenger in 2002, and their research further showed an 8% peak hour factor. Thus, the two comparable studies in Southern California yield ADPM trip rates varying from 1.73 trips/passenger to 1.84 trips/passenger and from 5% to 8% of daily trips in the peak hour.

For this Long Beach Airport study, a similar estimate of daily and peak trips per passenger was made. Daily traffic volumes were taken over two days on Donald Douglas Drive west of Lakewood Boulevard. Concurrently, passenger volumes for arriving and departing flights were estimated for the same two days, using flight arrival and departure times. Using this data, the ratio of vehicle trips ends (in and out of the airport) per passenger was calculated for both days, and an estimate of the 7-9 AM and 4-6 PM peak periods traffic volumes were made.

The analysis of the existing conditions data at the Long Beach Airport showed the following:

Table 4 Existing Conditions Trip Generation Analysis at Long Beach Airport

2004 Data Analysis	Day 1	Day 2
Daily Traffic Volumes	16,397	15,655
Daily Passengers	9,281	8,861
Daily Trips/Passenger	1.77	1.77
AM Peak Hour Trips	918	937
AM Peak Hour %	5.6%	6.0%
PM Peak Hour Trips	904	861
PM Peak Hour %	5.5%	5.5%

For the Long Beach Airport trip generation, the Daily Trip Rate of 1.77 was selected, along with a 6% AM and PM traffic peak hour factor. In order to validate this estimate of the number of trips, comparisons of traffic volumes were then made for the optimized flight conditions using the assumption of 16,520 passengers in the ADPM to both the John Wayne and Ontario International Airports trip generation methodologies. The results are as follows:

Table 5 Trip Generation Methodology Comparison

	Long Beach Airport Empirical Data Trip Generation Methodology	John Wayne Airport Trip Generation Methodology	Ontario Airport Trip Generation Methodology
Daily Traffic Volumes	29,240	30,397	29,188
AM Peak Hour Volume	1,754	1,520	2,335
PM Peak Hour Volume	1,754	2,431	2,335

It can be seen that the proposed methodology of trip generation estimation for the optimized flight conditions produce very similar results on the Daily basis (within 4 percent). Some variation can be seen in the Peak Hour analysis, however since the peak hour percentage of daily trips was based on actual traffic counts at the airport; the 6% peak hour factor appears to be a reasonable assumption.

Therefore, the estimated trip generation for the Existing with Optimized Flights analysis is as follows:

- Existing with Optimized Flights Vehicle Trips – AM Peak Hour (total trips): 1,754
- Existing with Optimized Flights Vehicle Trips – PM Peak Hour (total trips): 1,754

As compared to the 2005 traffic volumes, this is an increase of approximately 830 trips in the AM peak hour and 880 trips in the PM peak hour.

As part of the trip generation study, the effects of parking availability have been considered. The parking demand for the project was obtained from a Parking Adequacy Analysis study that was conducted for the airport in 2001. In this report, it stated that 2.75 parking spaces would be needed for each 1,000 annual enplanements. For the CEQA Existing with Optimized Flights scenario, parking will be available in the new on-site parking structure that will be built as part of the project, as well as the existing off-site satellite parking lot located on Conant Street. It has been assumed that all airport parking demand will be fulfilled.

In the 2020 scenarios (No-Project with Optimized Flights and Proposed Project with Optimized Flights), the existing off-site satellite parking facility is not assumed to be available for those who desire airport parking. For the 2020 No-Project with Optimized Flights scenario, the on-site parking structure will not be built, and there may be a parking deficiency. In this case, additional drop-off trips have been assumed. For the 2020 Proposed Project with Optimized Flights scenario, the new on-site parking structure will be in place, however when parking demand begins to approach parking capacity, there could be a slight increase in drop-off trips. Both 2020 Optimized Flights scenarios

also assumed that as the need for additional airport parking occurs, small privately operated off-site parking facilities with shuttle service to the airport could be provided by others.

Overall, an increase in the 2020 trips have been assumed as follows:

- 2020 No-Project with Optimized Flights scenario – approximately 25-30% increase in trips; 2,162 AM, 2,272 PM
  This is higher than the Existing with Optimized Flights number of trips due to an approximate 4,400 parking space deficit, causing additional drop-off and off-site parking trips.
- 2020 Proposed Project with Optimized Flights scenario – approximately 5-6% increase in trips; 1,843 AM, 1,868 PM
  This is higher than the Existing with Optimized Flights number of trips due to an approximate 950 parking space deficit, causing additional drop-off and off-site parking trips.

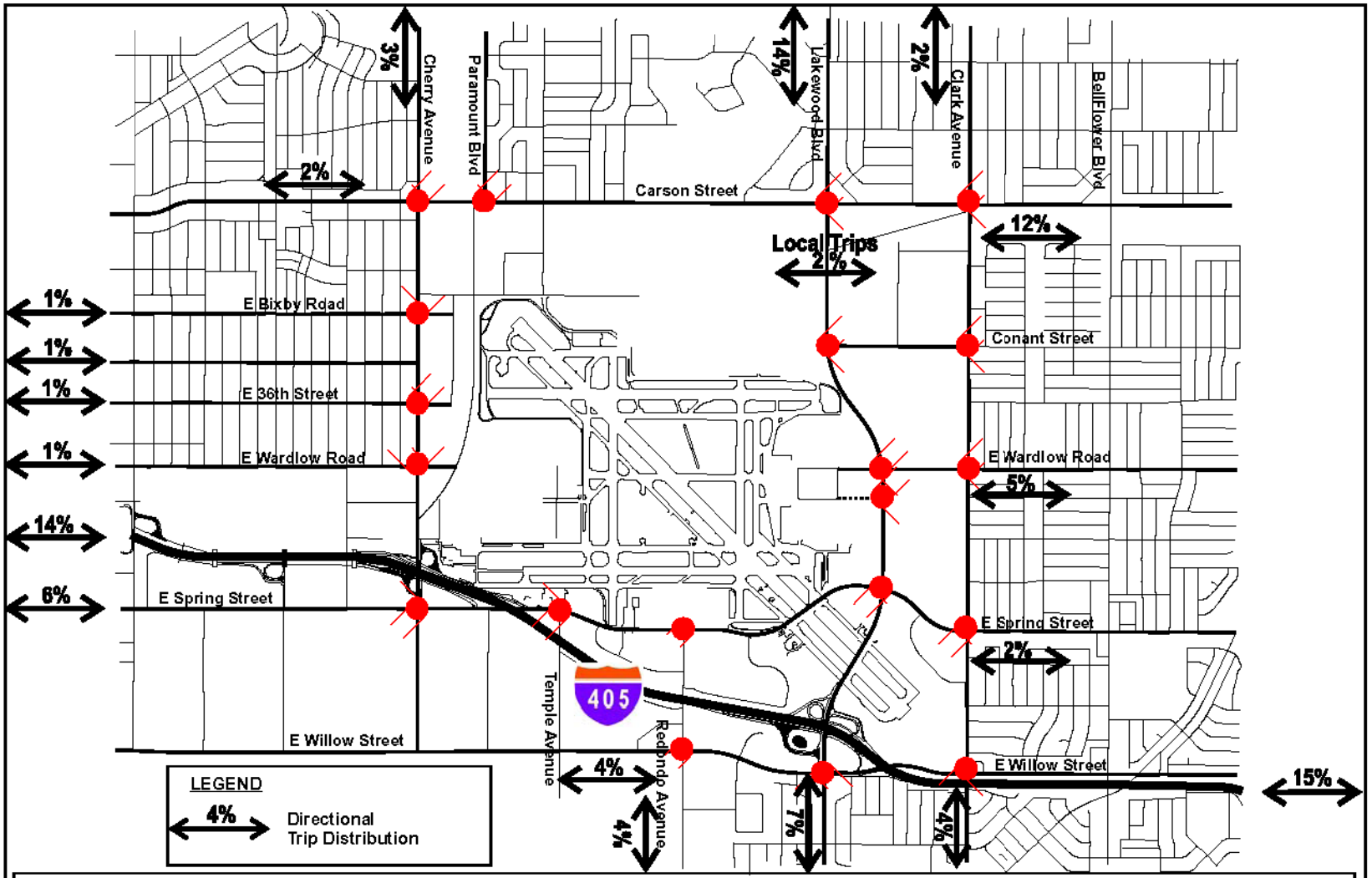
In summary, the following trips are estimated to be generated by the project:

Table 6
Airport Trip Generation Summary

Scenario	AM Peak Trips	PM Peak Trips
Existing	921	877
Existing with Optimized Flights	1,754	1,754
2020 No-Project with Optimized Flights	2,162	2,272
2020 Proposed Project with Optimized Flights	1,843	1,868

3.2 Trip Distribution Methodology

Trip distribution for the Optimized Flights scenarios were obtained by using the travel demand model that is currently being used for the City's Mobility Element update. A "select zone" run was made of the traffic analysis zone that contains the airport; the results show the generalized trip distributions for the zone. The trip distribution was then refined along the roadways in the area, and the resultant trip distribution is shown in Exhibit 6.



Trip Distribution AM & PM

Exhibit # 6

Long Beach Airport

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4.0 CEQA EXISTING WITH OPTIMIZED FLIGHTS ANALYSIS

This section discusses CEQA Existing with Optimized Flights conditions and compares these conditions to the existing traffic in order to evaluate possible traffic impacts.

4.1 Project Assumptions

In the CEQA Existing with Optimized Flights scenario, the analysis considers impacts associated with up to 52 commercial flights (optimized conditions) and 25 commuter flights, as described earlier in the report. The Existing with Optimized Flights scenario also considers that all terminal improvements are complete and in place including the on-site parking structure, a new exit from Donald Douglas Drive to Lakewood Boulevard for southbound traffic, and the existing off-site parking facility is still in place and available for airport use.

4.2 Existing with Optimized Flights Analysis and Impacts

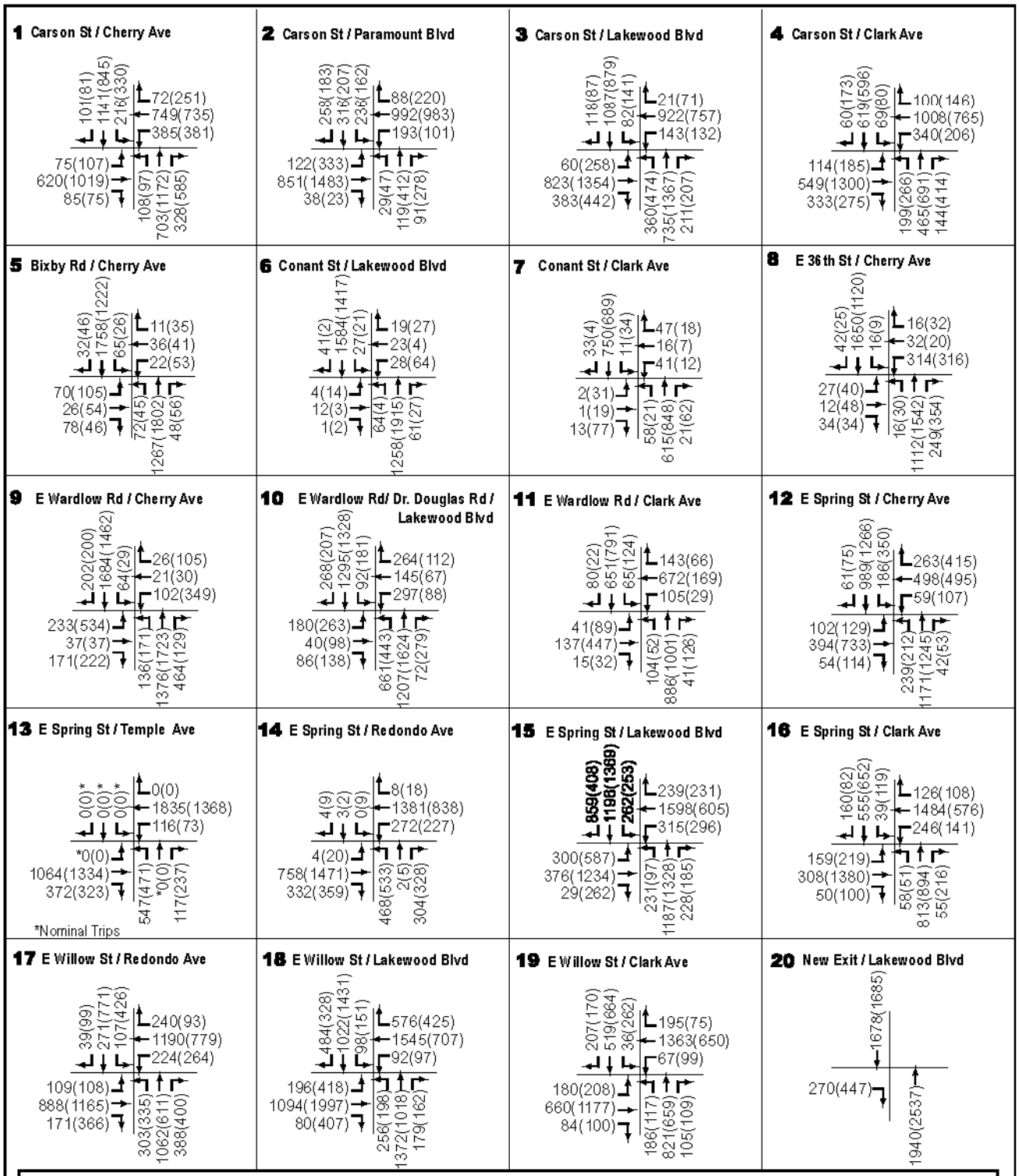
The traffic analysis used the trip generation and distribution assumptions as described in Section 3. The CEQA Existing with Optimized Flights traffic volumes for the AM and PM peak hour conditions are shown in Exhibit 7. The traffic model was used to assess the impacts of the estimated optimized flight conditions. Table 7 below shows the Existing Conditions and the CEQA Existing with Optimized Flights conditions for each of the study intersections for the weekday AM and PM peak hours.

As can be seen in Table 7, there are five intersections that are expected to operate at LOS E or F in the AM or PM peak hours in the CEQA Existing with Optimized Flights conditions. These intersections are:

<u>Existing with Optimized Flights Conditions LOS E/F</u>

- Carson Street and Clark Avenue (LOS E, PM)
- Wardlow Road and Cherry Avenue (LOS E, PM)
- Spring Street and Lakewood Boulevard (LOS E, AM)
- Willow Street and Lakewood Boulevard (LOS E, AM; LOS F, PM)
- Willow Street and Clark Avenue (LOS E, AM)

All of the remaining study area intersections are expected to operate at acceptable levels of service (LOS D or better) during the peak periods of the Existing with Optimized Flights conditions.



Existing with Optimized Flights Volumes - AM(PM)

Exhibit # 7

Long Beach Airport

Meyer, Mohaddes Associates

BonTerra CONSULTING

Table 7
Existing and CEQA Existing with Optimized Flights Peak-Hour Intersection Levels of Service

	Intersection	Existing Weekday Peak Hour									
		AM					PM				
		Existing		Existing with Optimized Flights		Diff. due to Project	Existing		Existing with Optimized Flights		Diff. due to Optimized Flights
		LOS	V/C or Delay	LOS	V/C or Delay		LOS	V/C or Delay	LOS	V/C or Delay	
1	Carson St. & Cherry Ave.	C	0.736	C	0.753	0.017	D	0.856	D	0.877	0.021
2	Carson St. & Paramount Blvd.	B	0.623	B	0.639	0.016	D	0.877	D	0.895	0.018
3	Carson St. & Lakewood Blvd.	C	0.730	D	0.828	0.098	D	0.811	D	0.853	0.042
4	Carson St. & Clark Ave.	D	0.804	D	0.807	0.003	E	0.967	E	0.972	0.005
5	Bixby Rd. & Cherry Ave.	A	0.586	A	0.596	0.010	B	0.613	B	0.616	0.003
6	Conant St. & Lakewood Blvd.	A	0.478	A	0.524	0.046	A	0.539	A	0.588	0.049
7	Conant St. & Clark Ave.	A	0.416	A	0.422	0.006	A	0.417	A	0.421	0.004
8	36th St. & Cherry Ave.	B	0.630	B	0.636	0.006	B	0.697	C	0.702	0.005
9	Wardlow Rd. & Cherry Ave.	D	0.868	D	0.890	0.022	E	0.966	E	0.980	0.014
10	Wardlow Rd / Douglas Dr. & Lakewood Blvd.	C	0.724	D	0.852	0.128	C	0.739	C	0.711	-0.028
11	Wardlow Rd. & Clark Ave.	B	0.643	B	0.647	0.004	A	0.576	A	0.580	0.004
12	Spring St. & Cherry Ave.	C	0.728	C	0.731	0.003	D	0.834	D	0.836	0.002
13	Spring St. & Temple Ave.	B	0.665	B	0.673	0.008	B	0.646	B	0.658	0.012
14	Spring St. & Redondo Ave.	A	0.571	A	0.582	0.011	C	0.741	C	0.752	0.011
15	Spring St. & Lakewood Blvd.	D	0.889	E	0.928	**0.039**	D	0.864	D	0.899	0.035
16	Spring St. & Clark Ave.	B	0.665	B	0.673	0.008	C	0.791	D	0.801	0.010
17	Willow St. & Redondo Ave.	C	0.764	C	0.772	0.008	D	0.879	D	0.889	0.010
18	Willow St. & Lakewood Blvd.	E	0.943	E	0.967	**0.024**	F	1.043	F	1.055	0.012
19	Willow St. & Clark Ave.	D	0.900	E	0.904	0.004	D	0.804	D	0.811	0.007
20	New Exit.& Lakewood Blvd.	NA	NA	A	0.8*	NA	NA	NA	A	1.3*	NA

Note: V/C = volume to capacity ratio for signalized intersections
* - Delay is in seconds per vehicles for unsignalized intersections
Bold indicates significant project impact according to City of Long Beach guidelines

The City of Long Beach defines a significant traffic impact due to a project as follows:

- An intersection impact is significant when the resulting level of service is E or F, and the project related traffic causes a volume to capacity (V/C) increase of 0.02 or higher to the critical movements.

Given these criteria, the Existing with Optimized Flights conditions are expected to result in significant impacts at two locations during the weekday AM peak hour. Table 7 shows which locations would be significantly impacted, and the magnitude of the project-related impact on the V/C ratio or delay. Significant impacts are indicated in **bold**. The impacted intersections are:

Impacted Intersections in the Existing with Optimized Flights Conditions

- Spring Street and Lakewood Boulevard
- Willow Street and Lakewood Boulevard

4.3 Mitigation Measures

As described in Section 4.2, the project is expected to result in a significant traffic impact at the two intersection locations that are listed above. This section discusses a program of circulation system improvements to mitigate the impacted intersections. Potential mitigation measures include physical intersection and roadway improvements.

The two impacted intersections along Lakewood Boulevard at Spring and Willow Streets are currently built out to the maximum feasible configuration. Additional improvements would cause the need for extensive right of way purchases that would impact several local businesses. Discussions with City staff indicate that no further lane additions are feasible at these two intersections, therefore there are no improvements would fully mitigate the project impacts to a level below significance.

However it must be noted that the optimized flight conditions consider that all 52 commercial and 25 commuter flights are in operation. The increase in the number of flights will occur over a period of time. Trip and passenger "thresholds" were calculated to determine at what point impacts may occur.

At the Willow Street and Lakewood Boulevard intersection, the intersection currently operates at LOS E, and will exceed the 0.02 V/C impact threshold when approximately 675 additional AM peak hour trips occur. Again using the 6% peak hour factor and 1.77 daily trips per passenger, this intersection will reach the impact threshold when approximately 6,340 additional ADPM passengers (81% of the total added) use the airport.

For the Spring Street at Lakewood Boulevard intersection, the intersection will reach LOS E when approximately 375 additional AM peak hour trips occur. Using the 6% peak hour factor, and 1.77 daily trips per passenger, this equates into an approximate increase of 3,500 ADPM passengers (45% of the total added) over 2005 conditions. Currently, the ADPM is 9,246 passengers. Therefore, impacts would be expected if the ADPM level reached 12,746 passengers.

If the Adaptive Traffic Control System (ATMS) improvements associated with the Douglas Park project were implemented, the impacts associated with the Existing Plus Optimized Flights scenario would be mitigated to a level of less than significant. The ATMS measures are expected to increase the saturation flow rate by 10 percent to 1,760 vehicles per hour. While these improvements are expected, they are not currently programmed in any capital improvement program; therefore, their implementation cannot be relied upon to mitigate the impacts of the Existing with Optimized Flights scenario. Though the Optimized Flights are not a component of the Proposed Project, it is recommended that the following mitigation measure be adopted should the air carriers make the necessary adjustments to qualify for additional flight.

Mitigation Measure 1

In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) the City shall develop a traffic monitoring program when the ADPM passenger levels reach 12,700. The traffic monitoring program shall evaluate the LOS at the Spring Street and Lakewood Boulevard and the Willow Street and Lakewood Boulevard intersections. If deficient LOS is identified, the City of Long Beach shall develop and implement a mitigation program that includes transportation management control measures to enhance the efficiency of traffic movement. Post implementation monitoring shall be required to ensure that sufficient capacity enhancement have been provided to accommodate the traffic associated with the increased passenger levels. If no deficiency in LOS is identified, the traffic monitoring of the key intersections shall be conducted on an annual basis or until such time as the improvements provided for as part of the Douglas Park project are implemented.

5.0 2020 WITH OPTIMIZED FLIGHTS PROJECT ANALYSIS

5.1 Background Growth and Cumulative Projects

For consistency purposes, all baseline 2020 conditions have been obtained from the Douglas Park (formerly called PacifiCenter @ Long Beach) Environmental Impact Report (EIR). This EIR has determined future background traffic volumes on the study area roadways and intersections, which include two primary variables: 1) ambient traffic growth rate, and 2) traffic due to known related development projects. The background traffic forecasts include a determination of the annual ambient traffic growth rate combined with specific cumulative development projects in the area, which may affect increases in local traffic. For the Long Beach Airport Terminal Improvement Project, the implementation of the Douglas Park project is also considered a cumulative project. Therefore, the Douglas Park plus project and with mitigations condition is considered as future baseline conditions for this report. The 2020 lane configurations used in this report are shown in Exhibit 8. For a full description of the Douglas Park buildout conditions as used in this report, the State Clearinghouse or the City of Long Beach have copies available for review. An online version is also available at:
http://www.longbeach.gov/apps/cd/projects/boeingeir/issues/home.htm

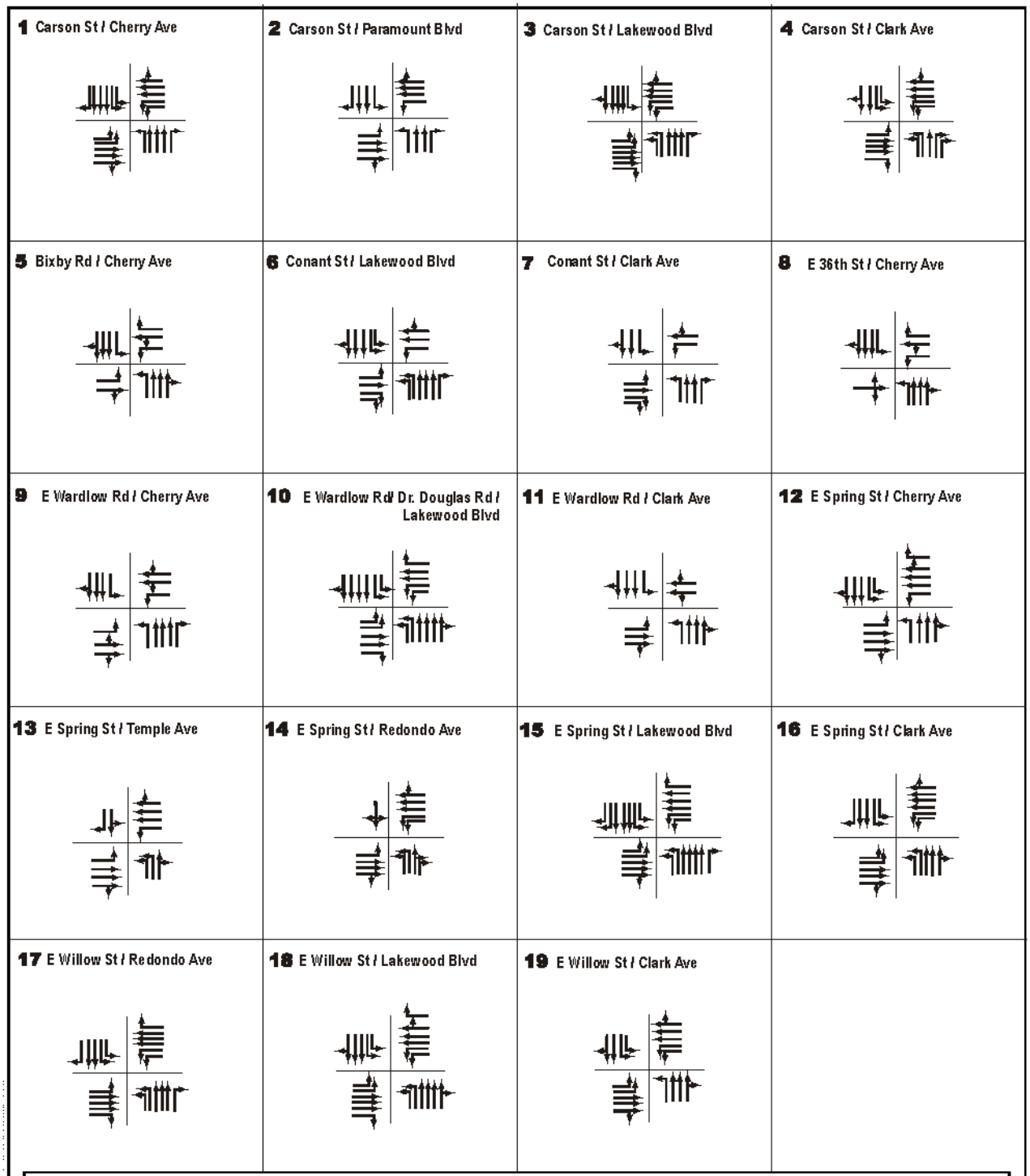
The Douglas Park EIR considered an increase in the number of trips for the airport as a related development project. These have been taken into consideration in the 2020 with Optimized Flights analyses. Only the difference between the additional trips due to optimized flight conditions and the Douglas Park assumptions have been added in the traffic model.

5.2 2020 'No-Project' with Optimized Flights Traffic Analysis

The intersection analysis methodology used for the future conditions is the same as that used to analyze the existing conditions. Section 3 of this report explains the trip generation methodology used in this analysis. In the no-project scenario, the new on-site parking structure has not been built, the existing off-site satellite parking facility is not available for use, and there is an increase in the number of drop off trips. A drop off trip increases the number of trips per passenger, since one trip to and from the airport is required to drop off a departing passenger, and another trip to and from the airport is required to pick up the same passenger once they arrive back at the airport. 2020 No-Project with Optimized Flights volumes are shown in Exhibit 9.

The 2020 No-Project with Optimized Flights analysis considers all Douglas Park traffic and mitigations to be in place, including physical roadway and intersection improvements, as well as the ATCS and ITS improvements proposed for mitigation. The ACTS and ITS improvements are assumed to increase the saturation flow rate by 10% to 1,760 vehicles per hour, reflecting the increased traffic flow rates with the improved signal systems.

The results of the analysis of the 2020 No-Project with Optimized Flights traffic conditions for the study intersections are summarized in Table 8. The following intersections are forecast to operate at LOS 'E' or 'F' during at least one of the analysis peak hours:



2020 Lane Configurations

Exhibit # 8

Long Beach Airport

Meyer, Mohaddes Associates

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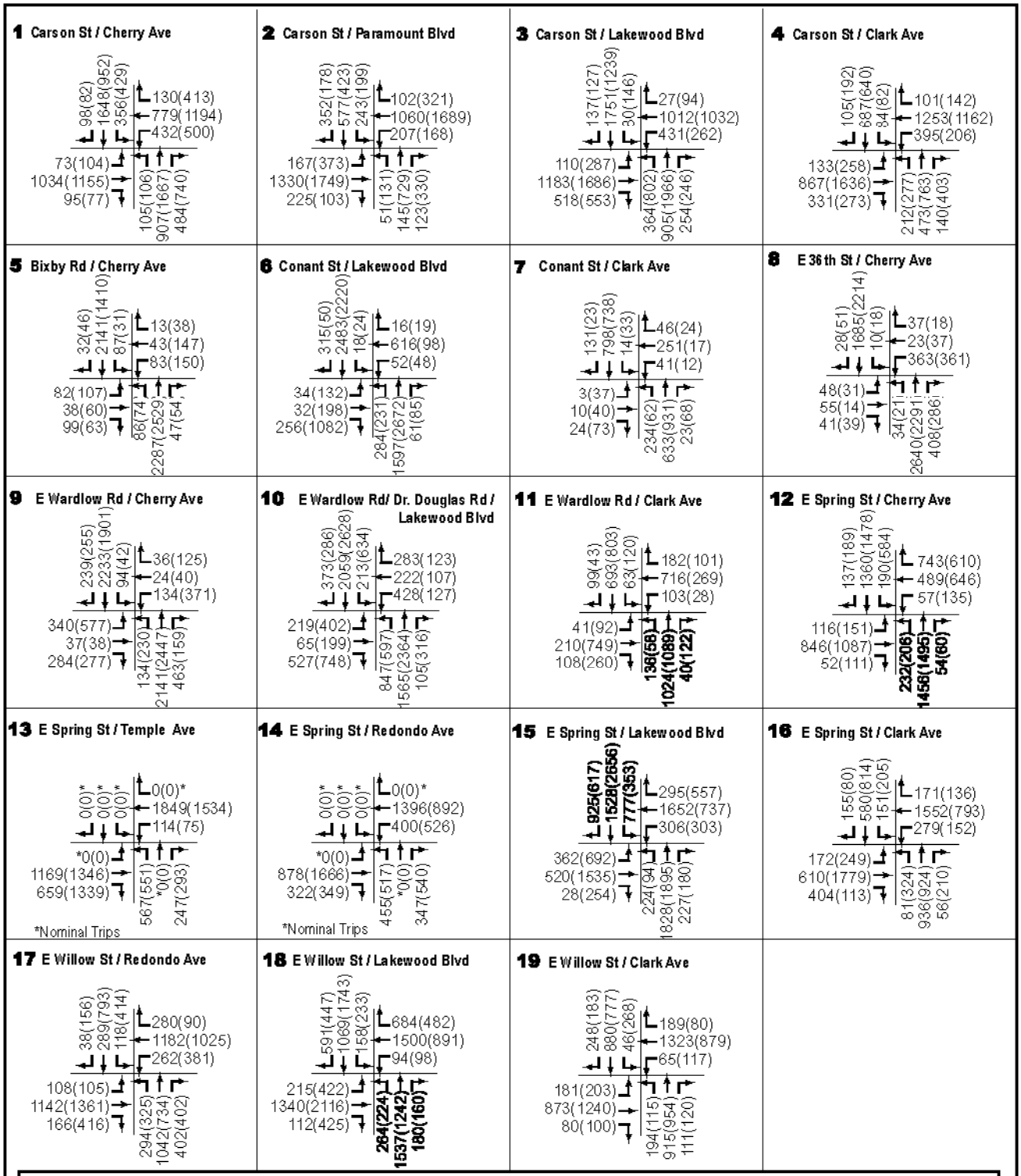


2020 No-Project with Optimized Flights Volumes - AM(PM)

Exhibit # 9

Long Beach Airport

Meyer, Mohaddes Associates

BonTerra CONSULTING

Table 8
2020 No-Project with Optimized Flights Peak-Hour Intersection Levels of Service

	Intersection	2020 Weekday Peak Hour			
		AM		PM	
		2020 No Project with Optimized Flights		2020 No Project with Optimized Flights	
		LOS	V/C or Delay	LOS	V/C or Delay
1	Carson St. & Cherry Ave.	E	0.918	F	1.127
2	Carson St. & Paramount Blvd.	C	0.761	F	1.033
3	Carson St. & Lakewood Blvd.	E	0.993	F	1.037
4	Carson St. & Clark Ave.	D	0.804	F	1.033
5	Bixby Rd. & Cherry Ave.	C	0.705	C	0.761
6	Conant St. & Lakewood Blvd.	E	0.958	F	1.022
7	Conant St. & Clark Ave.	C	0.724	A	0.460
8	36th St. & Cherry Ave.	D	0.894	C	0.779
9	Wardlow Rd. & Cherry Ave.	D	0.884	E	0.953
10	Wardlow Rd / Douglas Dr. & Lakewood Blvd.	F	1.227	F	1.247
11	Wardlow Rd. & Clark Ave.	B	0.688	C	0.759
12	Spring St. & Cherry Ave.	D	0.836	E	0.902
13	Spring St. & Temple Ave.	C	0.738	F	1.097
14	Spring St. & Redondo Ave.	B	0.617	E	0.831
15	Spring St. & Lakewood Blvd.	F	1.112	F	1.248
16	Spring St. & Clark Ave.	C	0.733	E	0.920
17	Willow St. & Redondo Ave.	C	0.745	E	0.917
18	Willow St. & Lakewood Blvd.	E	0.977	F	1.097
19	Willow St. & Clark Ave.	E	0.954	D	0.809
20	New Exit / Lakewood Blvd	NA	NA	NA	NA

<u>2020 No Project with Optimized Flights Conditions LOS E/F</u>

- Carson Street and Cherry Avenue (LOS E, AM; LOS F, PM)
- Carson Street and Paramount Boulevard (LOS F, PM)
- Carson Street and Lakewood Boulevard (LOS E, AM; LOS F, PM)
- Carson Street and Clark Avenue (LOS F, PM)
- Conant Street and Lakewood Boulevard (LOS E, AM; LOS F, PM)
- Wardlow Road and Cherry Avenue (LOS E, PM)
- Wardlow Road / Douglas Dr. and Lakewood Boulevard (LOS F, AM; LOS F, PM)
- Spring Street and Cherry Avenue (LOS E, PM)
- Spring Street and Temple Avenue (LOS F, PM)
- Spring Street and Redondo Avenue (LOS E, PM)
- Spring Street and Lakewood Boulevard (LOS F, AM; LOS F, PM)
- Spring Street and Clark Avenue (LOS E, PM)
- Willow Street and Redondo Avenue (LOS E, PM)
- Willow Street and Lakewood Boulevard (LOS E, AM; LOS F, PM)
- Willow Street and Clark Avenue (LOS E, AM)

5.3 2020 Proposed Project with Optimized Flights Traffic Analysis

The intersection analysis methodology used for the future conditions is the same as that used to analyze the existing conditions. Section 3 of this report explains the trip generation methodology used in this analysis. In the 2020 Proposed Project with Optimized Flights scenario, the new on-site parking structure is available for use and the number of drop off trips decrease as compared to the 2020 No-Project with Optimized Flights analysis due to the availability of parking. As noted in Section 3, the actual number of trips in the Proposed Project with Optimized Flights conditions is lower than the 2020 No-Project with Optimized Flights conditions. The 2020 Proposed Project with Optimized Flights volumes are shown in Exhibit 10.

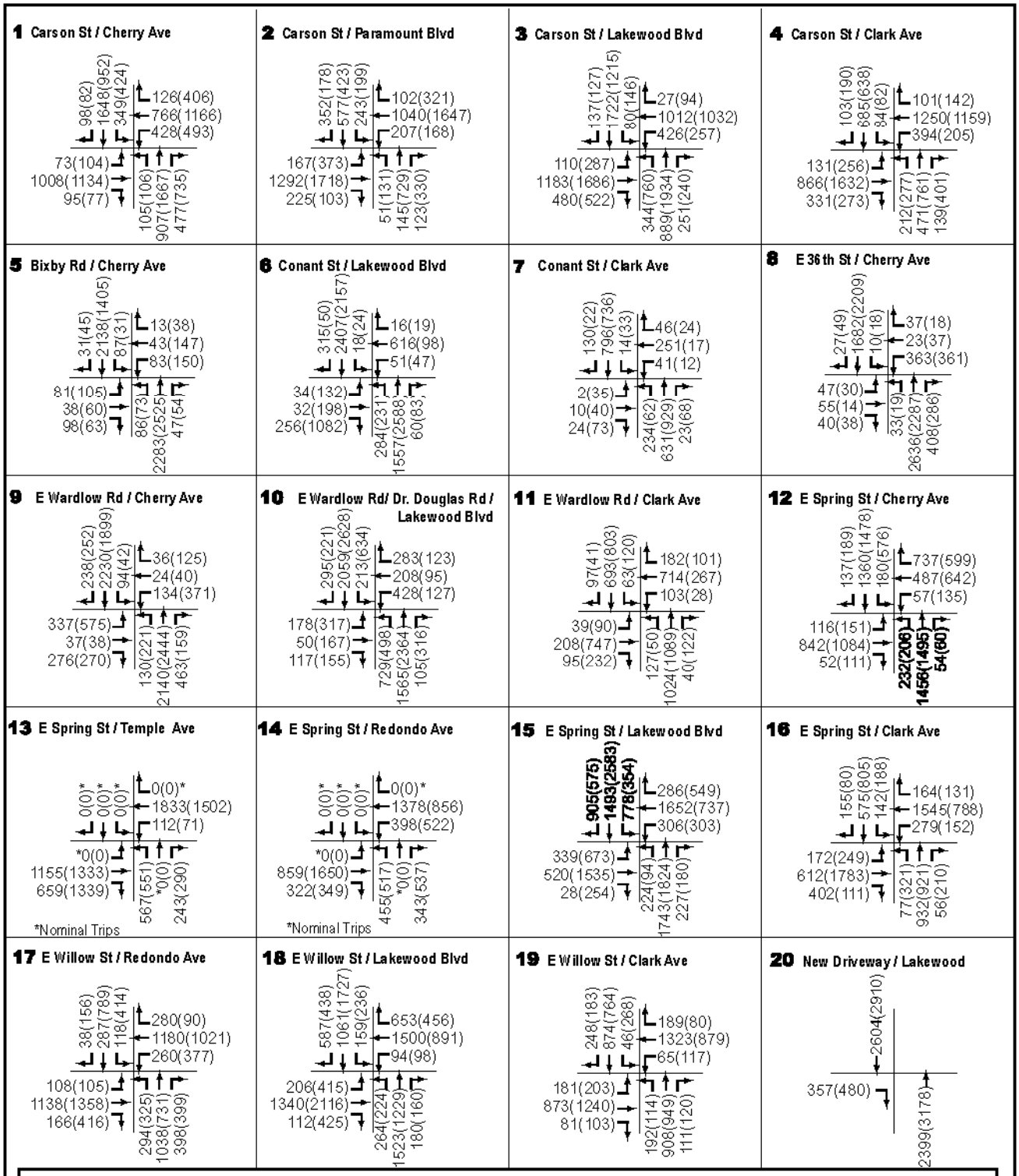
The 2020 Proposed Project with Optimized Flights analysis again considers all Douglas Park traffic and mitigations to be in place, including the ATCS and ITS improvements (see Section 4.3) that increase the saturation flow rate by 10% to 1,760 vehicles per hour.

The results of the analysis of the 2020 Proposed Project with Optimized Flights traffic conditions for the study intersections are summarized in Table 9, which includes a comparison to the 2020 No-Project with Optimized Flights conditions. It can be seen that in the 2020 Proposed Project with Optimized Flights scenario, the lower traffic volumes result in an improvement in the volume/capacity ratio and no project impacts would occur.

5.4 2020 Parking Impact and Mitigation

In 2020, it is assumed that the off-site parking Lot D is not available for use. With the Optimized Flights scenario the parking structure for the Airport would be insufficient to accommodate the additional passenger levels of 52 commercial and 25 commuter flights, based on a parking demand stud that was conducted for the Airport. Though the Optimized Flights scenario is not a component of the Proposed Project, the following mitigation measure is proposed to address this potential impact.

Mitigation Measure 2
In conjunction with the allocation of additional flights in accordance with the Airport Noise Compatibility Ordinance (Optimized Flights) when the annual passenger levels reach 4.2 MAP the Airport Manager shall identify and develop additional on-site parking opportunities. This may include development of an additional parking structure within the Airport Entrance area. Implementation of the identified improvements would require separate documentation pursuant to CEQA.



2020 Proposed Project with Optimized Flights Volume - AM(PM)

Exhibit # 10

Long Beach Airport

Meyer, Mohaddes Associates

BonTerra CONSULTING

Table 9
2020 No-Project with Optimized Flights and 2020 Proposed Project with Optimized Flights Peak-Hour Intersection Levels of Service

	Intersection	2020 Weekday Peak Hour with Optimized Flights									
		AM					PM				
		2020 No Project		2020 Plus Project		Diff. due to Project	2020 No Project		2020 Plus Project		Diff. due to Project
		LOS	V/C or Delay	LOS	V/C or Delay		LOS	V/C or Delay	LOS	V/C or Delay	
1	Carson St. & Cherry Ave.	E	0.918	E	0.905	-0.013	F	1.127	F	1.116	-0.011
2	Carson St. & Paramount Blvd.	C	0.761	C	0.754	-0.007	F	1.033	F	1.025	-0.008
3	Carson St. & Lakewood Blvd.	E	0.993	E	0.960	-0.033	F	1.037	F	1.030	-0.007
4	Carson St. & Clark Ave.	D	0.804	D	0.804	0.000	F	1.033	F	1.030	-0.003
5	Bixby Rd. & Cherry Ave.	C	0.705	C	0.704	-0.001	C	0.761	C	0.760	-0.001
6	Conant St. & Lakewood Blvd.	E	0.958	E	0.944	-0.014	F	1.022	F	1.006	-0.016
7	Conant St. & Clark Ave.	C	0.724	C	0.723	-0.001	A	0.460	A	0.458	-0.002
8	36th St. & Cherry Ave.	D	0.894	D	0.893	-0.001	C	0.779	C	0.777	-0.002
9	Wardlow Rd. & Cherry Ave.	D	0.884	D	0.876	-0.008	E	0.953	E	0.945	-0.008
10	Wardlow Rd / Douglas Dr. & Lakewood Blvd.	F	1.227	E	0.961	-0.266	F	1.247	E	0.931	-0.316
11	Wardlow Rd. & Clark Ave.	B	0.688	B	0.698	0.010	C	0.759	C	0.749	-0.010
12	Spring St. & Cherry Ave.	D	0.836	D	0.834	-0.002	E	0.902	D	0.899	-0.003
13	Spring St. & Temple Ave.	C	0.738	C	0.737	-0.001	F	1.097	F	1.095	-0.002
14	Spring St. & Redondo Ave.	B	0.617	B	0.613	-0.004	E	0.831	E	0.827	-0.004
15	Spring St. & Lakewood Blvd.	F	1.112	F	1.093	-0.019	F	1.248	F	1.223	-0.025
16	Spring St. & Clark Ave.	C	0.733	C	0.728	-0.005	E	0.920	E	0.917	-0.003
17	Willow St. & Redondo Ave.	C	0.745	C	0.741	-0.004	E	0.917	E	0.914	-0.003
18	Willow St. & Lakewood Blvd.	E	0.977	E	0.968	-0.009	F	1.097	F	1.092	-0.005
19	Willow St. & Clark Ave.	E	0.954	E	0.951	-0.003	D	0.809	D	0.805	-0.004
20	New Exit / Lakewood Blvd	NA	NA	A	1.0*	NA	NA	NA	A	1.9*	NA

Note: V/C = volume to capacity ratio for signalized intersections
* - Delay is in seconds per vehicles for unsignalized intersections
Bold indicates significant project impact according to City of Long Beach guidelines

6.0 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) is a statewide program that requires the system wide evaluation of arterial and freeway facilities. In Los Angeles County, the CMP is the responsibility of the Metropolitan Transportation Authority. CMP guidelines require the assessment of development project impacts on the freeway system and at selected arterial intersections that are on the designated CMP system. According to the CMP Traffic Impact Analysis (TIA) Guidelines developed by MTA, a traffic impact analysis is required given the following conditions:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips during either the AM or PM weekday peak hours.

The closest CMP arterial monitoring stations to the project with 50 or more added trips in the AM or PM peak hours are at the intersections of Lakewood Boulevard and Carson Street, and Lakewood Boulevard and Willow Street. These intersections have been analyzed as part of the traffic impact study and the results of those analyses are presented in this traffic study report. The CMP criteria for determining a significant impact state that a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02). Although the intersections of Lakewood Boulevard at Spring Street and Lakewood Boulevard at Willow Streets have impacts under the City of Long Beach standards, they do not have impacts under CMP standards.

For the freeway CMP analysis, the closest freeway monitoring stations include I-405 north of SR 22 and also I-405 at Santa Fe Avenue. In accordance with CMP guidelines, an increase of 0.02 or more in the Demand/Capacity ratio (D/C) with a resulting LOS F, or an increase of 0.02 or more in an existing LOS F is considered a significant impact. The methodology for estimating future traffic volumes is a multi-step process. First, existing traffic conditions at CMP freeway monitoring stations were obtained in the Congestion Management Program documentation published by MTA in 2004. Included are AM and PM peak hour traffic demands, capacity, and level of service (LOS) designations. The analysis is conducted for the 2012 probable project buildout. Next, traffic growth estimates, without the proposed development, were extrapolated from the 2003 CMP data set using a 0.007 yearly rate of growth, to determine the D/C ratio and LOS. Volume added as a result of the project was calculated using the trip distribution data from the traffic model used to assess project impacts. The CMP monitoring stations are located several miles from the airport, and the SCAG Destination 2030 report showed that a large percentage of Long Beach airport passengers are from the immediate area. Therefore it was assumed that only 75% of the traffic that left/arrived at the airport via the freeways are still on I-405 at the monitoring stations that are west of I-710 (Santa Fe Avenue) and east of I-605 (just n/o SR 22). Using this data, added traffic demand at the two CMP stations on I-405 at Santa Fe Avenue and just north of SR 22 were assessed. The added volume as a result of the project was then added to the projected growth for 2013 without the project, and divided

by capacity to determine the projected 2013 D/C ratio for AM and PM peak periods with the Optimized Flights conditions.

As noted, according to the guidelines for CMP Transportation Impact Analysis, if the proposed project fails to add 150 or more trips, in either direction during either the AM or PM weekday peak periods, no further traffic analysis is required. For this analysis, there are no locations where 150 or more trips would be added, however the analysis was completed for informational purposes only and is summarized in Table 10 below. As indicated by the data in the table, the project is expected to have no significant CMP system impact on I-405.

Table 10
CMP Freeway Analysis

	I-405 at Santa Fe Ave				I-405 n/o SR 22			
	AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB
2003 Volumes	8223	7773	7347	8116	8558	7305	7435	12726
Growth per Year	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007
Added Growth (2003 to 2013)	576	544	514	568	599	511	520	891
Background Volume for Year 2013	8799	8317	7861	8684	9157	7816	7955	13617
Added Volume from Optimized Flights	64	121	104	81	129	68	86	111
Total Volume w/Optimized Flights (2013)	8862	8438	7965	8765	9286	7885	8042	13728
Capacity	8000	8000	8000	8000	8000	10000	8000	10000
D/C-w/Optimized Flights (2013)	1.108	1.055	0.996	1.096	1.161	0.788	1.005	1.373
LOS	F(0)	F(0)	E	F(0)	F(0)	D	F(0)	F(2)
Projected D/C w/o Optimized Flights	1.100	1.040	0.983	1.086	1.145	0.782	0.994	1.362
Projected D/C w/ project	1.108	1.055	0.996	1.096	1.161	0.788	1.005	1.373
Optimized Flights	**0.008**	**0.015**	**0.013**	**0.010**	**0.016**	**0.007**	**0.011**	**0.011**
Significant Impact	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

7.0 CONSTRUCTION IMPACT ANALYSIS

There would be temporary increases in traffic volumes on project area roadways during site preparation and construction of the Proposed Project due to traffic generated by construction workers' vehicles and trucks transporting materials and equipment to and from the site.

Construction workers would generate approximately 50 peak hour trips during the most active construction period. The workers would generate approximately 50 trips during the morning peak-hour (50 in and 0 out) and 50 trips during the afternoon peak-hour (0 in and 50 out), with all workers parking on-site. The construction related truck trips that occur while the peak numbers of employees are present would be minimal, with construction materials being delivered in the off-peak hours. Peak truck trips would occur during the pouring of concrete for the parking structure, with one truck approximately every 15 minutes, from 7:00 AM to 4:00 PM, or four trips during the AM peak hour. However, when the concrete pours are being made, the number of employees required on site would be lower than 50. Traffic generated during site construction/preparation would result in a short-term minimal impact on the roadways in the immediate project vicinity. No significant impacts are anticipated and no mitigation measures are required

During construction of the new parking structure, approximately 1,000 surface vehicular parking at the airport would be temporarily displaced. This may result in inadequate parking at the Airport during construction. However, an element of the Proposed Project is to provide temporary vehicular spaces in Parcel O, located on Clark Avenue near Willow Street, if necessary. The need for temporary vehicular parking in Parcel O would be determined prior to construction of the parking structure. Currently, there is some excess capacity in Lot D and the roof of the parking structure is not fully utilized. The proposed phasing identifies the construction of the parking structure in an early phase of improvements. If deemed to be necessary, Parcel O could be used for employee, rental cars, and public use parking with shuttle service provided. By moving employee parking to Parcel O, an additional 591 on-site spaces would be available for the public. It is estimated that a total of 5.5 acres of Parcel O would be available for temporary parking on a short-term basis. Parcel O would provide approximately 740 additional parking spaces. Shuttle bus service would transport passengers and employees to and from the terminal area. With this project design feature, there would be no significant impacts associated with insufficient parking during construction.

APPENDIX

A. **EXISTING WEEKDAY PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS**

B. **EXISTING WITH OPTIMIZED FLIGHTS PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS**

C. **2020 NO-PROJECT WITH OPTIMIZED FLIGHTS PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS**

D. **2020 PROPOSED PROJECT WITH OPTIMIZED FLIGHTS PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS**

A.
EXISTING WEEKDAY PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing Lane configuration
Impact Fee:	None
Trip Generation:	Existing AM
Trip Distribution:	None
Paths:	None
Routes:	None
Configuration:	Exisitng AM

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 2 Spring St. & Temple Ave.	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 3 Spring St. & Redondo Ave.	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 4 Spring St. & Lakewood Blvd.	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000
# 5 Spring St. & Clark Ave.	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 6 Willow St. & Redondo Ave.	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000
# 7 Willow St. & Lakewood Blvd.	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000
# 8 Willow St. & Clark Ave.	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 9 Wardlow Rd. & Cherry Ave.	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000
# 10 Wardlow Rd / Dr. Douglas Rd &	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000
# 11 Wardlow Rd. & Clark Ave.	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000
# 12 36th St. & Cherry Ave.	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 13 Bixby Rd. & Cherry Ave.	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 14 Conant St. & Lakewood Blvd.	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 15 Conant St. & Clark Ave.	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 16 Carson St. & Cherry Ave.	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
# 17 Carson St. & Paramount Blvd.	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 18 Carson St. & Lakewood Blvd.	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000
# 19 Carson St. & Clark Ave.	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	232	1137	41	154	960	59	99	372	52	57	478	242
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	239	1171	42	159	989	61	102	383	54	59	492	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1171	42	159	989	61	102	383	54	59	492	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1171	42	159	989	61	102	383	54	59	492	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	239	1171	42	159	989	61	102	383	54	59	492	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	2.00	2.83	0.17	1.00	2.63	0.37	1.00	2.66	1.34
Final Sat.:	1600	4633	167	3200	4522	278	1600	4211	589	1600	4249	2151
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.05	0.22	0.22	0.06	0.09	0.09	0.04	0.12	0.12
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	0 1	1! 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	531	0	103	0	0	0	0	996	361	107	1743	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	547	0	106	0	0	0	0	1026	372	110	1795	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:	547	0	106	0	0	0	0	1026	372	110	1795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	106	0	0	0	0	1026	372	110	1795	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	547	0	106	0	0	0	0	1026	372	110	1795	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	2.00	1.00	1.00	2.20	0.80	1.00	3.00	0.00
Final Sat.:	3200	0	1600	0	3200	1600	1600	3523	1277	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.07	0.00	0.00	0.00	0.00	0.29	0.29	0.07	0.37	0.00
Crit Moves:	****						****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	1	0 0	0 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	454	2	284	0	3	4	4	689	322	258	1296	8
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	468	2	293	0	3	4	4	710	332	266	1335	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	2	293	0	3	4	4	710	332	266	1335	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	2	293	0	3	4	4	710	332	266	1335	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	468	2	293	0	3	4	4	710	332	266	1335	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.01	1.99	0.00	0.43	0.57	1.00	2.04	0.96	2.00	2.98	0.02
Final Sat.:	3200	22	3178	0	686	914	1600	3271	1529	3200	4771	29
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.09	0.00	0.00	0.00	0.00	0.22	0.22	0.08	0.28	0.28
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	224	934	221	235	1064	784	234	365	28	306	1551	209
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	231	962	228	242	1096	808	241	376	29	315	1598	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	962	228	242	1096	808	241	376	29	315	1598	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	962	228	242	1096	808	241	376	29	315	1598	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	962	228	242	1096	808	241	376	29	315	1598	215
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:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.79	0.21	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	3200	3200	4458	342	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.14	0.08	0.23	0.25	0.08	0.08	0.08	0.10	0.33	0.13
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	49	781	53	35	538	155	154	284	44	239	1425	106
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	50	804	55	36	554	160	159	293	45	246	1468	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	804	55	36	554	160	159	293	45	246	1468	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	804	55	36	554	160	159	293	45	246	1468	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	804	55	36	554	160	159	293	45	246	1468	109
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:	2.00	2.81	0.19	2.00	2.00	1.00	2.00	2.60	0.40	2.00	3.72	0.28
Final Sat.:	3200	4495	305	3200	3200	1600	3200	4156	644	3200	5957	443
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.01	0.17	0.10	0.05	0.07	0.07	0.08	0.25	0.25
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	294	1020	356	104	257	38	106	851	166	212	1150	233
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	303	1051	377	107	265	39	109	877	171	218	1185	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1051	377	107	265	39	109	877	171	218	1185	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1051	377	107	265	39	109	877	171	218	1185	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	303	1051	377	107	265	39	109	877	171	218	1185	240
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:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.24	0.03	0.08	0.02	0.07	0.18	0.11	0.07	0.25	0.15
Crit Moves:			****	****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: E

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	249	1295	174	90	973	458	169	1062	78	89	1500	481
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	256	1334	179	93	1002	472	174	1094	80	92	1545	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1334	179	93	1002	472	174	1094	80	92	1545	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1334	179	93	1002	472	174	1094	80	92	1545	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	1334	179	93	1002	472	174	1094	80	92	1545	495
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:	2.00	3.53	0.47	2.00	2.04	0.96	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5642	758	3200	3264	1536	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.03	0.31	0.31	0.05	0.23	0.05	0.03	0.32	0.31
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	177	780	102	35	498	201	175	641	77	65	1323	189
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	182	803	105	36	513	207	180	660	79	67	1363	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	803	105	36	513	207	180	660	79	67	1363	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	803	105	36	513	207	180	660	79	67	1363	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	803	105	36	513	207	180	660	79	67	1363	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	2.00	1.42	0.58	2.00	2.68	0.32	2.00	2.62	0.38
Final Sat.:	1600	4245	555	3200	2280	920	3200	4285	515	3200	4200	600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.01	0.22	0.22	0.06	0.15	0.15	0.02	0.32	0.32
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	121	1332	450	62	1628	192	219	36	147	99	20	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	125	1372	464	64	1677	198	226	37	151	102	21	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1372	464	64	1677	198	226	37	151	102	21	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1372	464	64	1677	198	226	37	151	102	21	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	1372	464	64	1677	198	226	37	151	102	21	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.72	0.28	1.00	2.00	0.44	0.56
Final Sat.:	1600	3200	1600	1600	3200	1600	2748	452	1600	3200	711	889
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.29	0.04	0.52	0.12	0.08	0.08	0.09	0.03	0.03	0.03
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	368	1176	71	91	1273	77	79	32	153	294	110	261
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	372	1188	72	92	1286	78	80	32	155	297	111	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1188	72	92	1286	78	80	32	155	297	111	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1188	72	92	1286	78	80	32	155	297	111	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	372	1188	72	92	1286	78	80	32	155	297	111	264
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:	2.00	3.77	0.23	2.00	3.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6036	354	3200	6035	365	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.03	0.21	0.21	0.02	0.01	0.12	0.09	0.03	0.16
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	78	858	40	63	631	73	37	130	12	102	648	139
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	80	884	41	65	650	75	38	134	12	105	667	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	884	41	65	650	75	38	134	12	105	667	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	884	41	65	650	75	38	134	12	105	667	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	884	41	65	650	75	38	134	12	105	667	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.69	0.31	1.00	1.83	0.17	0.23	1.46	0.31
Final Sat.:	1600	4586	214	1600	4302	498	1600	2930	270	367	2333	500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.04	0.15	0.15	0.02	0.05	0.05	0.07	0.29	0.29
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 <<												
Base Vol:	15	1103	249	16	1642	41	24	12	31	314	32	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1103	249	16	1642	41	24	12	31	314	32	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1103	249	16	1642	41	24	12	31	314	32	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1103	249	16	1642	41	24	12	31	314	32	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1103	249	16	1642	41	24	12	31	314	32	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.45	0.55	1.00	2.93	0.07	0.36	0.18	0.46	1.82	0.18	1.00
Final Sat.:	1600	3916	884	1600	4683	117	573	287	740	2904	296	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.01	0.35	0.35	0.02	0.04	0.04	0.11	0.11	0.01
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1217	47	63	1700	29	63	25	75	21	35	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.05	1.03	1.03	1.03	1.03	1.03
Initial Bse:	71	1254	48	65	1751	30	66	26	77	22	36	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1254	48	65	1751	30	66	26	77	22	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1254	48	65	1751	30	66	26	77	22	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	1254	48	65	1751	30	66	26	77	22	36	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.95	0.05	1.00	0.25	0.75	1.00	0.76	0.24
Final Sat.:	1600	4622	178	1600	4719	81	1600	400	1200	1600	1217	383
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.04	0.37	0.37	0.04	0.06	0.06	0.01	0.03	0.03
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	62	1125	39	15	1356	40	4	12	1	16	22	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	64	1159	40	15	1397	41	4	12	1	16	23	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1159	40	15	1397	41	4	12	1	16	23	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1159	40	15	1397	41	4	12	1	16	23	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1159	40	15	1397	41	4	12	1	16	23	13
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	4800	1600	3200	4662	138	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.03	0.00	0.30	0.30	0.00	0.01	0.00	0.01	0.01	0.01
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	54	594	20	11	723	28	0	1	12	40	16	46
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	56	612	21	11	745	29	0	1	12	41	16	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	612	21	11	745	29	0	1	12	41	16	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	612	21	11	745	29	0	1	12	41	16	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	612	21	11	745	29	0	1	12	41	16	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	2.00	1.00	0.26	0.74
Final Sat.:	1600	3200	1600	1600	3081	119	1600	1600	3200	1600	413	1187
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.01	0.01	0.24	0.24	0.00	0.00	0.00	0.03	0.04	0.04
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	105	683	302	194	1108	98	73	538	83	365	693	61
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	108	703	311	200	1141	101	75	554	85	376	714	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	703	311	200	1141	101	75	554	85	376	714	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	703	311	200	1141	101	75	554	85	376	714	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	703	311	200	1141	101	75	554	85	376	714	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.60	0.40	2.00	2.76	0.24
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4158	642	3200	4412	388
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.19	0.06	0.24	0.06	0.02	0.13	0.13	0.12	0.16	0.16
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

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
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	28	116	88	229	307	250	118	730	37	187	913	85
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	29	119	91	236	316	258	122	752	38	193	940	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	119	91	236	316	258	122	752	38	193	940	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	119	91	236	316	258	122	752	38	193	940	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	119	91	236	316	258	122	752	38	193	940	88
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	1.14	0.86	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.74	0.26
Final Sat.:	1600	1820	1380	1600	3200	1600	1600	4568	232	1600	4391	409
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.15	0.10	0.16	0.08	0.16	0.16	0.12	0.21	0.21
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	299	675	198	80	982	115	58	799	276	126	895	20
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	308	695	204	82	1011	118	60	823	284	130	922	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	695	204	82	1011	118	60	823	284	130	922	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	695	204	82	1011	118	60	823	284	130	922	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	308	695	204	82	1011	118	60	823	284	130	922	21
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:	2.00	3.00	1.00	2.00	2.69	0.31	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	3200	4800	1600	3200	4297	503	3200	4800	1600	3200	4695	105
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.13	0.03	0.24	0.24	0.02	0.17	0.18	0.04	0.20	0.20
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Condition
AM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	193	449	138	67	595	53	108	529	323	327	971	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	199	462	142	69	613	55	111	545	333	337	1000	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	462	142	69	613	55	111	545	333	337	1000	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	462	142	69	613	55	111	545	333	337	1000	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	462	142	69	613	55	111	545	333	337	1000	100
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:	2.00	1.00	2.00	2.00	1.84	0.16	1.00	3.00	1.00	2.00	2.73	0.27
Final Sat.:	3200	1600	3200	3200	2938	262	1600	4800	1600	3200	4364	436
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.02	0.21	0.21	0.07	0.11	0.21	0.11	0.23	0.23
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing Lane configuration
Impact Fee:	None
Trip Generation:	Existing PM
Trip Distribution:	None
Paths:	None
Routes:	None
Configuration:	Exsiting PM

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000
# 2 Spring St. & Temple Ave.	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000
# 3 Spring St. & Redondo Ave.	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000
# 4 Spring St. & Lakewood Blvd.	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000
# 5 Spring St. & Clark Ave.	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000
# 6 Willow St. & Redondo Ave.	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 7 Willow St. & Lakewood Blvd.	F	xxxxx	1.043	F	xxxxx	1.043	+ 0.000
# 8 Willow St. & Clark Ave.	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 9 Wardlow Rd. & Cherry Ave.	E	xxxxx	0.966	E	xxxxx	0.966	+ 0.000
# 10 Wardlow Rd / Dr. Douglas Rd &	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 11 Wardlow Rd. & Clark Ave.	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000
# 12 36th St. & Cherry Ave.	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 13 Bixby Rd. & Cherry Ave.	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000
# 14 Conant St. & Lakewood Blvd.	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 15 Conant St. & Clark Ave.	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 16 Carson St. & Cherry Ave.	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000
# 17 Carson St. & Paramount Blvd.	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000
# 18 Carson St. & Lakewood Blvd.	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000
# 19 Carson St. & Clark Ave.	E	xxxxx	0.967	E	xxxxx	0.967	+ 0.000

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	206	1209	51	321	1229	73	125	704	111	104	471	380
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	1245	53	331	1266	75	129	725	114	107	485	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1245	53	331	1266	75	129	725	114	107	485	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1245	53	331	1266	75	129	725	114	107	485	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	1245	53	331	1266	75	129	725	114	107	485	391
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	2.00	2.83	0.17	1.00	2.59	0.41	1.00	2.21	1.79
Final Sat.:	1600	4606	194	3200	4531	269	1600	4146	654	1600	3542	2858
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.10	0.28	0.28	0.08	0.17	0.17	0.07	0.14	0.14
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	0 1	1! 0	1	1 0	2 1	C	1 0	2 1	0
Volume Module:												
Base Vol:	457	0	222	0	0	0	0	1270	314	61	1262	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.C3	1.03	1.03	1.03
Initial Bse:	471	0	229	0	0	0	0	1308	323	63	1300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.C0	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.C0	1.00	1.00	1.00
PHF Volume:	471	0	229	0	0	0	0	1308	323	63	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	0	229	0	0	0	0	1308	323	63	1300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.C0	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.C0	1.00	1.00	1.00
Final Vol.:	471	0	229	0	0	0	0	1308	323	63	1300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	16C0	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.C0	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	0.00
Final Sat.:	3200	0	1600	0	3200	1600	1600	3848	952	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.14	0.00	0.00	0.00	0.00	0.34	0.34	0.04	0.27	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	517	5	311	9	2	9	19	1395	349	211	738	17
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	533	5	320	9	2	9	20	1437	359	217	760	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	5	320	9	2	9	20	1437	359	217	760	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	5	320	9	2	9	20	1437	359	217	760	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	533	5	320	9	2	9	20	1437	359	217	760	18
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:	2.00	0.03	1.97	0.45	0.10	0.45	1.00	2.40	0.60	2.00	2.93	0.07
Final Sat.:	3200	51	3149	720	160	720	1600	3839	961	3200	4692	108
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.01	0.01	0.01	0.01	0.37	0.37	0.07	0.16	0.16
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	94	1135	180	213	1163	311	529	1198	254	287	587	208
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	97	1169	185	219	1198	320	545	1234	262	296	605	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1169	185	219	1198	320	545	1234	262	296	605	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1169	185	219	1198	320	545	1234	262	296	605	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	1169	185	219	1198	320	545	1234	262	296	605	214
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:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	3200	3200	3960	840	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.12	0.07	0.25	0.10	0.17	0.31	0.31	0.09	0.13	0.13
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	44	861	210	111	630	80	213	1316	88	137	549	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45	887	216	114	649	82	219	1355	91	141	565	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	887	216	114	649	82	219	1355	91	141	565	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	887	216	114	649	82	219	1355	91	141	565	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	887	216	114	649	82	219	1355	91	141	565	96
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:	2.00	2.41	0.59	2.00	2.00	1.00	2.00	2.81	0.19	2.00	3.42	0.58
Final Sat.:	3200	3859	941	3200	3200	1600	3200	4499	301	3200	5473	927
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.04	0.20	0.05	0.07	0.30	0.30	0.04	0.10	0.10
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	325	585	381	414	739	96	105	1123	355	247	747	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	335	603	392	426	761	99	108	1157	366	254	769	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	603	392	426	761	99	108	1157	366	254	769	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	603	392	426	761	99	108	1157	366	254	769	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	335	603	392	426	761	99	108	1157	366	254	769	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.25	0.13	0.24	0.06	0.07	0.24	0.23	0.08	0.16	0.06
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.043
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	192	962	157	138	1355	299	391	1939	395	94	686	357
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	198	991	162	142	1396	308	403	1997	407	97	707	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	991	162	142	1396	308	403	1997	407	97	707	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	991	162	142	1396	308	403	1997	407	97	707	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	991	162	142	1396	308	403	1997	407	97	707	368
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:	2.00	3.44	0.56	2.00	2.46	0.54	2.00	3.00	1.00	2.00	2.63	1.37
Final Sat.:	3200	5502	898	3200	3932	868	3200	4800	1600	3200	4209	2191
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.35	0.35	0.13	0.42	0.25	0.03	0.17	0.17
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	111	628	106	254	634	165	202	1143	88	96	631	73
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	647	109	262	653	170	208	1177	91	99	650	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	647	109	262	653	170	208	1177	91	99	650	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	647	109	262	653	170	208	1177	91	99	650	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	647	109	262	653	170	208	1177	91	99	650	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.57	0.43	2.00	1.59	0.41	2.00	2.79	0.21	2.00	2.69	0.31
Final Sat.:	1600	4107	693	3200	2539	661	3200	4457	343	3200	4302	498
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.08	0.26	0.26	0.07	0.26	0.26	0.03	0.15	0.15
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 147 Level Of Service: E

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	149	1667	125	28	1415	187	514	36	202	339	29	102
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	1717	129	29	1457	193	529	37	208	349	30	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1717	129	29	1457	193	529	37	208	349	30	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1717	129	29	1457	193	529	37	208	349	30	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	1717	129	29	1457	193	529	37	208	349	30	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.15	0.85	2.00	0.22	0.78
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	242	1358	3200	354	1246
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.08	0.02	0.46	0.12	0.17	0.15	0.15	0.11	0.08	0.08
Crit Moves:	****				****		****			****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	237	1595	276	179	1300	72	91	83	285	87	43	111
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	239	1611	279	181	1313	73	92	84	288	88	43	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:	239	1611	279	181	1313	73	92	84	288	88	43	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1611	279	181	1313	73	92	84	288	88	43	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
Final Vol.:	239	1611	279	181	1313	73	92	84	288	88	43	112
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:	2.00	3.41	0.59	2.00	3.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5456	944	3200	6064	336	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.06	0.22	0.22	0.03	0.03	0.18	0.03	0.01	0.07
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	971	122	120	766	17	82	429	26	28	160	64
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	35	1000	126	124	789	18	84	442	27	29	165	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:	35	1000	126	124	789	18	84	442	27	29	165	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1000	126	124	789	18	84	442	27	29	165	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
Final Vol.:	35	1000	126	124	789	18	84	442	27	29	165	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.93	0.07	1.00	1.89	0.11	0.22	1.27	0.51
Final Sat.:	1600	4264	536	1600	4696	104	1600	3017	183	356	2032	813
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.08	0.17	0.17	0.05	0.15	0.15	0.02	0.08	0.08
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 <<												
Base Vol:	28	1533	354	9	1111	23	38	48	32	316	20	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1533	354	9	1111	23	38	48	32	316	20	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1533	354	9	1111	23	38	48	32	316	20	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1533	354	9	1111	23	38	48	32	316	20	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	1533	354	9	1111	23	38	48	32	316	20	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.44	0.56	1.00	2.94	0.06	0.32	0.41	0.27	1.88	0.12	1.00
Final Sat.:	1600	3900	900	1600	4703	97	515	651	434	3010	190	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.01	0.24	0.24	0.02	0.07	0.07	0.10	0.11	0.02
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	1741	54	25	1175	41	99	52	44	51	40	34
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	1793	56	26	1210	42	102	54	45	53	41	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1793	56	26	1210	42	102	54	45	53	41	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1793	56	26	1210	42	102	54	45	53	41	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	1793	56	26	1210	42	102	54	45	53	41	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.90	0.10	1.00	0.54	0.46	1.00	0.54	0.46
Final Sat.:	1600	4656	144	1600	4638	162	1600	867	733	1600	865	735
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.02	0.26	0.26	0.06	0.06	0.06	0.03	0.05	0.05
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	4	1695	11	13	1248	2	14	3	2	45	4	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	1746	11	13	1285	2	14	3	2	46	4	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1746	11	13	1285	2	14	3	2	46	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1746	11	13	1285	2	14	3	2	46	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	1746	11	13	1285	2	14	3	2	46	4	16
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:	2.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	4800	1600	3200	4792	8	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.01	0.00	0.27	0.27	0.01	0.00	0.00	0.03	0.00	0.01
Crit Moves:		****		****				****			****	

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	18	818	60	33	665	1	27	18	73	12	7	17
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	843	62	34	685	1	28	19	75	12	7	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	843	62	34	685	1	28	19	75	12	7	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	843	62	34	685	1	28	19	75	12	7	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	843	62	34	685	1	28	19	75	12	7	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	1.00	2.00	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3195	5	1600	1600	3200	1600	467	1133
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.04	0.02	0.21	0.21	0.02	0.01	0.02	0.01	0.02	0.02
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	94	1138	556	309	820	79	104	945	73	355	656	229
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	97	1172	573	318	845	81	107	973	75	366	676	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:	97	1172	573	318	845	81	107	973	75	366	676	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1172	573	318	845	81	107	973	75	366	676	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
Final Vol.:	97	1172	573	318	845	81	107	973	75	366	676	236
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	2.00	3.00	1.00	2.00	2.78	0.22	2.00	2.22	0.78
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4456	344	3200	3558	1242
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.36	0.10	0.18	0.05	0.03	0.22	0.22	0.11	0.19	0.19
Crit Moves:		****		****				****			****	

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

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
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	46	400	270	157	201	178	323	1372	22	98	868	214
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	412	278	162	207	183	333	1413	23	101	894	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	412	278	162	207	183	333	1413	23	101	894	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	412	278	162	207	183	333	1413	23	101	894	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	412	278	162	207	183	333	1413	23	101	894	220
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	1.19	0.81	1.00	2.00	1.00	1.00	2.95	0.05	1.00	2.41	0.59
Final Sat.:	1600	1910	1290	1600	3200	1600	1600	4724	76	1600	3851	949
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.06	0.11	0.21	0.30	0.30	0.06	0.23	0.23
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

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
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	374	1260	189	137	801	84	250	1315	361	119	735	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	385	1298	195	141	825	87	258	1354	372	123	757	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1298	195	141	825	87	258	1354	372	123	757	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1298	195	141	825	87	258	1354	372	123	757	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	385	1298	195	141	825	87	258	1354	372	123	757	71
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:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3200	4800	1600	3200	4344	456	3200	4800	1600	3200	4388	412
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.12	0.04	0.19	0.19	0.08	0.28	0.23	0.04	0.17	0.17
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Condition
PM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: E

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	258	666	399	78	575	164	175	1255	267	198	738	142
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	266	686	411	80	592	169	180	1293	275	204	760	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	686	411	80	592	169	180	1293	275	204	760	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	686	411	80	592	169	180	1293	275	204	760	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	686	411	80	592	169	180	1293	275	204	760	146
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:	2.00	1.00	2.00	2.00	1.56	0.44	1.00	3.00	1.00	2.00	2.52	0.48
Final Sat.:	3200	1600	3200	3200	2490	710	1600	4800	1600	3200	4025	775
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.13	0.03	0.24	0.24	0.11	0.27	0.17	0.06	0.19	0.19
Crit Moves:		****		****				****		****		

B.
EXISTING WITH OPTIMIZED FLIGHTS PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

Scenario Report

Scenario:	Existing with project AM
Command:	Existing with project AM
Volume:	Existing AM
Geometry:	Existing Lane configuration
Impact Fee:	None
Trip Generation:	Existing project (41+25+11+ parking) AM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Exisitng AM

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

Trip Generation Report

Forecast for Existing AM project(41+25+11+parking)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Long Beach A	1.00	Airport	513.00	271.00	513	271	784	94.0
	Zone 2 Subtotal					513	271	784	94.0
3	Boeing Parki	1.00	Parking Lot	33.00	17.00	33	17	50	6.0
	Zone 3 Subtotal					33	17	50	6.0
TOTAL						546	288	834	100.0

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

Zone	To Gates 1	2	3	5	7	9	10	11	12	13	14
2	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0
3	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

Zone	To Gates 16	17	18	19	20	22	23	24	25
2	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0
3	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	C	xxxxx	0.728	C	xxxxx	0.731	+ 0.003
# 2 Spring St. & Temple Ave.	B	xxxxx	0.665	B	xxxxx	0.673	+ 0.008
# 3 Spring St. & Redondo Ave.	A	xxxxx	0.571	A	xxxxx	0.582	+ 0.012
# 4 Spring St. & Lakewood Blvd.	D	xxxxx	0.889	E	xxxxx	0.928	+ 0.039
# 5 Spring St. & Clark Ave.	B	xxxxx	0.665	B	xxxxx	0.673	+ 0.008
# 6 Willow St. & Redondo Ave.	C	xxxxx	0.764	C	xxxxx	0.772	+ 0.008
# 7 Willow St. & Lakewood Blvd.	E	xxxxx	0.943	E	xxxxx	0.967	+ 0.023
# 8 Willow St. & Clark Ave.	D	xxxxx	0.900	E	xxxxx	0.904	+ 0.004
# 9 Wardlow Rd. & Cherry Ave.	D	xxxxx	0.868	D	xxxxx	0.890	+ 0.022
# 10 Wardlow Rd / Dr. Douglas Rd &	B	xxxxx	0.699	D	xxxxx	0.852	+ 0.153
# 11 Wardlow Rd. & Clark Ave.	B	xxxxx	0.643	B	xxxxx	0.647	+ 0.004
# 12 36th St. & Cherry Ave.	B	xxxxx	0.630	B	xxxxx	0.636	+ 0.006
# 13 Bixby Rd. & Cherry Ave.	A	xxxxx	0.586	A	xxxxx	0.596	+ 0.010
# 14 Conant St. & Lakewood Blvd.	A	xxxxx	0.478	A	xxxxx	0.524	+ 0.046
# 15 Conant St. & Clark Ave.	A	xxxxx	0.416	A	xxxxx	0.422	+ 0.005
# 16 Carson St. & Cherry Ave.	C	xxxxx	0.736	C	xxxxx	0.753	+ 0.017
# 17 Carson St. & Paramount Blvd.	B	xxxxx	0.623	B	xxxxx	0.639	+ 0.015
# 18 Carson St. & Lakewood Blvd.	C	xxxxx	0.730	D	xxxxx	0.828	+ 0.098
# 19 Carson St. & Clark Ave.	D	xxxxx	0.804	D	xxxxx	0.807	+ 0.003

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	232	1137	41	154	960	59	99	372	52	57	478	242
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	239	1171	42	159	989	61	102	383	54	59	492	249
Added Vol:	0	0	0	27	0	0	0	11	0	0	6	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1171	42	186	989	61	102	394	54	59	498	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1171	42	186	989	61	102	394	54	59	498	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1171	42	186	989	61	102	394	54	59	498	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	239	1171	42	186	989	61	102	394	54	59	498	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	2.00	2.83	0.17	1.00	2.64	0.36	1.00	2.62	1.38
Final Sat.:	1600	4633	167	3200	4522	278	1600	4226	574	1600	4188	2212
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.06	0.22	0.22	0.06	0.09	0.09	0.04	0.12	0.12
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	0 1	1! 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	531	0	103	0	0	0	0	996	361	107	1743	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	547	0	106	0	0	0	0	1026	372	110	1795	0
Added Vol:	0	0	11	0	0	0	0	38	0	6	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	0	117	0	0	0	0	1064	372	116	1835	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:	547	0	117	0	0	0	0	1064	372	116	1835	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	117	0	0	0	0	1064	372	116	1835	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	547	0	117	0	0	0	0	1064	372	116	1835	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	2.00	1.00	1.00	2.22	0.78	1.00	3.00	0.00
Final Sat.:	3200	0	1600	0	3200	1600	1600	3557	1243	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.07	0.00	0.00	0.00	0.00	0.30	0.30	0.07	0.38	0.00
Crit Moves:	****						****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	1	0 0	0 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	454	2	284	0	3	4	4	689	322	258	1296	8
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	468	2	293	0	3	4	4	710	332	266	1335	8
Added Vol:	0	0	11	0	0	0	0	48	0	6	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	2	304	0	3	4	4	758	332	272	1381	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	2	304	0	3	4	4	758	332	272	1381	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	2	304	0	3	4	4	758	332	272	1381	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	468	2	304	0	3	4	4	758	332	272	1381	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.01	1.99	0.00	0.43	0.57	1.00	2.09	0.91	2.00	2.98	0.02
Final Sat.:	3200	22	3178	0	686	914	1600	3339	1461	3200	4772	28
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.10	0.00	0.00	0.00	0.00	0.23	0.23	0.08	0.29	0.29
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	224	934	221	235	1064	784	234	365	28	306	1551	209
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	231	962	228	242	1096	808	241	376	29	315	1598	215
Added Vol:	0	225	0	20	100	51	59	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1187	228	262	1196	859	300	376	29	315	1598	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1187	228	262	1196	859	300	376	29	315	1598	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1187	228	262	1196	859	300	376	29	315	1598	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	1187	228	262	1196	859	300	376	29	315	1598	239
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:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.79	0.21	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	3200	3200	4458	342	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.14	0.08	0.25	0.27	0.09	0.08	0.08	0.10	0.33	0.15
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	49	781	53	35	538	155	154	284	44	239	1425	106
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	50	804	55	36	554	160	159	293	45	246	1468	109
Added Vol:	8	9	0	3	1	0	0	15	5	0	16	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	813	55	39	555	160	159	308	50	246	1484	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	813	55	39	555	160	159	308	50	246	1484	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	813	55	39	555	160	159	308	50	246	1484	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	813	55	39	555	160	159	308	50	246	1484	126
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:	2.00	2.81	0.19	2.00	2.00	1.00	2.00	2.58	0.42	2.00	3.69	0.31
Final Sat.:	3200	4498	302	3200	3200	1600	3200	4125	675	3200	5898	502
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.01	0.17	0.10	0.05	0.07	0.07	0.08	0.25	0.25
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	294	1020	356	104	257	38	106	851	166	212	1150	233
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	303	1051	377	107	265	39	109	877	171	218	1185	240
Added Vol:	0	11	11	0	6	0	0	11	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	1062	388	107	271	39	109	888	171	224	1190	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1062	388	107	271	39	109	888	171	224	1190	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1062	388	107	271	39	109	888	171	224	1190	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	303	1062	388	107	271	39	109	888	171	224	1190	240
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:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.24	0.03	0.08	0.02	0.07	0.18	0.11	0.07	0.25	0.15
Crit Moves:			****	****			****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: E

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	249	1295	174	90	973	458	169	1062	78	89	1500	481
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	256	1334	179	93	1002	472	174	1094	80	92	1545	495
Added Vol:	0	38	0	5	20	12	22	0	0	0	0	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1372	179	98	1022	484	196	1094	80	92	1545	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1372	179	98	1022	484	196	1094	80	92	1545	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1372	179	98	1022	484	196	1094	80	92	1545	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	256	1372	179	98	1022	484	196	1094	80	92	1545	576
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:	2.00	3.54	0.46	2.00	2.04	0.96	2.00	3.00	1.00	2.00	2.91	1.09
Final Sat.:	3200	5661	739	3200	3258	1542	3200	4800	1600	3200	4661	1739
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.03	0.31	0.31	0.06	0.23	0.05	0.03	0.33	0.33
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: E

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	177	780	102	35	498	201	175	641	77	65	1323	189
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	182	803	105	36	513	207	180	660	79	67	1363	195
Added Vol:	4	18	0	0	6	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	821	105	36	519	207	180	660	84	67	1363	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	821	105	36	519	207	180	660	84	67	1363	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	821	105	36	519	207	180	660	84	67	1363	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	821	105	36	519	207	180	660	84	67	1363	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	2.00	1.43	0.57	2.00	2.66	0.34	2.00	2.62	0.38
Final Sat.:	1600	4256	544	3200	2287	913	3200	4256	544	3200	4200	600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.01	0.23	0.23	0.06	0.16	0.16	0.02	0.32	0.32
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	121	1332	450	62	1628	192	219	36	147	99	20	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	125	1372	464	64	1677	198	226	37	151	102	21	26
Added Vol:	11	4	0	0	7	4	7	0	20	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1376	464	64	1684	202	233	37	171	102	21	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1376	464	64	1684	202	233	37	171	102	21	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1376	464	64	1684	202	233	37	171	102	21	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	1376	464	64	1684	202	233	37	171	102	21	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.72	0.28	1.00	2.00	0.44	0.56
Final Sat.:	1600	3200	1600	1600	3200	1600	2760	440	1600	3200	711	889
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.29	0.04	0.53	0.13	0.08	0.08	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	368	1176	71	91	1273	77	79	32	48	294	110	261
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	372	1188	72	92	1286	78	80	32	48	297	111	264
Added Vol:	289	19	0	0	9	190	100	8	38	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	661	1207	72	92	1295	268	180	40	86	297	145	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	661	1207	72	92	1295	268	180	40	86	297	145	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	661	1207	72	92	1295	268	180	40	86	297	145	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	661	1207	72	92	1295	268	180	40	86	297	145	264
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:	2.00	3.78	0.22	2.00	3.31	0.69	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6041	359	3200	5303	1097	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.03	0.24	0.24	0.06	0.01	0.05	0.09	0.05	0.16
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	78	858	40	63	631	73	37	130	12	102	648	139
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	80	884	41	65	650	75	38	134	12	105	667	143
Added Vol:	24	2	0	0	1	5	3	3	3	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	886	41	65	651	80	41	137	15	105	672	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	886	41	65	651	80	41	137	15	105	672	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	886	41	65	651	80	41	137	15	105	672	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	886	41	65	651	80	41	137	15	105	672	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.67	0.33	1.00	1.80	0.20	0.23	1.46	0.31
Final Sat.:	1600	4587	213	1600	4274	526	1600	2877	323	365	2337	498
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.04	0.15	0.15	0.03	0.05	0.05	0.07	0.29	0.29
Crit Moves:		****			****			****			****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 <<												
Base Vol:	15	1103	249	16	1642	41	24	12	31	314	32	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1103	249	16	1642	41	24	12	31	314	32	16
Added Vol:	1	9	0	0	8	1	3	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1112	249	16	1650	42	27	12	34	314	32	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1112	249	16	1650	42	27	12	34	314	32	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1112	249	16	1650	42	27	12	34	314	32	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1112	249	16	1650	42	27	12	34	314	32	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.45	0.55	1.00	2.93	0.07	0.37	0.16	0.47	1.82	0.18	1.00
Final Sat.:	1600	3922	878	1600	4681	119	592	263	745	2904	296	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.01	0.35	0.35	0.02	0.05	0.05	0.11	0.11	0.01
Crit Moves:	****				****			****			****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	69	1217	47	63	1700	29	63	25	75	21	35	11
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.05	1.03	1.03	1.03	1.03	1.03
Initial Bse:	71	1254	48	65	1751	30	66	26	77	22	36	11
Added Vol:	1	13	0	0	7	2	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1267	48	65	1758	32	70	26	78	22	36	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1267	48	65	1758	32	70	26	78	22	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1267	48	65	1758	32	70	26	78	22	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1267	48	65	1758	32	70	26	78	22	36	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.95	0.05	1.00	0.25	0.75	1.00	0.76	0.24
Final Sat.:	1600	4623	177	1600	4715	85	1600	396	1204	1600	1217	383
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.37	0.37	0.04	0.06	0.07	0.01	0.03	0.03
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	62	1125	39	15	1356	40	4	12	1	16	22	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	64	1159	40	15	1397	41	4	12	1	16	23	13
Added Vol:	0	99	21	12	187	0	0	0	0	12	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1258	51	27	1584	41	4	12	1	28	23	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1258	51	27	1584	41	4	12	1	28	23	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1258	51	27	1584	41	4	12	1	28	23	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1258	51	27	1584	41	4	12	1	28	23	19
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:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	4800	1600	3200	4678	122	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.04	0.01	0.34	0.34	0.00	0.01	0.00	0.02	0.01	0.01
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	54	594	20	11	723	28	0	1	12	40	16	46
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	56	612	21	11	745	29	0	1	12	41	16	47
Added Vol:	2	3	0	0	5	4	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	615	21	11	750	33	2	1	13	41	16	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	615	21	11	750	33	2	1	13	41	16	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	615	21	11	750	33	2	1	13	41	16	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	615	21	11	750	33	2	1	13	41	16	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.00	2.00	1.00	0.26	0.74
Final Sat.:	1600	3200	1600	1600	3066	134	1600	1600	3200	1600	413	1187
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.01	0.01	0.24	0.24	0.00	0.00	0.00	0.03	0.04	0.04
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	105	683	302	194	1108	98	73	538	83	365	693	61
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	108	703	311	200	1141	101	75	554	85	376	714	63
Added Vol:	0	0	17	16	0	0	0	66	0	9	35	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	703	328	216	1141	101	75	620	85	385	749	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	703	328	216	1141	101	75	620	85	385	749	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	703	328	216	1141	101	75	620	85	385	749	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	703	328	216	1141	101	75	620	85	385	749	72
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	2.00	3.00	1.00	2.00	2.64	0.36	2.00	2.74	0.26
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4218	582	3200	4380	420
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.21	0.07	0.24	0.06	0.02	0.15	0.15	0.12	0.17	0.17
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

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
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	28	116	88	229	307	250	118	730	37	187	913	85
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	29	119	91	236	316	258	122	752	38	193	940	88
Added Vol:	0	0	0	0	0	0	0	99	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	119	91	236	316	258	122	851	38	193	992	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	119	91	236	316	258	122	851	38	193	992	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	119	91	236	316	258	122	851	38	193	992	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	119	91	236	316	258	122	851	38	193	992	88
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	1.14	0.86	1.00	2.00	1.00	1.00	2.87	0.13	1.00	2.76	0.24
Final Sat.:	1600	1820	1380	1600	3200	1600	1600	4594	206	1600	4411	389
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.15	0.10	0.16	0.08	0.19	0.19	0.12	0.22	0.22
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

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
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	299	675	198	80	982	115	58	799	276	126	895	20
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	308	695	204	82	1011	118	60	823	284	130	922	21
Added Vol:	52	40	7	0	76	0	0	0	59	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	735	211	82	1087	118	60	823	383	143	922	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	735	211	82	1087	118	60	823	383	143	922	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	735	211	82	1087	118	60	823	383	143	922	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	360	735	211	82	1087	118	60	823	383	143	922	21
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:	2.00	3.00	1.00	2.00	2.71	0.29	2.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	3200	4800	1600	3200	4329	471	3200	4800	1600	3200	4695	105
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.13	0.03	0.25	0.25	0.02	0.17	0.24	0.04	0.20	0.20
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Existing Plus Project
AM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	193	449	138	67	595	53	108	529	323	327	971	97
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	199	462	142	69	613	55	111	545	333	337	1000	100
Added Vol:	0	3	2	0	6	5	3	4	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	465	144	69	619	60	114	549	333	340	1008	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	465	144	69	619	60	114	549	333	340	1008	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	465	144	69	619	60	114	549	333	340	1008	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	465	144	69	619	60	114	549	333	340	1008	100
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:	2.00	1.00	2.00	2.00	1.82	0.18	1.00	3.00	1.00	2.00	2.73	0.27
Final Sat.:	3200	1600	3200	3200	2919	281	1600	4800	1600	3200	4367	433
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.05	0.02	0.21	0.21	0.07	0.11	0.21	0.11	0.23	0.23
Crit Moves:		****		****					****	****		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑↑↑	↑↑↑↑	
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	270	0	1940	1678	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	270	0	1940	1678	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					507	
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	2163	420	1678			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1695	0	1087			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	69	100			
cM capacity (veh/h)	67	864	508			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	270	485	485	485	485	420	420	420	420
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	270	0	0	0	0	0	0	0	0
cSH	864	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.31	0.29	0.29	0.29	0.29	0.25	0.25	0.25	0.25
Queue Length 95th (ft)	33	0	0	0	0	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B								
Approach Delay (s)	11.0	0.0				0.0			
Approach LOS	B								

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

Scenario Report

Scenario:	Existing with project PM
Command:	Existing with project PM
Volume:	Existing PM
Geometry:	Existing Lane configuration
Impact Fee:	None
Trip Generation:	Existing project (41+25+11+ parking) PM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Exsiting PM

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

Trip Generation Report

Forecast for Existing PM project(41+25+11+parking)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Long Beach A	1.00	Airport	362.00	463.00	362	463	825	94.0
	Zone 2 Subtotal					362	463	825	94.0
3	Boeing Parki	1.00	Parking Lot	23.00	30.00	23	30	53	6.0
	Zone 3 Subtotal					23	30	53	6.0
TOTAL						385	493	878	100.0

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

To Gates

Zone	1	2	3	5	7	9	10	11	12	13	14
2	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0
3	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

To Gates

Zone	16	17	18	19	20	22	23	24	25
2	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0
3	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.834	D	xxxxx	0.836	+ 0.002
# 2 Spring St. & Temple Ave.	B	xxxxx	0.646	B	xxxxx	0.658	+ 0.012
# 3 Spring St. & Redondo Ave.	C	xxxxx	0.741	C	xxxxx	0.752	+ 0.010
# 4 Spring St. & Lakewood Blvd.	D	xxxxx	0.864	D	xxxxx	0.899	+ 0.036
# 5 Spring St. & Clark Ave.	C	xxxxx	0.791	D	xxxxx	0.801	+ 0.010
# 6 Willow St. & Redondo Ave.	D	xxxxx	0.879	D	xxxxx	0.889	+ 0.010
# 7 Willow St. & Lakewood Blvd.	F	xxxxx	1.043	F	xxxxx	1.055	+ 0.011
# 8 Willow St. & Clark Ave.	D	xxxxx	0.804	D	xxxxx	0.811	+ 0.007
# 9 Wardlow Rd. & Cherry Ave.	E	xxxxx	0.966	E	xxxxx	0.980	+ 0.014
# 10 Wardlow Rd / Dr. Douglas Rd &	B	xxxxx	0.631	C	xxxxx	0.711	+ 0.080
# 11 Wardlow Rd. & Clark Ave.	A	xxxxx	0.576	A	xxxxx	0.580	+ 0.003
# 12 36th St. & Cherry Ave.	B	xxxxx	0.697	C	xxxxx	0.702	+ 0.004
# 13 Bixby Rd. & Cherry Ave.	B	xxxxx	0.613	B	xxxxx	0.616	+ 0.004
# 14 Conant St. & Lakewood Blvd.	A	xxxxx	0.539	A	xxxxx	0.588	+ 0.049
# 15 Conant St. & Clark Ave.	A	xxxxx	0.417	A	xxxxx	0.421	+ 0.003
# 16 Carson St. & Cherry Ave.	D	xxxxx	0.856	D	xxxxx	0.877	+ 0.020
# 17 Carson St. & Paramount Blvd.	D	xxxxx	0.877	D	xxxxx	0.895	+ 0.019
# 18 Carson St. & Lakewood Blvd.	D	xxxxx	0.811	D	xxxxx	0.853	+ 0.042
# 19 Carson St. & Clark Ave.	E	xxxxx	0.967	E	xxxxx	0.972	+ 0.005

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	206	1209	51	321	1229	73	125	704	111	104	471	380
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	1245	53	331	1266	75	129	725	114	107	485	391
Added Vol:	0	0	0	19	0	0	0	8	0	0	10	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1245	53	350	1266	75	129	733	114	107	495	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1245	53	350	1266	75	129	733	114	107	495	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1245	53	350	1266	75	129	733	114	107	495	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	1245	53	350	1266	75	129	733	114	107	495	415
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	2.00	2.83	0.17	1.00	2.60	0.40	1.00	2.18	1.82
Final Sat.:	1600	4606	194	3200	4531	269	1600	4152	648	1600	3480	2920
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.11	0.28	0.28	0.08	0.18	0.18	0.07	0.14	0.14
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	0	0 1	1! 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	457	0	222	0	0	0	0	1270	314	61	1262	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	471	0	229	0	0	0	0	1308	323	63	1300	0
Added Vol:	0	0	8	0	0	0	0	26	0	10	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	471	0	237	0	0	0	0	1334	323	73	1368	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:	471	0	237	0	0	0	0	1334	323	73	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	0	237	0	0	0	0	1334	323	73	1368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	471	0	237	0	0	0	0	1334	323	73	1368	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	0.00
Final Sat.:	3200	0	1600	0	3200	1600	1600	3863	937	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.35	0.35	0.05	0.28	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	517	5	311	9	2	9	19	1395	349	211	738	17
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	533	5	320	9	2	9	20	1437	359	217	760	18
Added Vol:	0	0	8	0	0	0	0	34	0	10	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	533	5	328	9	2	9	20	1471	359	227	838	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	5	328	9	2	9	20	1471	359	227	838	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	5	328	9	2	9	20	1471	359	227	838	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	533	5	328	9	2	9	20	1471	359	227	838	18
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:	2.00	0.03	1.97	0.45	0.10	0.45	1.00	2.41	0.59	2.00	2.94	0.06
Final Sat.:	3200	49	3151	720	160	720	1600	3857	943	3200	4702	98
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.01	0.01	0.01	0.01	0.38	0.38	0.07	0.18	0.18
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	94	1135	180	213	1163	311	529	1198	254	287	587	208
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	97	1169	185	219	1198	320	545	1234	262	296	605	214
Added Vol:	0	159	0	34	171	88	42	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1328	185	253	1369	408	587	1234	262	296	605	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1328	185	253	1369	408	587	1234	262	296	605	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1328	185	253	1369	408	587	1234	262	296	605	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	1328	185	253	1369	408	587	1234	262	296	605	231
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:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.48	0.52	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	3200	3200	3960	840	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.12	0.08	0.29	0.13	0.18	0.31	0.31	0.09	0.13	0.14
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	44	861	210	111	630	80	213	1316	88	137	549	93
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45	887	216	114	649	82	219	1355	91	141	565	96
Added Vol:	6	7	0	5	3	0	0	25	9	0	11	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	894	216	119	652	82	219	1380	100	141	576	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	894	216	119	652	82	219	1380	100	141	576	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	894	216	119	652	82	219	1380	100	141	576	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	894	216	119	652	82	219	1380	100	141	576	108
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:	2.00	2.42	0.58	2.00	2.00	1.00	2.00	2.80	0.20	2.00	3.37	0.63
Final Sat.:	3200	3865	935	3200	3200	1600	3200	4477	323	3200	5392	1008
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.04	0.20	0.05	0.07	0.31	0.31	0.04	0.11	0.11
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	325	585	381	414	739	96	105	1123	355	247	747	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	335	603	392	426	761	99	108	1157	366	254	769	93
Added Vol:	0	8	8	0	10	0	0	8	0	10	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	611	400	426	771	99	108	1165	366	264	779	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	611	400	426	771	99	108	1165	366	264	779	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	611	400	426	771	99	108	1165	366	264	779	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	335	611	400	426	771	99	108	1165	366	264	779	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.25	0.13	0.24	0.06	0.07	0.24	0.23	0.08	0.16	0.06
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.055
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	192	962	157	138	1355	299	391	1939	395	94	686	357
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	198	991	162	142	1396	308	403	1997	407	97	707	368
Added Vol:	0	27	0	9	35	20	15	0	0	0	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1018	162	151	1431	328	418	1997	407	97	707	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1018	162	151	1431	328	418	1997	407	97	707	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1018	162	151	1431	328	418	1997	407	97	707	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	1018	162	151	1431	328	418	1997	407	97	707	425
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:	2.00	3.45	0.55	2.00	2.44	0.56	2.00	3.00	1.00	2.00	2.50	1.50
Final Sat.:	3200	5523	877	3200	3905	895	3200	4800	1600	3200	3997	2403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.05	0.37	0.37	0.13	0.42	0.25	0.03	0.18	0.18
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	111	628	106	254	634	165	202	1143	88	96	631	73
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	647	109	262	653	170	208	1177	91	99	650	75
Added Vol:	3	12	0	0	11	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	659	109	262	664	170	208	1177	100	99	650	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	659	109	262	664	170	208	1177	100	99	650	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	659	109	262	664	170	208	1177	100	99	650	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	659	109	262	664	170	208	1177	100	99	650	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.57	0.43	2.00	1.59	0.41	2.00	2.77	0.23	2.00	2.69	0.31
Final Sat.:	1600	4118	682	3200	2548	652	3200	4425	375	3200	4302	498
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.08	0.26	0.26	0.07	0.27	0.27	0.03	0.15	0.15
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: E

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	149	1667	125	28	1415	187	514	36	202	339	29	102
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	153	1717	129	29	1457	193	529	37	208	349	30	105
Added Vol:	18	6	0	0	5	7	5	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1723	129	29	1462	200	534	37	222	349	30	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1723	129	29	1462	200	534	37	222	349	30	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1723	129	29	1462	200	534	37	222	349	30	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	1723	129	29	1462	200	534	37	222	349	30	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.14	0.86	2.00	0.22	0.78
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	229	1371	3200	354	1246
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.08	0.02	0.46	0.12	0.17	0.16	0.16	0.11	0.08	0.08
Crit Moves:	****				****		****			****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	237	1595	276	179	1300	72	91	83	71	87	43	111
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	239	1611	279	181	1313	73	92	84	72	88	43	112
Added Vol:	204	13	0	0	15	134	171	14	66	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	1624	279	181	1328	207	263	98	138	88	67	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:	443	1624	279	181	1328	207	263	98	138	88	67	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1624	279	181	1328	207	263	98	138	88	67	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
Final Vol.:	443	1624	279	181	1328	207	263	98	138	88	67	112
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:	2.00	3.41	0.59	2.00	3.46	0.54	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5462	938	3200	5538	862	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.06	0.24	0.24	0.08	0.03	0.09	0.03	0.02	0.07
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	971	122	120	766	17	82	429	26	28	160	64
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	35	1000	126	124	789	18	84	442	27	29	165	66
Added Vol:	17	1	0	0	2	4	5	5	5	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1001	126	124	791	22	89	447	32	29	169	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:	52	1001	126	124	791	22	89	447	32	29	169	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1001	126	124	791	22	89	447	32	29	169	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
Final Vol.:	52	1001	126	124	791	22	89	447	32	29	169	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.92	0.08	1.00	1.87	0.13	0.22	1.28	0.50
Final Sat.:	1600	4265	535	1600	4673	127	1600	2988	212	350	2049	800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.08	0.17	0.17	0.06	0.15	0.15	0.02	0.08	0.08
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	C	1 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 <<												
Base Vol:	28	1533	354	9	1111	23	38	48	32	316	20	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1533	354	9	1111	23	38	48	32	316	20	32
Added Vol:	2	9	0	0	9	2	2	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1542	354	9	1120	25	40	48	34	316	20	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1542	354	9	1120	25	40	48	34	316	20	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1542	354	9	1120	25	40	48	34	316	20	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	1542	354	9	1120	25	40	48	34	316	20	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.44	0.56	1.00	2.93	0.07	0.33	0.39	0.28	1.88	0.12	1.00
Final Sat.:	1600	3904	896	1600	4695	105	525	630	446	3010	190	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.40	0.01	0.24	0.24	0.03	0.08	0.08	0.10	0.11	0.02
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	1741	54	25	1175	41	99	52	44	51	40	34
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	1793	56	26	1210	42	102	54	45	53	41	35
Added Vol:	1	9	0	0	12	4	3	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1802	56	26	1222	46	105	54	46	53	41	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1802	56	26	1222	46	105	54	46	53	41	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1802	56	26	1222	46	105	54	46	53	41	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	1802	56	26	1222	46	105	54	46	53	41	35
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.89	0.11	1.00	0.54	0.46	1.00	0.54	0.46
Final Sat.:	1600	4656	144	1600	4625	175	1600	858	742	1600	865	735
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.02	0.26	0.26	0.07	0.06	0.06	0.03	0.05	0.05
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	4	1695	11	13	1248	2	14	3	2	45	4	16
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	1746	11	13	1285	2	14	3	2	46	4	16
Added Vol:	0	169	16	8	132	0	0	0	0	18	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1915	27	21	1417	2	14	3	2	64	4	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1915	27	21	1417	2	14	3	2	64	4	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1915	27	21	1417	2	14	3	2	64	4	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	1915	27	21	1417	2	14	3	2	64	4	27
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:	2.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	4800	1600	3200	4793	7	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.02	0.01	0.30	0.30	0.01	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	18	818	60	33	665	1	27	18	73	12	7	17
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	19	843	62	34	685	1	28	19	75	12	7	18
Added Vol:	2	5	0	0	4	3	3	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	848	62	34	689	4	31	19	77	12	7	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	848	62	34	689	4	31	19	77	12	7	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	848	62	34	689	4	31	19	77	12	7	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	848	62	34	689	4	31	19	77	12	7	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	1.00	2.00	1.00	0.29	0.71
Final Sat.:	1600	3200	1600	1600	3181	19	1600	1600	3200	1600	467	1133
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.04	0.02	0.22	0.22	0.02	0.01	0.02	0.01	0.02	0.02
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	94	1138	556	309	820	79	104	945	73	355	656	229
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	97	1172	573	318	845	81	107	973	75	366	676	236
Added Vol:	0	0	12	12	0	0	0	46	0	15	59	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1172	585	330	845	81	107	1019	75	381	735	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1172	585	330	845	81	107	1019	75	381	735	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1172	585	330	845	81	107	1019	75	381	735	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	1172	585	330	845	81	107	1019	75	381	735	251
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	2.00	3.00	1.00	2.00	2.79	0.21	2.00	2.24	0.76
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4470	330	3200	3578	1222
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.37	0.10	0.18	0.05	0.03	0.23	0.23	0.12	0.21	0.21
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

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
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	46	400	270	157	201	178	323	1372	22	98	868	214
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	412	278	162	207	183	333	1413	23	101	894	220
Added Vol:	0	0	0	0	0	0	0	70	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	412	278	162	207	183	333	1483	23	101	983	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	412	278	162	207	183	333	1483	23	101	983	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	412	278	162	207	183	333	1483	23	101	983	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	412	278	162	207	183	333	1483	23	101	983	220
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	1.19	0.81	1.00	2.00	1.00	1.00	2.95	0.05	1.00	2.45	0.55
Final Sat.:	1600	1910	1290	1600	3200	1600	1600	4728	72	1600	3921	879
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.06	0.11	0.21	0.31	0.31	0.06	0.25	0.25
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

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
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	374	1260	189	137	801	84	250	1315	361	119	735	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	385	1298	195	141	825	87	258	1354	372	123	757	71
Added Vol:	89	69	12	0	54	0	0	0	70	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	1367	207	141	879	87	258	1354	442	132	757	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	1367	207	141	879	87	258	1354	442	132	757	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1367	207	141	879	87	258	1354	442	132	757	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	474	1367	207	141	879	87	258	1354	442	132	757	71
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:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3200	4800	1600	3200	4370	430	3200	4800	1600	3200	4388	412
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.13	0.04	0.20	0.20	0.08	0.28	0.28	0.04	0.17	0.17
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Existing Plus Project
PM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: E

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	258	666	399	78	575	164	175	1255	267	198	738	142
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	266	686	411	80	592	169	180	1293	275	204	760	146
Added Vol:	0	5	3	0	4	4	5	7	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	691	414	80	596	173	185	1300	275	206	765	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	691	414	80	596	173	185	1300	275	206	765	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	691	414	80	596	173	185	1300	275	206	765	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	691	414	80	596	173	185	1300	275	206	765	146
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:	2.00	1.00	2.00	2.00	1.55	0.45	1.00	3.00	1.00	2.00	2.52	0.48
Final Sat.:	3200	1600	3200	3200	2481	719	1600	4800	1600	3200	4030	770
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.13	0.03	0.24	0.24	0.12	0.27	0.17	0.06	0.19	0.19
Crit Moves:		****		****				****		****		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑↑↑	↑↑↑↑	
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	447	0	2537	1685	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	447	0	2537	1685	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					507	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	2319	421	1685			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1860	0	1053			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	48	100			
cM capacity (veh/h)	51	852	516			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	447	634	634	634	634	421	421	421	421
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	447	0	0	0	0	0	0	0	0
cSH	852	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.52	0.37	0.37	0.37	0.37	0.25	0.25	0.25	0.25
Queue Length 95th (ft)	78	0	0	0	0	0	0	0	0
Control Delay (s)	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B								
Approach Delay (s)	13.8	0.0				0.0			
Approach LOS	B								

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

C.
2020 NO-PROJECT WITH OPTIMIZED FLIGHTS PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

Scenario Report

Scenario:	Future No project AM
Command:	Future No project AM
Volume:	2020 AM Peak
Geometry:	Future Lane configurartion
Impact Fee:	None
Trip Generation:	Future No project (41+25+11+no lease) AM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Future 2020 AM

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

Trip Generation Report

Forecast for Future AM no project(41+25+11+no lease)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Long Beach A	1.00	Airport	721.00	354.00	721	354	1075	100.0
	Zone 1 Subtotal					721	354	1075	100.0
TOTAL						721	354	1075	100.0

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

To Gates

Zone	1	2	3	5	7	9	10	11	12	13	14
1	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

To Gates

Zone	16	17	18	19	20	22	23	24	25
1	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.830	D	xxxxx	0.836	+ 0.006
# 2 Spring St. & Temple Ave.	C	xxxxx	0.734	C	xxxxx	0.738	+ 0.004
# 3 Spring St. & Redondo Ave.	B	xxxxx	0.603	B	xxxxx	0.617	+ 0.015
# 4 Spring St. & Lakewood Blvd.	F	xxxxx	1.040	F	xxxxx	1.112	+ 0.072
# 5 Spring St. & Clark Ave.	C	xxxxx	0.724	C	xxxxx	0.733	+ 0.009
# 6 Willow St. & Redondo Ave.	C	xxxxx	0.732	C	xxxxx	0.745	+ 0.013
# 7 Willow St. & Lakewood Blvd.	E	xxxxx	0.945	E	xxxxx	0.977	+ 0.032
# 8 Willow St. & Clark Ave.	E	xxxxx	0.948	E	xxxxx	0.954	+ 0.007
# 9 Wardlow Rd. & Cherry Ave.	D	xxxxx	0.859	D	xxxxx	0.884	+ 0.025
# 10 Wardlow Rd / Dr. Douglas Rd &	E	xxxxx	0.947	F	xxxxx	1.227	+ 0.280
# 11 Wardlow Rd. & Clark Ave.	B	xxxxx	0.695	B	xxxxx	0.688	-0.006
# 12 36th St. & Cherry Ave.	D	xxxxx	0.888	D	xxxxx	0.894	+ 0.007
# 13 Bixby Rd. & Cherry Ave.	C	xxxxx	0.701	C	xxxxx	0.705	+ 0.004
# 14 Conant St. & Lakewood Blvd.	E	xxxxx	0.909	E	xxxxx	0.958	+ 0.050
# 15 Conant St. & Clark Ave.	C	xxxxx	0.719	C	xxxxx	0.724	+ 0.005
# 16 Carson St. & Cherry Ave.	D	xxxxx	0.878	E	xxxxx	0.918	+ 0.039
# 17 Carson St. & Paramount Blvd.	C	xxxxx	0.736	C	xxxxx	0.761	+ 0.025
# 18 Carson St. & Lakewood Blvd.	D	xxxxx	0.883	E	xxxxx	0.993	+ 0.110
# 19 Carson St. & Clark Ave.	D	xxxxx	0.801	D	xxxxx	0.804	+ 0.003

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	232	1456	54	154	1360	137	116	832	52	57	482	725
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1456	54	154	1360	137	116	832	52	57	482	725
Added Vol:	0	0	0	36	0	0	0	14	0	0	7	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1456	54	190	1360	137	116	846	52	57	489	743
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1456	54	190	1360	137	116	846	52	57	489	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1456	54	190	1360	137	116	846	52	57	489	743
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	232	1456	54	190	1360	137	116	846	52	57	489	743
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	1.00	2.89	0.11	2.00	2.73	0.27	1.00	2.83	0.17	1.00	2.00	2.00
Final Sat.:	1760	5091	189	3168	4797	483	1760	4974	306	1760	3520	3168
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.06	0.28	0.28	0.07	0.17	0.17	0.03	0.14	0.23
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

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
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	567	0	233	0	0	0	0	1119	659	107	1799	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:	567	0	233	0	0	0	0	1119	659	107	1799	0
Added Vol:	0	0	14	0	0	0	0	50	0	7	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	0	247	0	0	0	0	1169	659	114	1849	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:	567	0	247	0	0	0	0	1169	659	114	1849	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	0	247	0	0	0	0	1169	659	114	1849	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	567	0	247	0	0	0	0	1169	659	114	1849	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3168	0	1750	0	1760	1760	1760	3520	1760	1760	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.14	0.00	0.00	0.00	0.00	0.33	0.37	0.06	0.35	0.00
Crit Moves:	****								****	****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

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
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	455	0	333	0	0	0	0	813	322	393	1339	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:	455	0	333	0	0	0	0	813	322	393	1339	0
Added Vol:	0	0	14	0	0	0	0	65	0	7	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	0	347	0	0	0	0	878	322	400	1396	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:	455	0	347	0	0	0	0	878	322	400	1396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	0	347	0	0	0	0	878	322	400	1396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	455	0	347	0	0	0	0	878	322	400	1396	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	1.00	0.00	1.00	2.20	0.80	2.00	3.00	0.00
Final Sat.:	3168	0	3520	0	1760	0	1760	3863	1417	3168	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	0.23	0.23	0.13	0.26	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	224	1534	227	761	1408	861	283	520	28	306	1652	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:	224	1534	227	761	1408	861	283	520	28	306	1652	262
Added Vol:	0	294	0	16	120	64	79	0	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1828	227	777	1528	925	362	520	28	306	1652	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1828	227	777	1528	925	362	520	28	306	1652	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1828	227	777	1528	925	362	520	28	306	1652	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	224	1828	227	777	1528	925	362	520	28	306	1652	295
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.90	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.85	0.15	2.00	3.00	1.00
Final Sat.:	3168	7040	1750	3168	5280	3168	3168	5010	270	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.13	0.25	0.29	0.29	0.11	0.10	0.10	0.10	0.31	0.17
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	69	924	56	140	574	155	172	599	398	279	1530	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	924	56	140	574	155	172	599	398	279	1530	149
Added Vol:	12	12	0	11	6	0	0	11	6	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	936	56	151	580	155	172	610	404	279	1552	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	936	56	151	580	155	172	610	404	279	1552	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	936	56	151	580	155	172	610	404	279	1552	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	936	56	151	580	155	172	610	404	279	1552	171
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.60	0.40
Final Sat.:	3168	4982	298	3168	3520	1760	3168	3520	1760	3168	6341	699
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.05	0.16	0.09	0.05	0.17	0.23	0.09	0.24	0.24
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	294	1028	388	118	282	38	108	1128	166	255	1175	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	1028	388	118	282	38	108	1128	166	255	1175	280
Added Vol:	0	14	14	0	7	0	0	14	0	7	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1042	402	118	289	38	108	1142	166	262	1182	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1042	402	118	289	38	108	1142	166	262	1182	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1042	402	118	289	38	108	1142	166	262	1182	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	294	1042	402	118	289	38	108	1142	166	262	1182	280
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3168	5280	1750	3168	3520	1760	1760	5280	1760	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.23	0.04	0.08	0.02	0.06	0.22	0.09	0.08	0.22	0.16
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

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
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	264	1487	180	155	1044	577	186	1340	112	94	1500	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1487	180	155	1044	577	186	1340	112	94	1500	577
Added Vol:	0	50	0	3	25	14	29	0	0	0	0	107
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1537	180	158	1069	591	215	1340	112	94	1500	684
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1537	180	158	1069	591	215	1340	112	94	1500	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1537	180	158	1069	591	215	1340	112	94	1500	684
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	264	1537	180	158	1069	591	215	1340	112	94	1500	684
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.58	0.42	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.75	1.25
Final Sat.:	3168	6302	738	3168	3520	1760	3168	5280	1760	3168	4835	2205
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.05	0.30	0.34	0.07	0.25	0.06	0.03	0.31	0.31
Crit Moves:	****					****	****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	188	892	111	46	869	248	181	873	77	65	1323	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	892	111	46	869	248	181	873	77	65	1323	189
Added Vol:	6	23	0	0	11	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	915	111	46	880	248	181	873	80	65	1323	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	915	111	46	880	248	181	873	80	65	1323	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	915	111	46	880	248	181	873	80	65	1323	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	915	111	46	880	248	181	873	80	65	1323	189
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.68	0.32	2.00	1.56	0.44	2.00	2.75	0.25	2.00	2.62	0.38
Final Sat.:	1760	4709	571	3168	2746	774	3168	4837	443	3168	4620	660
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.01	0.32	0.32	0.06	0.18	0.18	0.02	0.29	0.29
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

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
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	121	2137	463	94	2224	235	331	37	257	134	24	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	2137	463	94	2224	235	331	37	257	134	24	36
Added Vol:	13	4	0	0	9	4	9	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	2141	463	94	2233	239	340	37	284	134	24	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2141	463	94	2233	239	340	37	284	134	24	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2141	463	94	2233	239	340	37	284	134	24	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	2141	463	94	2233	239	340	37	284	134	24	36
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.71	0.29	1.80	0.20	1.00	2.00	0.40	0.60
Final Sat.:	1760	5280	1760	1760	4770	510	3175	345	1760	3520	704	1056
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.26	0.05	0.47	0.47	0.11	0.11	0.16	0.04	0.03	0.03
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.227
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	440	1565	105	213	2059	106	88	42	327	428	174	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1565	105	213	2059	106	88	42	327	428	174	283
Added Vol:	407	0	0	0	0	267	131	23	200	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	847	1565	105	213	2059	373	219	65	527	428	222	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	847	1565	105	213	2059	373	219	65	527	428	222	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	1565	105	213	2059	373	219	65	527	428	222	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	847	1565	105	213	2059	373	219	65	527	428	222	283
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.75	0.25	2.00	3.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3168	6597	443	3168	5960	1080	3168	3520	1760	3168	3520	1760
Capacity Analysis Module:												
Vol/Sat:	0.27	0.24	0.24	0.07	0.35	0.35	0.07	0.02	0.30	0.14	0.06	0.16
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	1024	40	63	693	92	37	206	92	103	709	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1024	40	63	693	92	37	206	92	103	709	182
Added Vol:	33	0	0	0	0	7	4	4	16	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1024	40	63	693	99	41	210	108	103	716	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1024	40	63	693	99	41	210	108	103	716	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1024	40	63	693	99	41	210	108	103	716	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	1024	40	63	693	99	41	210	108	103	716	182
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Lanes:	1.00	2.89	0.11	1.00	2.62	0.38	1.00	1.32	0.68	0.21	1.43	0.36
Final Sat.:	1600	4619	180	1600	4200	600	1600	2113	1087	329	2289	582
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.04	0.17	0.17	0.03	0.10	0.10	0.06	0.31	0.31
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	C	1 1	0 0	1
Volume Module:												
Base Vol:	32	2628	408	10	1675	26	44	55	37	363	23	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	2628	408	10	1675	26	44	55	37	363	23	37
Added Vol:	2	12	0	0	10	2	4	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2640	408	10	1685	28	48	55	41	363	23	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	2640	408	10	1685	28	48	55	41	363	23	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2640	408	10	1685	28	48	55	41	363	23	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	2640	408	10	1685	28	48	55	41	363	23	37
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.60	0.40	1.00	2.95	0.05	0.33	0.39	0.28	1.88	0.12	1.00
Final Sat.:	1760	4573	707	1760	5194	86	587	672	501	3310	210	1760
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.58	0.01	0.32	0.32	0.03	0.08	0.08	0.11	0.11	0.02
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

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
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	85	2271	47	87	2133	29	77	38	97	83	43	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	2271	47	87	2133	29	77	38	97	83	43	13
Added Vol:	1	16	0	0	8	3	5	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2287	47	87	2141	32	82	38	99	83	43	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2287	47	87	2141	32	82	38	99	83	43	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2287	47	87	2141	32	82	38	99	83	43	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	2287	47	87	2141	32	82	38	99	83	43	13
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.28	0.72	1.32	0.68	1.00
Final Sat.:	1760	5174	106	1760	5202	78	1760	488	1272	2319	1201	1760
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.05	0.41	0.41	0.05	0.08	0.08	0.04	0.04	0.01
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: E

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
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	2	1 0	1 1	0
Volume Module:												
Base Vol:	284	1468	59	18	2220	315	34	32	256	48	616	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1468	59	18	2220	315	34	32	256	48	616	16
Added Vol:	0	129	2	0	263	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1597	51	18	2483	315	34	32	256	52	616	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1597	51	18	2483	315	34	32	256	52	616	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1597	51	18	2483	315	34	32	256	52	616	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	284	1597	51	18	2483	315	34	32	256	52	616	16
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	1.00	1.00	2.00	1.00	1.95	0.05
Final Sat.:	3168	5280	1750	3168	4686	594	1760	1760	3168	1760	3431	89
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.03	0.01	0.53	0.53	0.02	0.02	0.08	0.03	0.18	0.18
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	234	629	23	14	791	127	1	10	24	41	251	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	629	23	14	791	127	1	10	24	41	251	46
Added Vol:	0	4	0	0	7	4	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	633	23	14	798	131	3	10	24	41	251	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	633	23	14	798	131	3	10	24	41	251	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	633	23	14	798	131	3	10	24	41	251	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	234	633	23	14	798	131	3	10	24	41	251	46
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	2.00	1.00	0.85	0.15
Final Sat.:	1600	3200	1600	1600	2748	451	1600	1600	2880	1600	1352	248
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.01	0.01	0.29	0.29	0.00	0.01	0.01	0.03	0.19	0.19
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

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
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	105	907	452	334	1648	98	73	947	55	421	737	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	907	452	334	1648	98	73	947	55	421	737	119
Added Vol:	0	0	22	22	0	0	0	87	0	11	42	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	907	484	356	1648	98	73	1034	55	432	779	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	907	484	356	1648	98	73	1034	55	432	779	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	907	484	356	1648	98	73	1034	55	432	779	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	907	484	356	1648	98	73	1034	55	432	779	130
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.57	0.43
Final Sat.:	1760	5280	1750	3168	5280	1760	3168	4836	444	3168	4525	755
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.28	0.11	0.31	0.06	0.02	0.21	0.21	0.14	0.17	0.17
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

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
Lanes:	1 0 2	0 1		1 0 2	0 1		1 0 2	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	51	145	123	243	577	352	167	1200	225	207	996	102
Growth Adj:	1.00	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	145	123	243	577	352	167	1200	225	207	996	102
Added Vol:	0	0	0	0	0	0	0	130	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	145	123	243	577	352	167	1330	225	207	1060	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	145	123	243	577	352	167	1330	225	207	1060	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	145	123	243	577	352	167	1330	225	207	1060	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	145	123	243	577	352	167	1330	225	207	1060	102
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.57	0.43	1.00	2.74	0.26
Final Sat.:	1760	3520	1760	1760	3520	1760	1760	4516	764	1760	4817	463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.07	0.14	0.16	0.20	0.09	0.29	0.29	0.12	0.22	0.22
Crit Moves:	****					****		****		****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: E

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
Lanes:	2 0 3	0 1		1 0 3	1 0		2 0 3	0 1		2 0 2	1 0	
Volume Module:												
Base Vol:	300	855	245	80	1650	137	110	1183	388	413	1012	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	855	245	80	1650	137	110	1183	388	413	1012	27
Added Vol:	64	50	9	0	101	0	0	0	130	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	905	254	80	1751	137	110	1183	518	431	1012	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	905	254	80	1751	137	110	1183	518	431	1012	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	905	254	80	1751	137	110	1183	518	431	1012	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	364	905	254	80	1751	137	110	1183	518	431	1012	27
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.71	0.29	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	3168	5280	1750	1760	6529	511	3168	5280	1760	3168	5143	137
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.14	0.05	0.27	0.27	0.03	0.22	0.29	0.14	0.20	0.20
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future No Project
AM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	212	469	138	84	680	98	129	862	331	391	1242	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	469	138	84	680	98	129	862	331	391	1242	101
Added Vol:	0	4	2	0	7	7	4	5	0	4	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	473	140	84	687	105	133	867	331	395	1253	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	473	140	84	687	105	133	867	331	395	1253	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	473	140	84	687	105	133	867	331	395	1253	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	473	140	84	687	105	133	867	331	395	1253	101
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.00	2.00	2.00	1.73	0.27	1.00	3.00	1.00	2.00	2.78	0.22
Final Sat.:	3168	1760	3168	3168	3053	467	1760	5280	1760	3168	4886	394
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.04	0.03	0.23	0.22	0.08	0.16	0.19	0.12	0.26	0.26
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

Scenario Report

Scenario:	Future No project PM
Command:	Future No project PM
Volume:	2020 PM Peak
Geometry:	Future Lane configurartion
Impact Fee:	None
Trip Generation:	Future No project (41+25+11+no lease) PM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Future 2020 PM

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

Trip Generation Report

Forecast for Future PM no project(41+25+11+no lease)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Long Beach A	1.00	Airport	508.00	709.00	508	709	1217	100.0
	Zone 1 Subtotal					508	709	1217	100.0
TOTAL						508	709	1217	100.0

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

To Gates

Zone	1	2	3	5	7	9	10	11	12	13	14
1	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

To Gates

Zone	16	17	18	19	20	22	23	24	25
1	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.893	E	xxxxx	0.902	+ 0.010
# 2 Spring St. & Temple Ave.	F	xxxxx	1.089	F	xxxxx	1.097	+ 0.008
# 3 Spring St. & Redondo Ave.	D	xxxxx	0.818	D	xxxxx	0.831	+ 0.013
# 4 Spring St. & Lakewood Blvd.	F	xxxxx	1.171	F	xxxxx	1.248	+ 0.076
# 5 Spring St. & Clark Ave.	E	xxxxx	0.908	E	xxxxx	0.920	+ 0.012
# 6 Willow St. & Redondo Ave.	E	xxxxx	0.905	E	xxxxx	0.917	+ 0.012
# 7 Willow St. & Lakewood Blvd.	F	xxxxx	1.082	F	xxxxx	1.097	+ 0.015
# 8 Willow St. & Clark Ave.	C	xxxxx	0.799	D	xxxxx	0.809	+ 0.010
# 9 Wardlow Rd. & Cherry Ave.	E	xxxxx	0.930	E	xxxxx	0.953	+ 0.023
# 10 Wardlow Rd / Dr. Douglas Rd &	E	xxxxx	0.999	F	xxxxx	1.247	+ 0.249
# 11 Wardlow Rd. & Clark Ave.	C	xxxxx	0.746	C	xxxxx	0.759	+ 0.013
# 12 36th St. & Cherry Ave.	C	xxxxx	0.773	C	xxxxx	0.779	+ 0.006
# 13 Bixby Rd. & Cherry Ave.	C	xxxxx	0.758	C	xxxxx	0.761	+ 0.003
# 14 Conant St. & Lakewood Blvd.	E	xxxxx	0.972	F	xxxxx	1.022	+ 0.051
# 15 Conant St. & Clark Ave.	A	xxxxx	0.456	A	xxxxx	0.460	+ 0.005
# 16 Carson St. & Cherry Ave.	F	xxxxx	1.096	F	xxxxx	1.127	+ 0.031
# 17 Carson St. & Paramount Blvd.	F	xxxxx	1.009	F	xxxxx	1.033	+ 0.024
# 18 Carson St. & Lakewood Blvd.	F	xxxxx	1.014	F	xxxxx	1.037	+ 0.023
# 19 Carson St. & Clark Ave.	F	xxxxx	1.023	F	xxxxx	1.033	+ 0.009

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: E

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	206	1495	60	559	1478	189	151	1077	111	135	632	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1495	60	559	1478	189	151	1077	111	135	632	575
Added Vol:	0	0	0	25	0	0	0	10	0	0	14	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1495	60	584	1478	189	151	1087	111	135	646	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1495	60	584	1478	189	151	1087	111	135	646	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1495	60	584	1478	189	151	1087	111	135	646	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	1495	60	584	1478	189	151	1087	111	135	646	610
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	2.00	2.66	0.34	1.00	2.72	0.28	1.00	2.06	1.94
Final Sat.:	1760	5076	204	3168	4681	599	1760	4791	489	1760	3621	3419
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.18	0.32	0.32	0.09	0.23	0.23	0.08	0.18	0.18
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	551	0	283	0	0	0	0	1310	1339	61	1435	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:	551	0	283	0	0	0	0	1310	1339	61	1435	0
Added Vol:	0	0	10	0	0	0	0	36	0	14	99	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	0	293	0	0	0	0	1346	1339	75	1534	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:	551	0	293	0	0	0	0	1346	1339	75	1534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	551	0	293	0	0	0	0	1346	1339	75	1534	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	551	0	293	0	0	0	0	1346	1339	75	1534	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3168	0	1750	0	1760	1760	1760	3520	1760	1760	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.38	0.76	0.04	0.29	0.00
Crit Moves:	****								****	****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

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
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	517	0	530	0	0	0	0	1620	349	512	779	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:	517	0	530	0	0	0	0	1620	349	512	779	0
Added Vol:	0	0	10	0	0	0	0	46	0	14	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	0	540	0	0	0	0	1666	349	526	892	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:	517	0	540	0	0	0	0	1666	349	526	892	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	0	540	0	0	0	0	1666	349	526	892	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	517	0	540	0	0	0	0	1666	349	526	892	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	1.00	0.00	1.00	2.48	0.52	2.00	3.00	0.00
Final Sat.:	3168	0	3520	0	1760	0	1760	4365	915	3168	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.38	0.38	0.17	0.17	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.248
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	94	1688	180	320	2416	489	636	1535	254	303	737	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1688	180	320	2416	489	636	1535	254	303	737	534
Added Vol:	0	207	0	33	240	128	56	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1895	180	353	2656	617	692	1535	254	303	737	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1895	180	353	2656	617	692	1535	254	303	737	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1895	180	353	2656	617	692	1535	254	303	737	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	1895	180	353	2656	617	692	1535	254	303	737	557
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.90	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3168	7040	1750	3168	5280	3168	3168	4530	750	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.10	0.11	0.50	0.19	0.22	0.34	0.34	0.10	0.14	0.32
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	316	916	210	184	803	80	249	1758	102	152	778	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	916	210	184	803	80	249	1758	102	152	778	121
Added Vol:	8	8	0	21	11	0	0	21	11	0	15	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	324	924	210	205	814	80	249	1779	113	152	793	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	924	210	205	814	80	249	1779	113	152	793	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	924	210	205	814	80	249	1779	113	152	793	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	324	924	210	205	814	80	249	1779	113	152	793	136
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.44	0.56	2.00	2.00	1.00	2.00	2.82	0.18	2.00	3.41	0.59
Final Sat.:	3168	4302	978	3168	3520	1760	3168	4965	315	3168	6009	1031
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.06	0.23	0.05	0.08	0.36	0.36	0.05	0.13	0.13
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	325	724	392	414	779	156	105	1351	416	367	1011	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	724	392	414	779	156	105	1351	416	367	1011	90
Added Vol:	0	10	10	0	14	0	0	10	0	14	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	734	402	414	793	156	105	1361	416	381	1025	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	734	402	414	793	156	105	1361	416	381	1025	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	734	402	414	793	156	105	1361	416	381	1025	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	325	734	402	414	793	156	105	1361	416	381	1025	90
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3168	5280	1750	3168	3520	1760	1760	5280	1760	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.23	0.13	0.23	0.09	0.06	0.26	0.24	0.12	0.19	0.05
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	224	1206	160	227	1693	419	402	2116	425	98	891	407
Growth Adj:	1.00	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	1206	160	227	1693	419	402	2116	425	98	891	407
Added Vol:	0	36	0	6	50	28	20	0	0	0	0	75
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1242	160	233	1743	447	422	2116	425	98	891	482
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1242	160	233	1743	447	422	2116	425	98	891	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1242	160	233	1743	447	422	2116	425	98	891	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	224	1242	160	233	1743	447	422	2116	425	98	891	482
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.54	0.46	2.00	2.39	0.61	2.00	3.00	1.00	2.00	2.60	1.40
Final Sat.:	3168	6237	803	3168	4202	1078	3168	5280	1760	3168	4569	2471
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.41	0.41	0.13	0.40	0.24	0.03	0.20	0.20
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	111	938	120	268	754	183	203	1240	94	117	879	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	938	120	268	754	183	203	1240	94	117	879	80
Added Vol:	4	16	0	0	23	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	954	120	268	777	183	203	1240	100	117	879	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	954	120	268	777	183	203	1240	100	117	879	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	954	120	268	777	183	203	1240	100	117	879	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	954	120	268	777	183	203	1240	100	117	879	80
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.66	0.34	2.00	1.62	0.38	2.00	2.78	0.22	2.00	2.75	0.25
Final Sat.:	1760	4690	590	3168	2849	671	3168	4886	394	3168	4840	440
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.08	0.27	0.27	0.06	0.25	0.25	0.04	0.18	0.18
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

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
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	203	2438	159	42	1895	246	571	38	258	371	40	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	2438	159	42	1895	246	571	38	258	371	40	125
Added Vol:	27	9	0	0	6	9	6	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2447	159	42	1901	255	577	38	277	371	40	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2447	159	42	1901	255	577	38	277	371	40	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2447	159	42	1901	255	577	38	277	371	40	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	2447	159	42	1901	255	577	38	277	371	40	125
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.65	0.35	1.94	0.13	0.93	2.00	0.24	0.76
Final Sat.:	1760	5280	1760	1760	4656	624	3408	225	1647	3520	427	1333
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.09	0.02	0.41	0.41	0.17	0.17	0.17	0.11	0.09	0.09
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.247
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	310	2364	316	634	2628	98	140	152	348	127	73	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	2364	316	634	2628	98	140	152	348	127	73	123
Added Vol:	287	0	0	0	0	188	262	47	400	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	597	2364	316	634	2628	286	402	199	748	127	107	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	597	2364	316	634	2628	286	402	199	748	127	107	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	2364	316	634	2628	286	402	199	748	127	107	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	597	2364	316	634	2628	286	402	199	748	127	107	123
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.53	0.47	2.00	3.61	0.39	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3168	6210	830	3168	6349	691	3168	3520	1760	3168	3520	1760
Capacity Analysis Module:												
Vol/Sat:	0.19	0.38	0.38	0.20	0.41	0.41	0.13	0.06	0.43	0.04	0.03	0.07
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	35	1089	122	120	803	38	85	742	227	28	264	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1089	122	120	803	38	85	742	227	28	264	101
Added Vol:	23	0	0	0	0	5	7	7	33	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1089	122	120	803	43	92	749	260	28	269	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1089	122	120	803	43	92	749	260	28	269	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1089	122	120	803	43	92	749	260	28	269	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	1089	122	120	803	43	92	749	260	28	269	101
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Lanes:	1.00	2.70	0.30	1.00	2.85	0.15	1.00	1.48	0.52	0.14	1.35	0.51
Final Sat.:	1600	4316	484	1600	4556	244	1600	2375	824	225	2163	812
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.08	0.18	0.18	0.06	0.32	0.32	0.02	0.12	0.12
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	17	2279	286	18	2201	47	28	14	36	361	37	18
Growth Adj:	1.00	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	2279	286	18	2201	47	28	14	36	361	37	18
Added Vol:	4	12	0	0	13	4	3	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2291	286	18	2214	51	31	14	39	361	37	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2291	286	18	2214	51	31	14	39	361	37	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2291	286	18	2214	51	31	14	39	361	37	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	2291	286	18	2214	51	31	14	39	361	37	18
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.93	0.07	0.37	0.17	0.46	1.81	0.19	1.00
Final Sat.:	1760	4694	586	1760	5161	119	650	293	817	3193	327	1760
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.01	0.43	0.43	0.02	0.05	0.05	0.11	0.11	0.01
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

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
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	72	2518	54	31	1394	41	103	60	62	150	147	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	2518	54	31	1394	41	103	60	62	150	147	38
Added Vol:	2	11	0	0	16	5	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	2529	54	31	1410	46	107	60	63	150	147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	2529	54	31	1410	46	107	60	63	150	147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2529	54	31	1410	46	107	60	63	150	147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	2529	54	31	1410	46	107	60	63	150	147	38
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.91	0.09	1.00	0.49	0.51	1.01	0.99	1.00
Final Sat.:	1760	5170	110	1760	5113	167	1760	859	901	1778	1742	1760
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.49	0.02	0.28	0.28	0.06	0.07	0.07	0.08	0.08	0.02
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	2	1 0	1 1	0
Volume Module:												
Base Vol:	231	2413	81	24	2035	50	132	198	1082	45	98	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	2413	81	24	2035	50	132	198	1082	45	98	19
Added Vol:	0	259	4	0	185	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	2672	85	24	2220	50	132	198	1082	48	98	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2672	85	24	2220	50	132	198	1082	48	98	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2672	85	24	2220	50	132	198	1082	48	98	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	2672	85	24	2220	50	132	198	1082	48	98	19
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	1.00	2.00	1.00	1.68	0.32
Final Sat.:	3168	5280	1750	3168	5164	116	1760	1760	3168	1760	2948	572
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.05	0.01	0.43	0.43	0.08	0.11	0.34	0.03	0.03	0.03
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	62	924	68	33	733	20	33	40	73	12	17	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	924	68	33	733	20	33	40	73	12	17	24
Added Vol:	0	7	0	0	5	3	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	931	68	33	738	23	37	40	73	12	17	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	931	68	33	738	23	37	40	73	12	17	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	931	68	33	738	23	37	40	73	12	17	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	931	68	33	738	23	37	40	73	12	17	24
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	2.00	1.00	0.41	0.59
Final Sat.:	1600	3200	1600	1600	3103	97	1600	1600	2880	1600	663	936
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.04	0.02	0.24	0.24	0.02	0.03	0.03	0.01	0.03	0.03
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.127
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	106	1667	725	414	952	82	104	1094	77	479	1109	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1667	725	414	952	82	104	1094	77	479	1109	392
Added Vol:	0	0	15	15	0	0	0	61	0	21	85	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1667	740	429	952	82	104	1155	77	500	1194	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1667	740	429	952	82	104	1155	77	500	1194	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1667	740	429	952	82	104	1155	77	500	1194	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1667	740	429	952	82	104	1155	77	500	1194	413
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.81	0.19	2.00	2.23	0.77
Final Sat.:	1760	5280	1750	3168	5280	1760	3168	4950	330	3168	3923	1357
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.42	0.14	0.18	0.05	0.03	0.23	0.23	0.16	0.30	0.30
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	131	729	330	199	423	178	373	1658	103	168	1561	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	729	330	199	423	178	373	1658	103	168	1561	321
Added Vol:	0	0	0	0	0	0	0	91	0	0	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	729	330	199	423	178	373	1749	103	168	1689	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	729	330	199	423	178	373	1749	103	168	1689	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	729	330	199	423	178	373	1749	103	168	1689	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	729	330	199	423	178	373	1749	103	168	1689	321
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.83	0.17	1.00	2.52	0.48
Final Sat.:	1760	3520	1760	1760	3520	1760	1760	4986	294	1760	4437	843
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.19	0.11	0.12	0.10	0.21	0.35	0.35	0.10	0.38	0.38
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 0	1	1 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	674	1867	228	146	1168	127	287	1686	462	249	1032	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	674	1867	228	146	1168	127	287	1686	462	249	1032	94
Added Vol:	128	99	18	0	71	0	0	0	91	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	802	1966	246	146	1239	127	287	1686	553	262	1032	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	1966	246	146	1239	127	287	1686	553	262	1032	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	1966	246	146	1239	127	287	1686	553	262	1032	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	802	1966	246	146	1239	127	287	1686	553	262	1032	94
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.63	0.37	2.00	3.00	1.00	2.00	2.75	0.25
Final Sat.:	3168	5280	1750	1760	6385	655	3168	5280	1760	3168	4839	441
Capacity Analysis Module:												
Vol/Sat:	0.25	0.37	0.14	0.08	0.19	0.19	0.09	0.32	0.31	0.08	0.21	0.21
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future No Project
PM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	277	756	399	82	635	187	251	1625	273	203	1154	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	756	399	82	635	187	251	1625	273	203	1154	142
Added Vol:	0	7	4	0	5	5	7	11	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	763	403	82	640	192	258	1636	273	206	1162	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	763	403	82	640	192	258	1636	273	206	1162	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	763	403	82	640	192	258	1636	273	206	1162	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	763	403	82	640	192	258	1636	273	206	1162	142
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.00	2.00	2.00	1.54	0.46	1.00	3.00	1.00	2.00	2.67	0.33
Final Sat.:	3168	1760	3168	3168	2708	812	1760	5280	1760	3168	4705	575
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.13	0.03	0.24	0.24	0.15	0.31	0.16	0.07	0.25	0.25
Crit Moves:		****		****			****				****	

D.
2020 PROPOSED PROJECT WITH OPTIMIZED FLIGHTS
PEAK HOUR LEVEL OF SERVICE CALCULATION WORKSHEETS

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

Scenario Report

Scenario:	Future with project AM
Command:	Future with project AM
Volume:	2020 AM Peak
Geometry:	Future Lane configurartion
Impact Fee:	None
Trip Generation:	Future project (41+25+11+ parking) AM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Future 2020 AM

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

Trip Generation Report

Forecast for Future AM project(41+25+11+parking)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Long Beach A	1.00	Airport	512.00	244.00	512	244	756	100.0
	Zone 2 Subtotal					512	244	756	100.0
TOTAL						512	244	756	100.0

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

Zone	To Gates 1	2	3	5	7	9	10	11	12	13	14
2	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0
3	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

Zone	To Gates 16	17	18	19	20	22	23	24	25
2	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0
3	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.830	D	xxxxx	0.834	+ 0.004
# 2 Spring St. & Temple Ave.	C	xxxxx	0.734	C	xxxxx	0.737	+ 0.003
# 3 Spring St. & Redondo Ave.	B	xxxxx	0.603	B	xxxxx	0.613	+ 0.010
# 4 Spring St. & Lakewood Blvd.	F	xxxxx	1.040	F	xxxxx	1.093	+ 0.053
# 5 Spring St. & Clark Ave.	C	xxxxx	0.724	C	xxxxx	0.728	+ 0.004
# 6 Willow St. & Redondo Ave.	C	xxxxx	0.732	C	xxxxx	0.741	+ 0.009
# 7 Willow St. & Lakewood Blvd.	E	xxxxx	0.945	E	xxxxx	0.968	+ 0.023
# 8 Willow St. & Clark Ave.	E	xxxxx	0.948	E	xxxxx	0.951	+ 0.004
# 9 Wardlow Rd. & Cherry Ave.	D	xxxxx	0.859	D	xxxxx	0.876	+ 0.018
# 10 Wardlow Rd / Dr. Douglas Rd &	D	xxxxx	0.808	E	xxxxx	0.961	+ 0.153
# 11 Wardlow Rd. & Clark Ave.	B	xxxxx	0.695	B	xxxxx	0.698	+ 0.003
# 12 36th St. & Cherry Ave.	D	xxxxx	0.888	D	xxxxx	0.893	+ 0.005
# 13 Bixby Rd. & Cherry Ave.	C	xxxxx	0.701	C	xxxxx	0.704	+ 0.003
# 14 Conant St. & Lakewood Blvd.	E	xxxxx	0.909	E	xxxxx	0.944	+ 0.035
# 15 Conant St. & Clark Ave.	C	xxxxx	0.719	C	xxxxx	0.723	+ 0.003
# 16 Carson St. & Cherry Ave.	D	xxxxx	0.878	E	xxxxx	0.905	+ 0.027
# 17 Carson St. & Paramount Blvd.	C	xxxxx	0.736	C	xxxxx	0.754	+ 0.017
# 18 Carson St. & Lakewood Blvd.	D	xxxxx	0.883	E	xxxxx	0.960	+ 0.077
# 19 Carson St. & Clark Ave.	D	xxxxx	0.801	D	xxxxx	0.804	+ 0.004

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	232	1456	54	154	1360	137	116	832	52	57	482	725
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1456	54	154	1360	137	116	832	52	57	482	725
Added Vol:	0	0	0	26	0	0	0	10	0	0	5	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1456	54	180	1360	137	116	842	52	57	487	737
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1456	54	180	1360	137	116	842	52	57	487	737
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1456	54	180	1360	137	116	842	52	57	487	737
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	232	1456	54	180	1360	137	116	842	52	57	487	737
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	1.00	2.89	0.11	2.00	2.73	0.27	1.00	2.83	0.17	1.00	2.00	2.00
Final Sat.:	1760	5091	189	3168	4797	483	1760	4973	307	1760	3520	3168
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.06	0.28	0.28	0.07	0.17	0.17	0.03	0.14	0.23
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

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
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	567	0	233	0	0	0	0	1119	659	107	1799	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:	567	0	233	0	0	0	0	1119	659	107	1799	0
Added Vol:	0	0	10	0	0	0	0	36	0	5	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	0	243	0	0	0	0	1155	659	112	1833	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:	567	0	243	0	0	0	0	1155	659	112	1833	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	0	243	0	0	0	0	1155	659	112	1833	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	567	0	243	0	0	0	0	1155	659	112	1833	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3168	0	1750	0	1760	1760	1760	3520	1760	1760	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.14	0.00	0.00	0.00	0.00	0.33	0.37	0.06	0.35	0.00
Crit Moves:	****								****	****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

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
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	455	0	333	0	0	0	0	813	322	393	1339	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:	455	0	333	0	0	0	0	813	322	393	1339	0
Added Vol:	0	0	10	0	0	0	0	46	0	5	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	0	343	0	0	0	0	859	322	398	1378	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:	455	0	343	0	0	0	0	859	322	398	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	0	343	0	0	0	0	859	322	398	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	455	0	343	0	0	0	0	859	322	398	1378	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	1.00	0.00	1.00	2.18	0.82	2.00	3.00	0.00
Final Sat.:	3168	0	3520	0	1760	0	1760	3840	1440	3168	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	0.22	0.22	0.13	0.26	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	224	1534	227	761	1408	861	283	520	28	306	1652	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:	224	1534	227	761	1408	861	283	520	28	306	1652	262
Added Vol:	0	209	0	17	85	44	56	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1743	227	778	1493	905	339	520	28	306	1652	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1743	227	778	1493	905	339	520	28	306	1652	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1743	227	778	1493	905	339	520	28	306	1652	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	224	1743	227	778	1493	905	339	520	28	306	1652	286
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.90	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.85	0.15	2.00	3.00	1.00
Final Sat.:	3168	7040	1750	3168	5280	3168	3168	5010	270	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.13	0.25	0.28	0.29	0.11	0.10	0.10	0.10	0.31	0.16
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	69	924	56	140	574	155	172	599	398	279	1530	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	924	56	140	574	155	172	599	398	279	1530	149
Added Vol:	8	8	0	2	1	0	0	13	4	0	15	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	932	56	142	575	155	172	612	402	279	1545	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	932	56	142	575	155	172	612	402	279	1545	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	932	56	142	575	155	172	612	402	279	1545	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	932	56	142	575	155	172	612	402	279	1545	164
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.62	0.38
Final Sat.:	3168	4981	299	3168	3520	1760	3168	3520	1760	3168	6364	676
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.04	0.16	0.09	0.05	0.17	0.23	0.09	0.24	0.24
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	294	1028	388	118	282	38	108	1128	166	255	1175	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	1028	388	118	282	38	108	1128	166	255	1175	280
Added Vol:	0	10	10	0	5	0	0	10	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	1038	398	118	287	38	108	1138	166	260	1180	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	294	1038	398	118	287	38	108	1138	166	260	1180	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1038	398	118	287	38	108	1138	166	260	1180	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	294	1038	398	118	287	38	108	1138	166	260	1180	280
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3168	5280	1750	3168	3520	1760	1760	5280	1760	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.23	0.04	0.08	0.02	0.06	0.22	0.09	0.08	0.22	0.16
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 147 Level Of Service: E

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
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	264	1487	180	155	1044	577	186	1340	112	94	1500	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1487	180	155	1044	577	186	1340	112	94	1500	577
Added Vol:	0	36	0	4	17	10	20	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1523	180	159	1061	587	206	1340	112	94	1500	653
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1523	180	159	1061	587	206	1340	112	94	1500	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1523	180	159	1061	587	206	1340	112	94	1500	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	264	1523	180	159	1061	587	206	1340	112	94	1500	653
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.58	0.42	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.79	1.21
Final Sat.:	3168	6296	744	3168	3520	1760	3168	5280	1760	3168	4905	2135
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.05	0.30	0.33	0.07	0.25	0.06	0.03	0.31	0.31
Crit Moves:	****					****	****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.951
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: E

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	188	892	111	46	869	248	181	873	77	65	1323	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	892	111	46	869	248	181	873	77	65	1323	189
Added Vol:	4	16	0	0	5	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	908	111	46	874	248	181	873	81	65	1323	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	908	111	46	874	248	181	873	81	65	1323	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	908	111	46	874	248	181	873	81	65	1323	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	908	111	46	874	248	181	873	81	65	1323	189
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.67	0.33	2.00	1.56	0.44	2.00	2.75	0.25	2.00	2.62	0.38
Final Sat.:	1760	4705	575	3168	2742	778	3168	4832	448	3168	4620	660
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.01	0.32	0.32	0.06	0.18	0.18	0.02	0.29	0.29
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

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
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	121	2137	463	94	2224	235	331	37	257	134	24	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	2137	463	94	2224	235	331	37	257	134	24	36
Added Vol:	9	3	0	0	6	3	6	0	19	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	2140	463	94	2230	238	337	37	276	134	24	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	2140	463	94	2230	238	337	37	276	134	24	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	2140	463	94	2230	238	337	37	276	134	24	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	2140	463	94	2230	238	337	37	276	134	24	36
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.71	0.29	1.80	0.20	1.00	2.00	0.40	0.60
Final Sat.:	1760	5280	1760	1760	4771	509	3172	348	1760	3520	704	1056
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.26	0.05	0.47	0.47	0.11	0.11	0.16	0.04	0.03	0.03
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: E

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	440	1565	105	213	2059	106	88	42	82	428	174	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1565	105	213	2059	106	88	42	82	428	174	283
Added Vol:	289	0	0	0	0	189	90	8	35	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	729	1565	105	213	2059	295	178	50	117	428	208	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	729	1565	105	213	2059	295	178	50	117	428	208	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	1565	105	213	2059	295	178	50	117	428	208	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	729	1565	105	213	2059	295	178	50	117	428	208	283
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.75	0.25	2.00	3.50	0.50	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3168	6597	443	3168	6158	882	3168	3520	1760	3168	3520	1760
Capacity Analysis Module:												
Vol/Sat:	0.23	0.24	0.24	0.07	0.33	0.33	0.06	0.01	0.07	0.14	0.06	0.16
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	1024	40	63	693	92	37	206	92	103	709	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1024	40	63	693	92	37	206	92	103	709	182
Added Vol:	24	0	0	0	0	5	2	2	3	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1024	40	63	693	97	39	208	95	103	714	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1024	40	63	693	97	39	208	95	103	714	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1024	40	63	693	97	39	208	95	103	714	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1024	40	63	693	97	39	208	95	103	714	182
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Lanes:	1.00	2.89	0.11	1.00	2.63	0.37	1.00	1.37	0.63	0.21	1.43	0.36
Final Sat.:	1600	4619	180	1600	4210	589	1600	2196	1003	330	2287	583
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.04	0.16	0.16	0.02	0.09	0.09	0.06	0.31	0.31
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	32	2628	408	10	1675	26	44	55	37	363	23	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	2628	408	10	1675	26	44	55	37	363	23	37
Added Vol:	1	8	0	0	7	1	3	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	2636	408	10	1682	27	47	55	40	363	23	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	2636	408	10	1682	27	47	55	40	363	23	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2636	408	10	1682	27	47	55	40	363	23	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	2636	408	10	1682	27	47	55	40	363	23	37
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.60	0.40	1.00	2.95	0.05	0.33	0.39	0.28	1.88	0.12	1.00
Final Sat.:	1760	4572	708	1760	5197	83	583	682	496	3310	210	1760
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.58	0.01	0.32	0.32	0.03	0.08	0.08	0.11	0.11	0.02
Crit Moves:		****		****				****			****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

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
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	85	2271	47	87	2133	29	77	38	97	83	43	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	2271	47	87	2133	29	77	38	97	83	43	13
Added Vol:	1	12	0	0	5	2	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	2283	47	87	2138	31	81	38	98	83	43	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	2283	47	87	2138	31	81	38	98	83	43	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2283	47	87	2138	31	81	38	98	83	43	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	2283	47	87	2138	31	81	38	98	83	43	13
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.28	0.72	1.32	0.68	1.00
Final Sat.:	1760	5173	107	1760	5205	75	1760	492	1268	2319	1201	1760
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.05	0.41	0.41	0.05	0.08	0.08	0.04	0.04	0.01
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

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
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	2	1 0	1 1	0
Volume Module:												
Base Vol:	284	1468	59	18	2220	315	34	32	256	48	616	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1468	59	18	2220	315	34	32	256	48	616	16
Added Vol:	0	89	1	0	187	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1557	60	18	2407	315	34	32	256	51	616	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1557	60	18	2407	315	34	32	256	51	616	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1557	60	18	2407	315	34	32	256	51	616	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	284	1557	60	18	2407	315	34	32	256	51	616	16
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.65	0.35	1.00	1.00	2.00	1.00	1.95	0.05
Final Sat.:	3168	5280	1750	3168	4669	611	1760	1760	3168	1760	3431	89
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.03	0.01	0.52	0.52	0.02	0.02	0.08	0.03	0.18	0.18
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	234	629	23	14	791	127	1	10	24	41	251	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	629	23	14	791	127	1	10	24	41	251	46
Added Vol:	0	2	0	0	5	3	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	631	23	14	796	130	2	10	24	41	251	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	631	23	14	796	130	2	10	24	41	251	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	631	23	14	796	130	2	10	24	41	251	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	234	631	23	14	796	130	2	10	24	41	251	46
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.00	2.00	1.00	0.85	0.15
Final Sat.:	1600	3200	1600	1600	2750	449	1600	1600	2880	1600	1352	248
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.01	0.01	0.29	0.29	0.00	0.01	0.01	0.03	0.19	0.19
Crit Moves:	****				****		****				****	

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: E

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
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	105	907	452	334	1648	98	73	947	55	421	737	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	907	452	334	1648	98	73	947	55	421	737	119
Added Vol:	0	0	15	15	0	0	0	61	0	7	29	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	907	477	349	1648	98	73	1008	55	428	766	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	907	477	349	1648	98	73	1008	55	428	766	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	907	477	349	1648	98	73	1008	55	428	766	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	907	477	349	1648	98	73	1008	55	428	766	126
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.58	0.42
Final Sat.:	1760	5280	1750	3168	5280	1760	3168	4825	455	3168	4534	746
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.27	0.11	0.31	0.06	0.02	0.21	0.21	0.14	0.17	0.17
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	51	145	123	243	577	352	167	1200	225	207	996	102
Growth Adj:	1.00	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	145	123	243	577	352	167	1200	225	207	996	102
Added Vol:	0	0	0	0	0	0	0	92	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	145	123	243	577	352	167	1292	225	207	1040	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	145	123	243	577	352	167	1292	225	207	1040	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	145	123	243	577	352	167	1292	225	207	1040	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	145	123	243	577	352	167	1292	225	207	1040	102
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.73	0.27
Final Sat.:	1760	3520	1760	1760	3520	1760	1760	4497	783	1760	4808	472
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.07	0.14	0.16	0.20	0.09	0.29	0.29	0.12	0.22	0.22
Crit Moves:	****					****		****		****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.960
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: E

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
Lanes:	2 0	3 0	1	1 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	300	855	245	80	1650	137	110	1183	388	413	1012	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	855	245	80	1650	137	110	1183	388	413	1012	27
Added Vol:	44	34	6	0	72	0	0	0	92	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	889	251	80	1722	137	110	1183	480	426	1012	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	889	251	80	1722	137	110	1183	480	426	1012	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	889	251	80	1722	137	110	1183	480	426	1012	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	344	889	251	80	1722	137	110	1183	480	426	1012	27
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.71	0.29	2.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	3168	5280	1750	1760	6521	519	3168	5280	1760	3168	5143	137
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.14	0.05	0.26	0.26	0.03	0.22	0.27	0.13	0.20	0.20
Crit Moves:	****				****				****	****		

Long Beach Airport Terminal Expansion
Future With Project
AM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	212	469	138	84	680	98	129	862	331	391	1242	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	469	138	84	680	98	129	862	331	391	1242	101
Added Vol:	0	2	1	0	5	5	2	4	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	471	139	84	685	103	131	866	331	394	1250	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	471	139	84	685	103	131	866	331	394	1250	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	471	139	84	685	103	131	866	331	394	1250	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	471	139	84	685	103	131	866	331	394	1250	101
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.00	2.00	2.00	1.74	0.26	1.00	3.00	1.00	2.00	2.78	0.22
Final Sat.:	3168	1760	3168	3168	3060	460	1760	5280	1760	3168	4885	395
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.04	0.03	0.22	0.22	0.07	0.16	0.19	0.12	0.26	0.26
Crit Moves:		****		****			****				****	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	357	0	2399	2604	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	357	0	2399	2604	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					507	
pX, platoon unblocked	0.64	0.64	0.64			
vC, conflicting volume	3204	651	2604			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2764	0	1834			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	49	100			
cM capacity (veh/h)	10	699	212			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	357	600	600	600	600	651	651	651	651
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	357	0	0	0	0	0	0	0	0
cSH	699	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.51	0.35	0.35	0.35	0.35	0.38	0.38	0.38	0.38
Queue Length 95th (ft)	73	0	0	0	0	0	0	0	0
Control Delay (s)	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C								
Approach Delay (s)	15.4	0.0				0.0			
Approach LOS	C								

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

Scenario Report

Scenario:	Future with project PM
Command:	Future with project PM
Volume:	2020 PM Peak
Geometry:	Future Lane configurartion
Impact Fee:	None
Trip Generation:	Future project (41+25+11+ parking) PM
Trip Distribution:	AM / PM Peak
Paths:	None
Routes:	None
Configuration:	Future 2020 PM

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

Trip Generation Report

Forecast for Future PM project(41+25+11+parking)

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Long Beach A	1.00	Airport	333.00	479.00	333	479	812	100.0
	Zone 2 Subtotal					333	479	812	100.0
TOTAL						333	479	812	100.0

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

Trip Distribution Report

Percent Of Trips AM / PM Peak

To Gates

Zone	1	2	3	5	7	9	10	11	12	13	14
2	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0
3	4.0	4.0	7.0	4.0	15.0	2.0	6.0	5.0	1.0	12.0	3.0

To Gates

Zone	16	17	18	19	20	22	23	24	25
2	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0
3	14.0	2.0	2.0	1.0	1.0	14.0	1.0	1.0	1.0

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Spring St. & Cherry Ave.	D	xxxxx	0.893	D	xxxxx	0.899	+ 0.007
# 2 Spring St. & Temple Ave.	F	xxxxx	1.089	F	xxxxx	1.095	+ 0.006
# 3 Spring St. & Redondo Ave.	D	xxxxx	0.818	D	xxxxx	0.827	+ 0.009
# 4 Spring St. & Lakewood Blvd.	F	xxxxx	1.171	F	xxxxx	1.223	+ 0.052
# 5 Spring St. & Clark Ave.	E	xxxxx	0.908	E	xxxxx	0.917	+ 0.009
# 6 Willow St. & Redondo Ave.	E	xxxxx	0.905	E	xxxxx	0.914	+ 0.008
# 7 Willow St. & Lakewood Blvd.	F	xxxxx	1.082	F	xxxxx	1.092	+ 0.010
# 8 Willow St. & Clark Ave.	C	xxxxx	0.799	D	xxxxx	0.805	+ 0.006
# 9 Wardlow Rd. & Cherry Ave.	E	xxxxx	0.930	E	xxxxx	0.945	+ 0.015
# 10 Wardlow Rd / Dr. Douglas Rd &	D	xxxxx	0.875	E	xxxxx	0.931	+ 0.056
# 11 Wardlow Rd. & Clark Ave.	C	xxxxx	0.746	C	xxxxx	0.749	+ 0.003
# 12 36th St. & Cherry Ave.	C	xxxxx	0.773	C	xxxxx	0.777	+ 0.004
# 13 Bixby Rd. & Cherry Ave.	C	xxxxx	0.758	C	xxxxx	0.760	+ 0.002
# 14 Conant St. & Lakewood Blvd.	E	xxxxx	0.972	F	xxxxx	1.006	+ 0.034
# 15 Conant St. & Clark Ave.	A	xxxxx	0.456	A	xxxxx	0.458	+ 0.003
# 16 Carson St. & Cherry Ave.	F	xxxxx	1.096	F	xxxxx	1.116	+ 0.021
# 17 Carson St. & Paramount Blvd.	F	xxxxx	1.009	F	xxxxx	1.025	+ 0.016
# 18 Carson St. & Lakewood Blvd.	F	xxxxx	1.014	F	xxxxx	1.030	+ 0.015
# 19 Carson St. & Clark Ave.	F	xxxxx	1.023	F	xxxxx	1.030	+ 0.007

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #1 Spring St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	1
Volume Module:												
Base Vol:	206	1495	60	559	1478	189	151	1077	111	135	632	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1495	60	559	1478	189	151	1077	111	135	632	575
Added Vol:	0	0	0	17	0	0	0	7	0	0	10	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1495	60	576	1478	189	151	1084	111	135	642	599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1495	60	576	1478	189	151	1084	111	135	642	599
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1495	60	576	1478	189	151	1084	111	135	642	599
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	1495	60	576	1478	189	151	1084	111	135	642	599
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	2.00	2.66	0.34	1.00	2.72	0.28	1.00	2.07	1.93
Final Sat.:	1760	5076	204	3168	4681	599	1760	4790	490	1760	3642	3398
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.18	0.32	0.32	0.09	0.23	0.23	0.08	0.18	0.18
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #2 Spring St. & Temple Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	551	0	283	0	0	0	0	1310	1339	61	1435	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:	551	0	283	0	0	0	0	1310	1339	61	1435	0
Added Vol:	0	0	7	0	0	0	0	23	0	10	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	0	290	0	0	0	0	1333	1339	71	1502	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:	551	0	290	0	0	0	0	1333	1339	71	1502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	551	0	290	0	0	0	0	1333	1339	71	1502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	551	0	290	0	0	0	0	1333	1339	71	1502	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3168	0	1750	0	1760	1760	1760	3520	1760	1760	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.16	0.00	0.00	0.00	0.00	0.38	0.76	0.04	0.28	0.00
Crit Moves:	****								****	****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #3 Spring St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

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
Lanes:	2 0	0 1	1	0 0	1! 0	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	517	0	530	0	0	0	0	1620	349	512	779	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:	517	0	530	0	0	0	0	1620	349	512	779	0
Added Vol:	0	0	7	0	0	0	0	30	0	10	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	0	537	0	0	0	0	1650	349	522	856	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:	517	0	537	0	0	0	0	1650	349	522	856	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	0	537	0	0	0	0	1650	349	522	856	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	517	0	537	0	0	0	0	1650	349	522	856	0
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	1.00	0.00	1.00	2.48	0.52	2.00	3.00	0.00
Final Sat.:	3168	0	3520	0	1760	0	1760	4358	922	3168	5280	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.15	0.00	0.00	0.00	0.00	0.38	0.38	0.16	0.16	0.00
Crit Moves:	****							****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #4 Spring St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.223
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	4 0	1	2 0	3 0	2	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	94	1688	180	320	2416	489	636	1535	254	303	737	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1688	180	320	2416	489	636	1535	254	303	737	534
Added Vol:	0	136	0	34	167	86	37	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1824	180	354	2583	575	673	1535	254	303	737	549
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1824	180	354	2583	575	673	1535	254	303	737	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1824	180	354	2583	575	673	1535	254	303	737	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	1824	180	354	2583	575	673	1535	254	303	737	549
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.90	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	2.00	2.00	2.57	0.43	2.00	3.00	1.00
Final Sat.:	3168	7040	1750	3168	5280	3168	3168	4530	750	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.10	0.11	0.49	0.18	0.21	0.34	0.34	0.10	0.14	0.31
Crit Moves:	****				****		****					****

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #5 Spring St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

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
Lanes:	2 0	2 1	0	2 0	2 0	1	2 0	2 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	316	916	210	184	803	80	249	1758	102	152	778	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	916	210	184	803	80	249	1758	102	152	778	121
Added Vol:	5	5	0	4	2	0	0	25	9	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	921	210	188	805	80	249	1783	111	152	788	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	921	210	188	805	80	249	1783	111	152	788	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	921	210	188	805	80	249	1783	111	152	788	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	321	921	210	188	805	80	249	1783	111	152	788	131
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.44	0.56	2.00	2.00	1.00	2.00	2.82	0.18	2.00	3.43	0.57
Final Sat.:	3168	4300	980	3168	3520	1760	3168	4971	309	3168	6036	1004
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.21	0.06	0.23	0.05	0.08	0.36	0.36	0.05	0.13	0.13
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #6 Willow St. & Redondo Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: E

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
Lanes:	2 0	3 0	1	2 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	325	724	392	414	779	156	105	1351	416	367	1011	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	724	392	414	779	156	105	1351	416	367	1011	90
Added Vol:	0	7	7	0	10	0	0	7	0	10	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	731	399	414	789	156	105	1358	416	377	1021	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	731	399	414	789	156	105	1358	416	377	1021	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	731	399	414	789	156	105	1358	416	377	1021	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	325	731	399	414	789	156	105	1358	416	377	1021	90
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3168	5280	1750	3168	3520	1760	1760	5280	1760	3168	5280	1760
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.23	0.13	0.22	0.09	0.06	0.26	0.24	0.12	0.19	0.05
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #7 Willow St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	1
Volume Module:												
Base Vol:	224	1206	160	227	1693	419	402	2116	425	98	891	407
Growth Adj:	1.00	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	1206	160	227	1693	419	402	2116	425	98	891	407
Added Vol:	0	23	0	9	34	19	13	0	0	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	1229	160	236	1727	438	415	2116	425	98	891	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	1229	160	236	1727	438	415	2116	425	98	891	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1229	160	236	1727	438	415	2116	425	98	891	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	224	1229	160	236	1727	438	415	2116	425	98	891	456
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.54	0.46	2.00	2.39	0.61	2.00	3.00	1.00	2.00	2.65	1.35
Final Sat.:	3168	6229	811	3168	4212	1068	3168	5280	1760	3168	4657	2383
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.41	0.41	0.13	0.40	0.24	0.03	0.19	0.19
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #8 Willow St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

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
Lanes:	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	111	938	120	268	754	183	203	1240	94	117	879	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	938	120	268	754	183	203	1240	94	117	879	80
Added Vol:	3	11	0	0	10	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	949	120	268	764	183	203	1240	103	117	879	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	949	120	268	764	183	203	1240	103	117	879	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	949	120	268	764	183	203	1240	103	117	879	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	949	120	268	764	183	203	1240	103	117	879	80
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.66	0.34	2.00	1.61	0.39	2.00	2.77	0.23	2.00	2.75	0.25
Final Sat.:	1760	4687	593	3168	2840	680	3168	4875	405	3168	4840	440
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.08	0.27	0.27	0.06	0.25	0.25	0.04	0.18	0.18
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #9 Wardlow Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

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
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	203	2438	159	42	1895	246	571	38	258	371	40	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	2438	159	42	1895	246	571	38	258	371	40	125
Added Vol:	18	6	0	0	4	6	4	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	2444	159	42	1899	252	575	38	270	371	40	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	2444	159	42	1899	252	575	38	270	371	40	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	2444	159	42	1899	252	575	38	270	371	40	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	2444	159	42	1899	252	575	38	270	371	40	125
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	2.65	0.35	1.95	0.13	0.92	2.00	0.24	0.76
Final Sat.:	1760	5280	1760	1760	4661	619	3429	228	1623	3520	427	1333
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.09	0.02	0.41	0.41	0.17	0.17	0.17	0.11	0.09	0.09
Crit Moves:	****				****			****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #10 Wardlow Rd / Dr. Douglas Rd & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

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
Lanes:	2 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	310	2364	316	634	2628	98	140	152	87	127	73	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	2364	316	634	2628	98	140	152	87	127	73	123
Added Vol:	188	0	0	0	0	123	177	15	68	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	498	2364	316	634	2628	221	317	167	155	127	95	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	2364	316	634	2628	221	317	167	155	127	95	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	2364	316	634	2628	221	317	167	155	127	95	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	498	2364	316	634	2628	221	317	167	155	127	95	123
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
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	3.53	0.47	2.00	3.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3168	6210	830	3168	6494	546	3168	3520	1760	3168	3520	1760
Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.20	0.40	0.40	0.10	0.05	0.09	0.04	0.03	0.07
Crit Moves:		****		****			****					****

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #11 Wardlow Rd. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	35	1089	122	120	803	38	85	742	227	28	264	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1089	122	120	803	38	85	742	227	28	264	101
Added Vol:	15	0	0	0	0	3	5	5	5	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1089	122	120	803	41	90	747	232	28	267	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1089	122	120	803	41	90	747	232	28	267	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1089	122	120	803	41	90	747	232	28	267	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	1089	122	120	803	41	90	747	232	28	267	101
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Lanes:	1.00	2.70	0.30	1.00	2.85	0.15	1.00	1.53	0.47	0.14	1.35	0.51
Final Sat.:	1600	4316	484	1600	4566	233	1600	2441	758	226	2157	816
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.18	0.18	0.06	0.31	0.31	0.02	0.12	0.12
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #12 36th St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	17	2279	286	18	2201	47	28	14	36	361	37	18
Growth Adj:	1.00	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	2279	286	18	2201	47	28	14	36	361	37	18
Added Vol:	2	8	0	0	8	2	2	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2287	286	18	2209	49	30	14	38	361	37	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2287	286	18	2209	49	30	14	38	361	37	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2287	286	18	2209	49	30	14	38	361	37	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	2287	286	18	2209	49	30	14	38	361	37	18
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	2.93	0.07	0.37	0.17	0.46	1.81	0.19	1.00
Final Sat.:	1760	4693	587	1760	5165	115	644	300	816	3193	327	1760
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.01	0.43	0.43	0.02	0.05	0.05	0.11	0.11	0.01
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #13 Bixby Rd. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

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
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	72	2518	54	31	1394	41	103	60	62	150	147	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	2518	54	31	1394	41	103	60	62	150	147	38
Added Vol:	1	7	0	0	11	4	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2525	54	31	1405	45	105	60	63	150	147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	2525	54	31	1405	45	105	60	63	150	147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2525	54	31	1405	45	105	60	63	150	147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	2525	54	31	1405	45	105	60	63	150	147	38
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.91	0.09	1.00	0.49	0.51	1.01	0.99	1.00
Final Sat.:	1760	5169	111	1760	5116	164	1760	859	901	1778	1742	1760
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.49	0.02	0.27	0.27	0.06	0.07	0.07	0.08	0.08	0.02
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #14 Conant St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 14 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 0	2	1 0	1 1	0
Volume Module:												
Base Vol:	231	2413	81	24	2035	50	132	198	1082	45	98	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	2413	81	24	2035	50	132	198	1082	45	98	19
Added Vol:	0	175	2	0	122	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	2588	83	24	2157	50	132	198	1082	47	98	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2588	83	24	2157	50	132	198	1082	47	98	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2588	83	24	2157	50	132	198	1082	47	98	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	2588	83	24	2157	50	132	198	1082	47	98	19
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	1.00	2.00	1.00	1.68	0.32
Final Sat.:	3168	5280	1750	3168	5160	120	1760	1760	3168	1760	2948	572
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.05	0.01	0.42	0.42	0.08	0.11	0.34	0.03	0.03	0.03
Crit Moves:		****		****					****	****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #15 Conant St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 10 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	2	1 0	0 1	0
Volume Module:												
Base Vol:	62	924	68	33	733	20	33	40	73	12	17	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	924	68	33	733	20	33	40	73	12	17	24
Added Vol:	0	5	0	0	3	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	929	68	33	736	22	35	40	73	12	17	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	929	68	33	736	22	35	40	73	12	17	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	929	68	33	736	22	35	40	73	12	17	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	929	68	33	736	22	35	40	73	12	17	24
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.82	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	2.00	1.00	0.41	0.59
Final Sat.:	1600	3200	1600	1600	3107	93	1600	1600	2880	1600	663	936
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.04	0.02	0.24	0.24	0.02	0.03	0.03	0.01	0.03	0.03
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #16 Carson St. & Cherry Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.116
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	106	1667	735	414	952	82	104	1094	77	479	1109	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1667	735	414	952	82	104	1094	77	479	1109	392
Added Vol:	0	0	10	10	0	0	0	40	0	14	57	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1667	735	424	952	82	104	1134	77	493	1166	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1667	735	424	952	82	104	1134	77	493	1166	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1667	735	424	952	82	104	1134	77	493	1166	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1667	735	424	952	82	104	1134	77	493	1166	406
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.81	0.19	2.00	2.23	0.77
Final Sat.:	1760	5280	1750	3168	5280	1760	3168	4944	336	3168	3916	1364
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.42	0.13	0.18	0.05	0.03	0.23	0.23	0.16	0.30	0.30
Crit Moves:			****	****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #17 Carson St. & Paramount Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 12 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	131	729	330	199	423	178	373	1658	103	168	1561	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	729	330	199	423	178	373	1658	103	168	1561	321
Added Vol:	0	0	0	0	0	0	0	60	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	729	330	199	423	178	373	1718	103	168	1647	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	729	330	199	423	178	373	1718	103	168	1647	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	729	330	199	423	178	373	1718	103	168	1647	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	729	330	199	423	178	373	1718	103	168	1647	321
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.83	0.17	1.00	2.51	0.49
Final Sat.:	1760	3520	1760	1760	3520	1760	1760	4981	299	1760	4419	861
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.19	0.11	0.12	0.10	0.21	0.34	0.34	0.10	0.37	0.37
Crit Moves:		****		****			****				****	

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #18 Carson St. & Lakewood Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	3 0	1	1 0	3 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	674	1867	228	146	1168	127	287	1686	462	249	1032	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	674	1867	228	146	1168	127	287	1686	462	249	1032	94
Added Vol:	86	67	12	0	47	0	0	0	60	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	1934	240	146	1215	127	287	1686	522	257	1032	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	760	1934	240	146	1215	127	287	1686	522	257	1032	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	1934	240	146	1215	127	287	1686	522	257	1032	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	760	1934	240	146	1215	127	287	1686	522	257	1032	94
Saturation Flow Module:												
Sat/Lane:	1760	1760	1750	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.62	0.38	2.00	3.00	1.00	2.00	2.75	0.25
Final Sat.:	3168	5280	1750	1760	6374	666	3168	5280	1760	3168	4839	441
Capacity Analysis Module:												
Vol/Sat:	0.24	0.37	0.14	0.08	0.19	0.19	0.09	0.32	0.30	0.08	0.21	0.21
Crit Moves:		****		****				****		****		

Long Beach Airport Terminal Expansion
Future With Project
PM Peak Hour

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

Intersection #19 Carson St. & Clark Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 18 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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
Lanes:	2 0	1 0	2	2 0	1 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	277	756	399	82	635	187	251	1625	273	203	1154	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	756	399	82	635	187	251	1625	273	203	1154	142
Added Vol:	0	5	2	0	3	3	5	7	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	761	401	82	638	190	256	1632	273	205	1159	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	761	401	82	638	190	256	1632	273	205	1159	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	761	401	82	638	190	256	1632	273	205	1159	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	761	401	82	638	190	256	1632	273	205	1159	142
Saturation Flow Module:												
Sat/Lane:	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760
Adjustment:	0.90	1.00	0.90	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.00	2.00	2.00	1.54	0.46	1.00	3.00	1.00	2.00	2.67	0.33
Final Sat.:	3168	1760	3168	3168	2712	808	1760	5280	1760	3168	4704	576
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.13	0.03	0.24	0.24	0.15	0.31	0.16	0.06	0.25	0.25
Crit Moves:		****		****			****				****	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑↑↑	↑↑↑↑	
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	480	0	3178	2910	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	480	0	3178	2910	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					507	
pX, platoon unblocked	0.58	0.58	0.58			
vC, conflicting volume	3704	728	2910			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3495	0	2136			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	24	100			
cM capacity (veh/h)	3	634	146			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	480	794	794	794	794	728	728	728	728
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	480	0	0	0	0	0	0	0	0
cSH	634	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.76	0.47	0.47	0.47	0.47	0.43	0.43	0.43	0.43
Queue Length 95th (ft)	172	0	0	0	0	0	0	0	0
Control Delay (s)	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	D								
Approach Delay (s)	26.2	0.0				0.0			
Approach LOS	D								

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		